



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, May 13, 2020

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting will only be conducted via video conferencing and by telephone. Please follow the instructions on the following page to join the meeting remotely.

COMMISSIONERS

Chair – Ben J. Benoit

Vice Chair – Jan Harnik

Second Vice Chair – V. Manuel Perez

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Jeff Hewitt, County of Riverside, District 5
Art Welch / Daniela Andrade, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Larry Smith / Linda Molina, 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
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Russ Brown, City of Hemet
Dana Reed / Kimberly Muzik, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Chris Barajas, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Meniffee
Yxstain Gutierrez / Carla Thornton, City of Moreno Valley
Scott Vinton / Christi White, City of Murrieta
Berwin Hanna / Ted Hoffman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Dennis Woods, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Rusty Bailey / Andy Melendrez, City of Riverside
Andrew Kotyuk / Russ Utz, City of San Jacinto
Michael S. Naggar / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, May 13, 2020

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting will only be conducted via video conferencing and by telephone. Please follow the instructions below to join the meeting remotely.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting - from PC, Laptop or Phone

Join Zoom Meeting

<https://us02web.zoom.us/j/85121096061>

Meeting ID: 851 2109 6061

One tap mobile

+16699006833,,85121096061# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Commission Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to May 12, 2020 at 5:00 p.m. and your comments will be made part of the official record of the proceedings and read into the record. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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

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

1. CALL TO ORDER

2. ROLL CALL

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

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

5. 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.*

5A. APPROVAL OF MINUTES – APRIL 8, 2020

Page 1

5B. QUARTERLY SALES TAX ANALYSIS

Page 7

Overview

This item is for the Commission to receive and file the sales tax analysis for Quarter 3, 2019 (3Q 2019).

Page 16

5C. SINGLE SIGNATURE AUTHORITY REPORT

Overview

This item is for the Commission to receive and file the Single Signature Authority report for the third quarter ended March 31, 2020.

5D. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 18

Overview

This item is for the Commission to receive and file an update on state and federal legislation.

5E. FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM FEDERAL FISCAL YEARS 2017/18 AND 2018/19

Page 33

Overview

This item is for the Commission to:

- 1) Adopt Resolution No. 20-007, *"Resolution of the Riverside County Transportation Commission Certifying Project Consistency with the Public Transit-Human Services Transportation Coordinated Plan"*; and
- 2) Direct staff to program the projects in the Federal Transportation Improvement Program (FTIP).

5F. LOW CARBON TRANSIT OPERATIONS PROGRAM

Page 47

Overview

This item is for the Commission to adopt Resolution No. 20-006 *"Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for Expanded Perris Valley Line Operations FY 21 Project in the Amount of \$1,081,302"*.

5G. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COUNCIL MEMBERSHIP APPOINTMENTS

Page 51

Overview

This item is for the Commission to approve the appointments of 15 members to the Citizens and Specialized Transit Advisory Council (CSTAC) effective May 13, 2020.

6. APPROVAL OF AGREEMENT FOR CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING, AND CONSTRUCTION SURVEYING AND AUTHORIZATION TO USE 91 EXPRESS LANES SURPLUS TOLL REVENUE FOR CONSTRUCTION SUPPORT EXPENDITURES FOR THE STATE ROUTE 91 CORRIDOR OPERATIONS PROJECT IN ORANGE AND RIVERSIDE COUNTIES

Page 54

Overview

This item is for the Commission to:

- 1) Award Agreement No. 20-31-033-00 to Falcon Engineering Services, Inc. to perform construction management services, materials testing, and construction surveying for the State Route 91 Corridor Operations Project (91 COP) in Orange and Riverside Counties in the amount of \$4,456,957, plus a contingency amount of \$445,695 for a total amount not to exceed \$4,902,652;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
- 3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the 91 COP; and
- 4) Authorize the expenditure of 91 Express Lanes toll revenue designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund the 91 COP construction support expenditures in the amount of \$2 million.

7. REVISED FISCAL YEAR 2020 AND FISCAL YEAR 2021 REVENUE PROJECTIONS FOR MEASURE A, LOCAL TRANSPORTATION FUND, AND TRANSPORTATION UNIFORM MITIGATION FEE

Page 90

Overview

This item is for the Commission to:

- 1) Approve the revised mid-year Fiscal Year 2019/20 revenue projections of \$178 million for 2009 Measure A (Measure A) revenues, \$91 million for Local Transportation Fund (LTF) revenues and \$16 million for Transportation Uniform Mitigation Fee (TUMF) revenues;
- 2) Approve the revised FY 2020/21 revenue projections of \$160 million for Measure A revenues, \$82 million for LTF revenues, and \$11 million for TUMF revenues;
- 3) Approve the budget decrease adjustments to Measure A revenues of \$24 million and expenditures of \$9.91 million to reflect the revised FY 2019/20 Measure A projection;
- 4) Approve the budget decrease adjustments to LTF revenues of \$12 million, transfers in of \$360,000, and expenditures and transfers out of \$450,000 to reflect the revised FY 2019/20 LTF projection; and
- 5) Approve the budget decrease adjustments to TUMF revenues of \$11 million to reflect the revised FY 2019/20 TUMF projection.

8. ADOPTION OF TRAFFIC RELIEF PLAN FOR RIVERSIDE COUNTY

Page 100

Overview

This item is for the Commission to adopt the Traffic Relief Plan for Riverside County.

9. CONSTRUCTION ZONE SAFETY CAMPAIGN

Page 134

Overview

This item is for the Commission to receive and file an update about a construction zone safety campaign for the Interstate 15 Express Lanes and State Route 60 Truck Lanes project areas.

10. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

11. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

Overview

This item provides the opportunity for the Commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.

12. CLOSED SESSION

12A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	APN(s)	Property Owner	Buyer(s)
1	206-132-036 and 206-132-037	RCTC	Greens Investment Group

13. ADJOURNMENT

The next meeting of the Commission is scheduled to be held on **Wednesday, June 10, 2020**, Board Room, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

AGENDA ITEM 5A

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, April 8, 2020

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Ben J. Benoit at 9:31 a.m. Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Governing Board meeting was conducted via video conferencing and by telephone.

2. ROLL CALL

Commissioners/Alternates Present

Rusty Bailey
Mike Beauchamp
Ben J. Benoit
Brian Berkson
Randall Bonner
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Raymond Gregory
Yxstain Gutierrez
Berwin Hanna
Jan Harnik
Steven Hernandez
Jeff Hewitt
Kevin Jeffries
Andrew Kotyuk
Linda Krupa
Clint Lorimore
Bob Magee

Commissioners Absent

Scott Matas
Michael Naggar
V. Manuel Perez
Dana Reed
Wes Speake
Karen Spiegel
Larry Smith
Michael M. Vargas
Chuck Washington
Ted Weill
Lloyd White
Art Welch
Scott Vinton
Dennis Woods
Bill Zimmerman

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

Per staff's request, Agenda Item 6G, *"Approve Agreement for Construction Management Services, Materials Testing, and Construction Surveying for the State Route 91 Corridor Operations Project in Orange and Riverside Counties,"* was pulled from the Consent Calendar to be considered at a future meeting.

6. CONSENT CALENDAR

M/S/C (Harnik/Krupa) to approve the following Consent Calendar items.

Abstain: Hewitt on Agenda Item 6E

6A. APPROVAL OF MINUTES – MARCH 8, 2020

6B. QUARTERLY FINANCIAL STATEMENTS

Receive and file the Quarterly Financial Statements for the six months ended December 31, 2019.

6C. QUARTERLY INVESTMENT REPORT

Receive and file the Quarterly Investment Report for the quarter ended December 31, 2019.

6D. STATE AND FEDERAL LEGISLATIVE UPDATE

Receive and file an update on state and federal legislation.

6E. AGREEMENTS FOR FREEWAY SERVICE PATROL TOW TRUCK SERVICE

- 1) Approve Agreement No. 20-45-030-00 to Royal Coaches Auto Body & Towing for Freeway Service Patrol (FSP) tow truck services on Interstate 15 (I-15) Beat No. 25 for a five-year term, in an amount of \$1,625,473, plus a contingency amount of \$81,274, for a total amount not to exceed \$1,706,747;
- 2) Approve Agreement No. 20-45-031-00 to Pepe's Towing Service Inc. for FSP tow truck services on I-15 Beat No. 26 for a five-year term, in an amount of \$1,674,401, plus a contingency amount of \$83,720, for a total amount not to exceed \$1,758,121;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
- 4) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for these services.

6F. CALIFORNIA TRANSPORTATION COMMISSION STAFF RECOMMENDATIONS FOR 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM

Receive and file the California Transportation Commission (CTC) staff recommendations for 2020 State Transportation Improvement Program (STIP).

6H. CALIFORNIA ENVIRONMENTAL QUALITY ACT REVALIDATION AND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE MODIFIED STATE ROUTE 91 CORRIDOR IMPROVEMENT PROJECT FOR THE CORRIDOR OPERATIONS IMPROVEMENTS

Adopt Resolution No. 20-003, *“Resolution of the Riverside County Transportation Commission Adopting an Addendum to the Previously Certified Environmental Impact Report (SCH #2008071075) Pursuant to the California Environmental Quality Act for the State Route 91 Corridor Improvement Project and Approving the Proposed Changes to the Project”*.

6I. TEMPORARILY DISCONTINUE 91 EXPRESS LANES ACCOUNT FEES

- 1) Direct staff to temporarily discontinue certain 91 Express Lanes account fees; and
- 2) Authorize the Executive Director to restore the account fees in conjunction with the Orange County Transportation Authority (OCTA), at the appropriate time, to their prior levels.

7. RESOLUTION APPROVAL: EMERGENCY DECLARATION

John Standiford, Deputy Executive Director, and Anne Mayer, Executive Director, provided an overview of the resolution proclaiming a local emergency in response to the introduction of the novel coronavirus (COVID-19) in Riverside County.

M/S/C (Reed/Welch) to approve Resolution No. 20-005, *“Resolution of the Riverside County Transportation Commission Proclaiming a Local Emergency”*, in response to the introduction of the novel coronavirus (COVID-19) in Riverside County.

8. EMERGENCY PUBLIC TRANSIT FUNDING ALLOCATIONS DUE TO THE COVID-19 PANDEMIC

Lorelle Moe-Luna, Multimodal Services Director, presented the emergency Public Transit funding allocations due to the COVID-19 pandemic.

Commissioner Jan Harnik expressed how this illustrates the fiscal intelligence the Commission shows and how prudent it has been to have that reserve.

M/S/C (Krupa/Fitzpatrick) to:

- 1) Authorize the Executive Director to allocate up to \$15,410,000 in Local Transportation Fund (LTF) fund reserves to the Riverside County transit operators as emergency contingency funds due to a loss of revenues caused by the COVID-19 pandemic;**
- 2) Authorize the Executive Director to approve Short Range Transit Plan (SRTTP) amendments related to impacts of COVID-19 not to exceed an increase of \$15,410,000;**
- 3) Approve a budget increase to the Fiscal Year 2019/20 budget in the amount of \$15,410,000 for LTF transit operating expenditures;**
- 4) Direct staff to work with the transit operators to seek state and federal emergency funding to the maximum extent possible to mitigate the use of LTF fund reserves; and**
- 5) Direct staff to submit amendments to the Federal Transportation Improvement Program (FTIP) as necessary.**

9. ACCELERATED ADOPTION OF FINAL TRAFFIC RELIEF PLAN AND DEFERRAL OF ELECTION

Aaron Hake, External Affairs Director, presented the accelerated adoption of the Final Traffic Relief Plan and deferral of the election. He stated if approved the Commission will have significant budget savings of \$3.3 million from the public engagement contract.

Commissioner Michael Naggar expressed appreciation to the Commissioners during this process as there was robust debate and it moved forward. He moved staff's recommendation.

Commissioner Wes Speake expressed appreciation to staff for all the significant work that was done to this point with the Traffic Relief Plan. He expressed although the Commission is not moving forward with the half-cent sales tax, all of those projects are still needed. He suggested staff bring back to the Commission an update on how the Commissioners and the public can help to deal with the state and federal government to help fund some of those needs since now is the time to push.

Commissioner Linda Krupa concurred with the Commissioners' comments and expressed appreciation for going through the process with the Traffic Relief Plan, which brought to the forefront with the public the need and necessity for improvements with how traffic flows and the realization of how traffic impacts each city in Riverside County. She expressed gratitude to staff and the Traffic Relief Strategy Committee for their hard work, working towards the final Traffic Relief Plan, and looking to where the Commission goes from here.

Commissioner Andrew Kotyuk expressed support for staff's recommendation and suggested to staff as this pandemic worsens there will be possibly state or federal

programs to create jobs and funding infrastructure projects, which should be the next phase the Commission is heading towards.

Commissioner Steven Hernandez expressed not being in support of staff's recommendation and expressed having not heard of any federal plans for infrastructure and suggested to shorten the Traffic Relief Plan and look to do something after the COVID-19 incident as it is still clear the need is there. He stated the Commission has not put a strategy for the current needs absent this plan to address the needs moving forward.

Commissioner Jan Harnik stated this is an opportunity for the Commission to learn and expressed support for staff's recommendation. She explained there has been a shift in behaviors and perhaps telecommuting can help in some of the infrastructure issues. She stated there are important projects on the table that need to be completed and leverage these funds through construction and doing infrastructure projects. It is important to note the opportunities that have occurred with greenhouse gas reductions and issues such as that and take a look at other things going forward and factor that into what the Commission does.

Commissioner Michael Vargas seconded staff's recommendation and called for the vote.

M/S/C (Naggar/Vargas) to:

- 1) Direct staff to present the Final Traffic Relief Plan for Commission approval at its May 13, 2020 Commission meeting; and**
- 2) Defer placing a measure on the ballot to fund the Traffic Relief Plan to a future election.**

No: Hernandez

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

There were no items pulled from the Consent Calendar.

11. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT

- 12A.** Anne Mayer announced staff appreciates the Commissioner's willingness to participate via Zoom as the first Commission meeting went well and suggested for the Commissioners to contact her if they have any input or comments in preparing for the Committee meetings at the end of April. She discussed how staff is actively engaged locally and in Sacramento and Washington, D.C. for administrative relief and advocating for increased funding to keep the Commission projects moving.

- 12B.** Chair Benoit expressed appreciation to staff for putting this meeting together and stated he and staff have been working on the technology for the April Commission meeting the past 10 days as it is important to be as publicly accessible as possible.

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Benoit adjourned the meeting at 10:13 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, May 13, 2020, Board Chambers, First Floor, County Administrative Center, 4080 Lemon Street, Riverside.

Respectfully submitted,



Lisa Mobley
Clerk of the Board

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

AGENDA ITEM 5B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the sales tax analysis for Quarter 3, 2019 (3Q 2019).

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), for review and determination of errors in sales tax reporting related to 1,111 businesses. Through 3Q 2019, the CDTFA approved 635 of these accounts for a cumulative sales tax recovery of \$10,551,666. 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.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 3Q 2019. Most of the 3Q 2019 Measure A sales tax revenues were received in the fourth quarter of calendar year 2019, during October 2019 through December 2019, due to a lag in the sales tax calendar. The summary section of the 3Q 2019 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 (general retail).

Taxable transactions for the top 25 contributors in Riverside County generated 24.6 percent of taxable sales for the benchmark year ended 3Q 2019, slightly higher than the 23.3 percent for the benchmark year ended 3Q 2018. The top 100 tax contributors generated 39.2 percent for the benchmark year ended 3Q 2019, slightly higher than the 37.9 percent for the benchmark year ended 3Q 2018.

In the Economic Category Analysis below, all six categories experienced new highs in the 3Q 2019 benchmark year to the prior eight benchmark years.

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	28.3 / 6.4	28.2 / 2.4	30.4 / 1.4	25.7 / 0.0	25.6 / 0.9	27.5 / 4.5	28.8 / 1.6	29.5 / -0.1	30.1 / 6.6	28.7 / -1.9
Food Products	17.8 / 1.7	23.3 / 4.0	22.3 / 3.1	19.0 / 10.7	24.9 / 5.3	18.1 / 2.5	17.7 / 5.4	25.2 / 0.8	17.3 / -6.5	37.0 / 8.2
Transportation	24.2 / 1.4	26.5 / 2.4	25.6 / 6.0	26.9 / 2.2	23.9 / 0.4	30.7 / 3.3	28.7 / 4.6	26.0 / 1.2	29.9 / -9.7	23.8 / -0.6
Construction	10.8 / 4.1	8.2 / -9.4	8.3 / -13.7	9.6 / -2.0	8.7 / -8.3	10.8 / -10.8	10.2 / -7.6	6.9 / -13.0	15.9 / -5.7	6.4 / -8.2
Business to Business	16.3 / 2.9	12.8 / -7.6	12.2 / -10.4	13.8 / -15.2	15.8 / -8.0	12.1 / -0.7	13.9 / 10.7	11.6 / -12.0	6.5 / -7.1	3.6 / -16.5
Miscellaneous	2.6 / 7.8	0.9 / -15.3	1.2 / 9.5	5.0 / 37.9	1.0 / -7.5	0.9 / -12.2	0.7 / -30.1	0.9 / -21.2	0.4 / -32.2	0.5 / -19.0
Total	100.0 / 3.5	100.0 / -0.1	100 / -0.1	100.0 / 1.1	100 / -2.0	100.0 / 2.4	100.0 / 1.8	100.0 / -0.5	100.0 / -4.3	100 / -0.2

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 through 3Q 2019 is attached and illustrates fairly consistent cycles for sales tax performance for most of the economic categories since 3Q 2014.

For 7 of the top 10 segments (restaurants, department stores, miscellaneous retail, building materials – wholesale, 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 49.5 percent of the total sales tax receipts. Service stations representing 7.6 percent was higher than the last five benchmark year quarters since 3Q 2014. Auto sales – new and food markets were down slightly from 3Q 2018 due to an end for new order incentives and a warehouse club chain, included under department stores, taking away food sales from grocery retailers, respectively.

The top 10 segments represent 73.1 percent of the total sales tax receipts. For the other 21 segments representing 26.9 percent of the total sales tax receipts, 11 segments representing 18.6 percent of the total sales tax receipts reached new high points in the benchmark year 3Q 2019. In the Economic Segment Analysis below, auto sales – new and department stores have been in the top three economic segments since 2014. 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 3Q 2019 benchmark year quarter for service stations reflects an increase over the last five benchmark year quarters since 2Q 2014 due to higher 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	Restaurants	Department Stores	Restaurants	Department Stores	Restaurants
% of Total / % Change	11.5 / 4.0	16.8 / 6.2	16.8 / 5.6	11.9 / 9.4	18.1 / 6.3	12.7 / 6.9	13.7 / 6.1	18.7 / 5.8	13.4 / 16.2	25.4 / 10.3
2nd Largest Segment	Auto Sales - New	Auto Sales - New	Auto Sales - New	Department Stores	Auto Sales - New	Auto Sales - New	Restaurants	Auto Sales - New	Auto Sales - New	Auto Sales - New
% of Total / % Change	10.9 / -1.0	12.0 / 3.3	14.1 / 12.7	11.5 / 8.8	12.5 / -2.2	12.4 / 3.0	12.0 / 8.8	12.2 / 6.4	12.1 / -2.3	11.7 / -0.4
3rd Largest Segment	Department Stores	Department Stores	Department Stores	Service Stations	Department Stores	Department Stores	Auto Sales - New	Department Stores	Restaurants	Misc Retail
% of Total / % Change	10.1 / 8.2	9.8 / 4.1	9.7 / 4.1	10.5 / 3.5	7.9 / 1.3	11.5 / 8.8	11.1 / 4.6	9.5 / 3.6	10.6 / -5.0	10.5 / 1.5

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 Fiscal Year 2019/20 sales tax revenues after the correction are expected to continue to reflect an increase over the FY 2018/19 revenues.

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest losses) from 3Q 2018 to 3Q 2019 is attached.

Staff continues to monitor 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 3Q 2019
- 2) Sales Tax Performance Analysis by Quarter 3Q 2019
- 3) Quarterly Sales Tax Comparison by City for 3Q 2018 to 3Q 2019

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

Riverside County Transportation Commission

Sales Tax Digest Summary

Collections through December 2019
Sales through September 2019 (2019Q3)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by -8.5% over the same quarter from the previous year, with Northern California reporting a -9.8% decrease compared to a -7.5% for Southern California. Receipts for the RCTC decreased by -12.3% over the same periods. Large decreases were mostly due to the California Department of Tax and Fee Administration implementation of a new reporting system and the processing of many sales tax returns filed for the for previous quarters in Q3 of the previous year.

- **Online Sales Tax Windfall:** A new California law, (AB147), aimed at collecting sales tax from third-party retailers using online platforms like Amazon, ebay, Walmart, Etsy to sell taxable goods in California generated nearly \$475 million in Sales Tax in the fourth quarter of 2019. That is nearly as much as the \$476 million that state and federal agencies, and many tax experts predicted it would generate for an entire year! (CalMatters, March 4, 2020)
- **COVID-19 (Corona Virus):** The impact of the virus on the overall economy so far has been mostly to reduce supply and not demand. Though the effect is likely to be temporary, fear has had an impact on consumer behaviors that may negatively impact "foot traffic and tourism-sensitive" segments of the economy. Sales tax revenues may be negatively impacted for 30 to 60 days. Historically pandemics, (Swine Flu, SARS, Bird Flu), have not had a significant long-term impact on sales tax revenues.

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	48,861,948
Share of County Pool 0.0%	0
Share of State Pool 0.0%	0
SBE Net Collections	48,861,948
Less: Amount Due County 0.0%	.00
Less: Cost of Administration	(548,970)
Net 3Q2019 Receipts	48,312,978
Net 3Q2018 Receipts	55,057,944
Actual Percentage Change	-12.3%

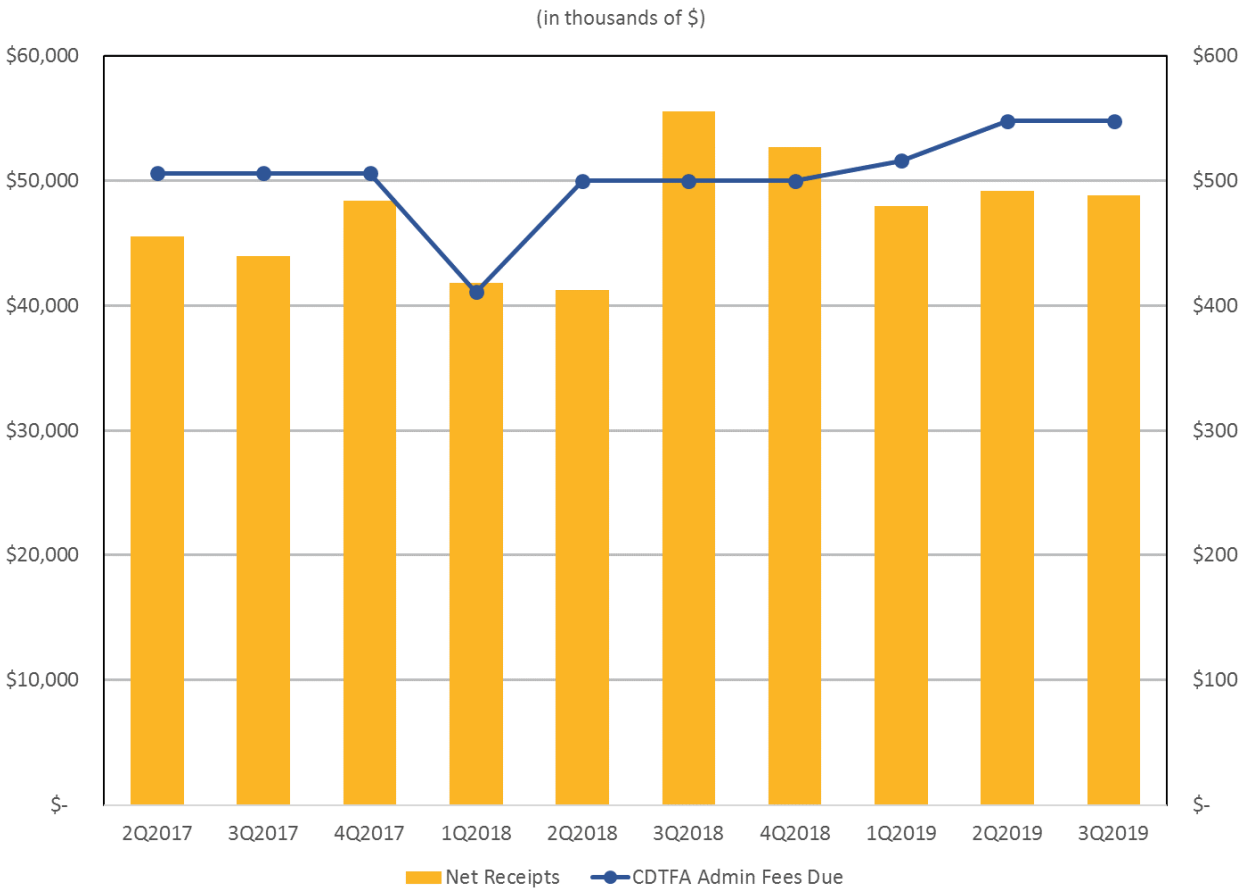
Business Activity Performance Analysis

Local Collections – Economic Basis 3Q2019	\$48,217,358
Local Collections – Economic Basis 3Q2018	\$45,979,925
Quarter over Quarter Change	2,237,433
Quarter over Quarter Percentage Change	4.9%

Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Year to Date	\$10,258,416
------------------------------	--------------

HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



TOP 25 SALES/USE TAX CONTRIBUTORS

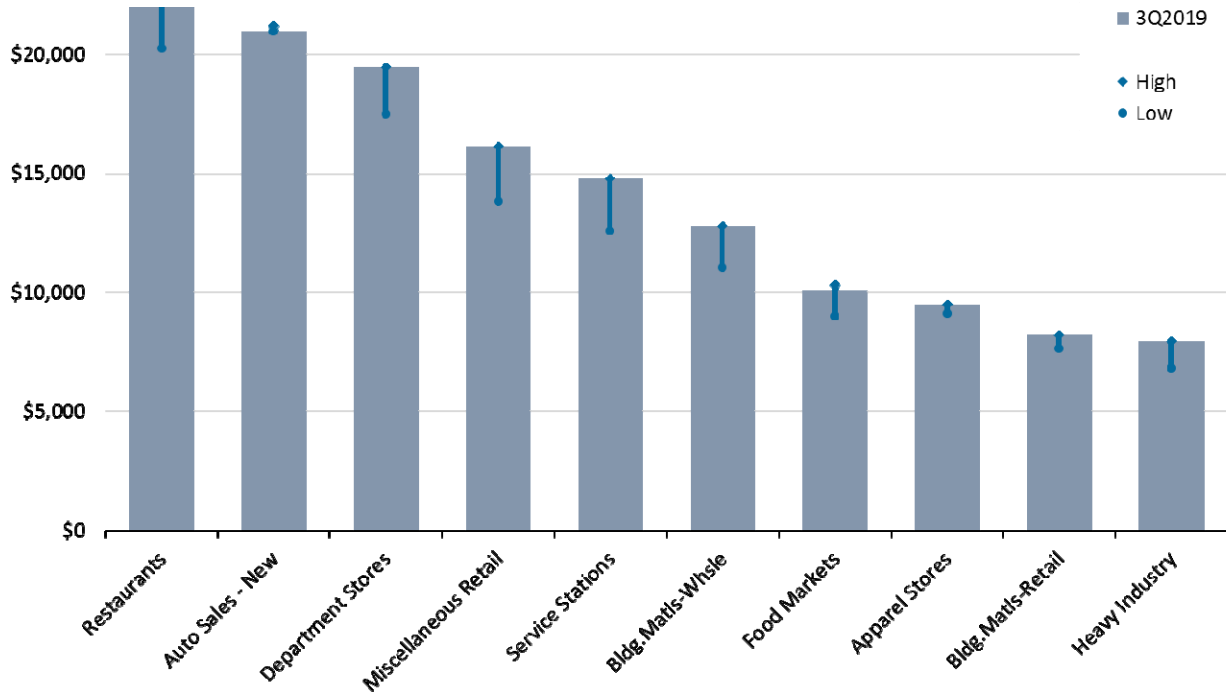
The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from August 2018 to September 2019. The Top 25 Sales/Use Tax contributors generate 24.6% of RCTC's total sales and use tax revenue.

AMAZON.COM
 ARCO AM/PM MINI MARTS
 BEST BUY STORES
 CARMAX THE AUTO SUPERSTORE
 CHEVRON SERVICE STATIONS
 CIRCLE K FOOD STORES
 CONSOLIDATED ELECTRICAL DISTRIBUTORS
 COSTCO WHOLESALE
 DEMATIC
 DEPARTMENT OF MOTOR VEHICLES
 FOOD 4 LESS
 HOME DEPOT
 KOHL'S DEPARTMENT STORES

LOWE'S HOME CENTERS
 MACY'S DEPARTMENT STORE
 MCDONALD'S RESTAURANTS
 RALPH'S GROCERY COMPANY
 ROBERTSON'S READY MIX
 ROSS STORES
 SAM'S CLUB
 SHELL SERVICE STATIONS
 STATER BROS MARKETS
 TARGET STORES
 VERIZON WIRELESS
 WAL MART STORES

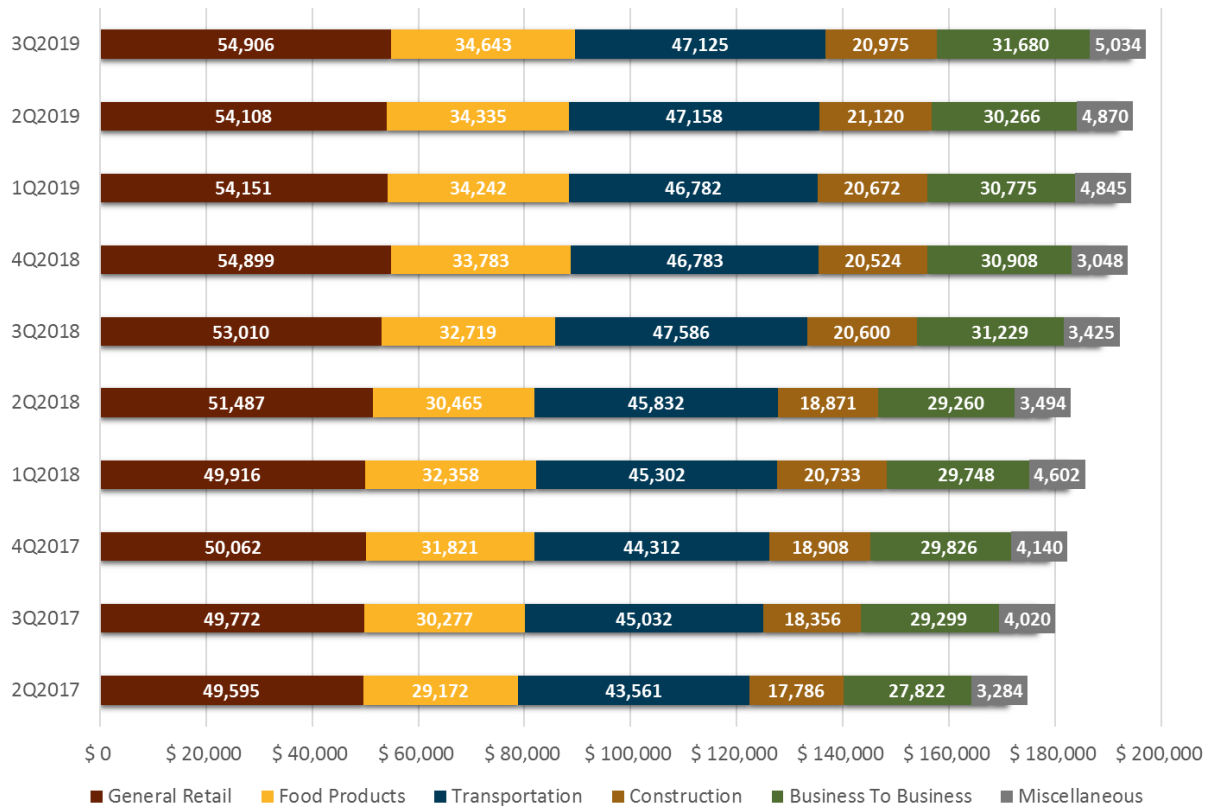
HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through September 2019, the highs, and the lows for each segment over the last two years in thousands of \$.

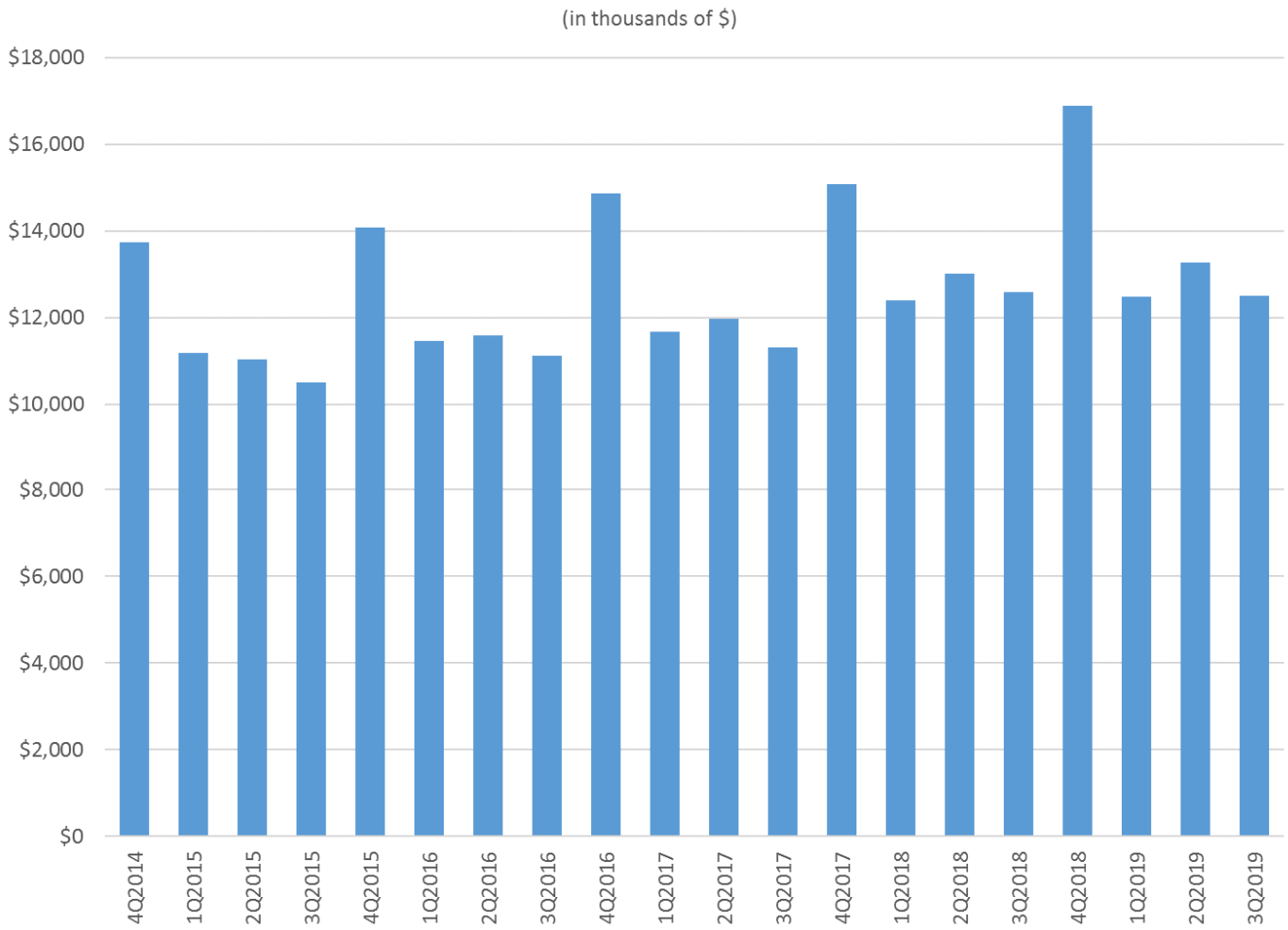


ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)

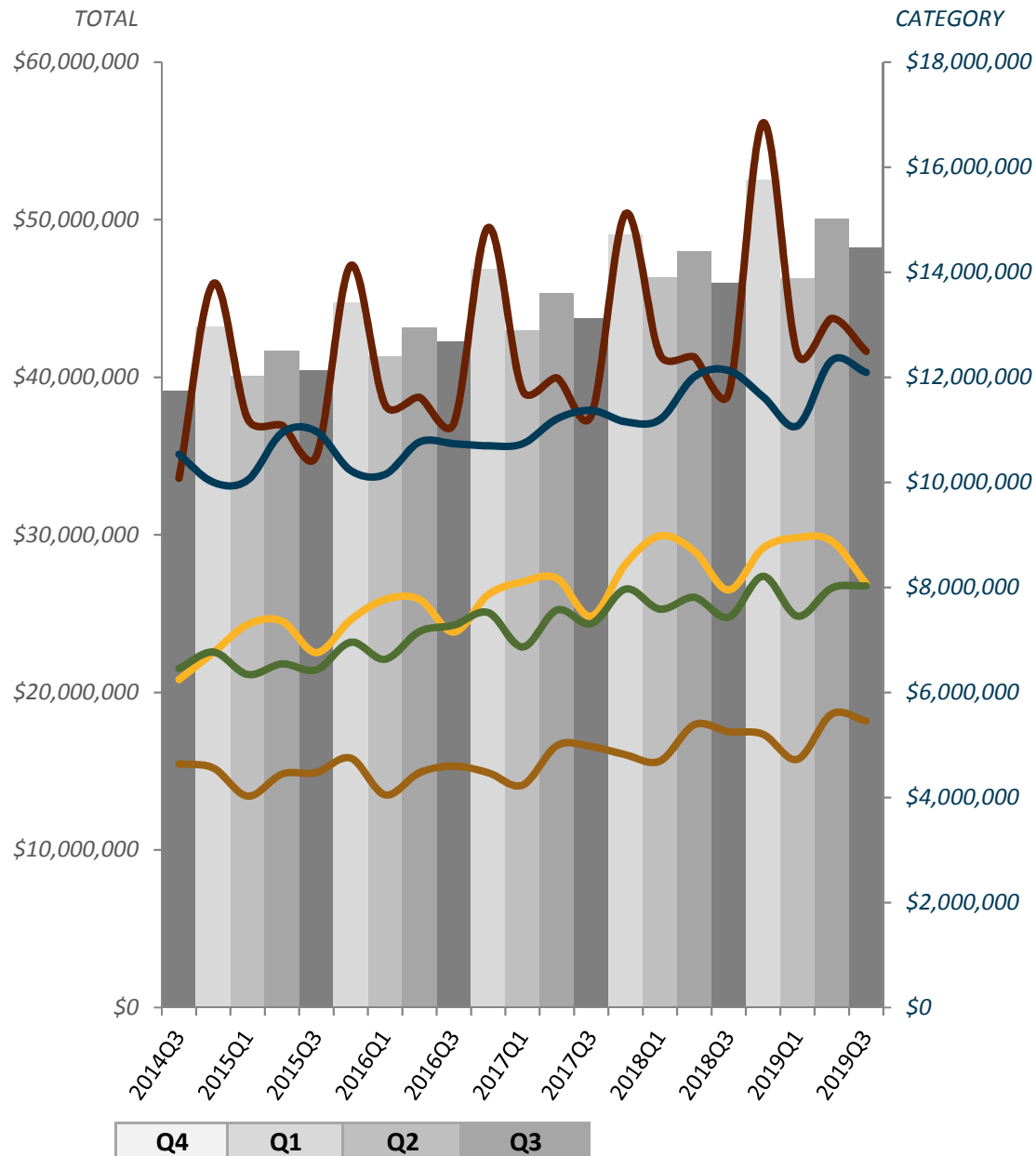


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$48,217,358	4.9%	\$2,237,433	4.1%	\$7,688,593

GENERAL RETAIL

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$12,494,625	6.8%	\$800,648	6.4%	\$3,279,455

% of 2019Q3 Total:

25.9%

FOOD PRODUCTS

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,067,660	1.5%	\$116,398	1.7%	\$574,909

% of Total:

16.7%

TRANSPORTATION

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$12,093,089	-0.3%	-\$35,789	1.4%	\$635,366

% of Total:

25.1%

CONSTRUCTION

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$5,455,693	3.9%	\$203,702	4.1%	\$830,559

% of Total:

11.3%

BUSINESS TO BUSINESS

2019Q3	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$8,029,224	8.0%	\$597,755	2.9%	\$885,325

% of Total:

16.7%

QoQ = 19Q3 / 18Q3

YoY = YE 19Q3 / YE 18Q3

RCTC: Quarterly Comparison of 2018Q3 and 2019Q3 (July through August Sales)

	General Retail	Food Products	Transportation	Construction	Business To Business	Miscellaneous	Jul - Aug 2019 (2019Q3)	Jul - Aug 2018 (2018Q3)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	6.0%	-2.0%	-14.1%	-17.7%	47.0%	15.9%	590,398	722,627	-18.3%	HEAVY INDUSTRY	MISC. VEHICLE SALES	AUTO SALES - NEW	SERVICE STATIONS
BEAUMONT	-0.3%	-0.8%	4.1%	-68.1%	24.4%	-9.3%	1,036,411	1,106,525	-6.3%	LIGHT INDUSTRY	SERVICE STATIONS	BLDG.MATLS-RETAIL	FOOD MARKETS
BLYTHE	79.3%	1.7%	-19.0%	13.0%	-2.7%	-62.4%	335,033	343,843	-2.6%	FURNITURE/APPLIANCE	MISCELLANEOUS RETAIL	SERVICE STATIONS	AUTO SALES-NEW
CALIMESA	-1.1%	1.7%	4.7%	56.9%	-56.9%	-53.7%	213,837	206,807	3.4%	AUTO PARTS/REPAIR	FOOD MARKETS	CHEMICAL PRODUCTS	MISCELLANEOUS RETAIL
CANYON LAKE	38.5%	9.8%	4.6%	121.5%	5.1%	-0.6%	100,861	122,316	-17.5%	FOOD MARKETS	RESTAURANTS	LIGHT INDUSTRY	SERVICE STATIONS
CATHEDRAL CITY	-7.8%	-9.1%	-1.1%	1.5%	2.9%	-14.5%	2,007,448	2,098,600	-4.3%	HEAVY INDUSTRY	MISC. VEHICLE SALES	AUTO SALES - NEW	FOOD MARKETS
COACHELLA	-6.1%	-17.8%	-3.9%	24.7%	-61.7%	85.8%	694,511	788,706	-11.9%	BLDG.MATLS-WHSE	AUTO PARTS/REPAIR	FOOD MARKETS	ENERGY SALES
CORONA	-3.0%	-1.9%	-8.2%	-7.7%	-5.9%	40.1%	9,371,672	9,863,811	-5.0%	ELECTRONIC EQUIPMENT	DEPARTMENT STORES	BLDG.MATLS-RETAIL	AUTO SALES - NEW
COUNTY OF RIVERSIDE	-0.1%	-0.1%	-7.5%	-4.7%	-17.2%	-1.2%	6,571,579	6,731,085	-2.4%	MISCELLANEOUS RETAIL	FOOD PROCESSING EQP	SERVICE STATIONS	BLDG.MATLS-WHSE
DESERT HOT SPRINGS	18.7%	2.8%	27.0%	1.1%	62.0%	76.8%	417,676	352,920	18.3%	SERVICE STATIONS	MISCELLANEOUS RETAIL	FLORIST/NURSERY	FOOD MARKETS
EASTVALE	22.4%	-19.1%	-3.3%	-38.6%	-0.9%	-79.6%	1,875,005	1,987,987	-5.7%	DEPARTMENT STORES	APPAREL STORES	BLDG.MATLS-RETAIL	FOOD MARKETS
HEMET	-1.4%	-3.4%	18.8%	-61.5%	-7.3%	10.3%	2,650,484	2,630,266	0.8%	AUTO SALES - NEW	MISCELLANEOUS RETAIL	BLDG.MATLS-RETAIL	BLDG.MATLS-WHSE
INDIAN WELLS	-7.5%	-17.5%	0.0%	-99.2%	-24.5%	437.2%	116,179	132,127	-12.1%	MISCELLANEOUS RETAIL	DRUG STORES	RESTAURANTS	BLDG.MATLS-WHSE
INDIO	7.1%	-9.0%	-3.6%	-38.0%	37.3%	4.4%	2,289,348	2,411,180	-5.1%	APPAREL STORES	ELECTRONIC EQUIPMENT	BLDG.MATLS-RETAIL	BLDG.MATLS-WHSE
JURUPA VALLEY	-16.6%	2.0%	0.6%	35.2%	-1.3%	-46.0%	3,307,787	2,810,996	17.7%	BLDG.MATLS-WHSE	DEPARTMENT STORES	MISCELLANEOUS RETAIL	SERVICE STATIONS
LA QUINTA	-1.9%	7.2%	4.6%	-60.0%	-10.1%	8.2%	1,509,183	1,604,983	-6.0%	AUTO SALES - NEW	RESTAURANTS	BLDG.MATLS-RETAIL	MISCELLANEOUS RETAIL
LAKE ELSINORE	5.2%	-2.1%	4.4%	-45.9%	-34.6%	26.4%	2,103,246	2,159,458	-2.6%	AUTO SALES - NEW	DEPARTMENT STORES	BLDG.MATLS-RETAIL	FOOD MARKETS
MENIFEE	3.5%	11.3%	-5.0%	-3.2%	-10.8%	-4.4%	1,898,947	1,852,609	2.5%	RESTAURANTS	FOOD MARKETS	ENERGY SALES	SERVICE STATIONS
MORENO VALLEY	-2.2%	-10.7%	-5.4%	-39.5%	2.9%	-47.4%	4,086,065	4,477,084	-8.7%	DEPARTMENT STORES	HEAVY INDUSTRY	BLDG.MATLS-RETAIL	FOOD MARKETS
MURRIETA	4.1%	-8.4%	0.1%	-39.6%	-7.0%	30.5%	3,792,968	4,018,457	-5.6%	MISCELLANEOUS RETAIL	MISC. VEHICLE SALES	BLDG.MATLS-RETAIL	FOOD MARKETS
NORCO	3.3%	-1.4%	-3.2%	57.0%	-3.3%	1.5%	1,625,477	1,636,887	-0.7%	AUTO SALES - USED	BLDG.MATLS-WHSE	AUTO SALES - NEW	SERVICE STATIONS
PALM DESERT	1.1%	0.0%	-38.2%	5.6%	-9.9%	253.6%	3,375,784	3,466,867	-2.6%	BUSINESS SERVICES	MISCELLANEOUS OTHER	AUTO SALES - NEW	CHEMICAL PRODUCTS
PALM SPRINGS	2.1%	-0.2%	9.1%	-39.4%	5.5%	6.0%	2,411,239	2,482,424	-2.9%	AUTO SALES - NEW	RESTAURANTS	BLDG.MATLS-RETAIL	FOOD MARKETS
PERRIS	31.1%	-13.5%	-16.3%	-66.1%	108.9%	7.0%	4,647,078	4,612,152	0.8%	FURNITURE/APPLIANCE	LIGHT INDUSTRY	BLDG.MATLS-RETAIL	SERVICE STATIONS
RANCHO MIRAGE	-4.8%	-3.1%	23.9%	-62.5%	10.6%	58.2%	1,050,951	1,076,880	-2.4%	AUTO SALES - NEW	BLDG.MATLS-WHSE	BLDG.MATLS-RETAIL	RESTAURANTS
RIVERSIDE	-6.6%	-0.9%	-1.9%	-20.4%	-1.4%	-24.5%	13,834,108	14,499,916	-4.6%	RESTAURANTS	BUSINESS SERVICES	BLDG.MATLS-WHSE	MISCELLANEOUS RETAIL
SAN JACINTO	1.3%	-5.9%	-5.6%	0.0%	-1.0%	59.4%	697,792	727,380	-4.1%	FLORIST/NURSERY	DEPARTMENT STORES	RESTAURANTS	AUTO SALES -USED
TEMECULA	2.1%	4.3%	-2.1%	-39.7%	-1.3%	9.1%	7,905,686	8,181,062	-3.4%	DEPARTMENT STORES	AUTO SALES - NEW	BLDG.MATLS-RETAIL	BLDG.MATLS-WHSE
WILDOMAR	-4.0%	12.9%	-42.0%	36.5%	-45.2%	-35.4%	400,341	470,578	-14.9%	FOOD MARKETS	RESTAURANTS	SERVICE STATIONS	LEASING

AGENDA ITEM 5C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Jose Mendoza, Senior Procurement Analyst Matt Wallace, Procurement Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Single Signature Authority Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Single Signature Authority report for the third quarter ended March 31, 2020.

BACKGROUND INFORMATION:

Certain contracts are executed under single signature authority as permitted in the Commission's Procurement Policy Manual adopted in September 2019. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$1.5 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

The attached report details all contracts that have been executed for the third quarter ended March 31, 2020, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services at March 31, 2020 is \$1,104,286.

Attachment: Single Signature Authority Report as of March 31, 2020

<i>Approved by the Budget and Implementation Committee on April 27, 2020</i>				
In Favor:	10	Abstain:	0	No: 0

**SINGLE SIGNATURE AUTHORITY
AS OF March 31, 2020**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
	AMOUNT AVAILABLE July 1, 2019		\$1,500,000.00		
20-31-020-00	WSP USA, Inc.	Managed Freeways - Pre-design report and conceptual design plans	249,983.00	0.00	249,983.00
20-31-024-00	California Highway Patrol	Construction Zone Enhancement Program (COZEPP) for SR-91 Pachappa Project	49,981.00	0.00	49,981.00
20-33-045-00	Sapphos Environmental	Railroad right-of-way maintenance permit support services	5,750.00	0.00	5,750.00
20-18-053-00	Koff & Associates	Compensation, classification, and benefits studies	20,000.00	0.00	20,000.00
20-19-062-00	Eadie & Payne	GASB 87 implementation professional services	70,000.00	0.00	70,000.00
	AMOUNT USED		395,714.00		
	AMOUNT USED		395,714.00		
	AMOUNT REMAINING through March 31, 2020		\$1,104,286.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Jose Mendoza		Theresa Trevino			
Prepared by		Reviewed by			
Note: Shaded area represents new contracts listed in the third quarter.					

AGENDA ITEM 5D

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee David Knudsen, Legislative Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to receive and file an update on state and federal legislation.

BACKGROUND INFORMATION:

State Update

The COVID-19 State Response

The California State Legislature went into suspension on March 16, 2020 after approving \$1 billion in new funding in response to the COVID-19 public health crisis. The bill, which was signed by Governor Newsom on March 17, 2020, allocated up to \$1 billion for a ramp-up of hospital capacity and any purpose related to the Governor's March 4, 2020 state of emergency declaration. As of April 8, 2020, Governor Newsom has issued thirteen executive orders aimed at enhancing local government's COVID-19 response, moratorium on evictions, relief for small businesses, ensuring safety net services continue for vulnerable Californians, and some tax relief.

On March 25, 2020, RCTC Executive Director Anne Mayer, sent a letter to the Riverside County's Legislative Delegation in support of public transit operators seeking emergency funding to offset the direct costs and revenue losses associated with the COVID-19 pandemic. Transit agencies in Riverside County are expected to lose approximately \$15.4 million of operating funds due to the unprecedented drop in ridership and escalating operational costs.

Governor Newsom issued Executive Order N-40-20 Providing Relief to California Small Businesses on March 30, 2020. The order will allow small business taxpayers with annual taxable sales below \$5 million to enter into a 12-month payment plan for up to \$50,000 of their sales and use tax liability at zero interest. Following the signing of the Executive Order, the California Department of Tax and Fee Administration (CDTFA), which administers California's sales tax, announced sales tax returns for the 1st Quarter 2020 will now be due on July 31, 2020, an addition of three months to file returns and pay taxes. Unclear in the Executive Order and guidance from CDTFA, is if this

order also includes local sales tax collection. RCTC staff is working to determine how this might impact Measure A sales tax collection and distribution.

The Assembly Budget Committee released a memo on April 6, 2020 recognizing that there will be less money and time to adopt a balanced budget by the constitutionally required deadline of June 15, 2020. The memo further outlined changes to the 2020 budget process including:

- The Governor's May Revision will become a "workload" budget that reflects 2019-2020, or current, service levels. This means that new budget proposals, based on the Governor's January 2020 budget proposal, will not be heard in Committee. Additionally, when the Assembly Budget Committee reconvenes, no new priorities will be considered from stakeholders, advocates, and Members with the exception of COVID-19 related costs, wildfire prevention, and homelessness funding.
- By delaying personal income tax receipts until July 15, 2020 the Legislature will revisit the budget after it is passed in June, likely in August. This second round of budget deliberations will allow for a better picture of revenues, the state of the economy, and determine if additional COVID-19 related responses will be necessary.

As of this staff report, the Legislature is expected to stay in recess until May 4, 2020, but legislative leaders in either chamber can decide to reconvene or extend the recess if necessary. It is unclear at this time what additional legislative action the Legislature will take once they return or what will happen to existing bills unrelated to COVID-19 response and recovery. RCTC staff will continue to monitor and provide an update to the Commission on legislation that will impact RCTC.

Federal Update

The COVID-19 Federal Response

Throughout March, Congress and the Trump Administration have been working to enact emergency relief legislation in response to the COVID-19 public health crisis. Three COVID-19 relief packages have been enacted to date: Coronavirus Preparedness and Response Supplemental Appropriations Act (March 4, 2020), Families First Coronavirus Response Act (March 18, 2020), and the \$2 trillion CARES Act (March 27, 2020).

On March 24, 2020, RCTC Executive Director Anne Mayer, sent a letter to the Riverside County's Congressional Delegation in support of public transit operators seeking emergency funding to offset the direct costs and revenue losses associated with the COVID-19 pandemic. The emergency relief bill, the CARES Act, included \$25 billion in emergency funding for public transportation. Public transportation funding from this bill is expected to total more than \$3.75 billion for California. Congress is currently considering additional coronavirus response legislation (commonly referred to as "Phase 4") that aims to build on the first three emergency relief packages.

There has been interest in including funding for some form of infrastructure investment in the Phase 4 or future legislation. However, while House Speaker Nancy Pelosi, along with President Trump, have expressed interest that the next bill could include substantial investment in infrastructure projects, because of the growing substantial economic impacts of the pandemic, it appears that Phase 4 may continue to focus on emergency relief for individuals, small businesses and health care response.

As discussions are taking place about what might be included in Phase 4, RCTC Chair Ben J. Benoit sent letters to the Riverside Congressional Delegation on April 7, 2020, urging bipartisan action to invest in infrastructure as a way to stimulate the economy. Three areas were identified as having immediate impact:

- Direct Aid Assistance: To keep current and upcoming projects moving and jumpstart economic recovery, RCTC requests direct aid assistance that backfills lost revenue and ensure that projects and jobs are not impacted in a serious manner.
- Economic Recovery Funding: Any federal economic recovery funding for surface transportation should be sub-allocated to implementing agencies such as RCTC who are responsible for getting projects delivered.
- Surface Transportation Reauthorization: Complete the reauthorization of federal transportation policy prior to the expiration of the current law – the FAST Act – and ask that as part of this reauthorization, ensure that regional transportation agencies receive an increase in federal resources.

RCTC staff and finance team are working to develop additional policy ideas, in alignment with the Commission adopted 2020 State and Federal Legislative Platform, that could be proposed to help address the current financial impact of the COVID-19 emergency on RCTC's finance and project plans. Congress is currently in recess until at least April 20, 2020. Congressional staff continue to work developing the Phase 4 legislation and RCTC staff will continue to monitor and provide an update to the Commission on our efforts to impact this legislation to assist RCTC.

Attachments:

- 1) Support letter: State Emergency Transit Funding
- 2) Support letter: Federal Emergency Transit Funding
- 3) Support letter: COVID-19 Economic Recovery and Response
- 4) State COVID-19 Response Timeline
- 5) Federal COVID-19 Response Timeline
- 6) Legislative Matrix – April 2020

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

March 25, 2020

The Honorable Richard Roth
California State Senate
State Capitol
Sacramento, California 95814

The Honorable Mike Morrell
California State Senate
State Capitol
Sacramento, California 95814

The Honorable Marie Waldron
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Sabrina Cervantes
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Jose Medina
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Eduardo Garcia
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Chad Mayes
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Melissa Melendez
California State Assembly
State Capitol
Sacramento, California 95814

The Honorable Randy Voepel
California State Assembly
State Capitol
Sacramento, California 95814

Dear Members of the Riverside County Legislative Delegation:

On behalf of the Riverside County Transportation Commission (RCTC) and in support of all public transit operators in Riverside County, I write to strongly urge the Legislature to provide emergency funding to public transit agencies to offset the direct costs and revenue losses associated with the COVID-19 pandemic. We are grateful that Congress is working on legislation to provide initial emergency funding for transit operators and we are assessing how much of those funds will come to Riverside County. As communities wisely adhere to “safer at home” policies, transit agencies in Riverside County are expected to lose approximately \$15.4 million of operating funds due to the unprecedented drop in ridership and escalating operational costs to ensure healthy and safe rides during the pandemic. Their shortfalls will depend on the duration of this crisis.

Public transportation is an essential element of our regional economy and local communities. Especially during this time of crisis, public transit is a lifeline for many of our residents who have no other option to access healthcare or employment. Public transit operators are on the front lines. Without emergency funding, public transit agencies, particularly those that rely on fare revenue for a significant portion of their operating budgets, will be required to suspend or drastically curtail such important services.

While our immediate focus is on maintaining front-line public transit operations, we will also soon need to address the likely significant shortfalls in revenue for capital construction projects that provide thousands of jobs in Riverside County. As we have seen in previous economic downturns, infrastructure is a cornerstone of recovery.

Thank you for your consideration of this request. If you have any questions about this request, please contact Aaron Hake at (AHake@rctc.org) and David Knudsen (DKnudsen@rctc.org).

Thank you



Anne Mayer
Executive Director

CC: The Honorable Jim Beall, Chair, Senate Transportation Committee
The Honorable Bob Wieckowski, Chair, Senate Budget Subcommittee on Resources, Environmental Protection, Energy and Transportation
The Honorable Jim Frazier, Chair, Assembly Transportation Committee
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee on Resources and Transportation
Al Zelinka, City Manager, City of Riverside
Doug Schulze, City Manager City of Banning
George Colangeli, General Manager, Palo Verde Valley Transit Agency
Jacob Ellis, City Manager, City of Corona
Larry Rubio, Chief Executive Officer, Riverside Transit Agency
Lauren Skiver, Chief Executive Officer, SunLine Transit Agency
Mark Watts, Riverside County Transportation Commission Advocate
Stephanie Wiggins, Chief Executive Officer, Metrolink
Todd Parton, City Manager, City of Beaumont

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
951.787.7141 • 951.787.7920 • www.rctc.org

March 24, 2020

The Honorable Dianne Feinstein
United States Senate
U.S. Capitol
Washington, DC 20510

The Honorable Kamala Harris
United States Senate
U.S. Capitol
Washington, DC 20510

The Honorable Ken Calvert
United States Senate
U.S. Capitol
Washington, DC 20510

The Honorable Raul Ruiz, MD
United States House of Representatives
U.S. Capitol
Washington, DC 20510

The Honorable Mark Takano
U. S. House of Representative
United States Capitol
Washington, DC 20510

Dear Members of the Riverside County Congressional Delegation:

On behalf of the Riverside County Transportation Commission (RCTC) and in support of all public transit operators in Riverside County, I write to strongly urge the United States Congress to quickly provide emergency funding to public transit agencies to offset the direct costs and revenue losses associated with the COVID-19 pandemic. As communities adhere to “safer at home” policies, transit agencies in Riverside County are expected to lose approximately \$15.4 million of operating funds due to the unprecedented drop in ridership and escalating operational costs.

Public transportation is an essential element of our regional economy and local communities. Especially during this time of crisis, public transit is a lifeline for many of our residents who have no other option to access healthcare or employment. Public transit operators are on the front lines. Without emergency funding, public transit agencies, particularly those that rely on fare revenue for a significant portion of their operating budgets, will be required to suspend or drastically curtail such important services.

Thank you for your consideration of this request. If you have any questions about this request, please contact Aaron Hake at (AHake@rctc.org) and David Knudsen (DKnudsen@rctc.org).

Thank you



Anne Mayer
Executive Director

March 24, 2020

CC: Al Zelinka, City Manager, City of Riverside
Doug Schulze, City Manager City of Banning
Jacob Ellis, City Manager, City of Corona
Larry Rubio, Chief Executive Officer, Riverside Transit Agency
Lauren Skiver, Chief Executive Officer, SunLine Transit Agency
Stephanie Wiggins, Chief Executive Officer, Metrolink
Todd Parton, City Manager, City of Beaumont



4080 Lemon Street, 3rd Floor • Riverside, CA
 Mailing Address: P.O. Box 12008 • Riverside, CA 92502-2208
 951.787.7141 • 951.787.7920 • www.rctc.org

April 3, 2020

The Honorable Ken Calvert
 United States House of Representatives
 U.S. Capitol
 Washington, DC 20510

Subject: COVID-19 Economic Relief and Recovery Response

Dear Congressman Calvert:

On behalf of the Riverside County Transportation Commission (RCTC), thank you for supporting recent legislation to provide relief to our communities in response to the COVID-19 pandemic. By quickly providing emergency funding to public transportation agencies through the Coronavirus Aid, Relief and Economic Security (CARES) Act, Congress provided immediate relief and investment in public transportation that will allow transit operators to continue serving the residents of Riverside County. While the assistance to public transportation agencies was very helpful, it will be necessary to further address the negative financial impacts of the pandemic to funding sources that sustain infrastructure development and related employment in Riverside County.

RCTC will experience a dramatic reduction in revenue because the very necessary “safer at home” policies have reduced economic activity in Riverside County. As a “self-help” county, our projects are heavily-reliant on voter-approved sales tax revenue, toll revenue, and development fees. The majority of RCTC’s revenues come from these local self-help sources. We also anticipate our revenues from state sources based on sales taxes and fuel consumption to decline dramatically. The anticipated magnitude of revenue loss will impact the delivery of projects that reduce traffic congestion, improve the flow of commerce, increase passenger rail connectivity, and support the jobs of countless residents of Riverside County. Many of these projects have strong support from your constituents.

As Congress prepares to consider emergency relief and recovery proposals that will restore our national, state, and local economies, RCTC urges bipartisan action to invest in our nation’s infrastructure as a way to stimulate the economy.

I want to share with you a few high-level concepts for future legislation that are important to maintaining and strengthening our regional infrastructure in this time of crisis. In the coming weeks, RCTC will share more specific policy proposals.

Direct Aid Assistance

To keep current and upcoming projects moving and jumpstart economic recovery, RCTC requests direct aid assistance that backfills lost revenue and ensure that projects and jobs are not impacted in a serious manner.

RCTC remains hard at work serving our communities, our region, and our state while adhering to highest level of employee and public safety protocols. Even during this uncertain time, RCTC currently has 11 projects, in or

beginning construction, worth \$738 million. These important projects generate thousands of jobs, expand economic development, increase safety for the traveling public and move people and goods throughout our region's transportation network. Yet, we are concerned that the drastic reduction in revenue will cause cancellation or indefinite delay of future projects, despite years of work, planning, environmental studies, public engagement, and investment of taxpayer dollars.

Economic Recovery Funding

Any federal economic recovery funding for surface transportation should be sub-allocated to implementing agencies such as RCTC who are responsible for getting projects delivered.

The fewer layers of government through which funds must flow before getting to the construction site, the sooner the economic recovery can get underway and the public can see their tax dollars at work. In addition, we are exploring changes to federal policies and programs that would provide flexibility to RCTC and other transportation agencies to expedite current projects or planned projects without unnecessary bureaucratic delays. Please consider further emergency relief and recovery proposals that both directly funds infrastructure and improves policy to get that funding to work faster.

Surface Transportation Reauthorization

Finally, we ask that you do everything possible to complete the reauthorization of federal transportation policy prior to the expiration of the current law – the FAST Act – and ask that as part of this reauthorization, you ensure that regional transportation agencies receive an increase in federal resources.

Ensuring a robustly funded Surface Transportation Block Grant Program (STBG) and including specific funding for local bridge projects, such as the Hamner Bridge Widening project, are priorities for RCTC.

Thank you for considering our recommendations and your historical support for infrastructure investment in Riverside County. We look forward to your leadership in this moment as we work together to get Riverside County moving again. Please contact me or RCTC staff directly to discuss any questions or ideas you have.

Sincerely,

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

Ben J. Benoit
Chair

Timeline of State COVID-19 Emergency Response:

April 4, 2020	Governor Newsom Signs Executive Order to Provide Expanded Access to Child Care for Essential Workers During COVID-19 Response
April 2, 2020	Governor Newsom Issues Executive Order Protecting Homes, Small Businesses from Water Shutoffs
April 2, 2020	Governor Newsom Announces New Help for Small Businesses & Workers Displaced by COVID-19
April 1, 2020	Governor Newsom Issues Executive Order Providing for Expedited Resources for COVID-19 Response
April 1, 2020	Governor Newsom Announces Agreement Between Teachers, Classified Employees and School System Management to Support Student Instruction During COVID-19 Outbreak
March 31, 2020	Governor Newsom Launches Campaign to Protect Health and Well-Being of Older Californians During COVID-19 Pandemic
March 30, 2020	Governor Newsom Signs Executive Order Providing Relief to California Small Businesses
March 30, 2020	Governor Newsom Announces California Health Corps, a Major Initiative to Expand Health Care Workforce to Fight COVID-19
March 29, 2020	California's Leading Digital and Media Platforms, Businesses and Celebrities Partner with the State to Amplify COVID-19 "Stay Home. Save Lives." Public Awareness Campaign
March 27, 2020	Governor Newsom Takes Executive Action to Establish a Statewide Moratorium on Evictions
March 26, 2020	FPPC to extend Form 700 deadline due to COVID-19
March 25, 2020	Governor Gavin Newsom Announces Major Financial Relief Package: 90-Day Mortgage Payment Relief During COVID-19 Crisis
March 24, 2020	Governor Newsom Issues Executive Order on State Prisons and Juvenile Facilities in Response to the COVID-19 Outbreak
March 23, 2020	California Awards \$100 Million to Cities, Counties and Continuums of Care to Help People Experiencing Homelessness During COVID-19 Pandemic
March 23, 2020	Governor Gavin Newsom announce the closure of state parks and beaches to combat COVID-19
March 22, 2020	California Secures Presidential Major Disaster Declaration to Support State's COVID-19 Emergency Response
March 21, 2020	Governor Newsom Issues Executive Order to Fight the COVID-19 Surge
March 20, 2020	Governor Newsom Signs Order to Protect Public Health by Expanding Vote-by-Mail Options and Extending Deadlines for Presidential Primary Canvass
March 19, 2020	Governor Issues State-wide "Stay-at-Home" Directive
March 18, 2020	Governor Newsom Issues Executive Order to Protect Ongoing Safety Net Services for Most Vulnerable Californians During COVID-19 Outbreak
March 18, 2020	California Launches New Comprehensive, Consumer-Friendly Website and Public Service Announcements to Boost COVID-19 Awareness
March 18, 2020	Governor Newsom Issues Executive Order to Suspend Standardized Testing for Students in Response to COVID-19 Outbreak
March 17, 2020	Governor Newsom Signs Executive Order to Allow Timely Delivery of Vital Goods During COVID-19 Outbreak
March 17, 2020	Governor Newsom Signs Emergency Legislation to Fight COVID-19
March 16, 2020	Governor Newsom Issues New Executive Order authorizing Local Governments to Halt Evictions, Slow Foreclosures, and Protect Against Utility Shut Offs
March 16, 2020	California Issues Directive to Fight COVID-19
March 13, 2020	Governor Newsom Signs Executive Order Ensuring State Funding for Schools Even in Event of Physical Closure

Timeline of State COVID-19 Emergency Response:

March 12, 2020	Governor Newsom Issues New Executive Order Further Enhancing State and Local Government's Ability to Respond to COVID-19 Pandemic
----------------	---

Timeline of Federal COVID-19 Emergency Response:

April 1, 2020	Coronavirus (COVID-19) Pandemic Whole-of-America Response
March 31, 2020	Coronavirus Guidelines for America
March 30, 2020	Coronavirus (COVID-19) Pandemic Whole-of-Government Response
March 28, 2020	CISA releases Version 2.0 of the Essential Critical Infrastructure Worker Guidance originally published on March 19, 2020
March 27, 2020	President signs Coronavirus Aid, Relief, and Economic Security Act (CARES Act) – \$2 trillion Economic Relief Bill to Aimed at Helping American Workers, Families, and Businesses Impacted by the Coronavirus
March 27, 2020	Memorandum on Order Under the Defense Production Act Regarding General Motors Company
March 26, 2020	Coronavirus (COVID-19) Pandemic Whole-of-Government Response
March 25, 2020	USDA Implements Immediate Measures to Help Rural Residents, Businesses and Communities Affected by COVID-19
March 22, 2020	President Donald J. Trump Approves Major Disaster Declaration for California
March 18, 2020	President signs Families First Coronavirus Response Act — Guaranteed free coronavirus testing, established paid leave, enhanced unemployment insurance, expanded food security initiatives, and increased federal Medicaid funding
March 16, 2020	White House and CDC New Guidance on Preventing the Spread of Coronavirus - "15 Days to Slow the Spread"
March 4, 2020	President signs Coronavirus Preparedness and Response Supplemental Appropriations Act, 2020 — Provided \$8.3 billion in emergency funding for federal agencies to respond to the coronavirus outbreak related to developing a vaccine, medical supplies, grants for public health agencies, small business loans, and assistance for health systems in other countries. Allowed for temporarily waiving Medicare restrictions and requirements regarding telehealth services.

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

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 252 (Daly, Frazier)	Removes the sunset date from the NEPA Reciprocity program.	Signed by Governor Newsom. (July 31, 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.	Assembly-Died- Transportation. (February 3, 2020)	<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.	Senate-Died- Appropriations. (February 3, 2020)	<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.	Died on inactive file (February 3, 2020)	<i>OPPOSE UNLESS AMENDED</i>	4/10/19
AB 456 (Chiu, Bonta, Low)	Removes the January 1, 2020 sunset provision on claims resolution processes.	Approved by the Governor. (October 3, 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.	Referred to Assembly Transportation Committee. (June 6, 2019)	<i>OPPOSE</i> Staff action based on platform	5/30/19
SB 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.	Approved by the Governor. (October 8, 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.	Assembly-Died-Natural Resources. (February 3, 2020)	<i>SUPPORT</i>	6/12/19

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
SB 664 (Allen)	Revises existing statute in the Streets and Highways Code and the Vehicle Code to allow for improved operations of toll facilities in California.	Re-referred to Committees on Privacy & Consumer Protection and Judiciary. (September 10, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	6/17/19
SB 277 (Beall)	Changes the SB 1-created Local Partnership Program to be administered at 85% formula, rather than 50% formula as is currently in adopted guidelines.	Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. (August 14, 2019)	<i>SUPPORT</i> <i>Staff action based on platform</i>	7/1/19
AB 2011 (Holden)	Creates West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Assembly Transportation Committee. (February 14, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
SB 1390 (Portantino)	Creates the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.	Referred to Senate Transportation Committee. (March 12, 2020)	<i>OPPOSE</i> <i>Staff action based on platform</i>	3/10/20
HR 2939 (Napolitano)	Protects state and local general sales tax revenues from being directed to airports.	Introduced. (May 23, 2019)	<i>SUPPORT</i>	7/10/19

AGENDA ITEM 5E

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Monica Morales, Management Analyst Lorelle Moe-Luna, Multi Modal Services Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program Federal Fiscal Years 2017/18 and 2018/19

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt Resolution No. 20-007, *"Resolution of the Riverside County Transportation Commission Certifying Project Consistency with the Public Transit-Human Services Transportation Coordinated Plan"*; and
- 2) Direct staff to program the projects in the Federal Transportation Improvement Program (FTIP).

BACKGROUND INFORMATION:

The Federal Transit Administration (FTA) Section 5310 grant program was established in 1975 and has been administered by Caltrans since its inception. The goal of the 5310 program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. On July 1, 2019, Caltrans issued a call for projects for the FFYs 2017/18 and 2018/19 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

Eligible applicants include private non-profit organizations and public agencies. Projects must be in line with the identified strategies of a local Public Transit-Human Services Transportation Coordinated Plan (Coordinated Plan). The Commission's current Coordinated Plan was updated in December 2016. Eligible projects are classified as traditional or expanded projects. Traditional projects include vehicles and related equipment and must comprise at least 55 percent of the available funding. Expanded projects are those that exceed the requirements of the Americans with Disabilities Act and mobility management and comprise up to 45 percent of available funding.

For large urbanized areas (UZA) in Riverside County, as shown in Table 1.1 below, approximately \$3 million was available for programming for the FFYs 2017/18 and 2018/19 grant cycle. Table 1.2 below shows that for the statewide competitive funding for small urban areas such as the Hemet-San Jacinto UZA, a total of \$10,170,044 was available and for rural areas a total of \$4,078,151.

Table 1.1

LARGE URBANIZED AREA				
Available Funding by UZA and Project Category	Western Riverside – San Bernardino UZA	Coachella Valley – Indio – Cathedral City UZA	Murrieta – Temecula – Menifee UZA	TOTAL FUNDS Available for Riverside County
FFY 2018	\$750,354	\$403,589	\$321,731	\$1,475,674
FFY 2019	\$769,915	\$412,979	\$335,170	\$1,518,064
Two-Year Funding Available	\$1,520,269	\$816,568	\$656,901	\$2,993,738

Table 1.2

SMALL URBAN AND RURAL (STATEWIDE)		
Available Funding by UZA and Project Category	Statewide Small Urban (Hemet-San Jacinto Eligible)	Statewide Rural Areas (All Non-Urban Areas Eligible)
FFY 2018 & FFY 2019	\$10,170,044	4,078,151
Two-Year Funding Available		

FTA guidelines allow 5310 program funds to be used to provide up to 80 percent federal share of capital costs and require at least 20 percent in local match. For operating costs, federal funds can be awarded up to 50 percent. However, for this FFYs 2017/18 and 2018/19 funding cycle, as in the past three funding cycles, agencies will receive 100 percent project funding in 5310 funds with the usage of California state toll credits as local matching funds. Toll credits are a funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally approved tolled facilities including toll roads and bridges.

Caltrans was responsible for administering and selecting projects for both the small urban and rural and large urbanized areas in Riverside County; however, Commission staff also reviewed and evaluated traditional project applications in the county. A total of 14 agencies within Riverside County submitted grant applications requesting \$5,359,392 for 46 projects that include 21 replacement vehicles, 13 expansion vehicles, 2 computer hardware/software, 8 operating projects, and 2 mobility management projects. Caltrans' recommendations were approved and awarded by the California Transportation Commission on March 26, 2020.

As required by the program, staff recommends that the Commission adopt Resolution No. 20-007 to certify that the projects were derived from a locally developed Coordinated Plan. Additionally, staff will submit the projects to the Southern California Association of Government for inclusion into the FTIP for programming and obligation of funds.

There is no financial impact to the Commission, as Caltrans disburses the Section 5310 funds directly to the recipients.

Attachments:

- 1) Caltrans' FFYs 2017/18 and 2018/19 Section 5310 funding recommendations – Large Urbanized
- 2) Caltrans' FFYs 2017/18 and 2018/19 Section 5310 funding recommendations – Small Urban/Rural
- 3) Resolution No. 20-007

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	FTA Match (Toll Credits)	FTA 5310 Share	Total Project \$	Score
1	Eastern Contra Costa	4	Antioch	NP	Operating Assistance	\$ 95,391	\$ 95,391	\$ 190,782	60
2	Mobility Matters	4	Antioch	NP	Mobility Management	\$ 52,465	\$ 209,861	\$ 262,326	50
3	Delano Association for the Developmentally Disabled, Inc	6	Bakersfield	NP	Three (R) Large Buses	\$ 48,720	\$ 194,880	\$ 243,600	84
4	New Advances for People with Disabilities	6	Bakersfield	NP	One (R) Small Bus	\$ 14,240	\$ 56,960	\$ 71,200	78
5	New Advances for People with Disabilities	6	Bakersfield	NP	Three (R) Minivans	\$ 33,600	\$ 134,400	\$ 168,000	78
6	Valley Achievement Center	6	Bakersfield	NP	Three (SE) Medium Buses	\$ 46,020	\$ 184,080	\$ 230,100	80
7	Choice in Aging	4	Concord	NP	Operating Assistance	\$ 55,235	\$ 55,235	\$ 110,469	82
8	City of Lafayette: Lamorinda Spirit Van	4	Concord	PA	Operating Assistance	\$ 82,500	\$ 82,500	\$ 165,000	90
9	Contra Costa Transportation Authority	4	Concord	NP	Mobility Management	\$ 37,102	\$ 148,408	\$ 185,510	64
10	Golden Rain Foundation Walnut Creek	4	Concord	NP	Three R Large Buses	\$ 48,720	\$ 194,880	\$ 243,600	84
11	Golden Rain Foundation Walnut Creek	4	Concord	NP	One SE Medium Bus	\$ 15,340	\$ 61,360	\$ 76,700	80
12	Mobility Matters	4	Concord	NP	Mobility Management	\$ 35,601	\$ 142,404	\$ 178,005	60
13	The Respite Inn	4	Concord	NP	One R Minivan	\$ 11,200	\$ 44,800	\$ 56,000	72
14	Angel View, Inc.	8	Indio Cathedral	NP	One R Large Bus	\$ 16,240	\$ 64,960	\$ 81,200	88
15	Angel View, Inc.	8	Indio Cathedral	NP	Operating Assistance	\$ 69,398	\$ 69,398	\$ 138,795	95
16	Desert ARC	8	Indio Cathedral	NP	Two R Large Buses	\$ 32,480	\$ 129,920	\$ 162,400	87
17	Desert Blind Handicapped Association	8	Indio Cathedral	NP	Operating Assistance	\$ 40,000	\$ 40,000	\$ 80,000	82
18	Independent Living Partnership	8	Indio Cathedral	NP	Operating Assistance	\$ 84,000	\$ 84,000	\$ 168,000	96
19	Sunline Transit Agency	8	Indio Cathedral	PA	Four SE Minivans	\$ 44,800	\$ 179,200	\$ 224,000	89
20	Sunline Transit Agency	8	Indio Cathedral	PA	Computer Hardware (4)	\$ 1,030	\$ 4,120	\$ 5,150	88
21	Catholic Charities of the Diocese of Stockton	10	Modesto	NP	Operating Assistance	\$ 79,040	\$ 79,040	\$ 158,079	81
22	Howard Training Center	10	Modesto	NP	Two SE Large Buses	\$ 32,480	\$ 129,920	\$ 162,400	81
23	UCP of Stanislaus	10	Modesto	NP	Four SE Small Buses	\$ 56,960	\$ 227,840	\$ 284,800	82
24	Independent Living Partnership	8	Murrieta-Temecula	NP	Operating Assistance	\$ 138,295	\$ 138,295	\$ 276,590	96
25	Riverside Transit Agency	8	Murrieta-Temecula	NP	Mobility Management	\$ 76,062	\$ 304,249	\$ 380,311	94
26	Independent Living Partnership	8	Riverside-San Bernardino	NP	Operating Assistance	\$ 121,852	\$ 121,852	\$ 243,703	96
27	Loma Linda University Health	8	Riverside-San Bernardino	NP	Two SE Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	73
28	Loma Linda University Health	8	Riverside-San Bernardino	NP	One SE Small Bus	\$ 14,240	\$ 56,960	\$ 71,200	66
29	Lutheran Social Services	8	Riverside-San Bernardino	NP	Operating Assistance	\$ 145,641	\$ 145,641	\$ 291,282	95
30	Mountain Shadows Group	8	Riverside-San Bernardino	NP	Three R Minivans	\$ 33,600	\$ 134,400	\$ 168,000	94
31	Mountain Shadows Group	8	Riverside-San Bernardino	NP	Three SE Minivans	\$ 33,600	\$ 134,400	\$ 168,000	89
32	Omnitrans	8	Riverside-San Bernardino	PA	Three R Large Buses (CNG)	\$ 62,520	\$ 250,080	\$ 312,600	47
33	OPARC	8	Riverside-San Bernardino	NP	Operating Assistance	\$ 75,000	\$ 75,000	\$ 150,000	69
34	Peppermint Ridge	8	Riverside-San Bernardino	NP	Three SE Small Buses	\$ 42,720	\$ 170,880	\$ 213,600	53
35	Peppermint Ridge	8	Riverside-San Bernardino	NP	Operating Assistance	\$ 78,000	\$ 78,000	\$ 156,000	84
36	Riverside Transit Agency	8	Riverside-San Bernardino	PA	Mobility Management	\$ 56,653	\$ 226,614	\$ 283,267	94
37	Valley Resources for the Retarded Inc	8	Riverside-San Bernardino	NP	One R Minivan	\$ 11,200	\$ 44,800	\$ 56,000	79
38	Valley Resources for the Retarded Inc	8	Riverside-San Bernardino	NP	Two R Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	79
39	Valley Resources for the Retarded Inc	8	Riverside-San Bernardino	NP	Operating Assistance	\$ 67,877	\$ 67,877	\$ 135,754	85

(1) PA = Public Agency NP = Non-Profit

(2) R = Replacement SE = Service Expansion

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2019 Program of Projects - Large Urbanized Areas (LUZAs) - February 21, 2020

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	FTA Match (Toll Credits)	FTA 5310 Share	Total Project \$	Score
40	Asian Community Center (ACC)	3	Sacramento	NP	Operating Assistance	\$ 131,041	\$ 131,041	\$ 262,081	90
41	City of Roseville	3	Sacramento	PA	Mobility Management	\$ 19,200	\$ 76,800	\$ 96,000	88
42	County of Sacramento Dept of Child Family and Adult Services	3	Sacramento	PA	Operating Assistance	\$ 123,981	\$ 123,981	\$ 247,962	76
43	Pride Industries Transit	3	Sacramento	NP	Two R Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	90/85
44	Pride Industries Transit	3	Sacramento	NP	Thirteen R Large Buses	\$ 211,120	\$ 844,480	\$ 1,055,600	90/85
45	Shores of Hope	3	Sacramento	NP	Operating Assistance	\$ 75,000	\$ 75,000	\$ 150,000	71
46	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Four R Large Buses	\$ 64,960	\$ 259,840	\$ 324,800	95
47	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	One SE Small Bus	\$ 14,240	\$ 56,960	\$ 71,200	93
48	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	One SE Minivan	\$ 11,200	\$ 44,800	\$ 56,000	93
49	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Cameras (6)	\$ 4,308	\$ 17,234	\$ 21,542	95
50	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Operating Assistance	\$ 233,813	\$ 233,813	\$ 467,625	97

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2019 Program of Projects - Large Urbanized Areas (LUZAs) - February 21, 2020

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	FTA Match (Toll Credits)	FTA 5310 Share	Total Project \$	Score
51	Alegria Community Living	4	San Francisco-Oakland	NP	Five R Minivans	\$ 56,000	\$ 224,000	\$ 280,000	90
52	Bay Area Outreach Program	4	San Francisco-Oakland	NP	One R Large Bus	\$ 16,240	\$ 64,960	\$ 81,200	88
53	Casa Allegra Community Services	4	San Francisco-Oakland	NP	One R Minivan	\$ 11,200	\$ 44,800	\$ 56,000	71
54	Center for Elders' Independence	4	San Francisco-Oakland	NP	Five R Medium Buses	\$ 76,700	\$ 306,800	\$ 383,500	87
55	Center for Elders' Independence	4	San Francisco-Oakland	NP	Mobile Radios (7)	\$ 1,400	\$ 5,600	\$ 7,000	82
56	Center for Elders' Independence	4	San Francisco-Oakland	NP	Two SE Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	77
57	Eden I&R	4	San Francisco-Oakland	NP	Mobility Management	\$ 35,125	\$ 140,499	\$ 175,624	91
58	Friends of Children with Special Needs	4	San Francisco-Oakland	NP	Two SE Minivans	\$ 22,400	\$ 89,600	\$ 112,000	75
59	Institute on Aging	4	San Francisco-Oakland	NP	Two R Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	87
60	Institute on Aging	4	San Francisco-Oakland	NP	Two R Medium Buses	\$ 30,680	\$ 122,720	\$ 153,400	82
61	Kimochi, Inc.	4	San Francisco-Oakland	NP	One R Large Bus	\$ 16,240	\$ 64,960	\$ 81,200	75
62	Lighthouse for the Blind and Visually Impaired	4	San Francisco-Oakland	NP	Mapping Software	\$ 12,759	\$ 51,038	\$ 63,797	100
63	Lighthouse for the Blind and Visually Impaired	4	San Francisco-Oakland	NP	Mobility Management	\$ 80,000	\$ 320,000	\$ 400,000	83
64	Marin County Transit District	4	San Francisco-Oakland	NP	Mobility Management	\$ 32,560	\$ 130,240	\$ 162,800	80
65	Marin Senior Coordinating Council, Inc	4	San Francisco-Oakland	NP	Two R Large Buses	\$ 32,480	\$ 129,920	\$ 162,400	85
66	Marin Senior Coordinating Council, Inc	4	San Francisco-Oakland	NP	Four R Large Buses	\$ 64,960	\$ 259,840	\$ 324,800	80
67	Mobility Matters	4	San Francisco-Oakland	NP	Operating Assistance	\$ 43,502	\$ 43,502	\$ 87,004	62
68	Mobility Matters	4	San Francisco-Oakland	NP	Mobility Management	\$ 13,394	\$ 53,576	\$ 66,970	60
69	On Lok Senior Health Services	4	San Francisco-Oakland	NP	Six R Small Buses	\$ 85,440	\$ 341,760	\$ 427,200	75
70	On Lok Senior Health Services	4	San Francisco-Oakland	NP	One R Minivan	\$ 11,200	\$ 44,800	\$ 56,000	85
71	Peninsula Family Service	4	San Francisco-Oakland	NP	Operating Assistance	\$ 136,936	\$ 136,936	\$ 273,871	68
72	Peninsula Jewish Community Center	4	San Francisco-Oakland	NP	Operating Assistance	\$ 156,000	\$ 156,000	\$ 312,000	68
73	Pomeroy Recreation & Rehabilitation Center	4	San Francisco-Oakland	NP	One R Small Bus	\$ 14,240	\$ 56,960	\$ 71,200	76
74	SAHA	4	San Francisco-Oakland	NP	One SE Small Bus	\$ 14,240	\$ 56,960	\$ 71,200	80
75	SAHA	4	San Francisco-Oakland	NP	Operating Assistance	\$ 52,100	\$ 52,100	\$ 104,200	76
76	San Francisco Municipal Transportation Authority	4	San Francisco-Oakland	PA	Mobility Management	\$ 84,220	\$ 336,879	\$ 421,099	79
77	Self-Help for the Elderly	4	San Francisco-Oakland	NP	One R Medium Bus	\$ 15,340	\$ 61,360	\$ 76,700	80
78	Self-Help for the Elderly	4	San Francisco-Oakland	NP	Two R Large Buses	\$ 32,480	\$ 129,920	\$ 162,400	80
79	Self-Help for the Elderly	4	San Francisco-Oakland	NP	Computer Hardware	\$ 600	\$ 2,398	\$ 2,998	76
80	The Center of Independent Living	4	San Francisco-Oakland	NP	Mobility Management	\$ 60,000	\$ 240,000	\$ 300,000	90
81	Friends of Children with Special Needs	4	San Jose	NP	Two SE Minivans	\$ 22,400	\$ 89,600	\$ 112,000	75
82	Metropolitan Transportation Commission	4	San Jose	PA	Mobility Management	\$ 41,737	\$ 166,950	\$ 208,687	81
83	On Lok	4	San Jose	NP	Six SE Small Buses	\$ 85,440	\$ 341,760	\$ 427,200	75
84	On Lok	4	San Jose	NP	Eight R Small Buses	\$ 113,920	\$ 455,680	\$ 569,600	85
85	Outreach and Escort	4	San Jose	NP	Mobility Management	\$ 35,116	\$ 140,465	\$ 175,581	97
86	Outreach and Escort	4	San Jose	NP	Operating Assistance	\$ 200,000	\$ 200,000	\$ 400,000	95
87	West Valley Community Services	4	San Jose	NP	Operating Assistance	\$ 162,705	\$ 162,705	\$ 325,409	72

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2019 Program of Projects - Large Urbanized Areas (LUZAs) - February 21, 2020

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	FTA Match (Toll Credits)	FTA 5310 Share	Total Project \$	Score
88	Becoming Independent	4	Santa Rosa	NP	Two R Small Buses	\$ 28,480	\$ 113,920	\$ 142,400	83
89	Becoming Independent	4	Santa Rosa	NP	One R Medium Bus	\$ 15,340	\$ 61,360	\$ 76,700	83
90	City of Santa Rosa	4	Santa Rosa	PA	One R Large Bus	\$ 16,240	\$ 64,960	\$ 81,200	75
91	County of Sonoma, Human Services Department, Adult and Aging Division	4	Santa Rosa	PA	Operating Assistance	\$ 57,455	\$ 57,455	\$ 114,910	90
92	County of Sonoma, Human Services Department, Adult and Aging Division	4	Santa Rosa	PA	Mobility Management	\$ 2,161	\$ 8,643	\$ 10,804	90
93	County of Sonoma, Human Services Department, Adult and Aging Division	4	Santa Rosa	PA	Mobility Management	\$ 22,269	\$ 89,078	\$ 111,347	90
94	Catholic Charities of the Dioecies of Stockton	10	Stockton	NP	One SE Minivan	\$ 11,200	\$ 44,800	\$ 56,000	81
95	Catholic Charities of the Dioecies of Stockton	10	Stockton	NP	Two I-Pad Ranger Tablets	\$ 1,700	\$ 6,800	\$ 8,500	81
96	Catholic Charities of the Dioecies of Stockton	10	Stockton	NP	Scheduling Software	\$ 4,000	\$ 16,000	\$ 20,000	81
97	Catholic Charities of the Dioecies of Stockton	10	Stockton	NP	Mobility Management	\$ 51,721	\$ 206,882	\$ 258,603	81
98	San Joaquin RTD	10	Stockton	PA	Operating Assistance	\$ 49,906	\$ 199,623	\$ 249,529	81
99	Foothill AIDS Project	8	Victorville-Hesperia	NP	Operating Assistance	\$ 91,940	\$ 91,940	\$ 183,879	86
100	Victor Valley Community Services Council	8	Victorville-Hesperia	NP	Mobility Management	\$ 20,000	\$ 80,000	\$ 100,000	95
101	Victor Valley Transit Authority	8	Victorville-Hesperia	PA	Two R Large Buses (CNG)	\$ 41,680	\$ 166,720	\$ 208,400	83
102	City of Visalia	6	Visalia	PA	Mobility Management	\$ 28,538	\$ 114,154	\$ 142,692	100
103	Porterville Shelter Workshop	6	Visalia	NP	One R Larger Bus	\$ 18,400	\$ 73,600	\$ 92,000	87
104	Porterville Shelter Workshop	6	Visalia	NP	One R Large Bus	\$ 16,240	\$ 64,960	\$ 81,200	87
105	Porterville Shelter Workshop	6	Visalia	NP	Cameras (4)	\$ 1,997	\$ 7,988	\$ 9,985	87
106	Porterville Shelter Workshop	6	Visalia	NP	Mobile Radios (4)	\$ 317	\$ 1,266	\$ 1,583	87
107	Porterville Shelter Workshop	6	Visalia	NP	Q- Strains Hardware	\$ 738	\$ 2,954	\$ 3,692	87
108	Porterville Shelter Workshop	6	Visalia	NP	Computer Hardware (5)	\$ 1,548	\$ 6,194	\$ 7,742	87

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Draft 2019 Program of Projects
Small Urban and Rural Prioritized List (score priority order)

February 5, 2020

#	AGENCY	County	Caltrans District	Small Urban or Rural	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local (Toll Credits)	Project Total	Cumulative (Federal \$)	Score
TRADITIONAL PROJECTS														
1	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	85544	2013	227183	\$ 56,960	\$ 14,240	\$ 71,200	\$ 71,200	100
2	Colusa County Transit Agency	COL	3	Rural	Large Bus	R	18536	2008	207725	\$ -----	\$ -----	\$ -----	\$ 71,200	100
3	Colusa County Transit Agency	COL	3	Rural	Large Bus	R	43831	2007	221079	\$ -----	\$ -----	\$ -----	\$ 71,200	100
4	Colusa County Transit Agency	COL	3	Rural	Large Bus	R	18543	2008	251998	\$ 64,960	\$ 16,240	\$ 81,200	\$ 152,400	100
5	Colusa County Transit Agency	COL	3	Rural	Large Bus	R	43837	2007	233259	\$ 64,960	\$ 16,240	\$ 81,200	\$ 233,600	100
6	Help Central Inc	BUT	3	Small Urban	Mobility Management	MM				\$ 284,593	\$ 71,148	\$ 355,741	\$ 589,341	98
7	Easy Lift Transportation, Inc.	SB	5	Small Urban	Minivan	R	64178	2012	275640	\$ 44,800	\$ 11,200	\$ 56,000	\$ 645,341	97
8	Easy Lift Transportation, Inc.	SB	5	Small Urban	Minivan	R	69067	2012	250290	\$ 44,800	\$ 11,200	\$ 56,000	\$ 701,341	97
9	Kings Rehabilitation Center	KIN	6	Rural	Minivan	R	80800	2007	151231	\$ 44,800	\$ 11,200	\$ 56,000	\$ 757,341	97
10	Kings Rehabilitation Center	KIN	6	Rural	Minivan	R	80134	2007	161601	\$ 44,800	\$ 11,200	\$ 56,000	\$ 813,341	97
11	Kings Rehabilitation Center	KIN	6	Rural	Minivan	R	79938	2007	189443	\$ 44,800	\$ 11,200	\$ 56,000	\$ 869,341	97
12	Nevada-Sierra Connecting Point Public Authority	NEV	3	Small Urban	Mobility Management	MM				\$ 276,246	\$ 69,061	\$ 345,307	\$ 1,214,648	97
13	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Medium Bus	R	86883	2011	286107	\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,291,348	96
14	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Medium Bus	R	63468	2011	264096	\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,368,048	96
15	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	22799	2011	287432	\$ 64,960	\$ 16,240	\$ 81,200	\$ 1,449,248	96
16	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	22798	2011	297274	\$ 64,960	\$ 16,240	\$ 81,200	\$ 1,530,448	96
17	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	22791	2011	291478	\$ 64,960	\$ 16,240	\$ 81,200	\$ 1,611,648	96
18	Full Access & Coordinated Transportation, Inc.	SD	11	Rural	Mobility Management	MM				\$ 284,590	\$ 71,147	\$ 355,737	\$ 1,967,385	93
19	County of Nevada Public Works, Transit Services Division	NEV	3	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,023,385	92
20	County of Nevada Public Works, Transit Services Division	NEV	3	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,079,385	92
21	County of Nevada Public Works, Transit Services Division	NEV	3	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,135,385	92
22	County of Nevada Public Works, Transit Services Division	NEV	3	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,191,385	92
23	Easy Lift Transportation, Inc.	SB	5	Small Urban	Small Bus	R	30963	2013	201162	\$ 56,960	\$ 14,240	\$ 71,200	\$ 2,262,585	92
24	Eastern Sierra Transit Authority	INY	9	Rural	Cameras (2)	OE				\$ 14,428	\$ 3,607	\$ 18,035	\$ 2,280,620	92
25	Eastern Sierra Transit Authority	INY	9	Rural	Computer Hardware	OE				\$ 6,986	\$ 1,746	\$ 8,732	\$ 2,289,352	92
26	Milestones of Development INC	SOL	4	Small Urban	Minivan	R	94944	2011	62880	\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,345,352	92
27	Milestones of Development INC	SOL	4	Small Urban	Equipment/Hardware	OE				\$ 14,080	\$ 3,520	\$ 17,600	\$ 2,362,952	92
28	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	10763	2015	179400	\$ 56,960	\$ 14,240	\$ 71,200	\$ 2,434,152	91
29	Smooth	SB	5	Small Urban	Large Bus	R	14962	2011	213863	\$ 64,960	\$ 16,240	\$ 81,200	\$ 2,515,352	91
30	Smooth	SB	5	Small Urban	Large Bus	R	14963	2011	231742	\$ 64,960	\$ 16,240	\$ 81,200	\$ 2,596,552	91
31	Tuolumne County Transit Agency	TUL	10	Rural	Mobility Management	MM				\$ 96,837	\$ 24,209	\$ 121,046	\$ 2,717,598	91
32	El Dorado County Transit Authority	ELD	3	Small Urban	Minivan	R	51062	2013	185094	\$ 44,800	\$ 11,200	\$ 56,000	\$ 2,773,598	90
33	Kings Rehabilitation Center	KIN	6	Rural	Small Bus	SE				\$ 56,960	\$ 14,240	\$ 71,200	\$ 2,844,798	90
34	Kings Rehabilitation Center	KIN	6	Rural	Medium Bus	SE				\$ 61,360	\$ 15,340	\$ 76,700	\$ 2,921,498	90

R = Replacement Vehicle MM = Mobility Management Red Text = Project Added
SE = Service Expansion Vehicle OE = Operating Equipment Blue Text = Funding Reduction
O = Operating Assistance

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Draft 2019 Program of Projects
Small Urban and Rural Prioritized List (score priority order)

February 5, 2020

#	AGENCY	County	Caltrans District	Small Urban or Rural	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local (Toll Credits)	Project Total	Cumulative (Federal \$)	Score
35	County of Sonoma, Human Services Department, Adult and Aging Division	SON	4	Rural	Mobility Management	MM				\$ 113,760	\$ 28,440	\$ 142,200	\$ 3,063,698	90
36	Redwood Coast Transit Authority	DEL	1	Rural	Medium Bus	R	43107	2011	253393	\$ 61,360	\$ 15,340	\$ 76,700	\$ 3,140,398	89
37	County of Nevada Public Works, Transit Services Division	NEV	3	Rural	Medium Bus	SE				\$ 61,360	\$ 15,340	\$ 76,700	\$ 3,217,098	89
38	Community Bridges/Lifeline	SC	5	Small Urban	Minivan	R	47565	2006	145351	\$ 44,800	\$ 11,200	\$ 56,000	\$ 3,273,098	89
39	Kings Rehabilitation Center	KIN	6	Rural	Medium Bus	SE				\$ 61,360	\$ 15,340	\$ 76,700	\$ 3,349,798	89
40	Pace Solano	SOL	4	Small Urban	Small Bus	R	66408	2003	158057	\$ 56,960	\$ 14,240	\$ 71,200	\$ 3,420,998	89
41	Community Bridges/Lifeline	SC	5	Small Urban	Minivan	R	48985	2006	147069	\$ 44,800	\$ 11,200	\$ 56,000	\$ 3,476,998	89
42	Community Bridges/Lifeline	SC	5	Small Urban	Minivan	R	40513	2008	135200	\$ 44,800	\$ 11,200	\$ 56,000	\$ 3,532,998	89
43	The Arc of Amador and Calaveras	AMA	10	Rural	Minivan	R	99195	2008	75384	\$ 44,800	\$ 11,200	\$ 56,000	\$ 3,588,998	88
44	Care-A-Van	RIV	8	Small Urban	Minivan	R	45398	2011	150443	\$ 44,800	\$ 11,200	\$ 56,000	\$ 3,644,998	88
45	Amador Transit	AMA	10	Rural	Mobility Management	MM				\$ 215,082	\$ 53,771	\$ 268,853	\$ 3,913,851	88
46	Imperial County Transportation Commission	IMP	11	Rural	Mobility Management	MM				\$ 284,581	\$ 71,145	\$ 355,726	\$ 4,269,577	88
47	Milestones of Development INC	SOL	4	Small Urban	Small Bus	R	11710	2011	139678	\$ 56,960	\$ 14,240	\$ 71,200	\$ 4,340,777	87
48	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	12374	2015	171238	\$ 56,960	\$ 14,240	\$ 71,200	\$ 4,411,977	86
49	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	12375	2015	161411	\$ 56,960	\$ 14,240	\$ 71,200	\$ 4,483,177	86
50	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	12376	2015	146874	\$ 56,960	\$ 14,240	\$ 71,200	\$ 4,554,377	86
51	Monterey-Salinas Transit	MON	5	Small Urban	Small Bus	R	12377	2015	169381	\$ 56,960	\$ 14,240	\$ 71,200	\$ 4,625,577	86
52	San Benito County Local Transportation Authority	SBN	5	Rural	Large Bus	R	84647	2010	127986	\$ 64,960	\$ 16,240	\$ 81,200	\$ 4,706,777	86
53	San Benito County Local Transportation Authority	SBN	5	Rural	Minivan	R	96624	2010	133644	\$ 44,800	\$ 11,200	\$ 56,000	\$ 4,762,777	86
54	Smooth	SB	5	Small Urban	Medium Bus	R	12713	2013	200234	\$ 61,360	\$ 15,340	\$ 76,700	\$ 4,839,477	86
55	Smooth	SB	5	Small Urban	Large Bus	R	46326	2010	189417	\$ 64,960	\$ 16,240	\$ 81,200	\$ 4,920,677	86
56	ARC Imperial Valley	IMP	11	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 4,976,677	85
57	Redwood Coast Transit Authority	DEL	1	Rural	Minivan	R	85634	2012	165165	\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,032,677	84
58	Community Bridges/Lifeline	SC	5	Small Urban	Cameras (3)	OE				\$ 4,171	\$ 1,043	\$ 5,214	\$ 5,037,891	84
59	North Valley Services	TEH	2	Rural	Large Bus	R	85224	2003	271739	\$ 64,960	\$ 16,240	\$ 81,200	\$ 5,119,091	84
60	North Valley Services	TEH	2	Rural	Large Bus	R	23527	2008	358733	\$ 64,960	\$ 16,240	\$ 81,200	\$ 5,200,291	84
61	ARC Imperial Valley	IMP	11	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,256,291	84
62	Community Bridges/Lifeline	SC	5	Small Urban	Mobile Radio	OE				\$ 13,109	\$ 3,277	\$ 16,386	\$ 5,272,677	84
63	Community Bridges/Lifeline	SC	5	Small Urban	Computer Hardware	OE				\$ 6,363	\$ 1,591	\$ 7,954	\$ 5,280,631	84
64	Solano Transportation Authority	SOL	4	Small Urban	Mobility Management	MM				\$ 284,590	\$ 71,147	\$ 355,737	\$ 5,636,368	84
65	Easy Lift Transportation, Inc.	SB	5	Small Urban	Small Bus	R	39996	2013	166947	\$ 56,960	\$ 14,240	\$ 71,200	\$ 5,707,568	82
66	Regents of the University of California, Santa Cruz	SC	5	Small Urban	Minivan	R	50778	2004	65301	\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,763,568	82
67	Ukiah Senior Center, Inc.	MEN	1	Rural	Minivan	R	44149	2008	121862	\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,819,568	82
68	Regents of the University of California, Santa Cruz	SC	5	Small Urban	Minivan	R	50855	2004	72081	\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,875,568	82
69	Regents of the University of California, Santa Cruz	SC	5	Small Urban	Minivan	R	51862	2004	85856	\$ 44,800	\$ 11,200	\$ 56,000	\$ 5,931,568	82
70	Milestones of Development INC	SOL	4	Small Urban	Small Bus	R	73534	2012	165297	\$ 56,960	\$ 14,240	\$ 71,200	\$ 6,002,768	82
71	Milestones of Development INC	SOL	4	Small Urban	Small Bus	R	17017	2012	153920	\$ 56,960	\$ 14,240	\$ 71,200	\$ 6,073,968	82
72	Palo Verde Valley Transit Agency	RIV	8	Small Urban	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,129,968	80
73	Desert Area Resources and Training	KER	6	Small Urban	Minivan	R	12650	2010	179289	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,185,968	79

R = Replacement Vehicle MM = Mobility Management Red Text = Project Added
SE = Service Expansion Vehicle OE = Operating Equipment Blue Text = Funding Reduction
O = Operating Assistance

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Draft 2019 Program of Projects
Small Urban and Rural Prioritized List (score priority order)

February 5, 2020

#	AGENCY	County	Caltrans District	Small Urban or Rural	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local (Toll Credits)	Project Total	Cumulative (Federal \$)	Score
74	Desert Area Resources and Training	KER	6	Small Urban	Minivan	R	70020	2011	154185	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,241,968	79
75	Desert Area Resources and Training	KER	6	Small Urban	Minivan	R	70022	2011	116277	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,297,968	79
76	Desert Area Resources and Training	KER	6	Small Urban	Minivan	R	69994	2011	186493	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,353,968	79
77	North of the River Rec and Park District	KER	6	Small Urban	Small Bus	R	08597	2014	128651	\$ 56,960	\$ 14,240	\$ 71,200	\$ 6,425,168	79
78	North of the River Rec and Park District	KER	6	Small Urban	Small Bus	R	22494	2014	124332	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,481,168	79
79	North of the River Rec and Park District	KER	6	Small Urban	Small Bus	R	22503	2014	132156	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,537,168	79
80	North of the River Rec and Park District	KER	6	Small Urban	Small Bus	R	22493	2014	123714	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,593,168	79
81	North of the River Rec and Park District	KER	6	Small Urban	Minivan	R	84304	2014	98255	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,649,168	79
82	North of the River Rec and Park District	KER	6	Small Urban	Minivan	R	84305	2014	86110	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,705,168	79
83	North of the River Rec and Park District	KER	6	Small Urban	Mobile Radios	OE				\$ 1,163	\$ 291	\$ 1,454	\$ 6,706,622	79
84	Milestones of Development INC	SOL	4	Small Urban	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,762,622	78
85	Care-A-Van	RIV	8	Small Urban	Minivan	R	51038	2013	90733	\$ 44,800	\$ 11,200	\$ 56,000	\$ 6,818,622	78
86	Eastern Sierra Transit Authority	INY	9	Rural	Large Bus	R	59860	2013	109812	\$ 64,960	\$ 16,240	\$ 81,200	\$ 6,899,822	77
87	Eastern Sierra Transit Authority	INY	9	Rural	Large Bus	R	59858	2013	105054	\$ 64,960	\$ 16,240	\$ 81,200	\$ 6,981,022	77
88	Milestones of Development INC	SOL	4	Small Urban	Minivan	SE				\$ 64,960	\$ 16,240	\$ 81,200	\$ 7,037,022	76
89	Humboldt Senior Resource Center	HUM	1	Small Urban	Minivan	R	43588	2013	191804	\$ 44,800	\$ 11,200	\$ 56,000	\$ 7,093,022	76
90	Humboldt Senior Resource Center	HUM	1	Small Urban	Medium Bus	R	93075	2000	281205	\$ 61,360	\$ 15,340	\$ 76,700	\$ 7,169,722	76
91	Humboldt Senior Resource Center	HUM	1	Small Urban	Medium Bus	R	74136	2002	190101	\$ 61,360	\$ 15,340	\$ 76,700	\$ 7,246,422	76
92	Humboldt Senior Resource Center	HUM	1	Small Urban	Medium Bus	R	54578	2003	134301	\$ 61,360	\$ 15,340	\$ 76,700	\$ 7,323,122	76
93	Humboldt Senior Resource Center	HUM	1	Small Urban	Mobile Radios	OE				\$ 16,898	\$ 4,224	\$ 21,122	\$ 7,344,244	76
94	Valley Resource Center for the Retarded Inc.	RIV	8	Small Urban	Minivan	R	01113	2007	75173	\$ 44,800	\$ 11,200	\$ 56,000	\$ 7,400,244	76
95	Valley Resource Center for the Retarded Inc.	RIV	8	Small Urban	Small Bus	R	58934	2006	110987	\$ 56,960	\$ 14,240	\$ 71,200	\$ 7,471,444	76
96	Valley Resource Center for the Retarded Inc.	RIV	8	Small Urban	Large Bus	R	70015	2004	181210	\$ 64,960	\$ 16,240	\$ 81,200	\$ 7,552,644	76
97	Humboldt Transit Authority	HUM	1	Rural	Small Bus	R	21687	2012	203568	\$ 56,960	\$ 14,240	\$ 71,200	\$ 7,623,844	75
98	Dignity Health Connected Living	SHA	2	Rural	Medium Bus	R	21323	2011	172724	\$ 61,360	\$ 15,340	\$ 76,700	\$ 7,700,544	75
99	Dignity Health Connected Living	SHA	2	Rural	Medium Bus	R	21325	2011	170608	\$ 61,360	\$ 15,340	\$ 76,700	\$ 7,777,244	75
100	Butte County Association of Governments	BUT	3	Rural	Large Bus	R	95250	2013	156341	\$ 64,960	\$ 16,240	\$ 81,200	\$ 7,858,444	74
101	Butte County Association of Governments	BUT	3	Rural	Large Bus	R	12720	2013	152344	\$ 64,960	\$ 16,240	\$ 81,200	\$ 7,939,644	74

R = Replacement Vehicle MM = Mobility Management Red Text = Project Added
SE = Service Expansion Vehicle OE = Operating Equipment Blue Text = Funding Reduction
O = Operating Assistance

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Draft 2019 Program of Projects
Small Urban and Rural Prioritized List (score priority order)

February 5, 2020

#	AGENCY	County	Caltrans District	Small Urban or Rural	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local (Toll Credits)	Project Total	Cumulative (Federal \$)	Score
102	Butte County Association of Governments	BUT	3	Rural	Large Bus	R	95252	2013	157673	\$ 64,960	\$ 16,240	\$ 81,200	\$ 8,020,844	74
103	Butte County Association of Governments	BUT	3	Rural	Large Bus	R	16127	2013	159369	\$ 64,960	\$ 16,240	\$ 81,200	\$ 8,102,044	74
104	Butte County Association of Governments	BUT	3	Rural	Large Bus	R	95249	2013	150723	\$ 64,960	\$ 16,240	\$ 81,200	\$ 8,183,244	74
105	North Valley Services	TEH	2	Rural	Large Bus	R	07595	2015	182777	\$ 64,960	\$ 16,240	\$ 81,200	\$ 8,264,444	74
													100% LINE	
Contingency List if Funding Becomes Available														
1	ARC Imperial Valley	IMP	11	Rural	Large Bus	R	19438	2013	216280	\$ 64,960	\$ 16,240	\$ 81,200	\$ 81,200	73
2	Forest Folk Incorporated	RIV	8	Rural	Minivan	R	91413	2002	91413	\$ 44,800	\$ 11,200	\$ 56,000	\$ 137,200	71
3	Humboldt Senior Resource Center	HUM	1	Small Urban	Medium Bus	SE				\$ 61,360	\$ 15,340	\$ 76,700	\$ 213,900	66
4	Humboldt Transit Authority	HUM	1	Rural	Small Bus	R	19276	2012	178984	\$ 56,960	\$ 14,240	\$ 71,200	\$ 285,100	65
5	Humboldt Transit Authority	HUM	1	Rural	Small Bus	R	21688	2012	173163	\$ 56,960	\$ 14,240	\$ 71,200	\$ 356,300	65
6	Roderick Hayfork Senior Nutrition Center	TRI	2	Rural	Small Bus	R	12999	2007	82769	\$ 56,960	\$ 14,240	\$ 71,200	\$ 427,500	65
7	The Latino Equity Advocacy Policy Institute	KIN	6	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 483,500	65
8	The Latino Equity Advocacy Policy Institute	KIN	6	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 539,500	65
9	The Latino Equity Advocacy Policy Institute	KIN	6	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 595,500	65
10	Amador Transit	AMA	10	Small Urban	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 651,500	63
11	Cambria Community Council	SLO	5	Small Urban	Medium Bus	R	50991	2013	102403	\$ 61,360	\$ 15,340	\$ 76,700	\$ 728,200	62
12	Dignity Health Connected Living	SHA	2	Rural	Small Bus	R	31017	2013	98351	\$ 56,960	\$ 14,240	\$ 71,200	\$ 799,400	60
13	United Cerebral Palsy of Central California	FRE	6	Rural	Minivan	SE				\$ 44,800	\$ 11,200	\$ 56,000	\$ 855,400	58
14	United Cerebral Palsy of Central California	FRE	6	Rural	Small Bus	SE				\$ 56,960	\$ 14,240	\$ 71,200	\$ 926,600	58
15	United Cerebral Palsy of Central California	FRE	6	Rural	Small Bus	SE				\$ 56,960	\$ 14,240	\$ 71,200	\$ 997,800	57
16	United Cerebral Palsy of Central California	FRE	6	Rural	Small Bus	SE				\$ 56,960	\$ 14,240	\$ 71,200	\$ 1,069,000	55
17	Colusa County Transit Agency	COL	3	Rural	Large Bus	R	30482	2015	141435	\$ 64,960	\$ 16,240	\$ 81,200	\$ 1,150,200	50
18	Kings County Commission on Aging	KIN	6	Rural	Small Bus	SE				\$ 56,960	\$ 14,240	\$ 71,200	\$ 1,221,400	48
19	Napa Valley Transportation Authority	NAP	4	Small Urban	Medium Bus	R				\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,298,100	20
20	Napa Valley Transportation Authority	NAP	4	Small Urban	Medium Bus	R				\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,374,800	20
21	Napa Valley Transportation Authority	NAP	4	Small Urban	Medium Bus	R				\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,451,500	20
22	Napa Valley Transportation Authority	NAP	4	Small Urban	Medium Bus	R				\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,528,200	20
23	Napa Valley Transportation Authority	NAP	4	Small Urban	Medium Bus	R				\$ 61,360	\$ 15,340	\$ 76,700	\$ 1,604,900	20

R = Replacement Vehicle MM = Mobility Management Red Text = Project Added
SE = Service Expansion Vehicle OE = Operating Equipment Blue Text = Funding Reduction
O = Operating Assistance

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Draft 2019 Program of Projects
Small Urban and Rural Prioritized List (score priority order)

February 5, 2020

#	AGENCY	County	Caltrans District	Small Urban or Rural	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local (Toll Credits)	Project Total	Cumulative (Federal \$)	Score
EXPANDED PROJECTS														
1	Seniors Council	SC	5	Small Urban	Operating Assistance	O				\$ 130,893	\$ 130,893	\$ 261,786	\$ 261,786	100
2	Common Ground Senior Services	CAL	10	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 561,786	100
3	Outreach & Escort INC (Outreach)	SC	4	Small Urban	Mobility Management	MM				\$ 136,246	\$ 34,062	\$ 170,308	\$ 732,094	97
4	Reach Out Morongo Basin	SBN	8	Rural	Operating Assistance	O				\$ 80,000	\$ 80,000	\$ 160,000	\$ 892,094	97
5	Town of Truckee	NEV	3	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,192,094	96
6	Outreach & Escort INC (Outreach)	SC	4	Small Urban	Operating Assistance	O				\$ 64,846	\$ 64,846	\$ 129,692	\$ 1,321,786	95
7	City of Rio Vista	SOL	4	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,621,786	95
8	Eastern Sierra Transit Authority	INY	9	Rural	Operating Assistance	O				\$ 35,000	\$ 35,000	\$ 70,000	\$ 1,691,786	94
9	The Arc of Amador and Calaveras	AMA	10	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,991,786	94
10	Tuolumne County Transit Agency	TUL	10	Rural	Operating Assistance	O				\$ 128,331	\$ 128,331	\$ 256,662	\$ 2,248,448	93
11	Faith in Action	SOL	4	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 2,548,448	92
12	Easy Lift Transportation, Inc.	SB	5	Small Urban	Operating Assistance	O				\$ 71,000	\$ 71,000	\$ 142,000	\$ 2,690,448	91
13	NCI Affiliates	SLO	5	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 2,990,448	91
14	Tehama County Transit Agency	TEH	2	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 3,290,448	91
15	Consolidated Tribal Health Project, Inc.	MEN	1	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 3,590,448	91
16	Wilshire Community Services	SLO	5	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 3,890,448	90
17	Community Partners In Caring	SB	5	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 4,190,448	90
18	Lake Transit Authority	LAK	1	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 4,490,448	90
19	County of Sonoma, Human Services Department, Adult and Aging Division	SON	4	Rural	Operating Assistance	O				\$ 80,000	\$ 80,000	\$ 160,000	\$ 4,650,448	90
20	Morongo Basin Transit Authority	SBN	8	Rural	Operating Assistance	O				\$ 117,668	\$ 117,668	\$ 235,336	\$ 4,885,784	89
21	Lake Links Inc.	LAK	1	Rural	Operating Assistance	O				\$ 46,400	\$ 46,400	\$ 92,800	\$ 4,978,584	87
22	ARC Imperial Valley	IMP	11	Rural	Operating Assistance	O				\$ 101,984	\$ 101,984	\$ 203,967	\$ 5,182,551	85
23	Coastal Seniors, Inc.	MEN	1	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 5,482,551	84
24	Lake Links Inc.	LAK	1	Rural	Mobility Management	MM				\$ 160,960	\$ 40,240	\$ 201,200	\$ 5,683,751	82
25	San Luis Obispo Council of Governments/SLO Regional Rideshare	SLO	5	Small Urban	Mobility Management	MM				\$ 240,000	\$ 60,000	\$ 300,000	\$ 5,983,751	81
													100% LINE	
Contingency List if Additional Funding Becomes Available														
1	Mental Health Client Action Network (MHCAN)	SC	5	Small Urban	Operating Assistance	O				\$ 108,345	\$ 108,345	\$ 216,689	\$ 216,689	80
2	City of Petaluma	SON	4	Small Urban	Mobility Management	MM				\$ 77,472	\$ 19,368	\$ 96,840	\$ 313,529	80
3	Amador Transit	AMA	10	Rural	Operating Assistance	O				\$ 28,242	\$ 28,242	\$ 56,484	\$ 370,013	79
4	Community Bridges/Lifeline	SC	5	Small Urban	Operating Assistance	O				\$ 99,500	\$ 99,500	\$ 199,000	\$ 569,013	78
5	Dignity Health Connected Living	SHA	2	Rural	Operating Assistance	O				\$ 87,700	\$ 87,700	\$ 175,400	\$ 744,413	75
6	Area 1 Agency on Aging	HUM	1	Rural	Operating Assistance	O				\$ 68,815	\$ 68,815	\$ 137,629	\$ 882,042	74
7	Humboldt Medi-Trans	HUM	1	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,182,042	71
8	North Valley Services	TEH	2	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,482,042	62
9	Camping Unlimited for Developmentally Disabled	SC	5	Small Urban	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,782,042	37

R = Replacement Vehicle MM = Mobility Management Red Text = Project Added
SE = Service Expansion Vehicle OE = Operating Equipment Blue Text = Funding Reduction
O = Operating Assistance

RESOLUTION NO. 20-007**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING
PROJECT CONSISTENCY WITH THE PUBLIC TRANSIT – HUMAN SERVICES
TRANSPORTATION COORDINATED PLAN**

WHEREAS, the Riverside County Transportation Commission (“Commission”) is charged with reviewing, evaluating, and programming for Federal Transit Administration’s Section 5310 funding for transportation services to meet the needs of seniors and persons with disabilities for whom public transportation services are otherwise unavailable, insufficient or inappropriate; and

WHEREAS, the Commission confirms 46 projects from fourteen agencies were submitted in Riverside County; and

WHEREAS, the Commission has scored and ranked the traditional project applications; and

WHEREAS, the Commission, as the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the Section 5310 process, as interpreted in Federal Transit Administration Circular 9070.1F, Section 4, requires the RTPA to include in the Federal Transportation Improvement Program each request awarded Section 5310 funding by Caltrans and to certify by resolution that the evaluated projects are derived from a locally developed, coordinated public transit-human services transportation plan.

NOW, THEREFORE, the Commission does hereby certify and resolve as follows:

Section 1. The Commission has determined that the locally evaluated projects approved by Caltrans for Section 5310 funding are derived from the Riverside County Public Transit – Human Services Transportation Coordinated Plan (adopted by the Commission on April 9, 2008) and the 2016 Update (approved December 2016).

Section 2. Each of the projects awarded Section 5310 funding by Caltrans will be included in the Federal Transportation Improvement Program adopted for Riverside County.

APPROVED AND ADOPTED this 13th day of May, 2020.

Ben. J. Benoit, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 5F

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Ariel Alcon Tapia, Management Analyst Sheldon Peterson, Rail Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Low Carbon Transit Operations Program

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION

This item is for the Commission to adopt Resolution No. 20-006 *“Resolution of the Riverside County Transportation Commission Regarding Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for Expanded Perris Valley Line Operations FY 21 Project in the Amount of \$1,081,302”*.

BACKGROUND INFORMATION:

The Commission’s Commuter Rail Program applies for various federal and state funds that are necessary to fund rail projects within Riverside County. There is also the need for grants to meet the Commission’s annual funding responsibility related to rail operations and capital projects. The Commuter Rail Program is currently seeking approval to obtain Low Carbon Transit Operations Program (LCTOP) grant funding which is available through the California Department of Transportation. Projects eligible for this program need to reduce greenhouse gas emissions and support transit agencies in their effort to increase mode share. The Rail Program is seeking operation funding for the newly extended Perris Valley Line (PVL) commuter rail service. Funding for this grant is formula based. The application is for funding allocated to the Commission in the amount of \$1,081,302.

As required by the LCTOP grant guidelines, Resolution No. 20-006 is needed to authorize use of the funds on PVL operations and authorize the Executive Director to execute the Certifications, Assurances, and Authorized Agent forms. The resolution is required to submit and file the grant; therefore, staff recommends approval of the resolution related to the FY 2019/20 LCTOP grant.

Funding received from this grant will be included in the FY 2020/21 budget and will be reflected in the Commission’s FY 2020/21 Short Range Transit Plan.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2020/21	Amount:	\$1,081,302
Source of Funds:	LCTOP			Budget Adjustment:	N/A
GL/Project Accounting No.:	034198 415 41511 0000 103 25 41501				
Fiscal Procedures Approved:	<i>Theresa Irwin</i>			Date:	04/10/2020

Attachment: Resolution No. 20-006

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

RESOLUTION NO. 20-006

**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION REGARDING
AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM
FOR THE
EXPANDED PERRIS VALLEY LINE OPERATIONS FY 21 PROJECT IN THE AMOUNT OF \$1,081,302**

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) 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 862 (2014) named the California Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Riverside County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Anne Mayer, Executive Director; and

WHEREAS, the Riverside County Transportation Commission wishes to implement the following LCTOP 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 Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Anne Mayer, Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the Department.

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 the Department:

FY 2019-20 LCTOP funds:

List project(s), including the following information: Project Name: Expanded Perris Valley Line Operations FY21

Amount of LCTOP funds requested: \$1,081,302

Short description of project: Funding will be used for operating costs associated to expand the commuter rail Perris Valley Line.

Contributing Sponsor: Not applicable

APPROVED AND ADOPTED this 13th day of May 2020.

Ben J Benoit, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 5G

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Ariel Alcon Tapia, Management Analyst Eric DeHate, Transit Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Citizens and Specialized Transit Advisory Council Membership Appointments

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to approve the appointments of 15 members to the Citizens and Specialized Transit Advisory Council (CSTAC) effective May 13, 2020.

BACKGROUND INFORMATION:

The Transportation Development Act (TDA) provides direction for administering both Local Transportation Fund and State Transit Assistance funds, which are used to support operational and capital expenditures for public transit. Section 99238 and 130105 (d) of the TDA regulations requires the Commission to have a CSTAC as part of the oversight process in administering the TDA funds. The CSTAC serves the Commission by participating in the transit needs hearing and reviewing the Short-Range Transit Plans (SRTP) developed by public transit operators as part of the Commission's annual budget development process. The TDA regulations require that the membership consist of the following categorical areas:

- 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.

Membership terms are to be staggered to reduce the likeliness of membership relapse causing a lack of quorum. The adopted bylaws for the CSTAC state that membership can consist of up to 15 members appointed by the Commission and serve at the will and pleasure of the Commission and without compensation.

DISCUSSION:

In December 2019, the revised CSTAC bylaws were approved to garner more active participation and staff was directed to recruit new members. Membership is required to reflect a broad spectrum of interest among geographic areas of the county and minority representation. An application period took place between January 23, 2020 through March 13, 2020. Various outreach methods were used to solicit membership:

- Commissioner recommendations;
- Solicitation to existing and previous CAC members and their networks;
- Advertisement on the website, social media, and The Point blog article;
- Email distributions to the Riverside Transportation Network and Specialized Transit providers, and Transportation NOW chapters;
- Personalized emails and calls to universities and colleges transportation and student disabilities services departments; and
- Press release

A total of 17 applications were received and reviewed. Staff recommends the appointment of 15 individuals and their associated organizations, as identified in the attachment, for membership on the CSTAC. RTA and SunLine are standing members due to their Consolidated Transportation Services Agency (CTSA) designation and are included as part of the 15. Each appointment would represent at least one of the categories identified in state law and several communities throughout the county in order to provide a perspective from a wide geographic area. Citizen appointments are critical to the success of the Commission and its charge to oversee transit services in the county. The new membership opens dialogue between citizen appointee representatives and public transit and specialized transit providers in the county. Upon Commission direction and approval, additional members representing relevant TDA constituencies can be added to the CSTAC membership in the future.

There is no financial impact for this item.

Attachment: 2020 CSTAC Appointments and Categorical Membership List

Approved by the Budget and Implementation Committee on April 27, 2020

In Favor: 10 Abstain: 0 No: 0

Riverside County Transportation Commission

2020 Citizens and Specialized Transit Advisory Council (CSTAC) Appointments

Name/Area Represented	Categorical Membership Per TDA	Qualifications
1. Ivet Woolridge / Western Riverside and Coachella Valley	Social Services Transportation Provider for Seniors	Chief Operating Officer, Independent Living Partnership, Specialized Transit Provider
2. Kenneth Woytek / Southwest Riverside	Potential Transit User Over 60 Years of Age	Retired Vice Chair, Meniffee Senior Advisory Committee
3. Mary Jo Ramirez / Southwest	Social Service Provider for Senior, Disabled and Persons of Limited Means Social Services Transportation Provide for Seniors or the Disabled	Appointed Member, Riverside County Workforce Development
4. Gloria Sanchez / Southwest	Potential Transit User Over 60 Years of Age	Chair, Meniffee Senior Advisory Committee, Past Chair, Riverside County Advisory Council on Aging
5. Jack Marty / The Pass	Potential Transit User Over 60 Years of Age Social Service Provider for Senior, Disabled and Persons of Limited Means	Past Member, Citizens Advisory Council (RCTC) HICAP Medicare Counselor
6. George Colangeli / Palo Verde Valley	Social Service Transportation Provider for Seniors and Disabled	General Manager for Palo Verde Valley Transit Agency
7. Alejandra Gonzalez / Western Riverside	Social Services Transportation Provider for Seniors and Disabled Social Service Provider for Seniors, Disabled and Persons of Limited Means	Norco Seniors on the Move Transportation Specialized Transit Provider
8. Priscilla Ochoa / Western Riverside	Social Services Provider for Disabled	Past Member, Citizens Advisory Council (RCTC) Blindness Support and Transit Trainer
9. Catherine Rips / Coachella Valley	Social Service Provider for the Disabled	Grants Director, Angel View, Residential and Day Program for Disabled
10. Betty Day / Hemet-San Jacinto	Potential Transit User Over 60 Years of Age	Past, Hemet Public Library Board Trustee
11. John Krick / Western Riverside	Potential Transit User Over 60 Years of Age Social Service Provider for the Disabled	Member, T-Now Riverside Member, Riverside City Commission on Disabilities
12. John Chavez / The Pass	Potential Transit User Over 60 Years of Age.	Retired, BNSF
13. Lisa Castilone / Western and Southwest Riverside County	Social Services Provider for Seniors, Disabled and Person of Limited Means Social Services Transportation Provide for Seniors or The Disabled	Founder, GRID Alternatives Inland Empire
14. Riverside Transit Agency Staff/Western Riverside County	Consolidated Transportation Service Agency	Consolidated Transportation Service Agency for Western Riverside County
15. SunLine Transit Agency Staff / Coachella Valley	Consolidated Transportation Service Agency	Consolidated Transportation Service Agency for Coachella Valley

AGENDA ITEM 6

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Approval of Agreement for Construction Management Services, Materials Testing, and Construction Surveying and Authorization to Use 91 Express Lanes Surplus Toll Revenue for Construction Support Expenditures for the State Route 91 Corridor Operations Project in Orange and Riverside Counties

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 20-31-033-00 to Falcon Engineering Services, Inc. to perform construction management services, materials testing, and construction surveying for the State Route 91 Corridor Operations Project (91 COP) in Orange and Riverside Counties in the amount of \$4,456,957, plus a contingency amount of \$445,695 for a total amount not to exceed \$4,902,652;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
- 3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the 91 COP; and
- 4) Authorize the expenditure of 91 Express Lanes toll revenue designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund the 91 COP construction support expenditures in the amount of \$2 million.

BACKGROUND INFORMATION:

At its May 2018 meeting, the Commission authorized all project development activities needed to complete environmental approvals and final design for the 91 COP and to return in fall 2018 with a recommendation regarding the construction. In December 2018, the Commission authorized implementation of the construction phase of the 91 COP after completing environmental and design approvals. The subject of this staff report is the award of the construction management services agreement in anticipation of a construction contract award later this year.

The 91 COP will add a 2-mile long general purpose lane in the westbound direction on SR-91 from Green River Road westbound on-ramp to SR-241. A detailed vicinity map of the 91 COP is provided as Attachment 1. The 91 COP involves:

- 1) Adding approximately 9 to 10 feet of outside pavement widening to SR-91 at some locations and restriping in others;
- 2) Widening the County Line Creek Undercrossing;
- 3) Constructing new retaining walls approximately 3,200 feet in length and approximately 6 to 28 feet in height on the north side of SR-91;
- 4) Reconstructing a portion of Green River Road;
- 5) Replacing overhead signs; and
- 6) Adding high mast lighting on the north side of the outside barrier.

DISCUSSION:

Procurement Process

Pursuant to Government Code 4525 et seq, selection of architect, engineer, and related services shall be on the basis of demonstrated competence and on professional qualifications necessary for the satisfactory performance of the services required. Therefore, staff used the qualification method of selection for the procurement of construction management services, materials testing, and construction surveying for the 91 COP. Evaluation criteria included elements such as qualifications of firm, staffing and project organization, project understanding and approach, and the ability to respond to the requirements set forth under the terms of a request for qualifications (RFQ).

RFQ No. 20-31-033-00 for construction management services, materials testing, and construction surveying for the 91 COP was released by staff on December 12, 2019. A public notice was advertised in the *Press Enterprise*, and the RFQ was posted on the Commission's Planet Bids website, which is accessible through the Commission's website. Through Planet Bids, 70 firms downloaded the RFQ; 15 of these firms are located in Riverside County. A pre-submittal meeting was held on December 19 and attended by 16 firms. Staff responded to all questions submitted by potential proposers prior to the January 9 clarification deadline date. Four firms – Anser Advisory, LLC (San Diego); Falcon Engineering Services, Inc. (Corona); Hill International, Inc. (Ontario); and S2 Engineering, Inc. (Rancho Cucamonga) – submitted responsive and responsible statements of qualifications prior to the 2:00 p.m. submittal deadline on January 23. Based on the evaluation criteria set forth in the RFQ, the firms were evaluated and scored by an evaluation committee comprised of Commission, Bechtel, and Caltrans staff.

Based on the evaluation committee's assessment of the written proposals and pursuant to the terms of the RFQ, the evaluation committee shortlisted and invited three firms (Anser Advisory, LLC; Falcon Engineering Services, Inc.; and Hill International, Inc.) to the interview phase of the evaluation and selection process. Interviews were conducted on February 27.

Following the interviews, the evaluation committee conducted a subsequent evaluation of each firm, based on both written and interview components presented to the evaluation committee by each proposer. Accordingly, the evaluation committee recommends contract award to Falcon

Engineering Services, Inc. to provide construction management services, materials testing, and construction surveying for the 91 COP, as it earned the highest total evaluation score.

Subsequently, staff negotiated the scope of work (including the appropriate level of effort, labor categories/mix, etc.), cost, and schedule proposal received from Falcon Engineering Services, Inc. for the 91 COP services and established a fair and reasonable price.

Staff recommends award of Agreement No. 20-31-033-00 with Falcon Engineering Services, Inc. to perform construction management services, materials testing, and construction surveying for the 91 COP, based on the final negotiated project scope and cost of \$4,456,957, plus a contingency amount of \$445,695, for a total amount not to exceed \$4,902,652. Staff also recommends authorizing the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement and the Executive Director or designee to approve the use of the contingency amount as may be required for the 91 COP.

Funding for Construction Management

At its May 2018 meeting, the Commission authorized execution of all necessary agency agreements to implement the 91 COP including cooperative and funding agreements. Staff is currently working on an agreement with the Orange County Transportation Authority (OCTA) which includes a funding allocation of \$15 million from OCTA to the 91 COP. Said agreement permits the OCTA funding to be utilized for the construction management contract (the subject of this staff report) and is expected to be approved by the OCTA board on April 27, 2020.

Funding for Construction Support Expenditures

In addition to the construction management contract, funding is needed for other construction support expenditures. This includes staff and Bechtel management, design support during construction from Parsons, utility relocation costs, Construction Zone Enhanced Enforcement Program or COZEEP, construction Freeway Service Patrol, public outreach, and other support activities.

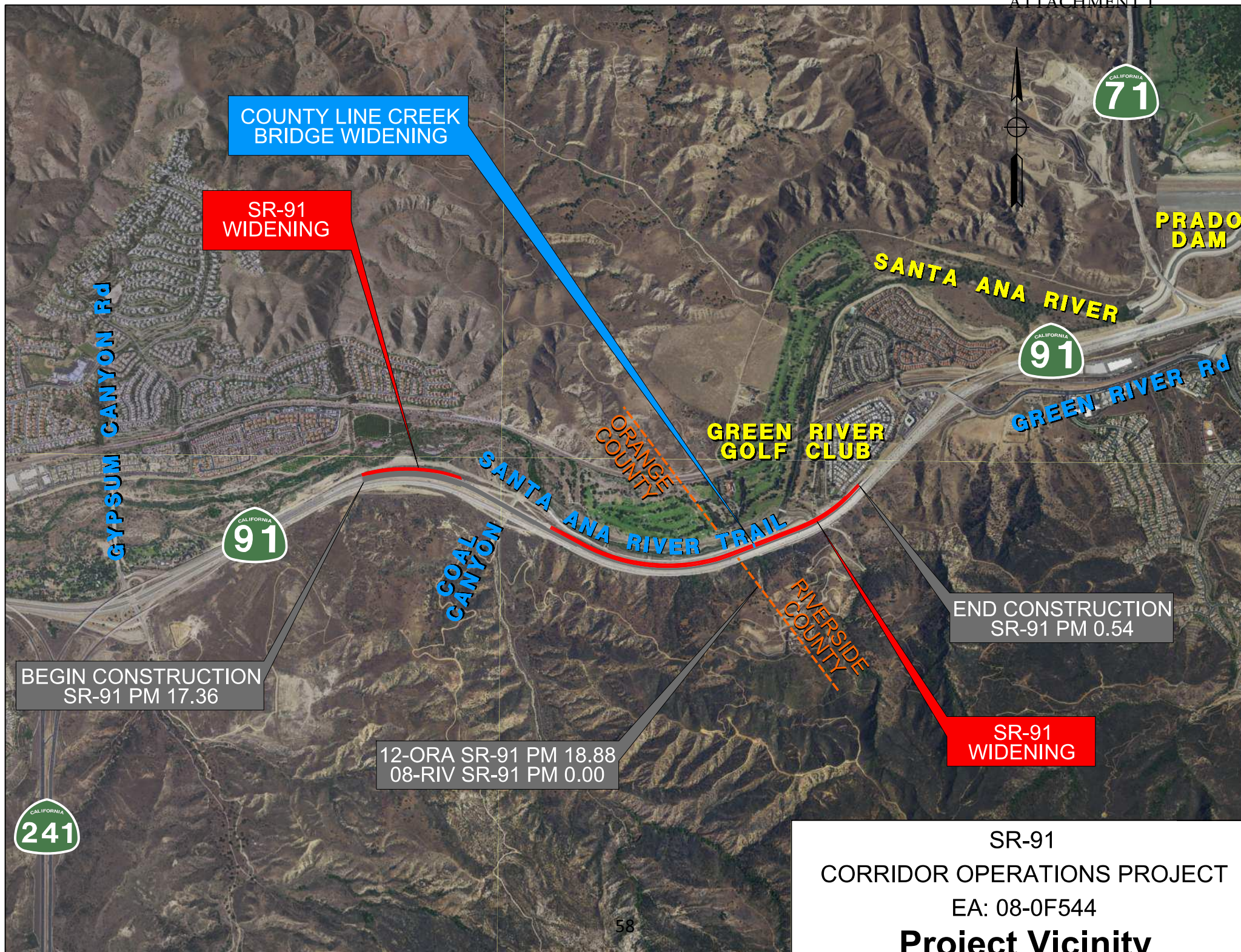
Surplus toll revenue is the RCTC 91 Express Lanes toll revenue remaining after all other financial obligations have been met. These financial obligations include annual operation and maintenance, debt service, reserve funds, and other obligations. The Commission's authorizing legislation, SB 1316, requires that all surplus revenue be spent for transportation purposes within the SR-91 corridor.

Staff projects that sufficient surplus funds are available to fund the construction support expenditures for the 91 COP. Therefore, staff recommends the use of RCTC 91 Express Lanes surplus toll revenue to fund the construction support expenditures in the amount of \$2 million.

Financial Information					
In Fiscal Year Budget:	Yes N/A	Year:	FY 2019/20 FY 2020/21+	Amount:	\$ 600,000 \$6,302,652
Source of Funds:	OCTA contribution and RCTC 91 Express Lanes Surplus Toll Revenue			Budget Adjustment:	No N/A
GLA No.:	623046 81302 00000 0000 262 31 81301 623046 XXXXX 00000 0000 262 31 XXXXX			\$4,902,652 (construction management) \$2,000,000 (construction support)	
Fiscal Procedures Approved:		<i>Theresa Trevino</i>			Date: 04/10/2020

Attachments:

- 1) 91 Corridor Operations Project Vicinity Map
- 2) Draft Agreement No. 20-31-033-00 with Falcon Engineering Services, Inc.



AGREEMENT NO. 20-31-033-00

**MODEL
PROFESSIONAL SERVICES AGREEMENT**

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT WITH
FALCON ENGINEERING SERVICES, INC.
FOR
CONSTRUCTION MANAGEMENT, MATERIALS TESTING AND CONSTRUCTION
SURVEYING SERVICES
FOR THE STATE ROUTE 91 CORRIDOR OPERATIONS PROJECT
IN ORANGE AND RIVERSIDE COUNTIES FROM 1.5 MILES WEST OF THE
ORANGE COUNTY LINE TO 0.6 MILES EAST OF THE ORANGE COUNTY LINE**

1. PARTIES AND DATE.

This Agreement is made and entered into this ____ day of _____, 2020, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and Falcon Engineering Services, Inc. ("Consultant"), a Corporation.

2. RECITALS.

2.1 On November 8, 1988 the Voters of Riverside County approved Measure A authorizing the collection of a one-half percent (1/2 %) retail transactions and use tax (the "tax") to fund transportation programs and improvements within the County of Riverside, and adopting the Riverside County Transportation Improvement Plan (the "Plan").

2.2 Pursuant to Public Utility Code Sections 240000 et seq., the Commission is authorized to allocate the proceeds of the Tax in furtherance of the Plan.

2.3 On November 5, 2002, the voters of Riverside County approved an extension of the Measure A tax for an additional thirty (30) years for the continued funding of transportation and improvements within the County of Riverside.

2.4 Consultant desires to perform and assume responsibility for the provision of certain professional services required by the Commission on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing construction management, engineering surveying and testing services to public clients, is licensed in the State of California (as necessary), and is familiar with the plans of the Commission.

2.5 The Commission desires to engage Consultant to render such services for the State Route 91 Corridor Operations Project ("Project"), as set forth in this Agreement.

3. TERMS.

3.1 General Scope of Services. Consultant shall furnish all technical and professional services, including labor, material, equipment, transportation, supervision and expertise, and incidental and customary work necessary to fully and adequately supply the professional construction management, engineering surveying and testing services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.2 Commencement of Services. The Consultant shall commence work upon receipt of a written "Notice to Proceed" or "Limited Notice to Proceed" from Commission.

3.3 Term. The term of this Agreement shall be from the date of execution of this Agreement or the date of issuance of the Notice to Proceed by the Commission, whichever occurs first, to the issuance by the Commission to Consultant of a Notice of Final Acceptance, as defined in paragraph 3.12 below, or June 30, 2022, unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. All applicable indemnification provisions of this Agreement shall remain in effect following the termination of this Agreement.

3.4 Commission's Representative. The Commission hereby designates the Commission's Executive Director, or his or her designee, to act as its Representative for the performance of this Agreement ("Commission's Representative"). Commission's Representative shall have the authority to act on behalf of the Commission for all purposes under this Agreement. Commission's Representative shall also review and give approval, as needed, to the details of Consultant's work as it progresses. Consultant shall not accept direction or orders from any person other than the Commission's Representative or his or her designee.

3.5 Consultant's Representative. Consultant hereby designates Wael Faqih to act as its Representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to act on behalf of Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his professional skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement. Consultant shall work closely and cooperate fully with Commission's

Representative and any other agencies which may have jurisdiction over, or an interest in, the Services. Consultant's Representative shall be available to the Commission staff at all reasonable times. Any substitution in Consultant's Representative shall be approved in writing by Commission's Representative.

3.6 Substitution of Key Personnel. Consultant has represented to the Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval by the Commission. In the event that the Commission and Consultant cannot agree as to the substitution of the key personnel, the Commission shall be entitled to terminate this Agreement for cause, pursuant to the provisions of Section 3.14. The key personnel for performance of this Agreement are identified in the attached organization chart.

3.7 Preliminary Review of Work. All reports, working papers, and similar work products prepared for submission in the course of providing Services under this Agreement shall be submitted to the Commission's Representative in draft form, and the Commission may require revisions of such drafts prior to formal submission and approval. In the event plans and designs are to be developed as part of the Project, final detailed plans and designs shall be contingent upon obtaining environmental clearance as may be required in connection with the Project. In the event that Commission's Representative, in his sole discretion, determines the formally submitted work product to be not in accordance with the standard of care established under this agreement, Commission's Representative may require Consultant to revise and resubmit the work at no cost to the Commission.

3.8 Appearance at Hearings. If and when required by the Commission, Consultant shall render assistance at public hearings or other meetings related to the Project or necessary to the performance of the Services. However, Consultant shall not be required to, and will not, render any decision, interpretation or recommendation regarding questions of a legal nature or which may be construed as constituting a legal opinion.

3.9 Standard of Care; Licenses. Consultant represents and maintains that it is skilled in the professional calling necessary to perform all Services, duties and obligations required by this Agreement to fully and adequately complete the Project. Consultant shall perform the Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Consultant further represents and warrants to the Commission that its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Agreement. Consultant shall perform, at its own cost and expense and without reimbursement from

the Commission, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein, and shall be fully responsible to the Commission for all damages and other liabilities provided for in the indemnification provisions of this Agreement arising from the Consultant's errors and omissions. Any employee of Consultant or its sub-consultants who is determined by the Commission to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the Commission, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.10 Opportunity to Cure. Commission may provide Consultant an opportunity to cure, at Consultant's expense, all errors and omissions which may be disclosed during Project implementation. Should Consultant fail to make such correction in a timely manner, such correction may be made by the Commission, and the cost thereof charged to Consultant.

3.11 Inspection of Work. Consultant shall allow the Commission's Representative to inspect or review Consultant's work in progress at any reasonable time.

3.12 Final Acceptance. Upon determination by the Commission that Consultant has satisfactorily completed the Services required under this Agreement and within the term set forth in Section 3.3, the Commission shall give Consultant a written Notice of Final Acceptance. Upon receipt of such notice, Consultant shall incur no further costs hereunder, unless otherwise specified in the Notice of Final Acceptance. Consultant may request issuance of a Notice of Final Acceptance when, in its opinion, it has satisfactorily completed all Services required under the terms of this Agreement. In the event copyrights are permitted under this Agreement, then in connection with Federal funding, it is hereby acknowledged and agreed that the United States Department of Transportation shall have the royalty-free non-exclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for governmental purposes.

3.13 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. For example, and not by way of limitation, Consultant shall keep itself fully informed of and in compliance with all implementing regulations, design standards, specifications, previous commitments that must be incorporated in the design of the Project, and administrative controls including those of the United States Department of Transportation. Compliance with Federal procedures may include completion of the applicable environmental documents and approved by a governmental body. If the Consultant performs any work knowing it to be contrary to the requirements of laws, rules and regulations and without giving written

notice to the Commission, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold Commission, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.14 Termination.

3.14.1 Notice; Reason. Commission may, by written notice to Consultant, terminate this Agreement, in whole or in part, at any time by giving written notice to Consultant of such termination, and specifying the effective date thereof ("Notice of Termination"). Such termination may be for Commission's convenience or because of Consultant's failure to perform its duties and obligations under this Agreement, including, but not limited to, the failure of Consultant to timely perform Services pursuant to the Schedule of Services described in Section 3.15 of this Agreement. Consultant may not terminate this Agreement except for cause.

3.14.2 Discontinuance of Services. Upon receipt of the written Notice of Termination, Consultant shall discontinue all affected Services as directed in the Notice or as otherwise provided herein, and deliver to the Commission all Documents and Data, as defined in this Agreement, as may have been prepared or accumulated by Consultant in performance of the Services, whether completed or in progress.

3.14.3 Effect of Termination For Convenience. If the termination is to be for the convenience of the Commission, the Commission shall compensate Consultant for Services fully and adequately provided through the effective date of termination. Such payment shall include a prorated amount of profit, if applicable, but no amount shall be paid for anticipated profit on unperformed Services. Consultant shall provide documentation deemed adequate by Commission's Representative to show the Services actually completed by Consultant prior to the effective date of termination. This Agreement shall terminate on the effective date of the Notice of Termination.

3.14.4 Effect of Termination for Cause. If the termination is for cause, Consultant shall be compensated for those Services which have been fully and adequately completed and accepted by the Commission as of the date the Commission provides the Notice of Termination. In such case, the Commission may take over the work and prosecute the same to completion by agreement or otherwise. Further, Consultant shall be liable to the Commission for any reasonable additional costs incurred by the Commission to revise work for which the Commission has compensated Consultant under this Agreement, but which the Commission has determined in its sole discretion needs to be revised, in part or whole, to complete the Project because it did not meet the standard of care established in Section 3.9. Termination of this Agreement for cause may be considered by the Commission in determining whether to enter into future agreements with Consultant.

3.14.5 Cumulative Remedies. The rights and remedies of the Parties provided in this Section are in addition to any other rights and remedies provided by law or under this Agreement.

3.14.6 Procurement of Similar Services. In the event this Agreement is terminated, in whole or in part, as provided by this Section, the Commission may procure, upon such terms and in such manner as it deems appropriate, services similar to those terminated.

3.14.7 Waivers. Consultant, in executing this Agreement, shall be deemed to have waived any and all claims for damages which may otherwise arise from the Commission's termination of this Agreement, for convenience or cause, as provided in this Section.

3.15 Schedule and Progress of Services.

3.15.1 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, the Commission shall respond to Consultant's submittals in a timely manner. Upon request of Commission's Representative, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.15.2 Modification of the Schedule. Consultant shall regularly report to the Commission, through correspondence or progress reports, its progress in providing required Services within the scheduled time periods. Commission shall be promptly informed of all anticipated delays. In the event that Consultant determines that a schedule modification is necessary, Consultant shall promptly submit a revised Schedule of Services for approval by Commission's Representative.

3.15.3 Trend Meetings. Consultant shall conduct trend meetings with the Commission's Representative and other interested parties, as requested by the Commission, on a bi-weekly basis or as may be mutually scheduled by the Parties at a standard day and time. These trend meetings will encompass focused and informal discussions concerning scope, schedule, and current progress of Services, relevant cost issues, and future Project objectives. Consultant shall be responsible for the preparation and distribution of meeting agendas to be received by the Commission and other attendees no later than three (3) working days prior to the meeting.

3.15.4 Progress Reports. As part of its monthly invoice, Consultant shall submit a progress report, in a form determined by the Commission, which will indicate the progress achieved during the previous month in relation to the Schedule of Services. Submission of such progress report by Consultant shall be a condition

precedent to receipt of payment from the Commission for each monthly invoice submitted.

3.16 Delay in Performance.

3.16.1 Excusable Delays. Should Consultant be delayed or prevented from the timely performance of any act or Services required by the terms of the Agreement by reason of acts of God or of the public enemy, acts or omissions of the Commission or other governmental agencies in either their sovereign or contractual capacities, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes or unusually severe weather, performance of such act shall be excused for the period of such delay.

3.16.2 Written Notice. If Consultant believes it is entitled to an extension of time due to conditions set forth in subsection 3.16.1, Consultant shall provide written notice to the Commission within seven (7) working days from the time Consultant knows, or reasonably should have known, that performance of the Services will be delayed due to such conditions. Failure of Consultant to provide such timely notice shall constitute a waiver by Consultant of any right to an excusable delay in time of performance.

3.16.3 Mutual Agreement. Performance of any Services under this Agreement may be delayed upon mutual agreement of the Parties. Upon such agreement, Consultant's Schedule of Services shall be extended as necessary by the Commission. Consultant shall take all reasonable steps to minimize delay in completion, and additional costs, resulting from any such extension.

3.17 Status of Consultant/Subconsultants.

3.17.1 Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. Commission retains Consultant on an independent contractor basis and not as an employee, agent or representative of the Commission. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries and other amounts due such personnel in connection with their performance of Services and as required by law. Consultant shall be responsible for all reports and obligations respecting such personnel, including but not limited to, social security taxes, income tax withholdings, unemployment insurance, disability insurance, and workers' compensation insurance.

3.17.2 Prevailing Wages. By its execution of this Agreement, Consultant certifies that it is aware of the requirements of California Labor Code

Sections 1720 et seq. and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. Copies of the prevailing rate of per diem wages are on file at the Commission's offices. Consultant shall make copies of the prevailing rates of per diem wages for each craft; classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the Commission, its elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. Certified Payrolls are to be submitted whenever required by Prevailing Wage laws.

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

3.17.4 Subcontracting. Consultant shall not subcontract any portion of the work or Services required by this Agreement, except as expressly stated herein, without prior written approval of the Commission. If Consultant wishes to use a firm as a subcontractor which is not specified in the proposal upon which this Agreement was awarded, prior written approval must be obtained from the Commission. The Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

Consultant has, as part of its proposal, identified certain companies/firms that will be subconsultants utilized by Consultant ("Subconsultants") for Project delivery. A list of said Subconsultants is attached hereto as Exhibit "C" and made a part hereof. The Commission hereby approves the use by Consultant of the Subconsultants identified in Exhibit "C". In the event and prior to the replacement of any Subconsultant approved herein, the Consultant shall seek and obtain the Commission's written approval. Exhibit "C" also sets forth the rates at which each Subconsultant shall bill the Consultant for Services and that are subject to reimbursement by the Commission to Consultant. The cost of Addition Direct Costs, as defined in exhibit "C," shall be the same for both the Consultant and all subconsultants, unless otherwise identified in Exhibit "C".

Consultant acknowledges that approval of Consultant's utilization of the identified Subconsultants together with the incorporation of Subconsultants' rate schedules and cost proposals into this Agreement shall in no way be construed to

create any contractual relationship between any Subconsultant and the Commission. The Subconsultant rate schedules and cost proposals contained herein are for accounting purposes only. In the event that any Subconsultant shall bring any action, claim or proceeding purporting to enforce any right purportedly arising under this Agreement, the Consultant shall be responsible for the Commission's reasonable legal fees without regard to the merits of any such claim.

3.18 Ownership of Materials/Confidentiality.

3.18.1 Documents & Data. This Agreement creates an exclusive and perpetual license for Commission to copy, use, modify, reuse, or sub-license any and all copyrights and designs embodied in plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data").

Consultant shall require all subcontractors to agree in writing that Commission is granted an exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement.

Consultant represents and warrants that Consultant has the legal right to grant the exclusive and perpetual license for all such Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the Commission.

Commission shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at Commission's sole risk.

3.18.2 Intellectual Property. In addition, Commission shall have and retain all right, title and interest (including copyright, patent, trade secret and other proprietary rights) in all plans, specifications, studies, drawings, estimates, materials, data, computer programs or software and source code, enhancements, documents, and any and all works of authorship fixed in any tangible medium or expression, including but not limited to, physical drawings or other data magnetically or otherwise recorded on computer media ("Intellectual Property") prepared or developed by or on behalf of Consultant under this Agreement as well as any other such Intellectual Property prepared or developed by or on behalf of Consultant under this Agreement.

The Commission shall have and retain all right, title and interest in Intellectual Property developed or modified under this Agreement whether or not paid for wholly or in part by Commission, whether or not developed in conjunction with Consultant, and whether or not developed by Consultant. Consultant will execute

separate written assignments of any and all rights to the above referenced Intellectual Property upon request of Commission.

Consultant shall also be responsible to obtain in writing separate written assignments from any subcontractors or agents of Consultant of any and all right to the above referenced Intellectual Property. Should Consultant, either during or following termination of this Agreement, desire to use any of the above-referenced Intellectual Property, it shall first obtain the written approval of the Commission.

All materials and documents which were developed or prepared by the Consultant for general use prior to the execution of this Agreement and which are not the copyright of any other party or publicly available and any other computer applications, shall continue to be the property of the Consultant. However, unless otherwise identified and stated prior to execution of this Agreement, Consultant represents and warrants that it has the right to grant the exclusive and perpetual license for all such Intellectual Property as provided herein.

Commission further is granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

3.18.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

3.19.1 Indemnification. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold Commission, its directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this

Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse Commission and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, its directors, officials officers, employees, consultants, agents, or volunteers. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.19.2 Indemnification. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold City, its council, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit,

action or other legal proceeding. Consultant shall reimburse City and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City, its council, officials officers, employees, consultants, agents, or volunteers. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.20 Insurance.

3.20.1 Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.20.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subcontractors. Consultant shall also require all of its subcontractors to procure and maintain the same types of insurance for the duration of the Agreement. Consultant's insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto); and (3) *if Consultant has employees, Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability*: \$2,000,000 per occurrence for bodily injury, personal and advertising injury and property damage. If General Liability Insurance or includes a general aggregate limit, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability*: \$1,000,000 per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability*: Statutory Workers' Compensation limits as required by the applicable Labor Code and

Employer's Liability limits of no less than \$1,000,000 per accident for bodily injury or disease.

3.20.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$2,000,000 per claim.

3.20.4 Aircraft Liability Insurance. Consultant, *prior* to the direct or indirect use of any civil aircraft to provide Service under this Agreement, shall procure and maintain, or cause to be procured and maintained, aircraft liability insurance or equivalent form, with a single limit of not less than **\$5,000,000** per each occurrence. Such insurance shall include coverage for owned, hired and non-owned aircraft and passengers, and shall name, or be endorsed to name, the Commission, its directors, officials, officers, employees, consultants, and agents as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant.

3.20.5 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A.1) General Liability. The general liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(A.2) General Liability. The general liability policy shall be endorsed to state that: (1) the City, its council, officials, officers, employees and agents shall be covered as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the City, its council, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its council, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(B.1) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(B.2) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the City, its council, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, council, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights of subrogation against the Commission, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

(D) All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided or canceled except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the Commission; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the Commission, its directors, officials, officers, employees and agents.

3.20.6 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Consultant shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or (2) the

Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.20.7 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A: VIII, licensed to do business in California, and satisfactory to the Commission.

3.20.8 Verification of Coverage. Consultant shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.20.9 Other Insurance. At its option, the Commission may require such additional coverage(s), limits and/or the reduction of deductibles or retentions it considers reasonable and prudent based upon risk factors that may directly or indirectly impact the Project. In retaining this option Commission does not warrant Consultant's insurance program to be adequate. Consultant shall have the right to purchase insurance in addition to the insurance required in this Section.

3.21 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.22 Fees and Payment.

3.22.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall be on the basis of direct costs plus a fixed fee as further set forth in Exhibit "C" and shall not exceed the maximum amount of Four Million Four Hundred Fifty-Six Thousand Nine Hundred Fifty-Seven Dollars (\$4,456,957), without written approval of Commission's Executive Director.

3.22.2 Payment of Compensation. Consultant shall submit a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the Statement. Charges specific to each Milestone listed in the Schedule of Services shall be listed separately on an attachment to each statement. Each statement shall be accompanied by a monthly progress report and spreadsheets showing hours expended for each task for each month and the total Project to date. Each statement shall include a cover sheet bearing a certification as to the accuracy of the statement signed by the Consultant's Project Manager or other authorized officer.

3.22.3 Additional Work. Any work or activities that are in addition to, or otherwise outside of, the Services to be performed pursuant to this Agreement shall only be performed pursuant to a separate agreement between the parties. Notwithstanding the foregoing, the Commission's Executive Director may make a change to the Agreement as permitted by law or authorized by the Commission. .

(a) In addition to the changes authorized above, a modification which is signed by Consultant and the Commission's Executive Director, other than a Cardinal Change, may be made in order to: (1) make a negotiated equitable adjustment to the Agreement price, delivery schedule and other terms resulting from the issuance of a Change Order, (2) reflect definitive letter contracts, and (3) reflect other agreements of the parties modifying the terms of this Agreement ("Bilateral Contract Modification").

(b) Consultant shall not perform, nor be compensated for any change, without written authorization from the Commission's Executive Director as set forth herein. In the event such a change authorization is not issued and signed by the Commission's Executive Director, Consultant shall not provide such change.

3.22.4 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by the Commission's Representative.

3.23 Prohibited Interests.

3.23.1 Solicitation. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the Commission shall have the right to rescind this Agreement without liability.

3.23.2 Conflict of Interest. For the term of this Agreement, no member, officer or employee of the Commission, during the term of his or her service with the Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.23.3 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is caused by and/or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

3.23.4 Covenant Against Contingent Fees. The Consultant represents and warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the Consultant, to solicit or secure this Agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, the Commission shall have the right to terminate this Agreement without liability pursuant to Section 3.14, or at its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

3.23.5 Covenant Against Expenditure of Local Agency, State or Federal Funds for Lobbying. **Omitted Intentionally**

3.24 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred and fees charged under this Agreement. The Federal Acquisition Regulations in Title 48, CFR 31 shall be the governing factors regarding allowable elements of cost. All such records shall be clearly identifiable. Consultant shall allow a representative of the Commission or any duly authorized representative of the Commission during normal business hours to examine, audit, and make transcripts or copies of any and all ledgers and books of account, invoices, vouchers, canceled checks, and any other records or documents created pursuant to this Agreement. All such information shall be retained by Consultant for at least three (3) years following termination of this Agreement.

3.25 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all

activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.

3.26 Right to Employ Other Consultants. Commission reserves the right to employ other consultants in connection with the Project. As required, Consultant shall cooperate fully with any other consultant engaged by the Commission on the Project.

3.27 Governing Law. This Agreement shall be governed by and construed with the laws of the State of California. Venue shall be in Riverside County.

3.28 Attorneys' Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorneys' fees and, all other costs of such actions.

3.29 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.30 Headings. Article and Section Headings, paragraph captions or marginal headings contained in this Agreement are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.31 Notices. All notices permitted or required under this Agreement 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:

CONSULTANT:

Falcon Engineering Services, Inc.
341 Corporate Terrace Circle
Suite 101
Corona, CA 92879
Attn: Wael Faqih

COMMISSION:

Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attn: Executive Director

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. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.32 Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services.

3.33 Amendment or Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

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

3.35 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.36 Provisions Applicable When Federal Department of Transportation Funds Are Involved. Omitted Intentionally

3.37 No Waiver. Failure of Commission to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

[Signatures on following page]

**SIGNATURE PAGE
TO
PROFESSIONAL SERVICES AGREEMENT**

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

RIVERSIDE COUNTY

TRANSPORTATION COMMISSION

CONSULTANT

By:

Anne Mayer
Executive Director

Printed

Signature

Name

Title

Approved as to Form:

By:

Best Best & Krieger LLP
General Counsel

MODEL AGREEMENT - EXHIBIT "A"
SCOPE OF SERVICES

[__INSERT__]

DRAFT

FALCON will provide following services during various stages of the project.

1. Preconstruction Services:

a. Plan Review

- i. Review construction contract documents prior to construction.
- ii. Perform detailed constructability review and check for discrepancies, potential conflicts, consistency between plans, specifications and pay items.
- iii. Review Project reports, RE pending files to verify completeness and consistency.

b. Schedule

- i. Review contractor's proposed Project schedule to ensure safety, efficiency and expeditious completion of project.
- ii. Provide contractor's baseline schedule recommendations to COMMISSION.

c. Budget

- i. Review Project estimate and provide recommendations to COMMISSION for efficient control of project cost.

d. Bid Process

- i. Assist COMMISSION to review bid question, draft responses, draft addenda to bid documents and review bid tabulation.

e. Pre-Construction Meetings

- i. Assist COMMISSION in conducting pre-construction meetings with Contractor, designer, Caltrans, cities, utility companies and other parties as needed.

f. Contract Award

- i. Assist COMMISSION with items related to contract award including review bid for completeness & responsiveness, perform bid analysis, develop contractor payment schedules, check contractor references and coordinate with contractor for award of construction contracts.

g. Photo Records/Drone Aerials

- i. Take photo of the existing conditions prior to construction using drone aerial photography and file in the project records.

2. Construction Services:

a. Construction Administration

- i. Administer project construction contract using Caltrans Construction Manual as a guideline.
- ii. Conduct regular project coordination meetings with Contractor, COMMISSION, local agencies, and design engineer, as needed.
- iii. Prepare Contractor progress payments and maintain payment records and supporting documentation shall be reviewed by COMMISSION for approval.
- iv. Establish and maintain a filing system for the Project using the Caltrans Construction Manual as a guideline.
- v. Monitor Contractors' construction schedules on an ongoing basis and alert COMMISSION to conditions that may lead to delays in completion of the Project.
- vi. Prepare and submit a Monthly Project Report and provide update on the construction activity, accomplishments, and status of Requests for Information (RFIs), submittals, current issues, Contract Change Orders (CCOs) and current project budget and schedule.
- vii. Review and ensure compliance with environmental requirements.

- viii. Ensure that the Project meets all provisions of the Caltrans Quality Assurance Program Manual.
- ix. Review Contractors' certified payroll records and assist COMMISSION with labor compliance.
- x. Ensure that the Project meets all provisions of the Storm Water Pollution Prevention Plan (SWPPP).
- xi. Assure that the Project meets all applicable regulations of the Air Quality Management District (AQMD).

b. Construction Administration

- i. Provide a qualified Resident Engineer and other qualified assistant Resident Engineers, as needed to effectively manage the Project.
- ii. Maintain regular contact with COMMISSION's Construction Manager.
- iii. Review Project plans and special provisions for possible errors and deficiencies prior to construction of any specific element and report such findings to COMMISSION
- iv. Monitor, coordinate, and track construction progress to ensure the Project proceeds on schedule and according to the order of work required in the plans and special provisions.
- v. Coordinate review of shop drawings and Requests for Information (RFI) with the Construction Manager.
- vi. Provide a qualified SWPPP coordinator who shall review contractor-prepared Storm Water Pollution Prevention Plans (SWPPP) and coordinate approval with COMMISSION. FALCON team will cooperate with Caltrans and monitoring agency during inspections and field reviews.
- vii. Coordinate the implementation of any changes with the Construction Manager and the design engineer.
- viii. Review and approve Traffic Control Plans and forward to COMMISSION as necessary.
- ix. Coordinate all Project construction activities with other ongoing projects within and adjacent to the Project limits.

c. Construction Inspection

- i. Coordinate all required inspections necessary for the Project. Ensure that appropriate City, and local agency are notified and present as required throughout the Project.
- ii. Maintain perform and document daily on-site inspections of the progress and quality of construction
- iii. FALCON team shall exercise reasonable care and diligence to discover and promptly replace, correct, and/or mitigate all defects or deficiencies in the materials or workmanship used in the Project. Any such deficiencies and their resolution shall be reported to COMMISSION
- iv. FALCON shall assign qualified personnel to:
 - a. Inspect subgrade, aggregate base and paving, bridge widening, retaining wall construction, signing and striping, and related construction activities.
 - b. Identify actual and potential problems associated with the Project and recommend sound engineering solutions.
 - c. Maintain awareness of safety and health requirements.

- d. Prepare complete and accurate daily reports, engineering calculations, project records, payment quantity documents, reports, and correspondence related to Project activities.
- e. Prepare construction sketches, drawings, and cross-sections, as necessary.
- f. Keep contemporaneous records of all additions or deviations from the approved plans for the preparation of as-built plans.
- g. Provide inspections for environmental compliance.
- h. Arrange for lane closures in accordance with Caltrans procedures and coordinate any work with the California Highway Patrol.
- i. Monitoring Contractors' compliance with applicable regulations required by AQMD.

d. Project Support

- i. Construction Surveys: FALCON shall perform construction surveying services, field calculations, and home office calculations to support the construction of the project.
- ii. Materials Testing and Geotechnical Services: FALCON will provide experienced personnel, equipment, and facilities to perform various construction materials sampling and testing. Laboratory and field materials testing will be used to ensure that roadway construction work conforms to the California State Department of Transportation (Caltrans) standards, specifications, and special provisions for material quality and workmanship.
- iii. Permits: shall review the project for permit compliance and coordinate with COMMISSION and the design engineer to ensure that necessary permits are obtained.

e. Cost & Schedule

- i. FALCON shall monitor and track the contract pay item quantities and payments, contract change orders, supplemental work items, Agency and/or State furnished materials, anticipated extra work balance, contingency balance, Project budget.
- ii. Review and monitor Contractor's schedule and inform COMMISSION of any significant changes or deviations in the schedule.
- iii. Provide and maintain a Project staffing plan of field office personnel.

f. Contract Change Order and Claims

- i. Evaluate requests for changes and/or substitutions by the Contractor. Coordinate proposed changes with the COMMISSION's Construction Manager, prepare and submit Contract Change Orders to the COMMISSION for approval.
- ii. Attempt to avoid all unnecessary Contract Change Orders.
- iii. Assist COMMISSION, as requested, in the identification, resolution, and final disposition of claims filed by the Contractor or third parties against COMMISSION or the Project.

g. Safety

- i. Implement and conduct a comprehensive safety program including regular tail-gate safety meetings.
- ii. Comply with State of California Construction Safety Orders and provisions of the Caltrans Construction Manual.

- iii. Provide all necessary safety equipment as required for team personnel.

3. Post Construction Services:

a. Project Close Out

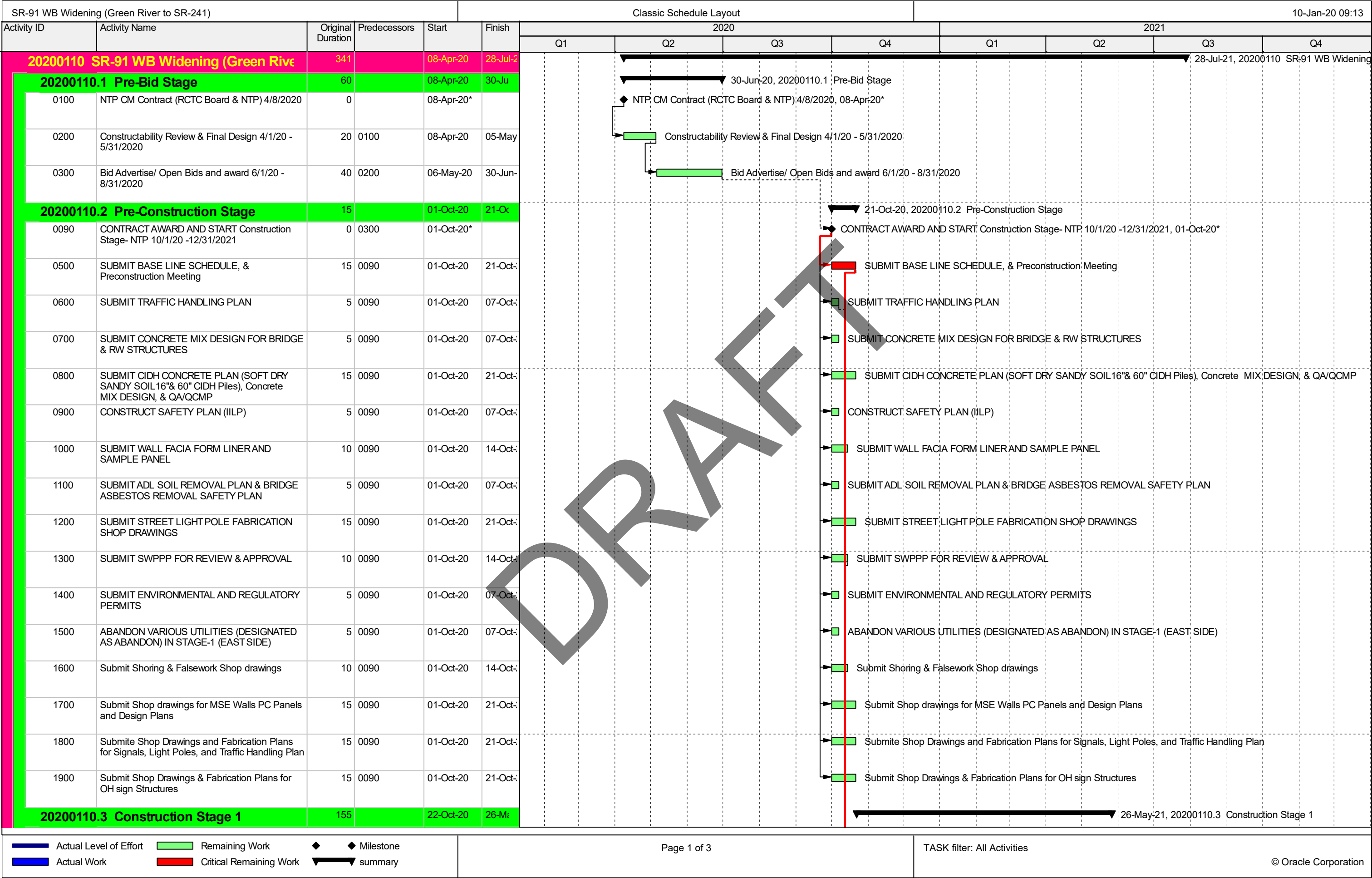
- i. Prepare a list of items to be completed and/or corrected by the Contractor for final completion of the Project.
- ii. Review and verify completeness of as-built drawings.
- iii. Conduct a final walk-through with COMMISSION, Caltrans, Contractors, and design engineers.
- iv. Prepare final construction reports including the Project Completion Report.
- v. Prepare and deliver to COMMISSION all project files in accordance with COMMISSION'S and Caltrans policies.
- vi. Assist COMMISSION and Contractor in obtaining final release of all project permits.

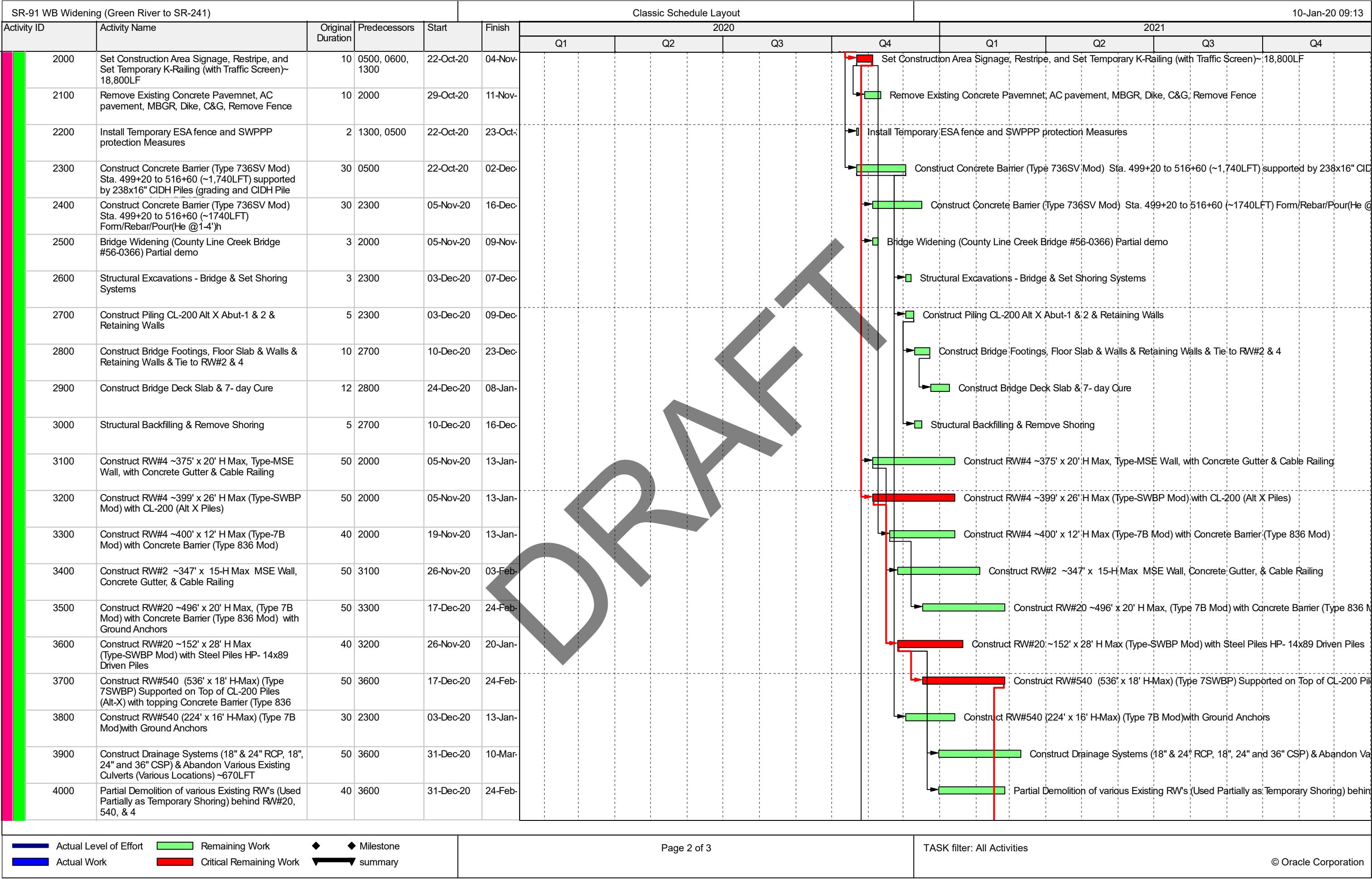
DRAFT

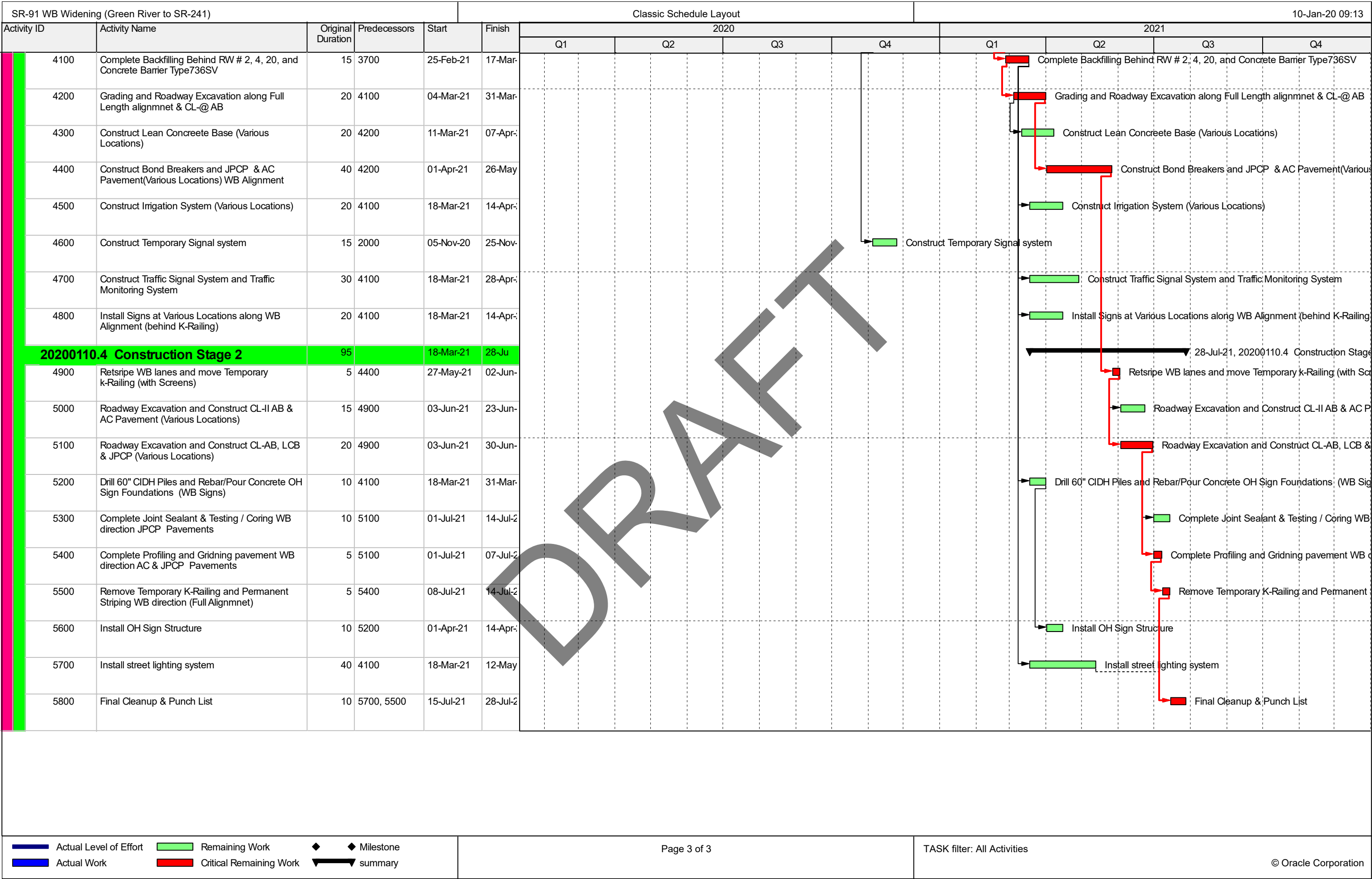
MODEL AGREEMENT - EXHIBIT "B"
SCHEDULE OF SERVICES

[__INSERT__]

DRAFT







MODEL AGREEMENT - EXHIBIT "C"

COMPENSATION AND PAYMENT

[INSERT]

DRAFT

EXHIBIT "C"

COMPENSATION SUMMARY¹

FIRM	PROJECT TASKS/ROLE	COST
Prime Consultant:		
Falcon Engineering Services	Construction Management Services	\$ 3,362,106.29
Sub Consultants:		
Z&K Consultants, Inc.	Roadway/Structures Inspection	299,974.38
Converse Consultants	Materials Testing	358,814.18
ZT Consultants, Inc.	SIQMP/Source Inspection	95,372.83
David Evans & Assoc.	Construction Surveying	292,663.34
Wood	Biologist/Monitoring	48,025.56
TOTAL COSTS		\$ 4,456,956.58

¹ Commission authorization pertains to total contract award amount. Compensation adjustments between consultants may occur; however, the maximum total compensation authorized may not be exceeded.

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Theresa Trevino, Chief Financial Officer
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Revised Fiscal Year 2020 and Fiscal Year 2021 Revenue Projections for Measure A, Local Transportation Fund, and Transportation Uniform Mitigation Fee

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the revised mid-year Fiscal Year 2019/20 revenue projections of \$178 million for 2009 Measure A (Measure A) revenues, \$91 million for Local Transportation Fund (LTF) revenues and \$16 million for Transportation Uniform Mitigation Fee (TUMF) revenues;
- 2) Approve the revised FY 2020/21 revenue projections of \$160 million for Measure A revenues, \$82 million for LTF revenues, and \$11 million for TUMF revenues;
- 3) Approve the budget decrease adjustments to Measure A revenues of \$24 million and expenditures of \$9.91 million to reflect the revised FY 2019/20 Measure A projection;
- 4) Approve the budget decrease adjustments to LTF revenues of \$12 million, transfers in of \$360,000, and expenditures and transfers out of \$450,000 to reflect the revised FY 2019/20 LTF projection; and
- 5) Approve the budget decrease adjustments to TUMF revenues of \$11 million to reflect the revised FY 2019/20 TUMF projection.

BACKGROUND INFORMATION:

At its January meeting, the Commission approved the mid-year FY 2019/20 and the FY 2020/21 revenue projections for Measure A, LTF, and TUMF revenues.

Subsequently in March, the federal government as well as California's Governor Newsom issued emergency declarations related to the COVID-19 pandemic. Further, on March 19, Governor Newsom issued Executive Order N-33-20, a stay at home order to protect the health and well-being of all Californians and to establish consistency across the state in order to slow the spread of COVID-19. The County of Riverside also issued a directive to county residents supporting the Governor's executive order.

COVID-19 and the related “stay at home” orders have negatively impacted the local, regional, state, and federal economies; the magnitude and duration of these impacts is uncertain. Nonetheless, Commission staff determined that it was critical to reassess the FY 2019/20 and FY 2020/21 revenue projections for Measure A, LTF, and TUMF to establish more realistic projections and expectations for the Commission’s FY 2020/21 budget and impacts on local jurisdictions.

DISCUSSION:

Measure A Sales Tax Revenues

Measure A is the local half-cent transactions and use tax approved by Riverside County voters in November 2002. Measure A funds fund highway, regional arterial, local streets and roads, new corridors, economic development, bond financing, bus transit, commuter rail, commuter assistance, and specialized transportation projects in the three geographic areas of Riverside County, as defined in the Measure A Expenditure Plan.

For the Measure A sales tax revenues, management analyzed each economic category (general retail, food products, transportation, construction, business to business, and miscellaneous) and underlying economic segments that generate Measure A sales tax. Management then estimated a percent change in each segment. For example, management estimated a 100 percent decrease in new and used auto sales (transportation); however, management estimated no change in food markets (food products category). The anticipated benefit of the Wayfair decision and implementation of internet sales taxes slightly offset the projected changes in Measure A sales tax revenues due to COVID-19.

Management used the most recent benchmark year information from Q3 2019 (separate staff report at this meeting) to estimate a one-month net reduction in Measure A sales tax revenues. Management then applied the estimated monthly reduction to the last four months of FY 2019/20 and the first eight months of FY 2020/21. This reflects a conservative assumption that the COVID-19 impacts extend for a 12-month or one-year period. As a result of this analysis, management projects a significant decrease in the revised FY 2019/20 and FY 2020/21 Measure A revenues, as follows:

Measure A Projection	FY 2019/20	FY 2020/21
Original	\$ 193,000,000	\$ 207,000,000
Mid-year	202,000,000	N/A
Revised	178,000,000	160,000,000
<i>Decrease (\$)</i>	<i>24,000,000</i>	<i>47,000,000</i>
<i>Decrease (%)</i>	<i>12%</i>	<i>22%</i>

LTF Sales Tax Revenues

LTF sales tax revenues represent a quarter cent of the statewide sales tax and primarily fund transit requirements within the county in addition to planning and administration activities and bicycle and pedestrian projects. These revenues approximate 51 percent of Measure A sales tax revenues; management applied this percentage to the Measure A net reductions for the same period. Accordingly, management projects a significant decrease in the revised FY 2019/20 and FY 2020/21 LTF revenues, as follows:

LTF Projection	FY 2019/20	FY 2020/21
Original	\$ 97,000,000	\$ 106,000,000
Mid-year	103,000,000	N/A
Revised	91,000,000	82,000,000
<i>Decrease (\$)</i>	<i>12,000,000</i>	<i>24,000,000</i>
<i>Decrease (%)</i>	<i>12%</i>	<i>23%</i>

TUMF Revenues

TUMF revenues represent the Commission's share of revenues generated from a development fee program administered by the Western Riverside Council of Governments. Local Western County jurisdictions collect fees charged to ensure new development pays for the new transportation facilities needed to accommodate growth.

For TUMF revenues, management analyzed TUMF revenues for the first six months of FY 2019/20 and determined an average monthly TUMF revenue amount. The analysis showed a 14 percent decrease in TUMF revenues for the first half of FY 2019/20 compared to the same period for FY 2018/19. Additionally, actual revenues were tracking below the FY 2019/20 projections. Management assumed that TUMF revenues for the last four months of FY 2019/20 and the first eight months of FY 2020/21 would decrease to approximately 10 percent and 20 percent, respectively, of the average monthly TUMF revenue amount. This analysis resulted in the following revised FY 2019/20 and FY 2020/21 TUMF revenues:

TUMF Projection	FY 2019/20	FY 2020/21
Original	\$ 25,000,000	\$ 28,000,000
Mid-year	27,000,000	N/A
Revised	16,000,000	11,000,000
<i>Decrease (\$)</i>	<i>11,000,000</i>	<i>17,000,000</i>
<i>Decrease (%)</i>	<i>41%</i>	<i>61%</i>

NEXT STEPS:

In recent weeks, the Governor issued additional executive orders that impact the collection of sales tax revenues. Management has not determined the impact, if any, of these orders on the revised Measure A and LTF sales tax revenues. However, staff will continue to monitor FY 2019/20 and FY 2020/21 sales tax revenues to determine if any required adjustments to the revenue projections.

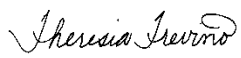
Management recommends the Commission approve the revised revenue projections for FY 2019/20 and FY 2020/21. Additionally, management recommends the following FY 2019/20 budget adjustments related to the revised FY 2019/20 revenue projections:

- **Measure A:** \$24 million decrease in revenues and related direct effect decreases of \$7,331,000 and \$2,579,000 on local streets and roads program and Coachella Valley highways and regional arterial expenditures, respectively;
- **LTF:** \$12 million decrease in revenues and related direct effect decreases of \$360,000 and \$90,000 on Commission and Southern California Association of Governments planning allocations, respectively; and
- **TUMF:** \$11 million decrease in revenues.

While the revised FY 2019/20 revenue projections reflect significant decreases in revenues as a result of the COVID-19 impact, sufficient Measure A, LTF, and TUMF reserves are available to fund budgeted expenditures. However, even greater decreases anticipated in FY 2020/21 revenues may impact Commission programs and projects. Accordingly, staff requires additional time for the development of the FY 2020/21 budget. Staff anticipates that the FY 2020/21 budget will be presented at the June Commission meeting for a public hearing and adoption rather than a preliminary budget in May and final budget in June as in past years. While the FY 2020/21 budget will reflect the best available information at the time of adoption, management anticipates the need for subsequent budget adjustments throughout the year as the economic impacts of COVID-19 become clearer.

Upon Commission approval of these revised revenue projections and related FY 2019/20 budget adjustments, staff will continue the development of the FY 2020/21 budget. Additionally, staff will provide this information to the local jurisdictions and transit operators for planning purposes.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2019/20	Amount:	Decreases of: \$47,360,000 sources \$10,360,000 uses
Source of Funds:	2009 Measure A, LTF, TUMF			Budget Adjustment:	Yes
GL/Project Accounting No.:	<u>Measure A</u>				
	\$ (5,683,000)	623999 401 40101	262 31 40101 revenues		
	(2,062,000)	613999 401 40101	261 31 40101 revenues		
	(1,137,000)	654199 401 40101	265 33 40101 revenues		
	(284,000)		269 62 40101 revenues		
	(355,000)		260 26 40101 revenues		
	(118,000)		270 26 40101 revenues		
	(279,000)	632199 401 40101	263 41 40101 revenues		
	(1,671,000)		266 72 40101 revenues		
	(5,404,000)		267 71 40101 revenues		
	(1,505,000)		264 19 40101 revenues		
	(223,000)	683999 401 40101	268 31 40101 revenues		
	(2,579,000)	563999 401 40101	256 31 40101 revenues		
	(1,804,000)		257 71 40101 revenues		
	(773,000)		258 26 40101 revenues		
	(123,000)		234 71 40101 revenues		
	(5,404,000)		267 71 86104 expenditures		
	(2,579,000)		256 31 86405 expenditures		
	(1,804,000)		257 71 86104 expenditures		
	(123,000)		234 71 86104 expenditures		
	<u>LTF</u>				
	\$ (12,000,000)		601 62 40102 revenues		
	(360,000)		601 62 97001 transfers out		
	(360,000)		106 65 59001 transfers in		
	(90,000)		601 62 86205 expenditures		
<u>TUMF</u>					
\$ (5,500,000)	725000 416 41607	210 72 42110 revenues			
(5,500,000)	735000 416 41607	210 73 42110 revenues			
Fiscal Procedures Approved:	<i>Theresa Iuvone</i>			Date:	04/16/2020

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2020/21	Amount:	Decreases in revenues of \$47,000,000 Measure A; \$24 million LTF; and \$17,000,000 TUMF
Source of Funds:	2009 Measure A, LTF, TUMF			Budget Adjustment:	N/A
GL/Project Accounting No.:	<u>Measure A</u>				
	\$ (11,146,000)	623999 401 40101	262 31 40101	revenues	
	(4,043,000)	613999 401 40101	261 31 40101	revenues	
	(2,230,000)	654199 401 40101	265 33 40101	revenues	
	(557,000)		269 62 40101	revenues	
	(697,000)		260 26 40101	revenues	
	(233,000)		270 26 40101	revenues	
	(546,000)	632199 401 40101	263 41 40101	revenues	
	(3,278,000)		266 72 40101	revenues	
	(10,599,000)		267 71 40101	revenues	
	(2,950,000)		264 19 40101	revenues	
	(437,000)	683999 401 40101	268 31 40101	revenues	
	(5,040,000)	563999 401 40101	256 31 40101	revenues	
	(3,528,000)		257 71 40101	revenues	
	(1,512,000)		258 26 40101	revenues	
	(204,000)		234 71 40101	revenues	
	<u>LTF</u>				
	\$ (24,000,000)		601 62 40102	revenues	
	<u>TUMF</u>				
	\$ (8,500,000)	725000 416 41607	210 72 42110	revenues	
	(8,500,000)	735000 416 41607	210 73 42110	revenues	
Fiscal Procedures Approved:				Date:	04/16/2020

Attachments:

- 1) Measure A Program Allocation FY 2019/20 Revised for COVID-19 Impacts
- 2) Measure A Program Allocation FY 2020/21 Revised for COVID-19 Impacts
- 3) Riverside County LTF FY 2019/20 Apportionment Revised for COVID-19 Impacts
- 4) Riverside County LTF FY 2020/21 Apportionment Revised for COVID-19 Impacts

<i>Approved by the Budget and Implementation Committee on April 27, 2020</i>					
In Favor:	10	Abstain:	0	No:	0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)¹
FY 2019/20
(Revised 3/30/2020)

	Revised Projection (3/30/2020)	Revised Projection (1/8/2020)	Original Projection (1/9/2019)	Increase (Decrease)
Projected Measure A Revenues	\$ 178,000,000	\$ 202,000,000	\$ 193,000,000	\$ (24,000,000)
Less: Administration ²	-	-	-	-
Projected Apportionment to Programs:				
Western County				
Highway Improvements (262)	\$ 42,146,000	\$ 47,829,000	\$ 45,698,000	\$ (5,683,000)
New Corridors (261)	15,288,000	17,350,000	16,577,000	(2,062,000)
Public Transit				
Commuter Rail (265)	8,429,000	9,566,000	9,140,000	(1,137,000)
Intercity Bus (269)	2,107,000	2,391,000	2,285,000	(284,000)
Specialized Transit-Operations (260)	2,634,000	2,989,000	2,856,000	(355,000)
Specialized Transit-CTSA (270)	878,000	996,000	952,000	(118,000)
Commuter Services (263)	2,066,000	2,345,000	2,240,000	(279,000)
Regional Arterial (266)	12,396,000	14,067,000	13,441,000	(1,671,000)
Local Streets & Roads (267)	40,081,000	45,485,000	43,458,000	(5,404,000)
BANNING	578,000	656,000	627,000	(78,000)
BEAUMONT	922,000	1,046,000	1,000,000	(124,000)
CALIMESA	168,000	190,000	182,000	(22,000)
CANYON LAKE	182,000	207,000	197,000	(25,000)
CORONA	4,137,000	4,695,000	4,486,000	(558,000)
EASTVALE	1,325,000	1,503,000	1,436,000	(178,000)
HEMET	1,712,000	1,942,000	1,856,000	(230,000)
JURUPA VALLEY	2,049,000	2,325,000	2,221,000	(276,000)
LAKE ELSINORE	1,329,000	1,508,000	1,441,000	(179,000)
MENIFEE	1,704,000	1,934,000	1,847,000	(230,000)
MORENO VALLEY	3,918,000	4,446,000	4,248,000	(528,000)
MURRIETA	2,376,000	2,697,000	2,577,000	(321,000)
NORCO	658,000	746,000	713,000	(88,000)
PERRIS	1,847,000	2,096,000	2,003,000	(249,000)
RIVERSIDE	7,274,000	8,254,000	7,886,000	(980,000)
SAN JACINTO	855,000	970,000	927,000	(115,000)
TEMECULA	2,961,000	3,361,000	3,211,000	(400,000)
WILDOMAR	627,000	711,000	680,000	(84,000)
RIVERSIDE COUNTY	5,459,000	6,198,000	5,920,000	(739,000)
Bond Financing (264)	11,156,000	12,661,000	12,096,000	(1,505,000)
Economic Development Projects (268)	1,653,000	1,876,000	1,792,000	(223,000)
SUBTOTAL-Western County	138,834,000	157,555,000	150,535,000	(18,721,000)
Coachella Valley				
Highways & Regional Arterials (256)	19,126,000	21,705,000	20,738,000	(2,579,000)
Local Street & Roads (257)	13,389,000	15,193,000	14,516,000	(1,804,000)
CATHEDRAL CITY	1,418,000	1,609,000	1,537,000	(191,000)
COACHELLA	579,000	657,000	628,000	(78,000)
DESERT HOT SPRINGS	468,000	531,000	507,000	(63,000)
INDIAN WELLS	246,000	279,000	267,000	(33,000)
INDIO	1,894,000	2,149,000	2,054,000	(255,000)
LA QUINTA	1,466,000	1,664,000	1,590,000	(198,000)
PALM DESERT	2,622,000	2,975,000	2,842,000	(353,000)
PALM SPRINGS	2,066,000	2,345,000	2,240,000	(279,000)
RANCHO MIRAGE	890,000	1,010,000	965,000	(120,000)
RIVERSIDE COUNTY	1,740,000	1,974,000	1,886,000	(234,000)
Specialized & Public Transit (258)	5,738,000	6,511,000	6,221,000	(773,000)
SUBTOTAL-Coachella Valley	38,253,000	43,409,000	41,475,000	(5,156,000)
Palo Verde Valley				
Local Street & Roads (234)	913,000	1,036,000	990,000	(123,000)
BLYTHE	721,000	819,000	782,000	(98,000)
RIVERSIDE COUNTY	192,000	217,000	208,000	(25,000)
SUBTOTAL-Palo Verde Valley	913,000	1,036,000	990,000	(123,000)
TOTAL	\$ 178,000,000	\$ 202,000,000	\$ 193,000,000	\$ (24,000,000)

Notes:

¹ Estimate for planning purposes, subject to change and rounding differences.

² Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)¹
FY 2020/21
(Revised (3/30/2020))

	Revised Projection (3/30/2020)	Original Projection (1/8/2020)	Increase (Decrease)
Projected Measure A Revenues	\$ 160,000,000	\$ 207,000,000	\$ (47,000,000)
Less: Administration ²	-	-	-
Projected Apportionment to Programs:			
Western County			
Highway Improvements (262)	\$ 37,942,000	\$ 49,088,000	\$ (11,146,000)
New Corridors (261)	13,763,000	17,806,000	(4,043,000)
Public Transit			
Commuter Rail (265)	7,588,000	9,818,000	(2,230,000)
Inter-city Bus (269)	1,897,000	2,454,000	(557,000)
Specialized Transit-Operations (260)	2,371,000	3,068,000	(697,000)
Specialized Transit-CTSA (270)	790,000	1,023,000	(233,000)
Commuter Services (263)	1,860,000	2,406,000	(546,000)
Regional Arterial (266)	11,160,000	14,438,000	(3,278,000)
Local Streets & Roads (267)	36,083,000	46,682,000	(10,599,000)
BANNING	516,000	668,000	(152,000)
BEAUMONT	825,000	1,067,000	(242,000)
CALIMESA	154,000	200,000	(46,000)
CANYON LAKE	168,000	218,000	(50,000)
CORONA	3,655,000	4,729,000	(1,074,000)
EASTVALE	1,187,000	1,536,000	(349,000)
HEMET	1,537,000	1,989,000	(452,000)
JURUPA VALLEY	1,851,000	2,395,000	(544,000)
LAKE ELSINORE	1,172,000	1,517,000	(345,000)
MENIFEE	1,553,000	2,010,000	(457,000)
MORENO VALLEY	3,501,000	4,530,000	(1,029,000)
MURRIETA	2,180,000	2,821,000	(641,000)
NORCO	578,000	748,000	(170,000)
PERRIS	1,667,000	2,157,000	(490,000)
RIVERSIDE	6,499,000	8,408,000	(1,909,000)
SAN JACINTO	775,000	1,003,000	(228,000)
TEMECULA	2,783,000	3,601,000	(818,000)
WILDOMAR	565,000	730,000	(165,000)
RIVERSIDE COUNTY	4,917,000	6,355,000	(1,438,000)
	-	-	-
Bond Financing (264)	10,044,000	12,994,000	(2,950,000)
Economic Development Projects (268)	1,488,000	1,925,000	(437,000)
SUBTOTAL-Western County	124,986,000	161,702,000	(36,716,000)
Coachella Valley			
Highways & Regional Arterials (256)	17,159,000	22,199,000	(5,040,000)
Local Street & Roads (257)	12,011,000	15,539,000	(3,528,000)
CATHEDRAL CITY	1,233,000	1,596,000	(363,000)
COACHELLA	531,000	687,000	(156,000)
DESERT HOT SPRINGS	421,000	544,000	(123,000)
INDIAN WELLS	230,000	297,000	(67,000)
INDIO	1,681,000	2,175,000	(494,000)
LA QUINTA	1,299,000	1,681,000	(382,000)
PALM DESERT	2,391,000	3,094,000	(703,000)
PALM SPRINGS	1,918,000	2,482,000	(564,000)
RANCHO MIRAGE	789,000	1,020,000	(231,000)
RIVERSIDE COUNTY	1,518,000	1,963,000	(445,000)
Specialized & Public Transit (258)	5,148,000	6,660,000	(1,512,000)
SUBTOTAL-Coachella Valley	34,318,000	44,398,000	(10,080,000)
Palo Verde Valley			
Local Street & Roads (234)	696,000	900,000	(204,000)
BLYTHE	548,000	709,000	(161,000)
RIVERSIDE COUNTY	148,000	191,000	(43,000)
SUBTOTAL-Palo Verde Valley	696,000	900,000	(204,000)
TOTAL	\$ 160,000,000	\$ 207,000,000	\$ (47,000,000)

Notes:

¹ Estimate for planning purposes, subject to change and rounding differences.

² Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

**RIVERSIDE COUNTY
LOCAL TRANSPORTATION FUND
FY 2019/20 APPORTIONMENT (REVISED 03/30/2020)**

	Revised Projection (3/30/2020)	Revised Projection (1/8/2020)	Original Projection (1/9/2019)	(Decrease) Increase
Estimated Carryover (Unapportioned)	\$ 17,983,000	\$ 17,983,000	\$ -	\$ -
Estimated Receipts ¹	91,000,000	103,000,000	97,000,000	(12,000,000)
TOTAL	108,983,000	120,983,000	97,000,000	(12,000,000)
Less: County Auditor-Controller Administration	12,000	12,000	12,000	-
Less: Estimated RCTC Administration ²	1,100,000	1,100,000	1,100,000	-
Less: RCTC Planning (3% of revenues)	3,269,000	3,629,000	2,910,000	(360,000)
Less: SCAG Planning (3/4 of 1% of revenues)	817,000	907,000	728,000	(90,000)
BALANCE	103,785,000	115,335,000	92,250,000	(11,550,000)
Less: SB 821 (2% of balance)	2,076,000	2,307,000	1,845,000	(231,000)
BALANCE AVAILABLE BEFORE RESERVES	101,709,000	113,028,000	90,405,000	(11,319,000)
Less: 10% Transit Reserves	10,171,000	11,303,000	9,041,000	(1,132,000)
BALANCE AVAILABLE FOR APPORTIONMENT	<u>\$ 91,538,000</u>	<u>\$ 101,725,000</u>	<u>\$ 81,364,000</u>	<u>\$ (10,187,000)</u>

APPORTIONMENT	Population	Population % of Total	FY 2019/20 Revised Apportionment (3/30/2020)	FY 2019/20 Revised Apportionment (1/8/2020)	FY 2019/20 Original Apportionment (1/9/2019)	(Decrease) Increase
Western:	1,923,562	79.62%	\$ 72,882,000	\$ 80,992,000	\$ 64,781,000	\$ (8,110,000)
Rail	22%		16,034,000	17,818,000	14,252,000	(1,784,000)
Transit	78%		56,848,000	63,174,000	50,529,000	(6,326,000)
Coachella Valley	466,366	19.30%	17,670,000	19,637,000	15,706,000	(1,967,000)
Palo Verde Valley	26,027	1.08%	986,000	1,096,000	877,000	(110,000)
	<u>2,415,955</u>	<u>100.00%</u>	<u>\$ 91,538,000</u>	<u>\$ 101,725,000</u>	<u>\$ 81,364,000</u>	<u>\$ (10,187,000)</u>

ALLOCATION OF TRANSIT RESERVES (in accordance with Reserve Policy adopted January 12, 2005):

Western:		
Rail		\$ 1,782,000
Transit:		
RTA	\$ 5,285,000	
Banning	159,000	
Beaumont	270,000	
Corona	189,000	
Riverside	413,000	
Subtotal Transit	<u>\$ 6,316,000</u>	6,316,000
Subtotal Western		8,098,000
Coachella Valley		1,963,000
Palo Verde Valley		110,000
Total Reserves		<u>\$ 10,171,000</u>

NOTES:

¹ Estimate for planning purposes, subject to change and rounding differences. Rounded to the nearest thousand.

² Amount is an estimate; administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis.

Population Source: California Department of Finance, Demographic Research Unit as of January 1, 2018.

Allocation of reserves: FY 2018/19 SRTP funding allocations approved 7/11/18.

**RIVERSIDE COUNTY
LOCAL TRANSPORTATION FUND
FY 2020/21 APPORTIONMENT**

	Revised Projection (3/30/2020)	Original Projection (1/8/2020)	(Decrease) Increase
Estimated Carryover (Unapportioned)	\$ -	\$ -	\$ -
Estimated Receipts ¹	82,000,000	106,000,000	(24,000,000)
TOTAL	82,000,000	106,000,000	(24,000,000)
Less: County Auditor-Controller Administration	12,000	12,000	-
Less: Estimated RCTC Administration ²	1,000,000	1,000,000	-
Less: RCTC Planning (3% of revenues)	2,460,000	3,180,000	(720,000)
Less: SCAG Planning (3/4 of 1% of revenues)	615,000	795,000	(180,000)
BALANCE	77,913,000	101,013,000	(23,100,000)
Less: SB 821 (2% of balance)	1,558,000	2,020,000	(462,000)
BALANCE AVAILABLE BEFORE RESERVES	76,355,000	98,993,000	(22,638,000)
Less: 10% Transit Reserves	7,636,000	9,899,000	(2,263,000)
BALANCE AVAILABLE FOR APPORTIONMENT	\$ 68,719,000	\$ 89,094,000	\$ (20,375,000)

APPORTIONMENT	Population	Population % of Total	FY 2020/21 Revised Apportionment (3/30/2020)	FY 2020/21 Original Apportionment (1/8/2020)	(Decrease) Increase
Westem:	1,941,646	79.57%	\$ 54,680,000	\$ 70,894,000	\$ (16,214,000)
Rail	22%		12,030,000	15,597,000	(3,567,000)
Transit	78%		42,650,000	55,297,000	(12,647,000)
Coachella Valley	472,427	19.36%	13,305,000	17,249,000	(3,944,000)
Palo Verde Valley	26,051	1.07%	734,000	951,000	(217,000)
	<u>2,440,124</u>	<u>100.00%</u>	<u>\$ 68,719,000</u>	<u>\$ 89,094,000</u>	<u>\$ (20,375,000)</u>

ALLOCATION OF TRANSIT RESERVES (in accordance with Reserve Policy adopted January 12, 2005):

Westem:		
Rail		\$ 1,337,000
Transit:		
RTA	\$ 3,949,000	
Banning	120,000	
Beaumont	220,000	
Corona	134,000	
Riverside	315,000	
Subtotal Transit	<u>\$ 4,738,000</u>	<u>4,738,000</u>
Subtotal Westem		6,075,000
Coachella Valley		1,478,000
Palo Verde Valley		82,000
Total Reserves		<u>\$ 7,635,000</u>

NOTES:

¹ Estimate for planning purposes, subject to change and rounding differences. Rounded to the nearest thousand.

² Amount is an estimate; administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis.

Population Source: California Department of Finance, Demographic Research Unit as of January 1, 2019.

Allocation of reserves: FY 2019/20 SRIP funding allocations approved 7/10/19.

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Aaron Hake, External Affairs Director Michael Blomquist, Toll Program Director Theresa Trevino, Chief Financial Officer Cheryl Donahue, Public Affairs Manager Matt Wallace, Procurement Administrator Lorelle Moe-Luna, Multimodal Services Director Marlin Feenstra, Project Delivery Director
THROUGH:	Anne Mayer, Executive Director John Standiford, Deputy Executive Director Steve DeBaun, General Counsel
SUBJECT:	Adoption of Traffic Relief Plan for Riverside County

STAFF RECOMMENDATION:

This item is for the Commission to adopt the Traffic Relief Plan for Riverside County.

BACKGROUND INFORMATION:

The proposed final Traffic Relief Plan represents the vision, values, and long-term transportation priorities of Riverside County residents, leaders, and community stakeholders.

The Traffic Relief Plan contains:

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

The Commission approved the draft Traffic Relief Plan on January 8, 2020. The Commission's Traffic Relief Strategy Committee developed the draft plan between September and December 2019. The Committee thoroughly vetted the contents of the draft plan in public meetings and recommended each element of the plan to the Commission for approval. The draft plan was presented to the residents of Riverside County through a comprehensive Commission-approved public engagement program. The public engagement activities resulted in significant response, which is documented in Attachment 2. The final Traffic Relief Plan contains several changes based upon public input and recommendations from legal counsel. In summary, those changes are:

- *Two projects added in Western Riverside County* – The final plan adds the I-10/Main Street interchange in Cabazon and Limonite Avenue Gap Closure based on input from the Morongo Band of Mission Indians and the city of Eastvale, respectively;

- *Palo Verde Valley plan amended* – At the request of the city of Blythe, the plan now covers I-10 interchanges and gateway enhancement projects and directs all funds generated through the plan in the Palo Verde Valley to the city of Blythe and County of Riverside, consistent with Measure A. Transit remains an eligible expenditure;
- *New Technology flexibility clarified* – Many members of the public commented that the New Technology expenditure category was vague and needed more detail. The Committee and Commission have previously expressed a desire to remain adaptable to yet-unknown advances in technology. Language was added to convey this intent;
- *Language modified* – Legal counsel amended language throughout the plan to ensure the document is suitable to be placed on the ballot in the future, if the Commission so chooses; and
- *Compliance with state laws and regulations emphasized* – The final plan makes clear that it is not a “project” under the California Environmental Quality Act (CEQA) – a similar statement is made in this staff report below. Additionally, a portion of the funds generated through the plan will be devoted to satisfying the requirements of SB 743, state law requiring particular analysis and mitigation of project impacts, and implementing regulations. An additional expenditure category was created in the plan to highlight this expenditure type. The plan’s new language on mitigation of vehicle miles traveled (VMT) also provides a policy foundation for the Commission to begin addressing VMT as necessary.

Qualitative results from the survey offered at trafficreliefplan.org demonstrate a clear majority support for the plan overall, as well as for each of the proposed expenditure categories. Public sentiment data gathered through social media also demonstrates net public support for the plan. Public input collected since the Commission approved the draft Traffic Relief Plan in January is consistent with results of the #RebootMyCommute initiative in 2019 and prior quantitative surveys. Staff halted a final, statistically relevant, quantitative survey due to the COVID-19 pandemic and the Commission’s action on April 8, 2020 to decline to place the plan on the November 2020 ballot. Based on all quantitative and qualitative research conducted to date on public opinion in Riverside County, staff is confident that the proposed final Traffic Relief Plan enjoys support from well more than a majority of residents.

The Traffic Relief Plan has independent utility as an aspirational planning document supported by grassroots public input. The Commission can use the Traffic Relief Plan as a reference point for future decisions. The projects and services within the plan are unlikely to be delivered without a funding source. Measure A remains the Commission’s most significant funding source and is tied to specific projects and programs approved by Riverside County voters in 2002. Facts demonstrate that Measure A revenue and status quo funding from state, federal, toll, and development fee programs will not be sufficient to deliver all projects in the Measure A expenditure plan before Measure A sunsets, let alone the additional projects in the Traffic Relief Plan. The Traffic Relief Plan fulfills the objectives of the Commission-adopted 2016 RCTC Strategic Assessment and meets the requirements of Public Utilities Code Section 240302.

Compliance with the California Environmental Quality Act

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

Attachments:

- 1) Final Traffic Relief Plan
- 2) Executive Summary of Public Engagement for Traffic Relief Plan



TRAFFIC RELIEF PLAN



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



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

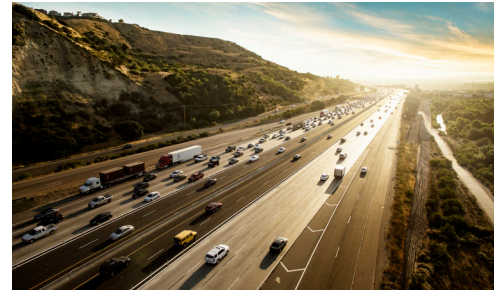


TRAFFIC RELIEF PLAN

Table of Contents

Overview of the Traffic Relief Plan.....	1
Accountability to Taxpayers.....	3
Equity and Balance.....	4
Traffic Relief Plan: Your Guide to Projects and Services	6
Coachella Valley	7
Palo Verde Valley (Blythe).....	9
Western Riverside County	10

OVERVIEW OF THE TRAFFIC RELIEF PLAN



Your voice. Your plan.

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

You and thousands of your neighbors expressed your thoughts about this plan and how you want to improve transportation in Riverside County. From freeways that move faster, to more frequent trains, and specific local streets that need upgrades, you told us that these improvements will make a difference to your life. You also told us that creating more jobs in Riverside County can help solve these transportation issues. We've listened.

Highlights of the Traffic Relief Plan include:

- **Improving freeway traffic flow** on I-10, I-15, the 60, 91, and I-215 by adding lanes, upgrading on- and off-ramps and bridges, and increasing bus and Metrolink frequencies.
- **Improving traffic flow and safety on major roads** such as Alessandro Boulevard, Bob Hope Drive, Bundy Canyon Road, Clinton Keith Road, Cook Street, Fred Waring Drive, Heacock Street, Highway 111, Indian Canyon Drive, Keller Road, Limonite Avenue, Monroe Street, Redlands Boulevard, Sun Lake Boulevard, Temescal Canyon Road, and Van Buren Boulevard.
- **Safety improvements** on highly-traveled two-lane roads such as Gilman Springs Road and Grand Avenue and at intersections with railroad tracks.
- **Safety improvements for pedestrians and cyclists** including for children going to and from school.
- **Increasing frequency of Metrolink** train service by adding new tracks and more trains, and making existing train service more sustainable over the long-term.
- **Improving the Hemet-San Jacinto Valley** by accelerating completion of a new east-west highway called the Mid County Parkway and a new Route 79, and extending Metrolink service to Hemet and San Jacinto.
- **Increasing frequency and convenience of express bus services** throughout Riverside County, enabling more commuters to use alternatives to driving, complete with wi-fi enabled buses.
- **Improving the condition of existing roads** by providing funds to local governments for basic pothole repairs, paving of dirt roads, and synchronizing signals.
- **Providing more independence and opportunity** for residents who rely on public transportation services, such as veterans, individuals with disabilities, students, and residents of rural communities.
- **Using new technologies** that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for connected and autonomous vehicles.
- **Completing the regional trail system** in Riverside County to improve safe routes to school, and offer bicycle commuting for those who would take their cars off the road at commute times.
- **Constructing rail stations in the Coachella Valley and San Geronio Pass** to prepare for daily train service to the desert from L.A. via Riverside and Orange County.

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



OVERVIEW OF THE TRAFFIC RELIEF PLAN

The Traffic Relief Plan represents a change in the thinking of the past by:

- **Encouraging more local employment.** Incentives are created for cities to plan for local job-creation and the infrastructure to support those new jobs so residents can have careers closer to home.
- **Addressing the toughest bottlenecks and traffic problems.** Speeding up how quickly new lanes and public transit options can be implemented where traffic is the worst and funding is not otherwise available.
- **Connecting our own county.** The Traffic Relief Plan prioritizes modernizing the transportation system within Riverside County.
- **Providing** small, rural, and underserved communities with necessary infrastructure.
- **Implementing new technology** that can increase efficiency of existing infrastructure, increase convenience of public transportation, and prepare for autonomous and connected vehicles.
- **All funds will stay local.** Coachella Valley funds stay in the Coachella Valley. Western Riverside County funds stay in Western Riverside County. Palo Verde Valley (Blythe) funds stay in Palo Verde Valley. Sacramento and D.C. cannot take these locally-controlled funds.
- **More funds to speed up projects.** Many transportation improvements that Riverside County residents have said they want are decades away. The Traffic Relief Plan would provide funding to speed up completion of these projects.
- **Local leaders** representing every city and unincorporated community in Riverside County will oversee implementation of the Traffic Relief Plan. These leaders serve on the board of the Riverside County Transportation Commission (RCTC), which is the legally responsible public entity for regional transportation planning and funding in Riverside County. To ensure local control in the Coachella Valley, RCTC will delegate implementation of the Traffic Relief Plan to the Coachella Valley Association of Governments (CVAG). The Blythe City Council and County Board of Supervisors will implement the Traffic Relief Plan in the Palo Verde Valley.
- **Independent financial audits** are required and must be disclosed to the public to ensure that the Traffic Relief Plan is being implemented lawfully and in accordance with the will of voters.
- **No more than 1%** of net revenues generated by the Traffic Relief Plan will be used for administrative salaries and benefits to administer the entire Plan.

Questions?

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

ACCOUNTABILITY TO TAXPAYERS



Independent Audits Required

Upon voter approval of a revenue source for the Plan, no less than annually, RCTC will obtain an independent fiscal audit of the expenditure of all funds raised through the Plan. The audit will determine compliance with requirements of the Plan and its governing Ordinance. The audit will be published on the internet.

Efficiency and Local Control

Local Voice. Local Control.

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

No Money Diverted to Sacramento and Washington. State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

Fiscal Accountability and Efficiency.

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

Transparency and Openness

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

Mandatory Plan Review and Updates

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the

current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

Innovation and Partnership

To reduce the burden on taxpayers to fully fund the transportation needs of Riverside County, there are opportunities to partner with the private sector to offset costs, generate revenue to pay for public services and projects, or increase the efficiency of existing infrastructure. Where the law allows and adequate public benefits can be demonstrated, RCTC may use Plan funds to partner with non-governmental entities on projects, services, and technologies. Examples of potential partnerships include, but are not limited to, joint development of rail stations, leasing of RCTC property, ride-sharing and alternative transportation services, construction of rail tracks on private rights of way, and partnering on advanced roadway and vehicle technologies that improve traffic flow or reduce emissions.

Flexibility to Expedite Projects

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

RCTC may issue bonds or other debt against future revenue to achieve any objectives of the Plan. RCTC will issue bonds or other debt in accordance with applicable laws. The issuances of bonds or other debt will be limited by a threshold adopted by RCTC in a public meeting compliant with open meetings laws.



EQUITY AND BALANCE

Equity among Regions and Residents

Many residents of Riverside County live in areas that lack infrastructure and public transportation services. A growing number of residents face increasing traffic congestion.

Therefore, the Traffic Relief Plan commits to providing equity for Riverside County residents in the following ways:

Geography

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

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

Small, Rural, Underserved Communities

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

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

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

Balanced Transportation System

The Traffic Relief Plan recognizes all types of transportation needs for Riverside County.

Proactively addressing the transportation issues in Riverside County requires a flexible and all-of-the-above approach.

Mitigation of Vehicle Miles Traveled (VMT)

The Traffic Relief Plan makes significant improvements to the roadway network in Riverside County through adding lanes and improving efficiency through technology. Recent laws and regulations governing implementation of the California Environmental Quality Act (CEQA) for transportation projects require mitigation for any increases to the amount of miles driven by automobiles (referred to as “vehicle miles traveled” or “VMT”). Practically, obtaining state approvals of projects that increase the number of lanes on roads and highways will be very difficult without mitigating increases in VMT resulting from those projects.

Mitigation of increased VMT for major transportation projects under state CEQA law can take many forms, including but not limited to:

- Public transportation,
- Commuting strategies such as ride-sharing, telecommuting, alternative schedules,
- Creating employment in Riverside County to reduce commute distances,
- Habitat and open space preservation, and
- New technologies.

EQUITY AND BALANCE



Compliance with the California Environmental Quality Act

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





TRAFFIC RELIEF PLAN: YOUR GUIDE TO PROJECTS & SERVICES

Investment Types

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



Roads – Widening and extending major roadways for traffic flow and safety; repairing potholes and repaving roads; adding stop signs, signals and other safety features; retrofitting bridges; coordinating traffic signal timing on major streets; adding crosswalks, sidewalks and signage for pedestrians, especially for students traveling to and from school; and separating streets from railroad tracks



Highways – Adding lanes to the 91, 60, Interstate 15, and Interstate 215, improving traffic flow on Highway 111 and Interstate 10 in the Coachella Valley, and constructing the Mid County Parkway and a new Route 79



Highway Access – Building and improving interchanges, bridges, on-ramps and off-ramps with interstates and state routes



Trains – Increasing frequency and safety of Metrolink trains; building new tracks, parking and stations; extending service from Perris to Hemet and San Jacinto, and building stations in the San Geronio Pass and Coachella Valley to support daily passenger service between L.A. and the Coachella Valley; sustaining operation of rail service throughout the county



Buses – Expanding express/rapid bus service options; modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, transit and workplaces



Commuter Assistance – Expanding Freeway Service Patrol roadside assistance and maintaining and expanding carpool/vanpool service and Park & Ride Lots



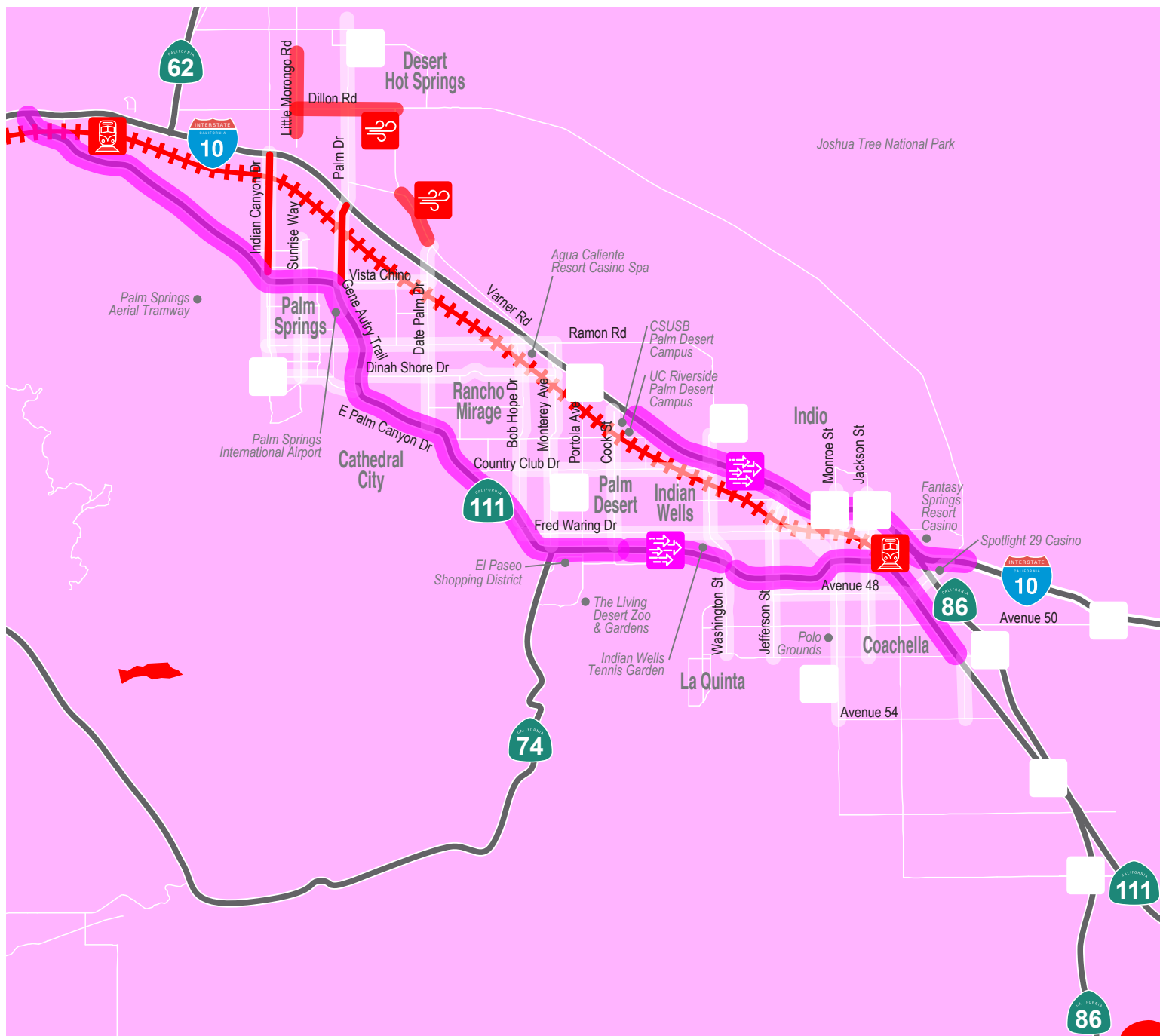
Trails – Expanding and improving access to hiking, cycling, and walking/running by completing Riverside County's master-planned regional trail system to improve safe routes to school, and offer safe bicycle commuting for those who would take their cars off the road at commute times



New Technology – Using innovation and new technology to improve traffic flow, provide better information to travelers, improve movement of commerce and support local and regional economic development



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



Highway Access



Highways



Trains



New Technology



Flood & Dust Control



The Coachella Valley component of the Traffic Relief Plan calls for improvements to all aspects of the transportation system.

All revenues generated under the Plan in the Coachella Valley will remain in the Coachella Valley for expenditure. Funding will provide investments in communities that fully participate in, and are compliant with, the Coachella Valley's Transportation Uniform Mitigation Fee (TUMF) and Multiple Species Habitat Conservation Plan (MSHCP) policies and procedures.

The Coachella Valley Association of Governments (CVAG) will administer the Plan in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairmen from the Agua Caliente Band of Cahuilla Indians and Cabazon Band of Mission Indians.

CVAG will establish priorities according to the Transportation Project Prioritization Process (TPPS), which is a merit-based method of scoring all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, as recommended by civil engineers and public works professionals serving on technical sub-committees that represent every CVAG member jurisdiction.

The TPPS is the guiding document for transportation investments on regional roadways, including highway interchanges, road widenings and improvements, bridge projects and valleywide signal synchronization. The TPPS will include proposed investments in creating and maintaining transportation infrastructure, including but not limited to:

- Passenger rail investments, such as train stations, that help connect the Coachella Valley to Los Angeles and/or Orange County;
- Upgrading infrastructure to eliminate or reduce road closures associated with natural disasters, such as flooding and blow sand;

- Infrastructure and systems to improve all forms of mass transit;
- Active transportation, such as facilities for biking and walking safely;
- New mobility concepts and technologies to connect the workforce to the workplace and to reduce seasonal and event-related traffic congestion; and
- Creating consistency across the Coachella Valley's regional roadways by providing additional maintenance programs and enhancements that improve the travel experience for residents and visitors.

The Plan in the Coachella Valley will also be consistent with countywide strategies to accelerate investments, achieve balance and equity, provide economic opportunities, and accommodate changing transportation technologies.

The Coachella Valley portion of the Plan will also fund operations and maintenance (O&M) of regional transportation corridors as identified in the TPPS. The CVAG regional O&M program would support operations, repairs, and replacement of traffic management systems, pavement surfaces and traffic control devices. This program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. These regional corridors span cities and unincorporated communities and include, but are not limited to:

- | | |
|-----------------------------------|-----------------------|
| • Highway 111 | • Jefferson Street |
| • Washington Street | • Vista Chino |
| • Ramon Road | • Varner Road |
| • Monterey Avenue | • Palm Canyon Drive |
| • Cook Street | • Country Club Drive |
| • Bob Hope Drive | • Monroe Street |
| • Fred Waring Drive | • Avenue 48 |
| • Dinah Shore Drive | • Avenue 50 |
| • Gene Autry Trail/
Palm Drive | • Cesar Chavez Street |
| • Date Palm Drive | • Sunrise Way |
| • Indio Boulevard | • Indian Canyon Drive |
| | • Jackson Street |



All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

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

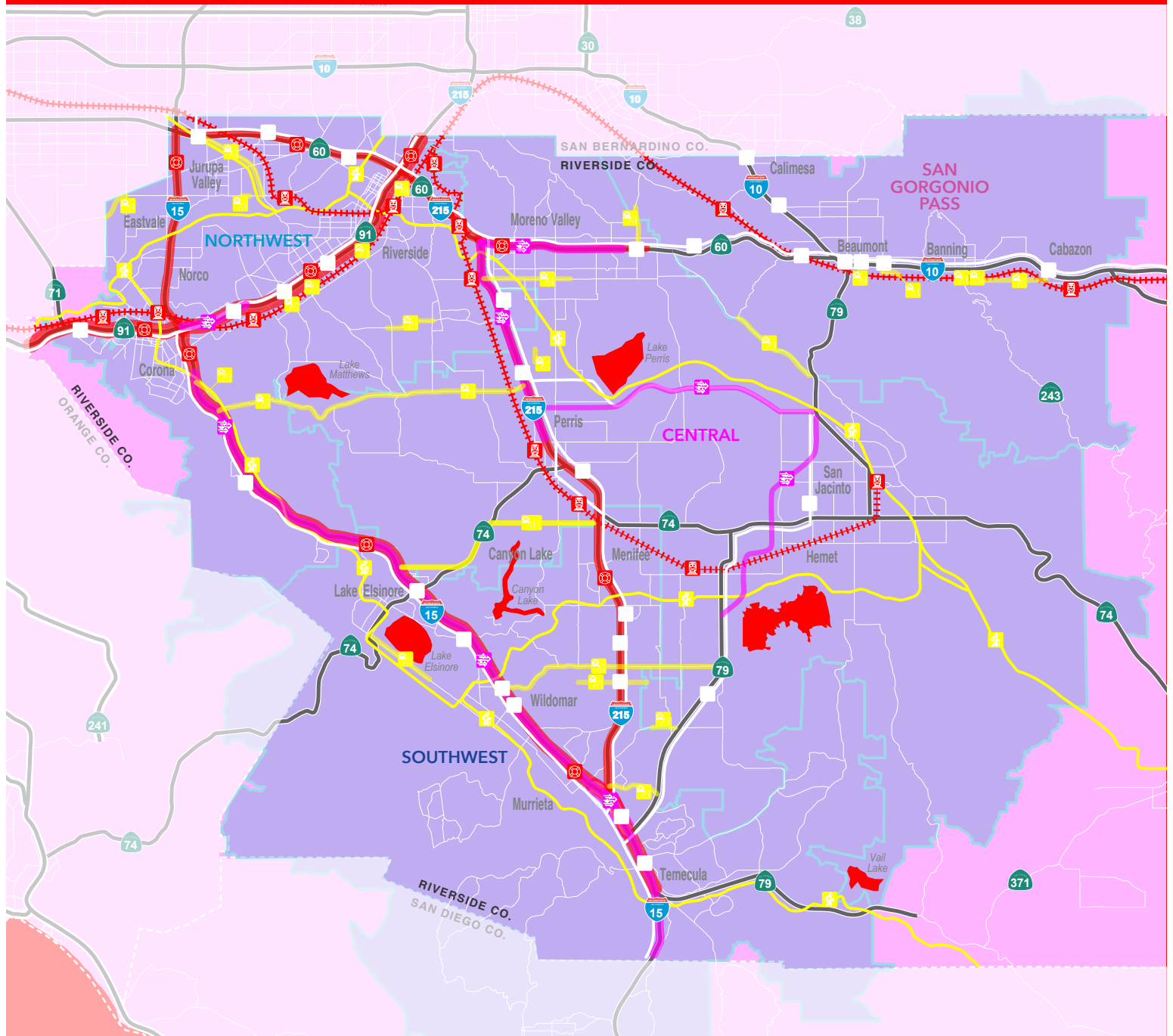
To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, the Plan will focus on:

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

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

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

Traffic Relief: Western Riverside County



Roads



Highway Access



Highways



Buses



Commuter Assistance



Trails



Trains



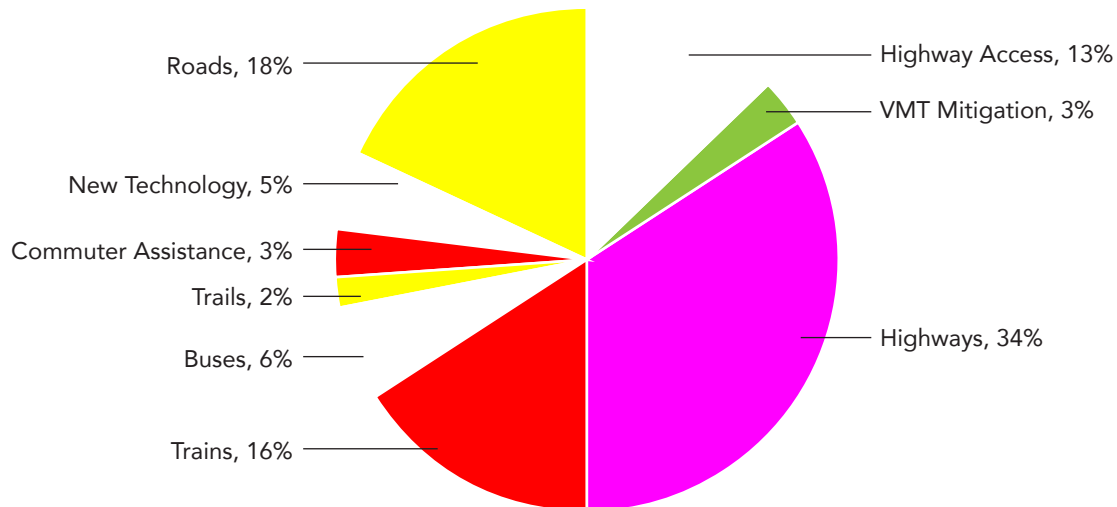
New Technology

TRAFFIC RELIEF PLAN

Western Riverside County



Western Riverside County Traffic Relief Investments



Roads



Highways



Commuter Assistance



Trails



Trains

Western Riverside County traffic relief funds will be allocated to transportation projects and services as shown in the chart above. RCTC will establish criteria to prioritize projects and services based upon the recommendation of civil engineers and public works professionals serving on the Technical Advisory Committee. Prioritization must be consistent with the vision, goals, objectives, principles, policies, and desired outcomes described in the Traffic Relief Plan. For any local jurisdiction to receive funds through the Traffic Relief Plan, the jurisdiction must be a participant in good standing in the Transportation Uniform Mitigation Fee (TUMF) program, which ensures that new development pays for its fair share of impacts on the transportation system, and the Multiple Species Habitat Conservation Program (MSHCP), which protects locally endangered and threatened plants and animals and ensures that transportation projects can receive streamlined environmental approvals.

The following pages describe the projects and services envisioned to be implemented. These projects and services were identified by RCTC Commissioners, members of the public, local transportation experts, and civic leaders in Riverside County through extensive public outreach and engagement. RCTC may add projects and services not mentioned in the Plan if those projects and services are consistent with the Plan or achieve the same result as a project or service mentioned in the Plan. Three percent of revenues generated through voter-approval of the Plan are dedicated to mitigation of vehicle miles traveled (VMT) to help achieve compliance with state laws and regulations.



TRAFFIC RELIEF PLAN

Western Riverside County



Highways

The Traffic Relief Plan makes substantial investments in improving the flow of local highways and residents' abilities to get on and off them

more easily. Many of these improvements have already been identified in local plans and are awaiting funding to be constructed. The Traffic Relief Plan devotes 34% of funding in Western Riverside County toward highway improvements and 13% toward improved highway access. Combined, these investments can achieve the following on the county's major highway corridors:

I-15 Corridor

- Add at least one lane in each direction to I-15 between Cajalco Road in Corona and the San Diego County line
- Eliminate the "lane drops" on southbound I-15 between Magnolia Avenue and Cajalco Road in Corona
- Construct the final phase of the French Valley Parkway interchange at I-15 in Temecula, which includes:
 - Widening ramps at Winchester Road
 - Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15
 - Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road
- Reconstruct interchanges with:
 - Central Avenue (Route 74) in Lake Elsinore
 - Wildomar Trail (formerly Baxter Road) in Wildomar
 - Bundy Canyon Road in Wildomar

I-215 Corridor

- Add at least one lane in each direction between Route 60 and Van Buren Boulevard

- Construct new interchanges (on and off ramps) to I-215 at Keller Road in Murrieta and Garbani Road in Menifee
- Reconstruct interchange at Harley Knox Boulevard in Moreno Valley

91 Corridor

- Accelerate construction of at least one new lane in each direction on Route 91 between I-15 in Corona and Pierce Street in Riverside
- Reconstruct interchanges on the 91 at:
 - Adams Street in Riverside
 - Tyler Street in Riverside

60 Corridor

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

I-10 Corridor

- Reconstruct interchanges on I-10 at:
 - Route 79 in Beaumont
 - Highland Springs Avenue in Beaumont and Banning
 - Pennsylvania Avenue in Beaumont
 - Morongo Parkway and Main Street in Cabazon
 - County Line Road and Cherry Valley Boulevard in Calimesa

In addition to assisting automobile drivers, many of the above investments will address bottlenecks and safety concerns expressed by the public related to growing truck traffic.

TRAFFIC RELIEF PLAN

Western Riverside County



Roads

In Western Riverside County, 18% of funds will be invested improving the safety, flow, and overall condition of local roads.

Maintaining Local Roads and Repairing Potholes

Cities and the County of Riverside will receive road maintenance funds for repairing potholes and keeping roads in good condition based on objective factors recommended by local city and county public works directors serving on the Technical Advisory Committee, consisting of representatives of every city and the County of Riverside, and adopted by RCTC. The Technical Advisory Committee shall take into consideration transportation needs for smaller cities and unincorporated communities.

Separating Local Roads from Railroad Tracks

The large number and length of freight trains operating in Riverside County causes rail crossings to be blocked, creates traffic delays, and restricts first responder access to emergencies. The Plan calls for construction of under- or overpasses at rail crossings, such as:

- Bellegrave Avenue
- Hargrave Street
- Jackson Street
- Mary Street
- Pennsylvania Avenue
- San Geronio Avenue
- Spruce Street
- Tyler Street

Projects will be prioritized based on factors including, but not limited to, readiness for construction, accident and fatality rates, hours of vehicle delay at the crossing, noise and air pollution, and availability of matching funds. Funding may be used to make projects more competitive to receive state or federal grants.

Reducing Accidents and Fatalities on Major County Roads

The Traffic Relief Plan creates a funding program to address roads where high numbers of fatalities occur, such as Gilman Springs Road and Grand Avenue.

Improving Traffic Flow on Major Local Roads

Some of the most impacted roads in Riverside County are the main roads that connect our neighborhood streets to highways and transit centers. Growing employment and economic activity in Riverside County will continue to add strain on these roads. Therefore, the Traffic Relief Plan would substantially invest in major roads, including but not limited to:

- Alessandro Boulevard
- Bundy Canyon Road
- Clinton Keith Road
- Heacock Street
- Keller Road
- Limonite Avenue
- Redlands Boulevard
- Sun Lake Boulevard
- Temescal Canyon Road
- Van Buren Boulevard

Safe Routes to School

The Plan will provide funding to cities, the County of Riverside, school districts, and other governmental and nonprofit entities through an application process to build infrastructure that provides safer routes for children to walk or bike to school and decreases injuries and fatalities. Eligible improvements include sidewalks, crosswalks, and bicycle lanes. Funding may be used to make projects more competitive to receive state or federal grants.



TRAFFIC RELIEF PLAN

Western Riverside County



Roads

New East-West Routes

Routes 60 and 91 are congested at most times of the day. Limited east-west connections leave drivers with few options, especially in the southern parts of Riverside County, where people need to travel I-15 and I-215 to get to these east-west routes. Also, when there is an incident or severe traffic on I-10, especially around the holidays and festival seasons, there are no alternative routes between Banning and Cabazon.

The County of Riverside is developing two east-west corridors between I-15 and I-215 and a parallel roadway to I-10 that currently lack funding:

- Cajalco Road
- Ethanac Expressway
- I-10 Bypass between Banning and Cabazon

The Traffic Relief Plan would provide funding to construct these routes in the near future.



Highways

Improving the Hemet-San Jacinto Valley

RCTC has invested nearly two decades into obtaining federal and state environmental clearances and community consensus for two major new transportation routes. Commitments for environmental mitigation have been made. However, the funding to construct these routes currently does not exist.



Trains

Therefore, the Plan provides funding for accelerated construction and local operation and maintenance of the following two major projects:

- **A new Highway 79**, which will align the 79 from Gilman Springs Road to Domenigoni Parkway to improve traffic flow and safety and allow regional traffic to bypass local roads.
- **Mid County Parkway**, a new 16-mile transportation corridor designed to relieve east-west traffic congestion between the San Jacinto and Perris areas. The Mid County Parkway will connect to Route 79, I-215, and multimodal bus and rail facilities that support the Metrolink 91/Perris Valley Line.

Additionally, the Plan calls for construction of a rapid transit system between the Hemet-San Jacinto valley and the Perris/Moreno Valley/Riverside area to provide an alternative mode of travel. RCTC owns a rail line that extends from Perris to San Jacinto, which could be used to provide this new service. Rapid transit connections to the Temecula/Menifee/Murrieta area could also be considered.

RCTC will collaborate with local cities, the County of Riverside, public transit agencies, tribal governments and the community in constructing these improvements.

TRAFFIC RELIEF PLAN

Western Riverside County



The Traffic Relief Plan devotes 16% of revenue to modernize rail service in Western Riverside County. Increased train frequencies, upgraded, and well-maintained stations, and expansion of service into new areas of Riverside County will increase economic opportunities within the region, reduce traffic congestion, and enhance the passenger experience.

Increasing Frequency of Metrolink

More frequent train service to current and future destinations in Riverside County will support Metrolink's goal to double ridership by 2025 and support local efforts to attract more employers and jobs to Riverside County. Recognizing the benefit of train transportation to commuters, the economy, and the environment, the Traffic Relief Plan makes the following commitments:

- Increasing frequency of Metrolink train service on the 91/Perris Valley Line and Inland Empire-Orange County Line
- Constructing new railroad tracks within existing rights of way to allow more Metrolink trains to operate

Extending Train Service to New Destinations in Riverside County

To make daily train service possible between the **Coachella Valley** (Palm Springs, Indio, etc.) and Riverside, Orange County, and L.A., the Traffic Relief Plan calls for construction of a new passenger rail station in the San Geronio Pass.

Additionally, the Traffic Relief Plan provides funding to extend Metrolink service to **Hemet and San Jacinto** via the existing railroad tracks which would be rehabilitated between Perris and San Jacinto.



The Traffic Relief Plan also envisions a new rail station at **Ramona Expressway** near Perris and the existing rail line.

Maintaining, Operating, and Upgrading Train Stations, Tracks, and Service

The Traffic Relief Plan will modernize rail-related infrastructure in Riverside County to ensure that services can continue to operate safely and sustainably. Investments include but are not limited to:

- Constructing new parking capacity at Metrolink stations in Corona, Riverside, and Perris
- Constructing accessibility improvements at the Moreno Valley/March Field station
- Operating and maintaining existing and future Metrolink rail stations. There are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley. Future stations are envisioned for an extension of service to Hemet and San Jacinto
- Operating Metrolink trains through Riverside County at current and future increased frequencies
- Maintaining locally-owned railroad right of way to ensure public safety and proper maintenance of the tracks
- Investing in zero-emission trains



TRAFFIC RELIEF PLAN

Western Riverside County



Attracting Jobs to Riverside County through Rail Investment

Rail stations provide opportunity for economic development and bringing new jobs to our communities and increasing the convenience of public transportation. The Traffic Relief Plan will create an incentive program for public-private partnerships to enhance existing and future rail stations through joint development opportunities.

The Traffic Relief Plan also calls for new “reverse-commute” trains that bring passengers to Riverside County job centers, in addition to the current schedules that focus more on taking local residents to other counties.

The Traffic Relief Plan dedicates 6% of revenue to enhancing Western Riverside County’s bus transit system to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services.

Expanding Rapid/Express Bus

Rapid/Express buses provide an affordable, comfortable, and reduced-stress travel experience, especially for commuters traveling to other counties or across the county. These buses carry wi-fi and more comfortable seats than traditional buses.

The Traffic Relief Plan expands rapid/commuter bus service along the major freeway corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Corona, and Perris. Rapid/commuter bus service can also connect to major destinations within Riverside County and the Inland Empire, such as commercial airports, business, retail, and entertainment centers.

Modernizing and Sustaining Public Transportation

To increase ridership, provide more efficient service, and reduce air pollution, the Traffic Relief Plan invests in new technologies:

- Traffic signals and bus equipment that improve bus travel times.
- Zero-emission buses and related maintenance and operations.

Improving Riverside County’s public transportation system also requires investment in transportation hubs throughout Western Riverside County, where residents can connect to other forms of transportation, employment centers, and services.

The Traffic Relief Plan also ensures the continued operation of bus service in Riverside County.

TRAFFIC RELIEF PLAN

Western Riverside County



Increasing Options and Mobility for Seniors, Veterans, Students, Individuals with Disabilities, and Underserved and Rural Communities

Approximately 13% of Riverside County residents are age 65 and older; about 11% are individuals with disabilities; 11% are low-income; 6% are veterans; and 25% are under age 18.

A survey of public and human service providers in Riverside County indicates that about 40% of their constituents' transportation needs are not being met with existing services. Addressing the needs of these groups requires a multifaceted approach that can be tailored to meet varying degrees of mobility and independence.

Transportation needs and gaps of services for these groups are documented in local studies, which have found that increased independence and mobility can be achieved through expanded transit service; transportation for long-distance regional medical trips; safe pedestrian and bicyclist pathways; transit affordability; and coordination with human service agencies. There is growing concern in many cities that as the population grows, the available resources to meet these target groups' needs will not keep pace.

Specialized Transit Grant Program

The Traffic Relief Plan increases investment in specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities. The Citizens and Specialized Transit Advisory Council, with representatives from these populations, will assist RCTC in administering and providing oversight to the program. The Traffic Relief Plan will make investments such as:

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



TRAFFIC RELIEF PLAN

Western Riverside County



Trails

Completing the Regional Trail System

Riverside County is home to world-renowned natural open spaces with active transportation corridors for cycling, hiking, walking, and running. These trails provide alternative transportation options, as well as options for healthier lifestyles for Riverside County residents. These facilities also provide economic opportunities for local businesses and the tourism economy. The Plan invests in major regional trails identified in the master plan for the Riverside County Parks & Open Space District, to which local cities and the County can connect. These trails include:

- Butterfield Overland Trail/Southern Emigrant Trail
- Santa Ana River Trail
- California Riding and Hiking Trail
- Juan Bautista de Anza Historical Trail
- Salt Creek Trail

Additionally, the Plan will invest in providing trail access to Riverside County's many publicly owned and preserved open spaces. All together, 2% of the Traffic Relief Plan in Western Riverside County will invest in these improvements.



Commuter Assistance

To help commuters with a safer trip, and to provide alternatives to driving alone, the Traffic Relief Plan invests 3% of revenue into Commuter Assistance programs.

Freeway Service Patrol

When accidents occur on highways or when vehicles break down, traffic can build quickly, creating delays and additional safety hazards to motorists. Freeway Service Patrol provides roving tow trucks to quickly assist motorists so that traffic can flow again. This public service is operated with strict performance and accountability measures by the California Highway Patrol, Caltrans, and RCTC, and must achieve a benefit-to-cost ratio of at least 3:1 (meaning for every dollar invested, the service must yield at least \$3 in benefits in the form of reduced congestion, increased safety, and decreased air pollution).

The Plan will sustain and increase Freeway Service Patrol levels on Interstates 15 and 215 and Routes 60 and 91, including weekend service. The Plan will also enable new service to begin on Interstate 10.

More Park & Rides

Creating more convenient locations for commuters to meet and travel together reduces the burdens of solo commuting and decreases the number of cars on the road during peak hours. Through the Traffic Relief Plan, RCTC will be able to enter more partnerships with local businesses and governments to create more Park & Ride options.

More Employer Partnerships to Reduce Commutes

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

TRAFFIC RELIEF PLAN

Western Riverside County



Rethinking Transportation

New and innovative thinking can help reduce traffic congestion and increase economic productivity as our population increases, technology advances rapidly, and our economy grows. Therefore, 5% of the Traffic Relief Plan in Western Riverside County is devoted to new technologies and innovative public policy. It is difficult to predict how technology and innovations will shape our society in the years ahead; therefore, this section of the Plan is intended to remain flexible to adapt to advances in technology.

Creating Smart Roads: deployment of new technologies that better synchronize traffic signals and ramp meters, detect on-road incidents and congestion and proactively manage traffic and improve roadway safety. These technologies lay the foundation for Riverside County's infrastructure to connect with autonomous and connected vehicles, as well as future innovations in transportation technology. Technologies such as these have begun deployment in other parts of the United States and the world; this program would bring these approaches to Riverside County. This program will also support electric vehicle charging infrastructure.

Commuting Alternatives: modernizing and increasing current efforts to help commuters find alternatives to driving alone over long distances to get to work or school and back home and help save time by using technology to make existing infrastructure operate more efficiently.

Bringing Jobs Home: an incentive program for local governments to develop infrastructure that will secure new permanent living-wage jobs in Riverside County and reduce the demand for residents to commute to other counties for work. These funds can also be used to invest in public transportation services that will assist local residents in accessing employment opportunities.



Executive Summary, Public Engagement for Traffic Relief Plan

On January 9, 2020, the Commission launched a public engagement program for the draft Traffic Relief Plan. The program was designed to educate residents of Riverside County about the Plan and solicit comments on the Plan. The goal was to reach residents and other stakeholders throughout Riverside County to encourage them to see the draft Plan and complete a public opinion survey. The Traffic Relief Plan public engagement effort was a follow-up to the Commission's #RebootMyCommute program that was conducted in 2019.

The comment period for the draft Traffic Relief Plan lasted 90 days. The comment period was originally intended to close on June 10; however, the COVID-19 pandemic rendered many public engagement activities inappropriate. Further, the Commission voted to conclude the comment period on April 8, defer plans to present a sales tax measure for voter consideration, analyze the feedback received, and present the final Plan for adoption on May 13. The final Traffic Relief Plan reflects the feedback received and is designed to be a reference point for the Commission in the future.

During the public comment period, the Commission used multiple tools to solicit feedback from residents and stakeholders, including the TrafficReliefPlan.org website and survey, social media advertising with videos, streaming video, streaming audio, news media articles, presentations, *The Point* communications, and billboards. The website, survey, and streaming video and audio were available in both English and Spanish. Other public engagement activities had been scheduled for the spring but were canceled because of the pandemic, including polling, tele-townhall meetings, information booths at community events, advertising, and additional billboards. Metrics for completed public engagement activities are contained in this report and summarized in a one-page graphic display in Appendix A. This report also includes a summary of the comments received, summary of the survey results, maps of the origin of the comments received, and a full listing of the comments.

Draft Traffic Relief Plan Metrics: January 9 – April 8, 2020

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

- 1) **TrafficReliefPlan.org Website:** The site had 42,202 visits by 35,317 unique visitors. Those who visited spent an average of 1 minute, 15 seconds on the site.
- 2) **Survey:** The Commission received 3,184 responses and 6,538 comments through the survey housed on the TrafficReliefPlan.org site.
- 3) **Social Media:** The Commission placed a series of targeted social media ads, including some with videos. Overall public sentiment was very positive.

- a. On **Facebook**, there were 22,302 clicks on the ads to link to the website, 6,783 direct engagements, 458,809 full video views, 3,679,233 impressions, and a reach of 361,196 people.
 - b. On **Twitter**, there were 26,069 click-throughs to the website, 451 direct engagements, 48,853 views of at least 75% of the videos, and 620,014 impressions.
 - c. On **Instagram**, there were 1,691 click-throughs to the website, 2,167 direct engagements, 3,996 full video views, 1,260,024 impressions, and a reach of 227,376.
 - d. On **YouTube**, there were 2,759 clicks, 106,643 full video views, and 343,369 impressions.
- 4) **Streaming Video:** The Commission placed advertisements on Hulu, Univision and Ampersand video streaming services, generating 754,201 full video views and 773,314 impressions.
 - 5) **Streaming Audio:** The Commission placed advertisements on Pandora streaming radio, which generated 1,273,735 impressions, a reach of 162,699 people, and 462 website clicks.
 - 6) **News Media:** The draft Traffic Relief Plan generated 22 news items, including stories in *The Press-Enterprise*, *Desert Sun*, *Patch*, *Inland News Today*, *iHeartRadio*, and various editorials/letters to the editor.
 - 7) **Presentations:** Commission staff gave 39 presentations to elected officials, community organizations, and industry groups across Riverside County; four additional presentations have been reconfigured as virtual meetings for Commission staff to discuss the Traffic Relief Plan in the post-pandemic era. Twelve other presentations were canceled due to COVID-19.
 - 8) **The Point Subscriptions:** The Commission publishes a monthly e-newsletter, *The Point*. As part of the Traffic Relief Plan outreach effort, residents were encouraged to register to receive the newsletter; 801 people subscribed by email and 603 subscribed by text message.
 - 9) **Billboards:** Three billboards were used to inform motorists of the draft Plan – on Interstate 215 in Perris, on Interstate 10 in the San Geronio Pass, and on Interstate 10 in Palm Springs.

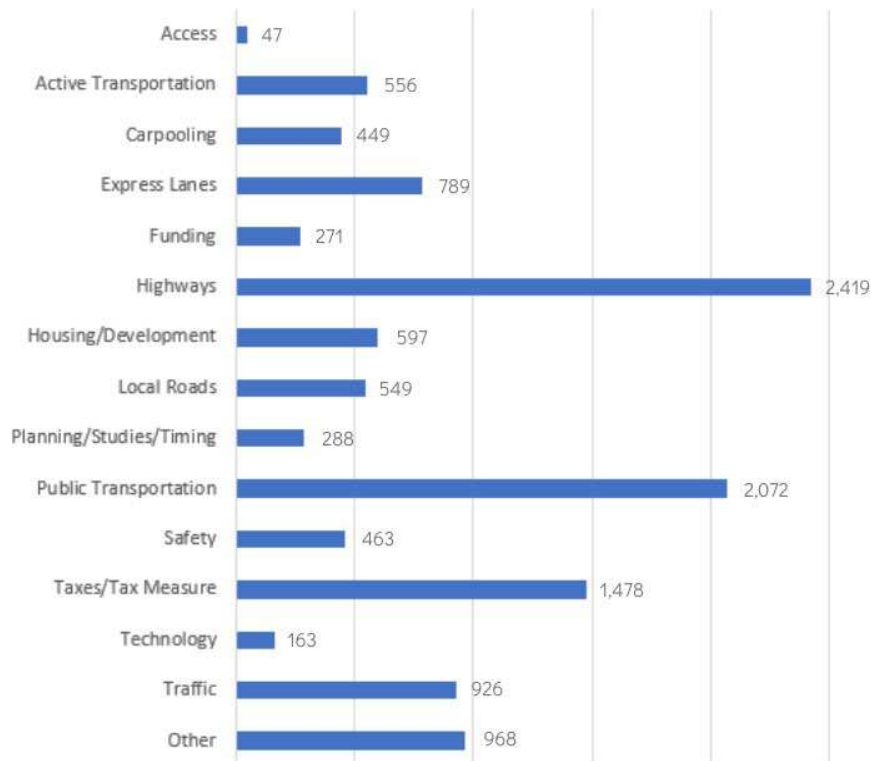
Survey Responses and Comments

The Commission received 3,184 responses to the website survey and 6,538 comments through the survey, social media, and other sources. Included in that number were 13 Spanish comments from the survey and 42 comments from Spanish-language Facebook ads. The survey asked respondents to indicate their level of support for each of the transportation types included in the Traffic Relief Plan. This data is shown in Appendix B.

Summary, Comments by Topic

The 6,538 comments are sorted into topics. Many of the comments addressed more than one topic, so the counts shown in the bar chart and the narrative below add to more than 6,538. The narrative includes a general description of the themes within the comments received.

COMMENTS BY TOPIC



- 1. Access – 47 Comments Received:** Many comments focused on transportation access needs for seniors, pedestrians, cyclists, students, and those with disabilities. Others saw a need to repair roads and sidewalks for those in wheelchairs, to increase train service (especially in the Coachella Valley), to offer more frequent bus service and free or discounted fares for seniors and those with needs. Some questioned funding for public transit and suggested using smaller shuttles or ride-hailing services instead.
- 2. Active Transportation – 556 Comments Received:** A number of comments expressed a desire for pedestrian and bicycle improvements, including sidewalks, bike lanes, crosswalks and safety additions, creating more walkable communities and safe walking routes for school children. Others voiced support for more traffic signals and stop signs.

Others voiced the opposite – that bike lanes, trails, and sidewalks are not important traffic relief elements, since very few people travel to work by bike or foot.

3. ***Carpooling – 449 Comments Received:*** Many expressed support for carpool lanes on various highways, with a large number mentioning Interstate 15 between Riverside County and San Diego County, more incentives for carpooling, more Park & Ride Lots, and the conversion of express lanes back to carpool lanes on the 91. Others did not support carpool lanes and said that general use lanes should be added, rather than carpool lanes or express lanes.
4. ***Express Lanes – 789 Comments Received:*** Many respondents voiced a negative sentiment towards express lanes. Some suggested replacing the express lanes with general-purpose lanes, carpool lanes, or reversible lanes. Others noted the high cost of using the express lanes, accused the Commission of collecting profits, voiced concerns about using taxpayer funds to pay for express lanes, and noted that the plan did not specify what type of lanes would be added. While some expressed support for express lanes, particularly in southwest county, many others said they would support new lanes if they were “free” to use.
5. ***Funding – 271 Comments Received:*** Many survey respondents asked how the Plan would be funded, questioned the project costs, and expressed the need for oversight.
6. ***Highways – 2,419 Comments Received:*** Respondents provided a wide variety of suggestions for highway improvements across Riverside County, including Interstate 10, Interstate 15, Interstate 215, Route 60, Route 74, Route 79, Route 91, the Mid County Parkway, alternate east-west routes between Riverside County and Orange County, and truck bypass routes. Many noted the specific trouble spots related to maintenance, traffic flow, and trucks.
7. ***Housing & Development – 597 Comments Received:*** Many people expressed their opinion that development of homes, offices, and warehouses should stop without preexisting transportation infrastructure. Both the Temecula area and San Geronio Pass were frequently mentioned as high-growth areas with significant traffic congestion. Some asserted the Traffic Relief Plan was an effort to “grab land.” Others noted requested more trains and alternate work schedules to reduce traffic during peak hours.
8. ***Jobs, Incentives & Economy – 183 Comments Received:*** Many respondents suggested bringing high-paying jobs to Riverside County to avoid the need to commute to Orange, San Diego, and Los Angeles counties. Others voiced support for increasing incentives to use public transit or to carpool. Some said that incentives should be provided for working from home or relocating businesses to Riverside County.
9. ***Local Roads – 549 Comments Received:*** Respondents offered multiple suggestions, such as synchronizing traffic signals, separating roads from railroad tracks, repairing potholes, adding bridges to avoid roadway flooding in the Coachella Valley, and preventing cut-

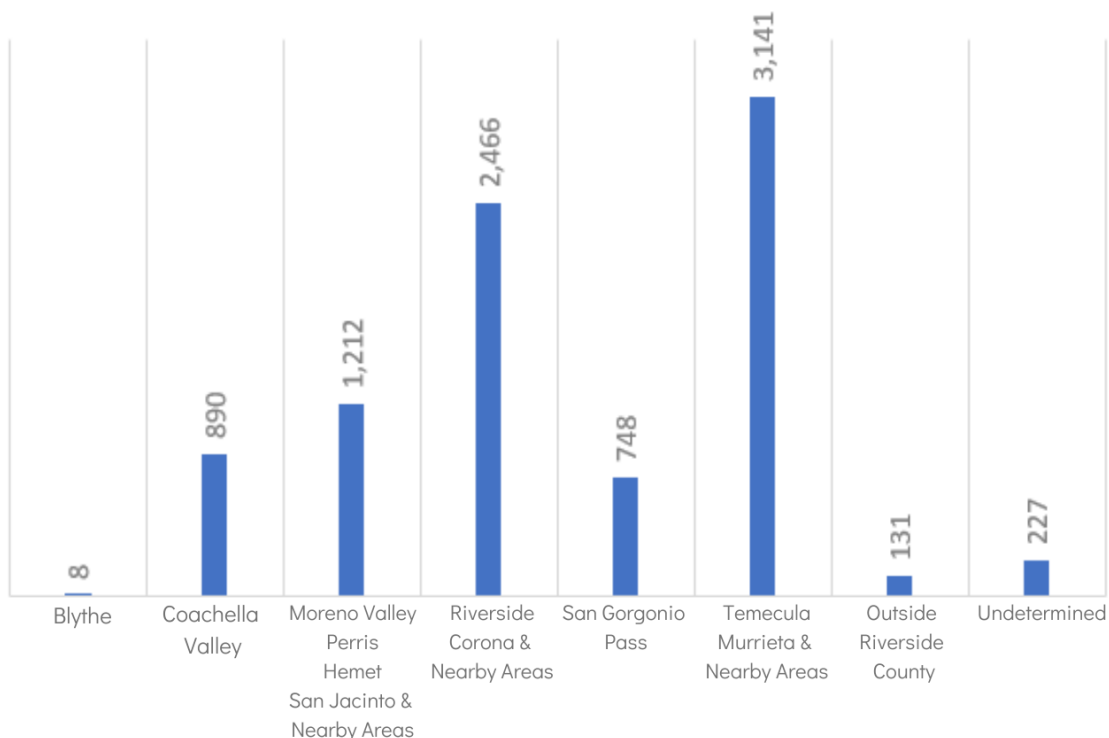
through traffic on city streets. Many comments related to specific roads or ramps that need repairs. Others believe that widening roads would lead to more traffic.

10. **Planning/Studies/Timing – 288 Comments Received:** Many respondents praised the plan and said the plan is needed. Comments suggested better long-term planning, that plans should have been implemented years before, too many items are in the plan, the plan is too vague and does not include project costs, timelines or priorities.
11. **Public Transportation – 2,072 Comments Received:** Respondents provided varied opinions about mass transit, with some voicing support for Metrolink, Coachella Valley Rail, light-rail projects, and bus services. Others said that public transportation is costly and benefits a small fraction of the population. Many advocated for passenger rail service between southwest Riverside County and San Diego County and through the San Geronimo Pass. Some noted the need for mass transit to be more frequent, flexible, accessible, inexpensive, safer, and appealing. Others expressed support for transit to reduce pollution.
12. **Safety – 463 Comments Received:** Comments included concern for drivers to follow the speed limit, a desire for increased enforcement, synchronizing traffic signals, building bridges over washes and railroad tracks, adding sidewalks for students to walk to school, add left turn arrows to traffic signals, increase street lighting, add bike lanes, increase divided highways, and safety improvements on specific streets.
13. **Taxes/Tax Measure – 1,478 Comments Received:** Many respondents expressed concern with the possibility of raising taxes, along with their perspective that residents pay too much in taxes, and that the state gasoline tax increase should pay for improvements. Many said that they support specific improvements, but not if taxes would be raised to pay for these items.
14. **Technology – 163 Comments Received:** While some expressed support for new technology, many people asked for more specifics and said this section of the plan was too vague. Some noted the need to promote autonomous vehicles, to improve traffic signal timing, and the ability to use technology to monitor traffic flow.
15. **Traffic – 926 Comments Received:** Many respondents expressed frustration with traffic congestion and said that traffic is hindering the quality of life in Riverside County. Some referenced problem areas along I-15, I-215, the 91, and at various specific interchanges. Many commented about traffic problems along the 91 through Corona and along I-15 through Temecula. Some recommended passenger trains, especially between southwest Riverside County and San Diego and that trucks be restricted to slow lanes.
16. **Other – 968 Comments Received:** Many of these comments expressed either support for the plan or opposition to it. Some questioned the survey format, others noted that not enough projects were in their specific area, others voiced concerns about the overall cost to taxpayers.

Summary, Comments by Geography

The chart below includes the number of comments received from various geographical areas across Riverside County. Two “heat maps” that show the frequency of comments by zip code are provided in Appendices C and D.

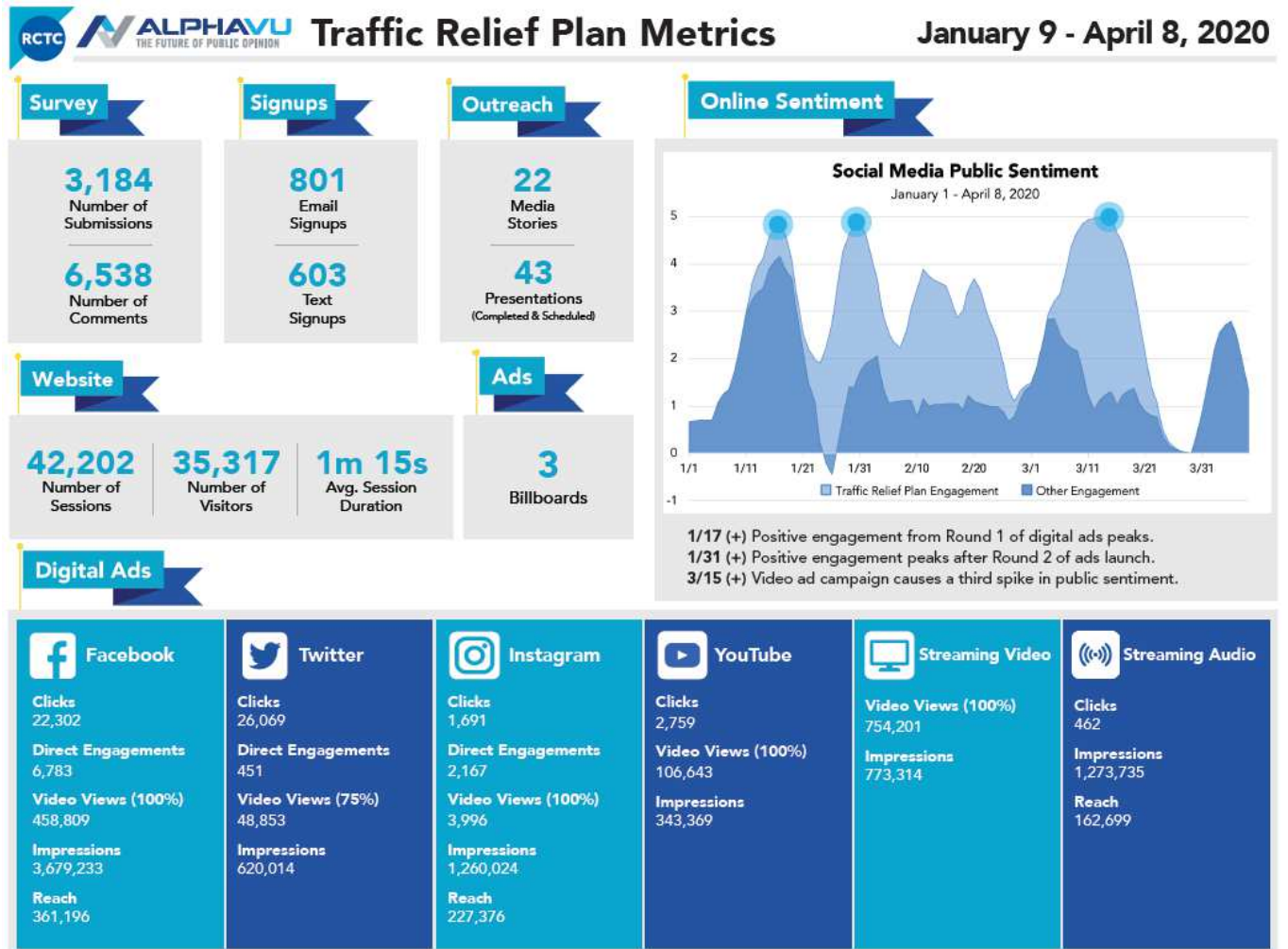
COMMENTS BY GEOGRAPHY



Conclusion

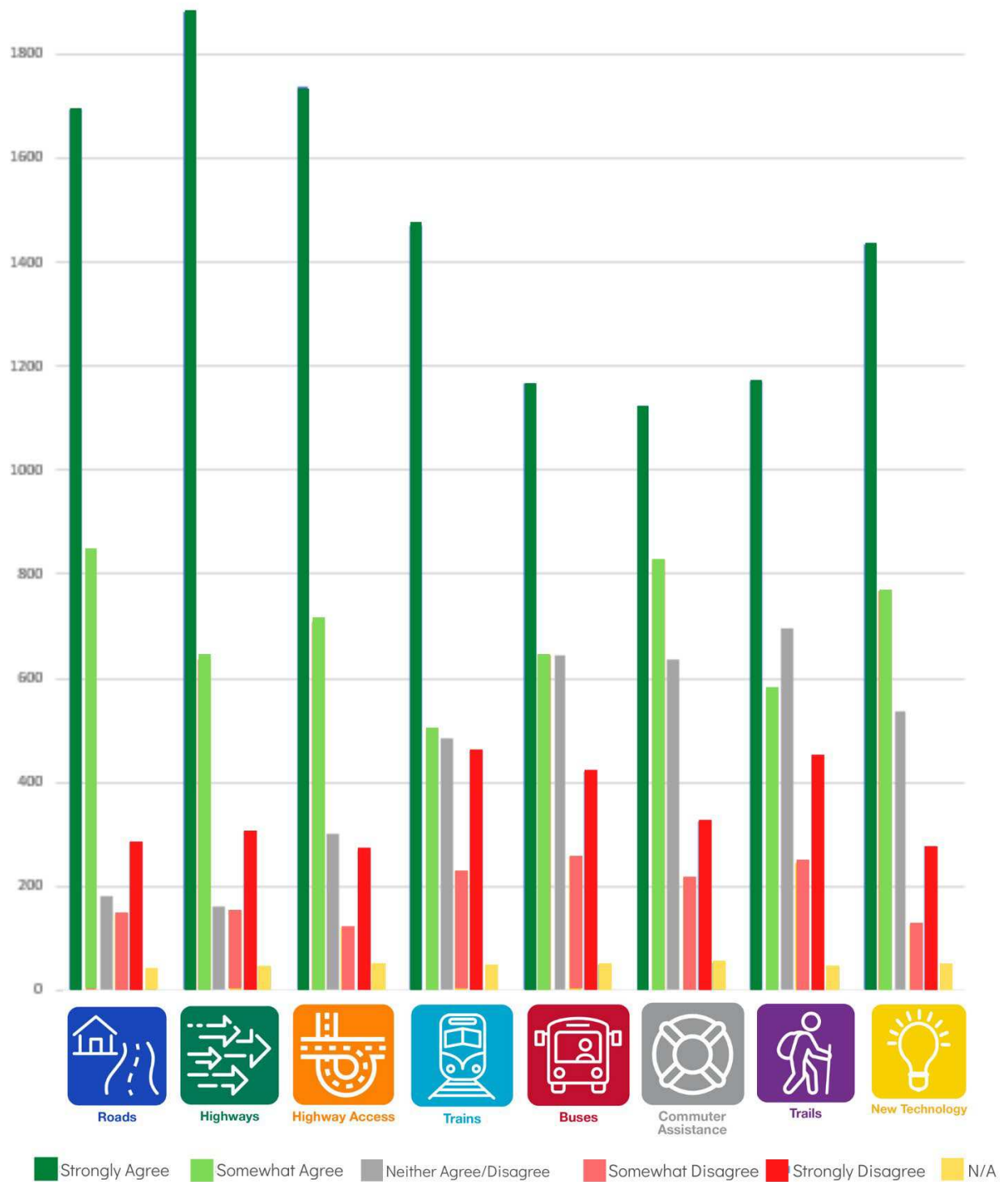
The Commission has received substantial public feedback on the Traffic Relief Plan through a comprehensive public engagement program. The input reflects the diversity of Riverside County. In general, the public expressed support for the Traffic Relief Plan. Staff considers the engagement effort successful and believes the information collected will be useful to the Commission going forward.

APPENDIX A

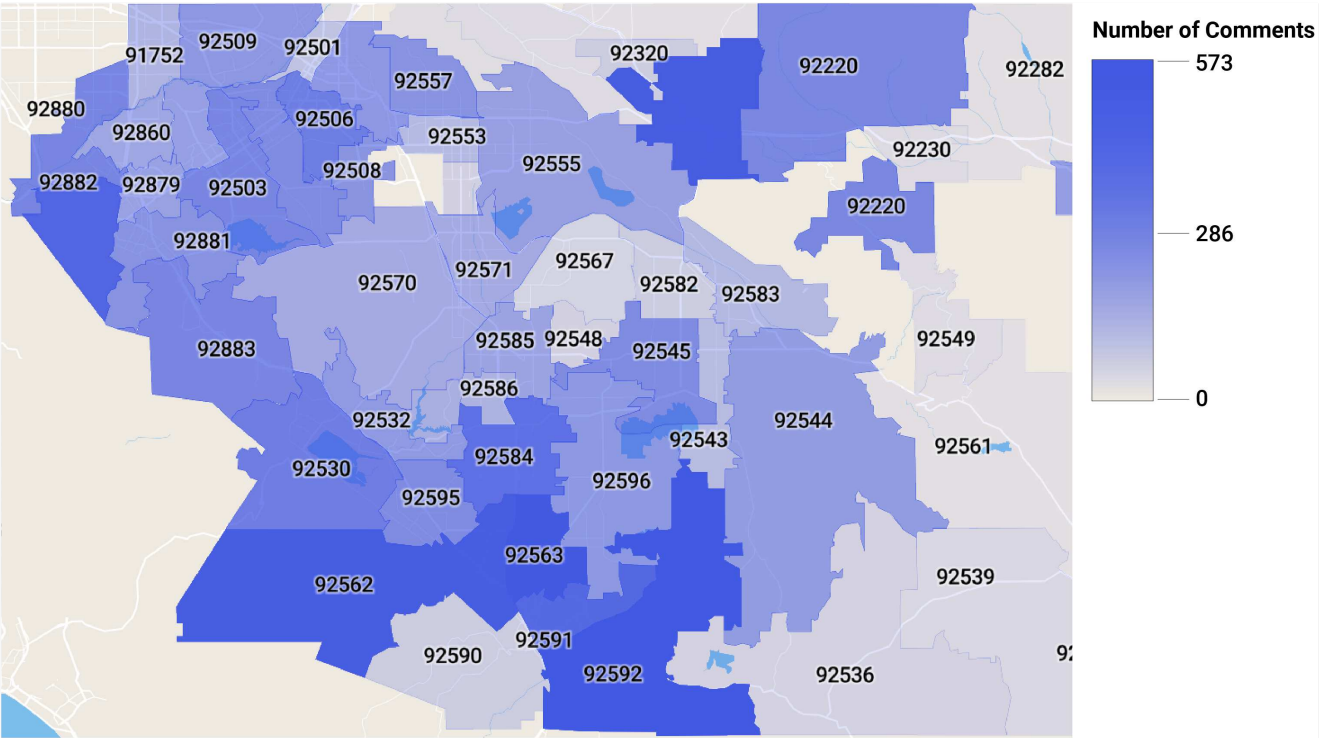


APPENDIX B

Survey Results



APPENDIX C



Traffic Relief Plan Comment Engagement
Western Riverside County

APPENDIX D



Traffic Relief Plan Comment Engagement
Eastern Riverside County

Appendix E

All Public Comments Sorted by Topic – [Click to View](#)

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	May 13, 2020
TO:	Riverside County Transportation Commission
FROM:	Cheryl Donahue, Public Affairs Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Construction Zone Safety Campaign

STAFF RECOMMENDATION:

This item is for the Commission to receive and file an update about a construction zone safety campaign for the Interstate 15 Express Lanes and State Route 60 Truck Lanes project areas.

BACKGROUND INFORMATION:

The Commission is partnering with the California Department of Transportation District 8 and the California Highway Patrol to conduct a construction zone safety campaign. Construction work is designated as an essential function under the governor’s Executive Order, and crews are continuing to work on the Commission’s I-15 Express Lanes Project and the Route 60 Truck Lanes Project. These construction zones have speed limits of 55 miles per hour.

Due to COVID-19 stay-at-home orders, the CHP has seen a dramatic increase in speeding motorists. Between mid-March and mid-April, the CHP reported a 87 percent jump in citations for those exceeding 100 miles per hour. On April 17, a vehicle traveling more than 100 miles per hour entered the I-15 Express Lanes construction area, narrowly missing crew members and causing significant damage to the project.

The Commission and its partners are conducting a construction zone safety campaign with videos, billboards, social media posts, digital advertising, and a virtual news conference to remind drivers of need to slow down. The CHP also is conducting additional enforcement in both project areas. The “Less Traffic: No License to Speed” campaign is designed to protect construction crews and others on the road.

Staff will provide a brief update about the campaign.