



# MEETING AGENDA

## Budget and Implementation Committee

**Time:** 9:30 a.m.

**Date:** March 22, 2021

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the meeting will only be conducted via video conferencing and by telephone.

### COMMITTEE MEMBERS

Lloyd White, **Chair** / David Fenn, City of Beaumont  
Raymond Gregory, **Vice Chair** / Mark Carnevale, City of Cathedral City  
David Happe / Alberto Sanchez, City of Banning  
Linda Molina / Wendy Hewitt, City of Calimesa  
Jeremy Smith / Larry Greene, City of Canyon Lake  
Steven Hernandez / Denise Delgado, City of Coachella  
Scott Matas / Russell Betts, City of Desert Hot Springs  
Bob Magee / Natasha Johnson, City of Lake Elsinore

Jan Harnik / Kathleen Kelly, City of Palm Desert  
Lisa Middleton / Dennis Woods, City of Palm Springs  
Chuck Conder / Erin Edwards, City of Riverside  
Alonso Ledezma / Crystal Ruiz, City of San Jacinto  
Ben J. Benoit / Joseph Morabito, City of Wildomar  
Karen Spiegel, County of Riverside, District II  
Chuck Washington, County of Riverside, District III

### STAFF

Anne Mayer, Executive Director  
Theresia Trevino, Chief Financial Officer

### AREAS OF RESPONSIBILITY

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



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

[www.rctc.org](http://www.rctc.org)

**AGENDA\***

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

**9:30 a.m.**

**Monday, March 22, 2021**

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Budget and Implementation Committee 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

<https://rctc.zoom.us/j/84468856317>

Meeting ID: 844 6885 6317

One tap mobile

+16699006833,,84468856317# US (San Jose)

For members of the public wishing to submit comment in connection with the Budget and Implementation Committee Meeting please email written comments to the Clerk of the Board at [lmobley@rctc.org](mailto:lmobley@rctc.org) prior to March 21, 2021 at 5:00 p.m. and your comments will be made part of the official record of the proceedings. 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](http://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 Committee meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.*

- 1. CALL TO ORDER**
- 2. ROLL CALL**

**3. PLEDGE OF ALLEGIANCE**

**4. PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration. Each individual speaker is limited to speak three (3) continuous minutes or less.*

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

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

**6A. APPROVAL OF MINUTES – FEBRUARY 22, 2021**

*Page 1*

**6B. QUARTERLY FINANCIAL STATEMENTS**

*Page 6*

**Overview**

This item is for the Committee to:

- 1) Receive and file the Quarterly Financial Statements for the six months ended December 31, 2020; and
- 2) Forward to the Commission for final action.

**7. STATE AND FEDERAL LEGISLATIVE UPDATE**

*Page 17*

**Overview**

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

**8. ACTIVE TRANSPORTATION PROGRAM CYCLE 5 – RIVERSIDE COUNTY PROJECT RECOMMENDATIONS FOR METROPOLITAN PLANNING ORGANIZATION REGIONAL PROGRAM**

*Page 33*

***Overview***

This item is for the Committee to:

- 1) Approve the Riverside County Active Transportation Program (ATP) projects for inclusion in the Metropolitan Planning Organization (MPO) ATP Regional Program Cycle 5 consisting of the highest scoring projects in the total amount of \$11,305,000;
- 2) Authorize staff to adjust the ATP award request to include Riverside County – Public Health’s Safe Routes for All – Hemet Project to maximize available funds in Riverside County;
- 3) Submit the list of recommended and contingency projects to the Southern California Association of Governments (SCAG) for inclusion in the MPO ATP Regional Program and subsequent submittal to the California Transportation Commission (CTC) for final approval in June 2021;
- 4) Authorize staff to request state-only ATP funds for all projects, which all have cleared and completed state environmental clearance;
- 5) Submit the MPO ATP regional projects to SCAG for programming in the Federal Transportation Improvement Program (FTIP);
- 6) Direct staff to coordinate with the MPO ATP Regional Program project sponsors regarding timely funding allocations, obligations, and project delivery;
- 7) Prioritize Coachella Valley Association of Governments (CVAG)’s Coachella Valley Arts and Music Line project for any future supplemental ATP Cycle 5 funding; and
- 8) Forward to the Commission for final action.

**9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

**10. COMMISSIONERS / STAFF REPORT**

***Overview***

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

**11. ADJOURNMENT**

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., April 26, 2021**, via Zoom.



# **AGENDA ITEM 6A**

## **MINUTES**



# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

## **BUDGET AND IMPLEMENTATION COMMITTEE**

Monday, February 22, 2021

### **MINUTES**

#### **1. CALL TO ORDER**

The meeting of the Budget and Implementation Committee was called to order by Vice Chair Raymond Gregory at 9:35 a.m. via Zoom Meeting ID: 822 2984 0830, pursuant to Governor Newsom's Executive Order N-29-20.

#### **2. ROLL CALL**

##### **Members/Alternates Present**

Chuck Conder  
Denise Delgado  
Raymond Gregory  
Bob Magee  
Scott Matas  
Linda Molina  
Jeremy Smith  
Karen Spiegel  
Lloyd White\*  
Dennis Woods

##### **Members Absent**

Ben J. Benoit  
David Happe  
Jan Harnik  
Alonso Ledezma  
Chuck Washington

\*Arrived after the meeting was called to order.

At this time, Chair Lloyd White joined the meeting.

#### **3. PLEDGE OF ALLEGIANCE**

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

#### **4. PUBLIC COMMENTS**

There were no requests to speak from the public.

#### **5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.

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

**M/S/C (Molina/Gregory) to approve the following Consent Calendar item(s):**

**6A. APPROVAL OF MINUTES – JANUARY 25, 2021**

**6B. QUARTERLY SALES TAX ANALYSIS**

- 1) Receive and file the sales tax analysis for Quarter 3, 2020 (3Q 2020); and
- 2) Forward to the Commission for final action.

**6C. QUARTERLY INVESTMENT REPORT**

- 1) Receive and file the Quarterly Investment Report for the quarter ended December 31, 2020; and
- 2) Forward to the Commission for final action.

**6D. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, OCTOBER-DECEMBER 2020**

- 1) Receive and file the Quarterly Public Engagement Metrics Report for October-December 2020; and
- 2) Forward to the Commission for final action.

**7. PROPOSED POLICY GOALS AND OBJECTIVES FOR FISCAL YEAR 2021/22 BUDGET**

Theresa Trevino, Chief Financial Officer, presented the Commission Policy Goals and Objectives for the FY 2021/22 Budget, highlighting the following:

- Budget development
- Commission goals
- Short-term objectives
- Guiding fiscal policies
- Next steps

In response to Commissioner Dennis Woods' question regarding housing growth in the cities of Banning and Beaumont and if equity is part of our policy goal how that process occurs in the budget, Anne Mayer replied the challenge RCTC has with the growth in Riverside County is that our priorities are determined by the Sales Tax Measure. She explained for western county the priority projects that are funded are in either the Measure A Expenditure Plan and/or the Transportation Uniform Mitigation Fee (TUMF)

Program and other than a truck climb lane on Interstate 10 in the Calimesa area there are no improvements planned on I-10 in the Sales Tax Measure, although there are interchanges that will be funded. Ms. Mayer stated the challenge they will have in keeping up with the explosive home growth is throughout Riverside County there are limited resources and the measure dictates what the priorities are. She explained RCTC staff recommended including equity into the Quality of Life Principles for a couple key reasons, the results of the pandemic and the impact on mobility for essential workers or people who have no other options will be heavily dependent for RCTC to find ways to make sure transportation continues. The other challenge is that as more people move further inland because that is where they can afford housing at the same time the state of California is cutting off financial resources for transportation projects for areas such as ours. She stated staff's recommendation for the equity objective is that RCTC is going to have to push very hard to ensure the Inland Empire is not left behind in transportation funding. Most of the funding principles that come from a state level and the funding will be concentrated on no new capacity and on the urban areas. She stated from a budgeting standpoint they can only budget with the revenues that RCTC has.

**M/S/C (Molina/Spiegel) to:**

- 1) Review and approve the proposed Commission Policy Goals and Objectives for the Fiscal Year 2021/22 Budget;**
- 2) Review and approve the Fiscal Accountability Policies for the FY 2021/22 Budget; and**
- 3) Forward to the Commission for final action.**

#### **8. COUNTY OF RIVERSIDE REQUEST FOR ADDITIONAL FUNDS FOR THE SALT CREEK TRAIL**

Jillian Guizado, Planning and Programming Director, provided a detailed overview for the Salt Creek Trail project and the additional funds request from the County of Riverside. She also introduced Cathy Wampler, Project Manager, with the Riverside County Transportation Department for the Salt Creek Trail project.

**M/S/C (Gregory/Matas) to:**

- 1) Approve federal Congestion Mitigation and Air Quality (CMAQ) funds in the additional amount of \$160,000 for a total amount of \$5,844,203 to fully fund construction of the Salt Creek Trail project; and**
- 2) Forward to the Commission for final action.**

#### **9. TRANSPORTATION NETWORK COMPANIES ACCESS FOR ALL PROGRAM**

Eric DeHate, Transit Manager, presented the Transportation Network Companies (TNC) Access for All program for Riverside County, highlighting the following areas:

- Background information - SB 1376 signed into law in 2018; what is a TNC; how is the program funded; who would administer the program for Riverside County
- Next steps

Mark Lancaster, Director of Transportation with the Riverside County Transportation Department apologized as he wanted to comment on Agenda Item 8. He expressed appreciation to the Committee Members and RCTC staff for all their help in getting the additional funding needed for the project as it is a great project. He noted there is a short video of the project that he will send to Lisa Mobley, Administrative Services Manager/Clerk of the Board to be shown at the March 10 Commission meeting.

In response to Commissioner Wood's inquiry if the cost to administer the program exceeds \$230,000 what happens, Eric DeHate clarified that is the amount that RCTC would be available to get every year to host a call for projects, that is not how much it would cost to run the program.

Vice Chair Gregory explained although there are still many unknowns a lot of the goals of this initiative mirror other transportation goals, so it does seem to make sense and he is certainly in support of moving forward. He noted it was in the staff report and asked if for some reason this does turn into a huge unfunded mandate or has a lot of requirements that it does not make fiscal sense to continue, is there a way to get out.

Eric DeHate replied there is a way to get out, RCTC would need to inform the California Public Utilities Commission (CPUC) that they would no longer like to be the Access Fund Administrator (AFA) for Riverside County. The CPUC would either turn to the Southern California Association of Governments (SCAG) or the state to administer the program.

Commissioner Karen Spiegel noted how there are so many acronyms in the recommendation, and she moved staff's recommendation.

**M/S/C (Spiegel/Gregory) to:**

- 1) Authorize the Commission to become the Access Fund Administrator (AFA) for the Transportation Network Companies (TNC) Access for All program for Riverside County;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute agreements and/or documents related to the TNC Access for All program, on behalf of the Commission; and**
- 3) Forward to the Commission for final action.**

**Due to technical difficulties, there was no confirmation of Commissioner Smith's vote.**

**10. STATE AND FEDERAL LEGISLATIVE UPDATE**

David Knudsen, Legislative Affairs Manager, presented an update for the state and federal legislative activities.

**M/S/C to:**

- 1) Receive and file an update on state and federal legislation; and**
- 2) Forward to the Commission for final action.**

**11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

There were no items pulled from the consent calendar.

**12. COMMISSIONERS / EXECUTIVE DIRECTOR REPORT**

There were no Commissioners or Executive Director reports.

**13. ADJOURNMENT**

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:08 a.m.

Respectfully submitted,

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

Lisa Mobley  
Clerk of the Board



# **AGENDA ITEM 6B**



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Theresa Trevino, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Financial Statements

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file the Quarterly Financial Statements for the six months ended December 31, 2020; and
- 2) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

During the first six months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The attached financial statements present the revenues and expenditures for the first six months of the fiscal year. Period closing accrual adjustments are not included for revenues earned but not billed and expenditures incurred for goods and services received but not yet invoiced, as such adjustments are normally made during the year-end closing process.

The operating statement shows the Measure A and Local Transportation Fund (LTF) sales tax revenues for the second quarter at 36 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions*. GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they are collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration (CDTFA) collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the revenues related to collections through October 2020.

On a cash basis, the Measure A and LTF sales tax receipts are 12.60 and 9.42 percent higher, respectively, than the same period last fiscal year. State Transit Assistance revenues, including State of Good Repair for the second quarter of 2021, are expected to be received in the third quarter of 2021. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. The negative revenue amounts reflect the reversal of FY 2019/20 accrued revenues at the beginning of FY 2020/21 in excess of amounts billed through the second quarter. Reimbursement invoices for the expenditures for the second quarter will be prepared and submitted in the third quarter.

During the FY 2020/21 budget process, the Commission conservatively estimated Transportation Uniform Mitigation Fee (TUMF) revenues of \$15.5 million passed through from Western Riverside Council of Governments (WRCOG). The Commission expects to receive the July 2020 through December 2020 revenues by the end of the third quarter.

During the FY 2020/21 budget process, the Commission conservatively budgeted RCTC 91 Express Lanes and 15 Express Lanes toll revenues and toll violations and fee revenues at \$37.3 million and \$4.9 million, respectively. In January 2021, the Commission approved a \$10.7 million mid-year budget adjustment to reduce toll revenues and toll violations and fee revenues due to the delayed opening of the 15 Express Lanes. The operating statement shows the toll revenues at 64 percent of the revised budget and toll violations and fee revenues at 83 percent. All toll and fee revenues are related to the RCTC 91 Express Lanes, as the 15 Express Lanes are expected to open in early Spring 2021. Staff will continue to monitor the toll transactions.

The operating statement shows other revenues at 70 percent of the \$549,100 budget and reflects property management lease revenues.

During the FY 2020/21 budget process, the Commission conservatively estimated investment income at \$3.5 million due to decreasing interest rates and the COVID-19 impacts. The operating statement shows investment income, which includes unrealized investment gains (losses), at 65 percent of the \$3.5 million budget.

Gain on sale of land is recorded as part of the RCTC 91 Express Lanes Enterprise Fund accounting records and reflects the gain on sale of excess land purchased for the 91 Project. Gain on sale of land is not a budget-related item and, therefore, is not included in the FY 2020/21 budget.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations of the budget with the following exceptions:

- Salaries and benefits are under budget primarily due to unfilled budgeted positions, including the regional conservation positions related to the Implementation and Management Services Agreement between the Commission and the Western Riverside County Regional Conservation Authority effective January 1, 2021;
- Professional services are under budget primarily due to unused budget authority for rail operations and development activities, highway general legal and professional services, toll operations general legal and professional services, administrative professional services, and finance auditing and professional services;

- Support costs are under budget due to unused budget authority for administrative activities, rail operations and development activities, regional program and commuter assistance advertising, and toll operations;
- Program operations are under budget due to unused budget authority for the toll operations, motorist and commuter assistance program operations, highway and rail program management, and station security;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding \$5 million is discussed in the attachment;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibility studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through October 2020;
- Regional arterial expenditures primarily represent expenditures for highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes Enterprise Fund accounting records, the Commission records accrued interest including compounded interest on the 91 Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds, Series B (capital appreciation). However, \$11.2 million of the \$14.8 million interest cost through the second quarter will not be paid in the current year and therefore is not included in the FY 2020/21 budget;
- Capital outlay expenditures is under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations transponders, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 Express Lanes Enterprise Fund accounting records; however, such depreciation is not paid and therefore is not included in the FY 2020/21 budget; and
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a \$152.5 million TIFIA loan to pay eligible I-15 Express Lanes project costs. Proceeds of the TIFIA loan may be drawn upon after certain conditions have been met. Through the second quarter, the Commission drew down \$15.7 million in TIFIA loan proceeds, for a cumulative inception to date total in TIFIA loan proceeds of \$141.9 million. During construction of the I-15 Express Lanes project and for a period of up to five years following substantial completion, interest is compounded and added to the TIFIA loan. TIFIA debt service payments are expected to commence in December 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055.

Attachments:

- 1) Quarterly Project Status – December 2020
- 2) Quarterly Financial Statements – December 2020

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
QUARTERLY PROJECT STATUS  
2<sup>nd</sup> QUARTER  
FOR SIX MONTHS ENDED 12/31/2020**

Project Description	FY 2020/21 2 <sup>nd</sup> Quarter Budget	Expenditures Through 2 <sup>nd</sup> Quarter	Project Status
<p><b>91 Project (P003028)</b> The project connects with Orange County Transportation Authority's tolled express lanes at the Orange County/Riverside County line and continues approximately eight miles to the Interstate (I)-15/State Route (SR)-91 interchange. The project involves widening pavement on the outside of the existing highway to reposition general purpose lanes and repurposing the existing high occupancy vehicle lanes to accommodate two-tolled express lanes in the median in each direction. The 91 Project also involves constructing one new general-purpose lane in each direction from SR-71 to I-15, ultimately providing two-tolled express lanes and five general purpose lanes in each direction. 91 Project development activities began in September 2007, construction work related to roadway and structures began in July 2014, and the toll lanes opened in March 2017. The total cost of the 91 Project is estimated at \$1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance. <b>The FY 2020/21 budget amount is \$15,493,100.</b></p>	\$ 2,121,500	(\$ 1,019,557)	The under run of the FY 2020/21 budget at the second quarter is due to a FY 2019/20 accrual reversal for the Army Corps of Engineers Reach 9 project (\$1.7 million), a FY 2019/20 accrual reversal for Caltrans not yet offset by actual invoices (\$0.6 million), a FY 2019/20 accrual reversal for the design-builder costs not yet offset by actual invoices (\$0.4 million), and an under run in the project and construction management (PCM) contract (\$0.5 million).
<p><b>SR-91 Corridor Operations Project (623046)</b> The project will add one additional general-purpose lane to westbound SR- 91 between Green River Road and the on-ramp to southbound SR-241. Included in the project is 9 to 10 feet of outside widening at some locations and restriping in others. <b>The FY 2020/21 budget amount is \$37,390,100.</b></p>	5,000,000	947,440	The under run of the FY 2020/21 budget at the second quarter is due to a slower than anticipated start for the construction contract (\$3.6 million) and an under run in construction management (\$0.2 million).
<p><b>I-15 Express Lanes Project (P003027)</b> The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in Spring 2021. The total project cost is estimated at \$472 million, which includes \$42 million of contingency. <b>The FY 2020/21 budget amount is \$69,731,400.</b></p>	23,850,000	10,418,199	The under run of the FY 2020/21 budget at the second quarter is due to design-builder contingency not used (\$10.8 million), an under run in the PCM contract (\$1.4 million), and an agreement that Caltrans extended oversight was not needed after October 2020 (\$1.4 million). Staff anticipates roughly \$6 million in dispute resolution claims that will be drawn down from unused contingency.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
 QUARTERLY PROJECT STATUS  
 2<sup>nd</sup> QUARTER  
 FOR SIX MONTHS ENDED 12/31/2020**

<b>Project Description</b>	<b>FY 2020/21 2<sup>nd</sup> Quarter Budget</b>	<b>Expenditures Through 2<sup>nd</sup> Quarter</b>	<b>Project Status</b>
<p><b>15/91 Express Lanes Connector (P003039)</b>            The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2022. <b>The FY 2020/21 budget amount is \$51,620,000.</b></p>	21,328,000	21,972,723	The net over run of the FY 2020/21 budget at the second quarter is due to a year-to-date over run in design-builder costs (\$2.6 million) offset by under runs in the PCM contract (\$1.1 million) and a BNSF temporary construction license (\$0.5 million).
<p><b>I-15 Express Lanes Southern Extension (P003044)</b>            The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is \$544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. <b>The FY 2020/21 budget amount is \$6,862,000.</b></p>	2,131,000	1,019,137	The under run of the FY 2020/21 budget at the second quarter is due to lagging invoices from the PA/ED firm (\$0.9 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
 QUARTERLY PROJECT STATUS  
 2<sup>nd</sup> QUARTER  
 FOR SIX MONTHS ENDED 12/31/2020**

<b>Project Description</b>	<b>FY 2020/21 2<sup>nd</sup> Quarter Budget</b>	<b>Expenditures Through 2<sup>nd</sup> Quarter</b>	<b>Project Status</b>
<p><b>Mid County Parkway (MCP) (P002302, P612302, P002320, &amp; P002317)</b>            The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is anticipated to be completed in FY 2018/2019. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. <i>The FY 2020/21 budget amount is \$43,222,800.</i></p>	16,064,900	7,988,648	<p>The under run of the FY 2020/21 budget at the second quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> <li>• MCP: An under run in right of way (ROW) acquisition for moving expenses (\$0.4 million).</li> <li>• MCP Placentia: Under runs in construction, construction management, and construction support due to the contract bid being substantially lower than the engineer's estimate (\$8.4 million).</li> <li>• MCP Mitigation: The first year of plant establishment will be complete at the beginning of the third quarter in FY 2020/21 and expenditures are on track for this quarter's budget.</li> </ul>
<p><b>Pachappa Underpass project (P003038)</b>            The project will remove the Pachappa shoofly structure and associated retaining walls and construct a retaining wall, drainage, and track bed for the permanent Pachappa underpass. Track relocation will be performed by Union Pacific Railroad (UPRR). The project construction cost is estimated at \$16 million. <i>The FY 2020/21 budget amount is \$14,296,100.</i></p>	4,250,300	3,259,099	<p>The under run of the FY 2020/21 budget at the second quarter is due to additional time required for UPRR, pushing expenditures into the next quarter for construction (\$0.6 million), and under runs in construction management (\$0.2 million), construction support services, and ROW services (\$0.2 million).</p>
<p><b>SR-60 Truck Lanes (P003029)</b>            The project will construct eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit trail and upgrade existing shoulders to standard widths. The estimated project cost is \$138 million and the project is funded by CMAQ, State Transportation Improvement Program/Regional Improvement Program (STIP/RIP), State Highway Operation and Protection Program, and 2009 Measure A highway funds. <i>The FY 2020/21 budget amount is \$43,565,700.</i></p>	17,926,900	11,385,114	<p>The under run of the FY 2020/21 budget at the second quarter is due to lower-than-expected construction invoice billings (\$5.1 million), one month lag in construction management billing (\$0.8 million), and FY 2019/20 accrual reversals for construction support services not yet offset by actual invoices (\$0.4 million) that were more than actual invoice billings.</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
 QUARTERLY PROJECT STATUS  
 2<sup>nd</sup> QUARTER  
 FOR SIX MONTHS ENDED 12/31/2020**

<b>Project Description</b>	<b>FY 2020/21 2<sup>nd</sup> Quarter Budget</b>	<b>Expenditures Through 2<sup>nd</sup> Quarter</b>	<b>Project Status</b>
<p><b>71/91 Connector Project (P003021)</b>            The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is \$151 million. <b>The FY 2020/21 budget amount is \$5,055,700.</b></p>	1,012,900	665,030	The minimal under run of the FY 2020/21 budget at the second quarter is due to delayed billings on final design by the consultant (\$0.4 million).
<p><b>I-15/Railroad Canyon Interchange (P005104)</b>            The project is to relieve congestion by improving traffic operations through improvements of the Railroad Canyon Road interchange and correction of the merging/diverging freeway and ramp movements. The estimated project cost is \$51 million and the project is funded by TUMF Regional Arterial, SB-1 Local Partnership Program-Competitive, STIP/RIP, and city of Lake Elsinore contribution. <b>The FY 2020/21 budget amount is \$26,952,500.</b></p>	12,846,300	12,801,180	The minimal under run of the FY 2020/21 budget at the second quarter is due to under runs in construction management (\$0.8 million), ROW services (\$0.4 million), construction support services (\$0.1 million), and final design (\$0.2 million), offset by an over run in construction expenditures (\$1.5 million).
<p><b>Riverside Layover Facility (P653822)</b>            The project includes increased capacity and maintenance service improvements to Metrolink's West Layover Facility, north of the Riverside Downtown station. The improvements include expansion of the facility to accommodate three storage tracks with an overall storage capacity of three 6-train sets. The project is funded by Federal Transit Administration Section 5307. <b>The FY 2020/21 budget amount is \$9,683,600.</b></p>	1,760,800	1,560,630	The under run of the FY 2020/21 budget at the second quarter is due to contaminated soil issues and underground utility conflicts with a new sewer connection and postponing construction and construction support services into the second half of FY 2020/21 (\$0.2 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of \$5 million) and related status. Capital project expenditures are generally affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**QUARTERLY BUDGET TO ACTUAL**  
**2ND QUARTER**  
**FOR SIX MONTHS ENDED 12/31/2020**

ATTACHMENT 2

	FY 2020/21 BUDGET	2ND QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
<b>Revenues</b>				
Sales tax	\$ 323,915,700	\$ 115,431,172	\$ (208,484,528)	36%
Federal reimbursements	103,535,700	381,183	(103,154,517)	0%
State reimbursements	149,063,600	14,438,889	(134,624,711)	10%
Local reimbursements	20,466,100	4,782,541	(15,683,559)	23%
Transportation Uniform Mitigation Fee	15,500,000	-	(15,500,000)	N/A
Toll revenues	28,268,400	17,999,007	(10,269,393)	64%
Toll violations and fee revenues	3,450,200	2,879,026	(571,174)	83%
Other revenues	549,100	385,968	(163,132)	70%
Investment income	3,545,500	2,300,308	(1,245,192)	65%
Gain on sale of land	-	1,772,393	1,772,393	N/A
<b>Total revenues</b>	<b>648,294,300</b>	<b>160,370,487</b>	<b>(487,923,813)</b>	<b>25%</b>
<b>Expenditures/Expenses</b>				
Salaries and benefits	13,246,000	5,021,182	8,224,818	38%
Professional and support				
Professional services	20,786,400	3,388,548	17,397,852	16%
Support costs	15,885,400	3,768,772	12,116,628	24%
<b>Total Professional and support costs</b>	<b>36,671,800</b>	<b>7,157,320</b>	<b>29,514,480</b>	<b>20%</b>
<b>Projects and operations</b>				
Program operations	40,119,300	9,938,420	30,180,880	25%
Engineering	30,450,200	3,258,794	27,191,406	11%
Construction	206,567,700	42,969,094	163,598,606	21%
Design Build	100,395,600	25,099,415	75,296,185	25%
Right of way/land	57,482,700	7,542,235	49,940,465	13%
Operating and capital disbursements	136,775,700	35,900,647	100,875,053	26%
Special studies	1,445,000	-	1,445,000	N/A
Local streets and roads	59,152,100	21,883,224	37,268,876	37%
Regional arterials	33,753,000	5,330,825	28,422,175	16%
<b>Total projects and operations</b>	<b>666,141,300</b>	<b>151,922,654</b>	<b>514,218,646</b>	<b>23%</b>
<b>Debt service</b>				
Principal	28,495,000	-	28,495,000	N/A
Interest	48,143,900	35,387,156	12,756,744	74%
<b>Total debt service</b>	<b>76,638,900</b>	<b>35,387,156</b>	<b>41,251,744</b>	<b>46%</b>
Capital outlay	6,072,600	1,144,383	4,928,217	19%
Depreciation	-	2,694,542	(2,694,542)	N/A
<b>Total Expenditures/Expenses</b>	<b>798,770,600</b>	<b>203,327,237</b>	<b>595,443,363</b>	<b>25%</b>
<b>Excess revenues over (under) expenditures/expenses</b>	<b>(150,476,300)</b>	<b>(42,956,750)</b>	<b>622,634,769</b>	<b>29%</b>
<b>Other financing sources/(uses)</b>				
Transfer in	179,922,600	55,139,717	(124,782,883)	31%
Transfer out	(179,922,600)	(55,139,717)	124,782,883	31%
TIFIA loan proceeds	47,371,900	15,660,996	(31,710,904)	33%
<b>Total financing sources/(uses)</b>	<b>47,371,900</b>	<b>15,660,996</b>	<b>31,710,904</b>	<b>33%</b>
<b>Net change in fund balances</b>	<b>(103,104,400)</b>	<b>(27,295,754)</b>	<b>654,345,673</b>	<b>26%</b>
Fund balance July 1, 2020	821,472,700	534,094,125	(287,378,575)	65%
<b>Fund balance December 31, 2020</b>	<b>\$ 718,368,300</b>	<b>\$ 506,798,371</b>	<b>\$ 366,967,098</b>	<b>71%</b>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
 QUARTERLY BUDGET TO ACTUAL BY FUND  
 2ND QUARTER  
 FOR SIX MONTHS ENDED 12/31/2020**

	SPECIAL REVENUE FUNDS											
	GENERAL FUND	MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT			TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	SB132	
		FSP/ SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE					STATE OF GOOD REPAIR
Revenues												
Sales tax	\$ -	\$ -	\$ 56,363,337	\$ 15,449,253	\$ 315,814	\$ 36,735,596	\$ 5,222,105	\$ 1,345,067	\$ -	\$ -	\$ -	
Federal reimbursements	(3,006,558)	-	2,628,710	-	-	-	-	-	-	-	-	
State reimbursements	(49,034)	1,515,259	2,591,882	-	-	-	-	-	-	-	10,380,782	
Local reimbursements	(375,000)	19,107	5,067,958	-	-	-	-	-	-	70,476	-	
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	-	-	-	
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	
Toll violations and fee revenues	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	111	-	324,447	-	-	-	-	9,000	-	-	-	
Investment income	31,347	13,104	451,482	109,711	-	110,924	206,965	12,578	203,849	3,935	3,780	
Gain on sale of land	-	-	-	-	-	-	-	-	-	-	-	
<b>Total revenues</b>	<b>(3,399,134)</b>	<b>1,547,470</b>	<b>67,427,816</b>	<b>15,558,964</b>	<b>315,814</b>	<b>36,846,520</b>	<b>5,429,070</b>	<b>1,357,645</b>	<b>212,849</b>	<b>3,935</b>	<b>70,849</b>	<b>10,384,562</b>
Expenditures/Expenses												
Salaries and benefits	2,811,312	62,228	1,567,492	-	-	-	-	-	128,729	9,662	19,315	41,997
Professional and support												
Professional services	1,311,987	127,303	1,323,737	3,710	-	-	7,419	-	20,791	202,390	949	9,786
Support costs	1,140,121	37,401	1,602,425	-	-	-	-	-	2,233	-	-	6
<b>Total Professional and support costs</b>	<b>2,452,108</b>	<b>164,704</b>	<b>2,926,162</b>	<b>3,710</b>	<b>-</b>	<b>-</b>	<b>7,419</b>	<b>-</b>	<b>23,024</b>	<b>202,390</b>	<b>949</b>	<b>9,792</b>
Projects and operations												
Program operations	-	1,565,972	4,267,110	-	-	-	-	-	293,714	-	71,191	147,597
Engineering	-	-	1,998,320	-	-	-	-	-	304,975	3,666	67,334	884,499
Construction	(375,000)	-	27,760,693	-	-	-	-	-	12,519,854	-	-	2,985,605
Design Build	-	-	5,071,680	-	-	-	-	-	-	-	-	20,027,735
Right of way/land	-	-	(1,202,681)	-	-	-	-	-	3,459,741	-	-	5,285,175
Operating and capital disbursements	372,778	-	646,181	2,977,941	-	26,615,315	4,768,919	519,513	-	-	-	-
Special studies	-	-	-	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	16,217,659	5,353,341	312,224	-	-	-	-	-	-	-
Regional arterials	-	-	-	5,330,825	-	-	-	-	-	-	-	-
<b>Total projects and operations</b>	<b>(2,222)</b>	<b>1,565,972</b>	<b>54,758,962</b>	<b>13,662,107</b>	<b>312,224</b>	<b>26,615,315</b>	<b>4,768,919</b>	<b>519,513</b>	<b>16,578,284</b>	<b>3,666</b>	<b>138,525</b>	<b>29,330,611</b>
Debt service												
Principal	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total debt service</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Capital outlay	67,306	-	1,077,077	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenditures/Expenses</b>	<b>5,328,504</b>	<b>1,792,904</b>	<b>60,329,693</b>	<b>13,665,817</b>	<b>312,224</b>	<b>26,615,315</b>	<b>4,776,338</b>	<b>519,513</b>	<b>16,730,037</b>	<b>215,718</b>	<b>158,789</b>	<b>29,382,400</b>
Excess revenues over (under) expenditures/expenses	(8,727,638)	(245,434)	7,098,123	1,893,147	3,590	10,231,205	652,732	838,132	(16,517,188)	(211,783)	(87,940)	(18,997,838)
Other financing sources/(uses)												
Transfer in	10,268,545	-	9,439,653	-	-	-	-	-	-	672,000	-	-
Transfer out	(272,900)	(99,800)	(36,756,019)	(242,500)	(12,500)	(6,543,045)	(751,600)	(845,203)	(501,200)	(11,300)	-	-
TIFIA loan proceeds	-	-	15,660,996	-	-	-	-	-	-	-	-	-
<b>Total financing sources/(uses)</b>	<b>9,995,645</b>	<b>(99,800)</b>	<b>(11,655,370)</b>	<b>(242,500)</b>	<b>(12,500)</b>	<b>(6,543,045)</b>	<b>(751,600)</b>	<b>(845,203)</b>	<b>(501,200)</b>	<b>660,700</b>	<b>-</b>	<b>-</b>
Net change in fund balances	1,268,007	(345,234)	(4,557,247)	1,650,647	(8,910)	3,688,160	(98,868)	(7,071)	(17,018,388)	448,917	(87,940)	(18,997,838)
Fund balance July 1, 2020	25,862,291	10,908,798	263,779,809	63,573,136	411	97,108,303	119,712,384	9,087,946	117,537,108	2,902,126	20,861	28,746
<b>Fund balance December 31, 2020</b>	<b>\$ 27,130,298</b>	<b>\$ 10,563,564</b>	<b>\$ 259,222,562</b>	<b>\$ 65,223,783</b>	<b>\$ (8,499)</b>	<b>\$ 100,796,463</b>	<b>\$ 119,613,516</b>	<b>\$ 9,080,875</b>	<b>\$ 100,518,720</b>	<b>\$ 3,351,043</b>	<b>\$ (67,079)</b>	<b>\$ (18,969,092)</b>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
 QUARTERLY BUDGET TO ACTUAL BY FUND  
 2ND QUARTER  
 FOR SIX MONTHS ENDED 12/31/2020**

	ENTERPRISE FUND	CAPITAL PROJECTS FUNDS			
	TOLL OPERATIONS	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues					
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ 115,431,172
Federal reimbursements	-	-	-	759,031	381,183
State reimbursements	-	-	-	-	14,438,889
Local reimbursements	-	-	-	-	4,782,541
Transportation Uniform Mitigation Fee	-	-	-	-	-
Toll revenues	17,999,007	-	-	-	17,999,007
Toll violations and fee revenues	2,879,026	-	-	-	2,879,026
Other revenues	52,410	-	-	-	385,968
Investment income	423,236	547,488	173,954	7,582	2,300,308
Gain on sale of land	1,772,393	-	-	-	1,772,393
<b>Total revenues</b>	<b>23,126,072</b>	<b>547,488</b>	<b>173,954</b>	<b>766,613</b>	<b>160,370,487</b>
Expenditures/Expenses					
Salaries and benefits	380,447	-	-	-	5,021,182
Professional and support					
Professional services	380,476	-	-	-	3,388,548
Support costs	986,586	-	-	-	3,768,772
<b>Total Professional and support costs</b>	<b>1,367,062</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,157,320</b>
Projects and operations					
Program operations	3,592,836	-	-	-	9,938,420
Engineering	-	-	-	-	3,258,794
Construction	77,942	-	-	-	42,969,094
Design Build	-	-	-	-	25,099,415
Right of way/land	-	-	-	-	7,542,235
Operating and capital disbursements	-	-	-	-	35,900,647
Special studies	-	-	-	-	-
Local streets and roads	-	-	-	-	21,883,224
Regional arterials	-	-	-	-	5,330,825
<b>Total projects and operations</b>	<b>3,670,778</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>151,922,654</b>
Debt service					
Principal	-	-	-	-	-
Interest	14,782,117	-	93,020	20,512,019	35,387,156
<b>Total debt service</b>	<b>14,782,117</b>	<b>-</b>	<b>93,020</b>	<b>20,512,019</b>	<b>35,387,156</b>
Capital outlay	-	-	-	-	1,144,383
Depreciation	2,694,542	-	-	-	2,694,542
<b>Total Expenditures/Expenses</b>	<b>22,894,946</b>	<b>-</b>	<b>93,020</b>	<b>20,512,019</b>	<b>203,327,237</b>
Excess revenues over (under) expenditures/expenses	231,126	547,488	80,934	(19,745,406)	(42,956,750)
Other financing sources/(uses)					
Transfer in	-	-	-	34,759,519	55,139,717
Transfer out	(489,200)	-	(8,614,450)	-	(55,139,717)
TIFIA loan proceeds	-	-	-	-	15,660,996
<b>Total financing sources/(uses)</b>	<b>(489,200)</b>	<b>-</b>	<b>(8,614,450)</b>	<b>34,759,519</b>	<b>15,660,996</b>
Net change in fund balances	(258,074)	547,488	(8,533,516)	15,014,113	(27,295,754)
Fund balance July 1, 2020	(276,232,056)	18,123,165	70,028,781	11,652,316	534,094,125
<b>Fund balance December 31, 2020</b>	<b>\$ (276,490,130)</b>	<b>\$ 18,670,653</b>	<b>\$ 61,495,265</b>	<b>\$ 26,666,429</b>	<b>\$ 506,798,371</b>



# **AGENDA ITEM 7**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	David Knudsen, Legislative Affairs Manager
<b>THROUGH:</b>	John Standiford, Deputy Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Update

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Receive and file an update on state and federal legislation; and
- 2) Forward to the Commission for final action.

**DISCUSSION:**

**State Update**

On March 10, 2021, Governor Newsom delivered his third state of the state address. In years past, the Governor typically delivers this annual address before a joint session of the Legislature in Sacramento. This year, the speech was held at an empty Dodger Stadium to comply with COVID-19 protocols and symbolize the number of Californians killed by COVID-19. Governor Newsom did not announce any new policy initiatives as is customary at this event. Instead, he focused on the state's actions in response to the COVID-19 pandemic and looking forward to economic recovery.

***Governor Newsom's Golden State Stimulus***

Governor Newsom signed a \$7.6 billion coronavirus relief package on February 23, 2021, that will give at least \$600 one-time payments to 5.7 million people while setting aside more than \$2 billion in grants for small businesses. This COVID-19 relief package is based on the Governor's initiatives outlined in his January state budget proposal to the Legislature, including relief to lower-income Californians and increased aid to small businesses. The Legislature is expected to continue passing COVID-19 relief legislation throughout the spring, particularly aimed at assisting struggling businesses.

***State Distribution of COVID-19 Federal Emergency Transportation Funding***

For the last several weeks, the California Transportation Commission (CTC) has held stakeholder workshops to determine the methodology to distribute approximately \$912 million in federal

transportation funding California is expected to receive as part of the \$900 billion Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Congress passed in December 2020.

Materials distributed by staff from the CTC and Caltrans include three distribution scenarios for CRRSAA funds:

1. Distribute 40 percent of the funds to regions via Surface Transportation Block Grant (STBG) formula;
2. Distribute more of the 40 percent to regions with populations greater than 200,000 by STBG; or
3. Distribute all funds through the State Transportation Improvement Program (STIP).

In all three scenarios, RCTC's share ranges between \$20 to \$23 million. A fourth option has recently emerged, which is a hybrid approach between STBG and STIP. On March 9, 2021, a collection of 10 regional transportation agencies sent a letter to California Transportation Commission (CTC) Executive Director Mitch Weiss, supporting the hybrid approach. As of the writing of this staff report, a final methodology has not yet been determined, but RCTC staff continue to participate in the process to ensure Riverside County receives its fair share.

### ***Climate Action Plan for Transportation Infrastructure Draft Release***

The California State Transportation Agency (CalSTA) released the draft Climate Action Plan for Transportation Infrastructure (CAPTI or Plan) on March 10, 2021. CAPTI outlines key investment strategies for investing \$5 billion of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety, and equity. The plan builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 intended to reduce greenhouse gas emissions in transportation.

According to CalSTA, the draft Plan will not change the "fix-it-first" approach to maintaining the state's highways, roads, and bridges via SB 1. However, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals. The Plan calls for increased investments to support zero-emission transit, freight and rail, as well as projects that expand access to walking, biking, and transit to reduce dependence on driving.

The draft plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network;
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure;
- Including investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure;
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits;

- Making safety improvements to reduce fatalities and severe injuries of all users toward zero;
- Assessing physical climate risk for transportation infrastructure projects;
- Promoting projects that do not substantially increase passenger vehicle travel;
- Promoting compact infill development while protecting residents and businesses from displacement;
- Developing a zero-emission freight transportation system; and
- Protecting natural and working lands.

For the last year, RCTC staff have provided feedback to CalSTA regarding the implementation of CAPTI by submitting comments and participating in meetings to reinforce the local perspective that a “one size fits all” climate action approach will not work. This is especially true for regions like Riverside County already identified as one of the fastest growing counties in the state and with a significant population required to commute outside the County to job-centers.

CalSTA will present the Plan to the CTC on March 24, 2021 and to the joint meeting between CTC, California Air Resources Board, and California Department of Housing and Community Development on April 8, 2021. Opportunity for public comment will end on May 4, 2021, with the final Plan release by June 2021. RCTC staff will review and prepare comments on the draft Plan.

## **Federal Update**

### ***Surface Transportation Reauthorization***

With COVID-19 relief legislation signed by President Biden in early March, House and Senate Committees are preparing to draft surface transportation reauthorization legislation to be passed before September 30, 2021. The current law, the Fixing America's Surface Transportation (FAST) Act, expired on September 30, 2020. When Congress did not pass replacement legislation, a one-year extension of the FAST Act programs was enacted. The Senate's Environment and Public Works (EPW) Committee, with jurisdiction over highway programs, requested transportation stakeholders submit policy priorities, which will be considered during the drafting phase of the surface transportation reauthorization legislation. Both Senators Feinstein and Padilla requested all policy proposals be submitted by March 9, 2021.

RCTC staff recommended two specific policy priorities:

- Ensure RCTC is eligible for all new discretionary grant programs; and
- Recognize the environmental impacts to communities from the idling of vehicles at railroad crossings.

These priorities are based on the amendments RCTC staff were able to get included during the debate last year on H.R. 2, the House’s 2020 version of surface transportation reauthorization

legislation. In addition, RCTC staff are working behind the scenes to ensure policies are not added that would create obstacles to the utilization of tolling as a tool to finance infrastructure projects and to support policies intended to streamline the environmental process to reduce project delivery timelines.

In order to help build bipartisan support for reauthorization legislation, House Democrats are allowing for earmarks to be utilized as a way to allow Representatives' input in the legislation.

### ***Reintroduction of Congressional Earmarks – House Transportation and Infrastructure Committee***

In advance of surface transportation authorization legislation this spring, Chairman Peter DeFazio (D-Oregon) of the House Committee on Transportation and Infrastructure (Committee) announced ways for Congressmembers to submit requests for highway and transit project designations (earmarks). Chairman DeFazio stated the new project submission process would allow Members of Congress to have more direct engagement on infrastructure projects.

The Committee will require that each project submitted to the Committee for consideration include the following information:

- Documentation of whether the project is on the State, Tribal, or Territorial Transportation Improvement Program (STIP); and on the Metropolitan Transportation Improvement Program (TIP), if applicable;
- Sources of funding for the full share of the cost of the project beyond the amount requested;
- Letter(s) of support from the State Department of Transportation, or local government, transit agency, or other non-federal sponsor;
- A description of the process that has been or will be followed to provide an opportunity for public comment on the project;
- Project phase (e.g. Planning, Final Design, Construction);
- NEPA category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement);
- Status of environmental review;
- Whether the project has received federal funding previously, and if so the source and amount; and
- Certification that the Member of Congress, their spouse, and other immediate family members do not have a financial interest in the project.

### ***Reintroduction of Congressional Earmarks – House Appropriations Committee***

The House Appropriations Committee is also allowing earmarks. The Appropriations Committee process is separate and apart from the House Transportation and Infrastructure project process discussed above.

On March 4, 2021, Chair Rosa DeLauro (D-Connecticut) sent a letter to House Members seeking submissions for “Community Project Funding,” a rebranding of earmarks associated with the Appropriations Committee. The process will include more transparency than in past years, including a requirement that neither a Member of Congress nor their family members benefit from a project’s funding, as well as a requirement that projects be randomly audited to ensure money was spent as planned. Also, new rules will cap the overall amount of money spent on earmarks to one percent of federal discretionary spending and will limit lawmakers to submit no more than 10 project requests each. All requests will be posted online, and funds cannot flow to for-profit recipients.

While earmarks have been requested by House Democrats, House Republicans and the Senate have not agreed to support earmarks as of the writing of this staff report. RCTC staff are currently evaluating what projects should be submitted for earmark consideration based on the current House criteria.

Attachments:

- 1) Letter - Representative Rosa DeLauro Earmark Announcement
- 2) Letter - CRSSA Hybrid Distribution



ROSA DELAURO, CONNECTICUT, CHAIR

MARCY KAPTUR, OHIO  
 DAVID E. PRICE, NORTH CAROLINA  
 LUCILLE ROYBAL-ALLARD, CALIFORNIA  
 SANFORD D. BISHOP, JR., GEORGIA  
 BARBARA LEE, CALIFORNIA  
 BETTY McCOLLUM, MINNESOTA  
 TIM RYAN, OHIO  
 C. A. DUTCH RUPPERSBERGER, MARYLAND  
 DEBBIE WASSERMAN SCHULTZ, FLORIDA  
 HENRY CUELLAR, TEXAS  
 CHELLIE PINGREE, MAINE  
 MIKE QUIGLEY, ILLINOIS  
 DEREK KILMER, WASHINGTON  
 MATT CARTWRIGHT, PENNSYLVANIA  
 GRACE MENG, NEW YORK  
 MARK POCAN, WISCONSIN  
 KATHERINE M. CLARK, MASSACHUSETTS  
 PETE AGUILAR, CALIFORNIA  
 LOIS FRANKEL, FLORIDA  
 CHERI BUSTOS, ILLINOIS  
 BONNIE WATSON COLEMAN, NEW JERSEY  
 BRENDA L. LAWRENCE, MICHIGAN  
 NORMA J. TORRES, CALIFORNIA  
 CHARLIE CRIST, FLORIDA  
 ANN KIRKPATRICK, ARIZONA  
 ED CASE, HAWAII  
 ADRIANO ESPAILLAT, NEW YORK  
 JOSH HARDER, CALIFORNIA  
 JENNIFER WEXTON, VIRGINIA  
 DAVID J. TRONE, MARYLAND  
 LAUREN UNDERWOOD, ILLINOIS  
 SUSIE LEE, NEVADA

**Congress of the United States**  
**House of Representatives**  
**Committee on Appropriations**  
**Washington, DC 20515-6015**

KAY GRANGER, TEXAS  
 HAROLD ROGERS, KENTUCKY  
 ROBERT B. ADERHOLT, ALABAMA  
 MICHAEL K. SIMPSON, IDAHO  
 JOHN R. CARTER, TEXAS  
 KEN CALVERT, CALIFORNIA  
 TOM COLE, OKLAHOMA  
 MARIO DIAZ-BALART, FLORIDA  
 STEVE WOMACK, ARKANSAS  
 JEFF FORTENBERRY, NEBRASKA  
 CHUCK FLEISCHMANN, TENNESSEE  
 JAIME HERREIA BEUTLER, WASHINGTON  
 DAVID P. JOYCE, OHIO  
 ANDY HARRIS, MARYLAND  
 MARK E. AMODEI, NEVADA  
 CHRIS STEWART, UTAH  
 STEVEN M. PALAZZO, MISSISSIPPI  
 DAVID G. VALADAO, CALIFORNIA  
 DAN NEWHOUSE, WASHINGTON  
 JOHN R. MOLENAAR, MICHIGAN  
 JOHN H. RUTHERFORD, FLORIDA  
 BEN CLINE, VIRGINIA  
 GUY RESCHENTHALER, PENNSYLVANIA  
 MIKE GARCIA, CALIFORNIA  
 ASHLEY HINSON, IOWA  
 TONY GONZALES, TEXAS

ROBIN JULIANO  
 CLERK AND STAFF DIRECTOR  
 (202) 225-2771

March 4, 2021

Dear Colleague:

Last week, I announced that the Committee on Appropriations will be soliciting Community Project Funding requests in the Member database along with the standard programmatic and language-based requests for the fiscal year 2022 cycle. I strongly believe Members know their districts best and know the needs of their communities. To that end, additional information regarding how the Member request process will work is included in Committee guidance [available here](#). Please refer to this information when engaging with your communities regarding which projects to request.

The process for submitting traditional appropriations requests (program funding, bill language and report language) remains the same as in prior years. The new Community Project Funding request process will be similar. Members will be required to enter requests (regular appropriations requests and Community Project Funding requests at the same time) using the Member database at: <https://AppropriationsSubmissions.house.gov>. This site will be available for regular appropriations requests and Community Project Funding requests beginning on **March 29, 2021** and will remain open until mid-April. Please refer to specific deadlines included in Subcommittee Dear Colleagues when released. These deadlines will also be posted on the Committee's website when available.

For transparency in the process, Members are required to post their Community Project Funding requests online concurrently with their submission of regular appropriations requests to the Committee. Members are also required to certify that neither they nor their immediate family have a financial interest in the Community Project Funding requests that they make. For the Committee to consider a Community Project Funding request, these requirements must be met. A template along with instructions for how to submit the certification are [available here](#) and in the database.

The Committee intends to fund community projects, on a limited basis. Members will be limited to no more than 10 Community Project Funding requests across all Subcommittees, though only a handful may actually be funded. Identifying these top priorities will help ensure projects are requested in the correct bills and accounts and will enable the Subcommittees to have the information necessary to evaluate requests. The Member database will be used to collect

information about project requests beginning March 29 and ending mid-April with each Subcommittee tailoring questions specific to its programs or purposes.

For these requests, community engagement and support are crucial in determining which projects are worthy of Federal funding. Additional information is included in the attached guidance. To that end, Members will be asked to include evidence of community support that served as compelling factors in the decision to submit project requests. This will include any relevant links to information posted on your website, or online, including letters of support.

More specific instructions will be provided in Dear Colleagues from each of the Subcommittee Chairs, including eligible accounts and the required information to accompany such requests.

During the month of March, the Committee will host virtual training sessions to help Members and staff better understand the request process for the fiscal year 2022 cycle, particularly for Community Project Funding requests. The Full Committee will provide general training sessions on the Member requests as well as at least one Subcommittee-specific training session for each of the Subcommittees involved in order to review the details of those accounts. Information regarding those training sessions will be announced shortly. Committee staff will be available on an ongoing basis to provide assistance to Members and their staff.

I firmly believe that Community Project Funding will give Members the tools to advocate for community-based projects in their districts to address the most pressing needs and restore balance between Congress and the Executive Branch. I look forward to working with you to ensure that the appropriations process is open, transparent and worthy of the public's trust during the fiscal year 2022 appropriations cycle. If you have questions concerning the Committee's requirements, please contact Jason Gray with the Full Committee Staff.

Sincerely,



Rosa L. DeLauro  
Chair, House Appropriations Committee

## Committee on Appropriations

### Guidelines for the FY2022 Community Project Funding Member Request Process

*What is required for requesting Community Project Funding?*

- **Limit of 10 Community Project Funding requests.** Given the limited scope for which the Committee will consider Community Project Funding requests, Members will be limited to no more than 10 requests (excluding programmatic and language requests) across all Subcommittees, though only a handful may actually be funded. Members will be required to prioritize their community project requests when they are submitted to the Member database.
  
- **Community Support.** Community engagement and support is crucial in determining which projects are worthy of Federal funding. Only projects with demonstrated community support will be considered. This recommendation builds on past Committee reforms, and Members will be required to present to the Committee evidence of community support that were compelling factors in their decision to submit the request. Examples of these include, but are not limited to:
  - Letters of support from elected community leaders (e.g. mayors or other officials);
  - Press articles highlighting the need for the requested Community Project Funding;
  - Support from newspaper editorial boards;
  - Projects listed on State intended use plans, community development plans, or other publicly available planning documents; or
  - Resolutions passed by city councils or boards.

These are intended to be examples of the type of information that you may consider presenting to the Committee in conjunction with your project. It is not an exhaustive list. Please direct questions to the relevant Subcommittee.

- **Financial Disclosure Statement.** Pursuant to House rule XXIII, clause 17, for each Community Project Funding request, Members are required to send the Chair and Ranking Member a letter stating that the Member does not have a financial interest in the proposed project. The Committee is expanding the requirement for the first time to certify that no one in their immediate family has a financial interest either. The Committee will not consider a requested project without this certification, and the template is included on the Committee's website. This is a separate letter from any programmatic or language-based requests. A summary of the elements required in the disclosure statement is below:

- Any Member requesting funding for a community project is required to provide a written statement to the Chair and Ranking Member of the Committee on Appropriations that includes the requesting Member’s name, the name and address of the intended recipient of the “Congressional earmark” (or, if there is no intended recipient, the intended location of the activity), the purpose, and a certification that the requesting Member does not have a financial interest in the project. An additional Committee requirement is to certify that no immediate family member has a financial interest.

This letter must accompany the submission in the Committee’s electronic database system, and the Committee will post it online if the request is funded in a FY 2022 Appropriations Bill. Programmatic and language-based requests do not require a disclosure letter. All Community Project Funding requests and any language requests that name a specific recipient of Federal funds will require a disclosure letter. For clarification on whether a disclosure letter is required, please contact the Subcommittee of jurisdiction.

- **Member Requirement to Post All Requests Online.** For transparency, Members are required to post Community Project Funding requests on their house.gov websites at the time the request is made to the Committee. The information posted must include:
  - the proposed recipient,
  - the address of the recipient,
  - the amount of the request,
  - and an explanation of the request, including purpose, and a justification for why it is an appropriate use of taxpayer funds.

Members will be asked to provide a link to the webpage containing this information when they enter the request into the Members’ Request database system. The Committee will use that link in its “one-stop” online database.

*What criteria will be used to evaluate Community Project Funding requests?*

Specific instructions will be provided in Dear Colleagues from each of the Subcommittee Chairs, including which accounts are eligible for such requests and the information Members must include for Subcommittees to properly evaluate such requests. This information must be provided in full in the database. More generally, Subcommittees will consider requests with the following in mind:

- **Ban on For-Profit recipients.** The Committee is imposing a ban on directing Community Project Funding to for-profit entities.

- **Matching requirements.** Several Federal programs eligible for Community Project Funding requests require a State or local match for projects either by statute or according to longstanding policy. The Committee will not waive these matching requirements for Community Project Funding requests, so it is important that Member offices discuss with their State and local officials the ability for localities to meet matching requirements prior to requesting a project. Note: This does not mean that matching funds must be in-hand prior to requesting a project, but that local officials must have a plan to meet such requirements in order for such a project to be viable.
- **One-year funding.** Each project request must be for fiscal year 2022 funds only and cannot include a request for multiyear funding.
- **State or local governmental entities as grantees.** Members are encouraged to consider public entities as primary grantees to oversee the completion of the project.
  - For infrastructure projects, many States have established lists or intended use plans with projects that have already been vetted by governmental officials (e.g. drinking water, wastewater and highways).
- **Non-profits as grantees.** If a Member requests that funding be directed to a non-profit organization, the Member will need to provide evidence that the recipient is a non-profit organization as described under section 501(c)(3) of the Internal Revenue Code of 1986. Further, many water projects often partner with non-profit entities to complete projects. Therefore, projects may also be directed to non-profits with an inherently governmental function.

*What additional items should I be aware of related to Community Project Funding requests?*

- **Lobbyists, donors and other affiliated parties.** While Members are required to certify to the Committee that neither they nor their immediate family have a financial interest in a proposed project, Members should also be fully aware of any other financial aspects or relationships associated with the proposed project that might raise ethical concerns. These include but are not limited to lobbyists, donors, or other affiliated parties that have an interest in the project.
- **“One-stop” webpage for the public.** The Appropriations Committee will maintain a website with links to all House Members’ appropriations project requests to help the public easily view them.
- **Transparency / Early Public Disclosure.** Per House rules, each bill’s Committee report will include a list identifying each community project that has been funded in the bill

along with the name of the Member requesting it. Each Subcommittee will make such lists public at the time of their Subcommittee markup.

*What is the definition of “Earmark?”*

- The Appropriations Committee uses the definition of “earmark” found in House rule XXI.

A “Congressional earmark” is defined as “a provision or report language included primarily at the request of a Member, Delegate, Resident Commissioner, or Senator providing, authorizing or recommending a specific amount of discretionary budget authority, credit authority, or other spending authority for a contract, loan, loan guarantee, grant, loan authority, or other expenditure with or to an entity, or targeted to a specific State, locality or Congressional district, other than through a statutory or administrative formula driven or competitive award process.” (Clause 9 of House rule XXI)

DIRECTIONS FOR MEMBER CERTIFICATIONS:

Pursuant to House rule XXIII, clause 17, Members are required to send the Chair and Ranking Member a letter stating that the Member does not have a financial interest in certain proposed projects. In order to be in compliance with the House rule and additional requirements established by the Chair of the Appropriations Committee, below please find suggested text for a certification to accompany a Community Project Funding request.

*Dear Chair DeLauro and Ranking Member Granger:*

*“I am requesting funding for \_\_\_\_\_ [project] in fiscal year 2022.*

*The entity to receive funding for this project is \_\_\_\_\_, located at  
\_\_\_\_\_ (address including street name, city, state and zip code)*

*The funding would be used for \_\_\_\_\_.*

*I certify that neither I nor my immediate family has any financial interest in this project.”*

*Sincerely,*

*Member of Congress*

The certifications must be on letterhead and must be signed by the Member. In accordance with House rules, certifications for projects included in any measures will be available for the public to see.

Please prepare the certification on letterhead and scan a copy for attachment the PDF document with each request to be uploaded to the database.

For questions about individual requests please contact the appropriate subcommittee staff. For questions regarding the certification process please contact Jason Gray with the Full Committee.

#### Requirements For Community Project Certifications (“Certs”)

- Must be signed by Member and on Member letterhead
- Must include:
  - Member name – the name of the Member of Congress requesting the Project.
  - Name and address of the intended recipient (if none, the location of the activity should be listed).
  - Purpose of the requested project – include a brief description of the intended use of funds.
  - Statement that the Member and immediate family has no financial interest in the requested project.
  - For the purposes of this certification the term “immediate family” means an individual who is related to the Member, Delegate, or Resident Commissioner, as father, mother, son, daughter, brother, sister, husband, wife, father-in-law, or mother-in-law.



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Metro



IMPERIAL COUNTY  
TRANSPORTATION COMMISSION



SCCRTC



March 9, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N. Street, MS 52  
Sacramento, CA 95814

**RE: Coronavirus Response and Relief Supplemental Appropriations Act of 2021  
Highway Infrastructure Programs Funding Distribution**

Dear Executive Director Weiss:

On behalf of the undersigned regional transportation agencies, we would like to thank the California Transportation Commission (CTC) for their leadership and collaborative approach in developing a distribution and administration methodology for the \$911 million in Highway Infrastructure Program funding provided to the State under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The purpose of the CRRSAA Highway Infrastructure Program is to address the impacts of the coronavirus (COVID-19) pandemic on highway infrastructure programs including costs related to preventive maintenance, routine maintenance, operations, personnel, including salaries of employees or contractors, debt service payments, availability payments, and coverage for other revenue losses.

Following the strong precedent of state and regional partnership in the distribution of federal highway formula funding over multiple federal transportation authorization bills, the regional transportation agencies support the proposed 60% State and 40% regional distribution proposal for distributing the total \$911 million of CRRSAA Highway Infrastructure Programs funding available to California. Of the resulting \$365 million of regional funds, we support the following distribution:

- \$183 million, as identified in CRRSAA for Large Urbanized Areas (UZA) over 200,000, distributed to all of the State's regional agencies that historically receive Surface Transportation Block Grant (STBG) apportionment regardless of size through the established STBG formula, administered by the California Department of Transportation (Caltrans) Local Assistance in the same manner as STBG funds; and
- \$182 million, or the remaining amount of the 40 percent regional share, distributed by the State Transportation Improvement Program (STIP) formula for the Regional Improvement Program (RIP), administered by the CTC.

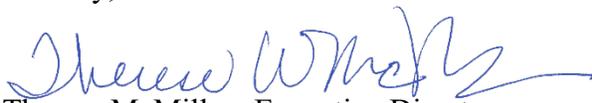
We believe that this approach is the most equitable and efficient way to address the impacts of COVID-19 on both large and small transportation agencies in the State and will ensure that these vital funds can be directed to where they are most needed as quickly as possible. The proposal recognizes the needs of both large and small counties by using a combination of the standard STBG

population formula, which generally benefits larger counties, and the STIP formula, which generally benefits smaller and more rural counties. The above proposal also recognizes the limitations in state law regarding expenditure of STIP funds, including limits on operations, maintenance, and salary backfill. By distributing part of the regional funds through the Caltrans Local Assistance process in the same manner of STBG funds, regions can ensure the CRRSAA funds are spent expeditiously and with the flexibility Congress provided.

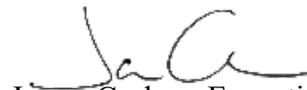
Finally, the above proposal meets the CRRSAA law's intent for at least \$183 million to be suballocated to large UZAs over 200,000 in population, even though a portion of the large UZA amount will be satisfied via the STIP. While the undersigned regions are comfortable with this approach in the interest of reaching consensus on this particular funding distribution proposal, this approach should not set precedent as it is our collective expectation to continue discussing distribution options for any future federal funding.

We sincerely appreciate the ongoing partnership of the CTC to support the relief of regional and local agencies along with the communities they serve that have been critically impacted by COVID-19 over the last year, as well as CTC's flexibility and creative thinking in getting these funds out to agencies as quickly as possible.

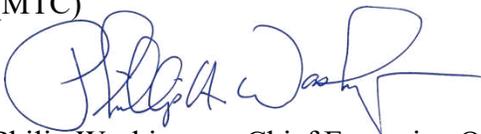
Sincerely,



Therese McMillan, Executive Director  
Metropolitan Transportation Commission  
(MTC)



James Corless, Executive Director  
Sacramento Area Council of Governments  
(SACOG)



Philip Washington, Chief Executive Officer  
LA Metro



Beth Burks, Executive Director  
Humboldt County Association of  
Governments (HCAOG)



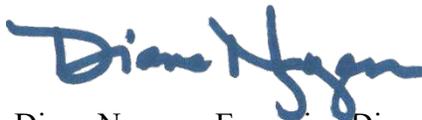
Mark Baza, Executive Director  
Imperial County Transportation Commission  
(ICTC)



Darrell Johnson, Chief Executive Officer  
Orange County Transportation Agency  
(OCTA)



Ann Mayer, Executive Director  
Riverside County Transportation Commission  
(RCTC)



Diane Nguyen, Executive Director  
San Joaquin Council of Governments  
(SJCOG)



Guy Preston, Executive Director  
Santa Cruz County Regional Transportation  
Commission (SCCRTC)



Darren Kettle, Executive Director  
Ventura County Transportation Commission  
(VCTC)

cc: Ms. Tanisha Taylor, Chief Deputy Director, CTC  
Ms. Teresa Favila, Deputy Director of Traditional Programming, CTC



# **AGENDA ITEM 8**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Technical Advisory Committee Jenny Chan, Planning and Programming Manager
<b>THROUGH:</b>	Jillian Guizado, Planning and Programming Director
<b>SUBJECT:</b>	Active Transportation Program Cycle 5 – Riverside County Project Recommendations for Metropolitan Planning Organization Regional Program

**TECHNICAL ADVISORY COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve the Riverside County Active Transportation Program (ATP) projects for inclusion in the Metropolitan Planning Organization (MPO) ATP Regional Program Cycle 5 consisting of the highest scoring projects in the total amount of \$11,305,000;
- 2) Authorize staff to adjust the ATP award request to include Riverside County – Public Health’s Safe Routes for All – Hemet Project to maximize available funds in Riverside County;
- 3) Submit the list of recommended and contingency projects to the Southern California Association of Governments (SCAG) for inclusion in the MPO ATP Regional Program and subsequent submittal to the California Transportation Commission (CTC) for final approval in June 2021;
- 4) Authorize staff to request state-only ATP funds for all projects, which all have cleared and completed state environmental clearance;
- 5) Submit the MPO ATP regional projects to SCAG for programming in the Federal Transportation Improvement Program (FTIP);
- 6) Direct staff to coordinate with the MPO ATP Regional Program project sponsors regarding timely funding allocations, obligations, and project delivery;
- 7) Prioritize Coachella Valley Association of Governments (CVAG)’s Coachella Valley Arts and Music Line project for any future supplemental ATP Cycle 5 funding; and
- 8) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

Senate Bill 99 created the ATP focusing state and federal funds toward projects that improve public health and reduce greenhouse gases. The CTC is responsible for administering the program including the development of guidelines, which involves local agency and public input. Project categories for these funds mainly include pedestrian and bicycle facilities or programs that enhance or encourage walking and bicycling. ATP Cycle 5 began with the CTC releasing a call for

projects on March 25, 2020. Due to the COVID-19 pandemic, CTC staff held a virtual public workshop on April 8, 2020, to discuss schedule revisions. The CTC approved a three-month delay to all aspects of the ATP, including application submittal, evaluation, and program adoption. The call for projects included three categories of funding:

<b>Funding Category</b>	<b>Amount</b>
Statewide Competitive (50%)	\$220,780,000
Small Urban and Rural Competitive (10%)	44,156,000
Large MPO Competitive (40%)	176,624,000
<b>Total Available ATP Funds – Cycle 5</b>	<b>\$441,560,000</b>

Applications were due to the CTC and Caltrans by September 15, 2020. The CTC received a total of 454 project applications requesting over \$2.3 billion in ATP funds over four Fiscal Years (FY) 2021/22 through 2024/25. Scoring of applications was managed by the CTC and involved the participation of various agencies including, but not limited to, regional transportation planning agencies, MPOs, Caltrans, councils of governments, county public health departments, and advocacy and interest groups such as Safe Routes to Schools (SRTS), California Bicycle Coalition, and Rails to Trails. In total, Riverside County agencies submitted 30 projects requesting approximately \$137 million of ATP funding in Cycle 5.

The ATP process allows applicants two opportunities to receive funding – the statewide and large MPO levels. As part of the sequential project selection, projects are first evaluated statewide and those that are not ranked high enough to receive statewide funding are automatically provided a second opportunity for funding through the large MPO share.

Applications were scored based on the following criteria established by the CTC:

- Benefits to Disadvantaged Communities (DAC)
- Need
- Safety
- Public Participation & Planning
- Scope and Plan Consistency
- Implementation & Plan Development
- Context Sensitive & Innovation
- Transformative Projects
- Cost Effective
- Leveraging Funds
- Conservation Corps Coordination
- Past Performance

**DISCUSSION:**

**CTC Statewide Competitive Funding Recommendations**

On March 24, 2021, the CTC is anticipated to approve the project recommendations for the statewide competitive component, which include the following two projects from Riverside County:

<b>CTC ATP PROJECT FUNDING FOR RIVERSIDE COUNTY – STATEWIDE COMPETITION</b>				
<b>Agency</b>	<b>Project</b>	<b>ATP Request</b>	<b>*DAC</b>	<b>CTC Score</b>
Perris	City of Perris Bike & Pedestrian Network Project	\$1,931,000	X	98
Riverside County	Safe Routes to School – San Jacinto	600,000	X	95
<b>Riverside County Statewide Total</b>		<b>\$2,531,000</b>		

***MPO Regional Program Recommendations***

The SCAG MPO ATP share is \$93.4 million for the six-county region and includes approximately \$88 million for implementation projects and \$4.6 million for planning and non-infrastructure activities. The \$88 million for implementation projects is distributed by county based on population. The remaining \$4.6 million is allocated to SCAG’s Sustainable Communities Program (SCP).

<b>County</b>	<b>Infrastructure Funding Amount</b>
Imperial	\$882,000
Los Angeles	47,506,000
Orange	14,930,000
<b><i>Riverside</i></b>	<b><i>11,305,000</i></b>
San Bernardino	10,157,000
Ventura	3,969,000
<b>Total</b>	<b>\$88,749,000</b>

ATP guidelines require that large MPOs, such as SCAG, work with the county transportation commissions to develop their regional program recommendations. In ATP Cycle 5, SCAG allowed each county transportation commission to develop its own point distribution methodology to award 20 points to the CTC score. In November 2020, the Commission approved the 20-point methodology as presented in Table 1.

***Table 1: RCTC-Adopted 20-Point Distribution***

	<b>Criteria</b>	<b>Points</b>
1.	Requesting construction-only funding	6
2.	Construction funding in the first two years of programming & PA/ED completed	10
3.	Projects identified in WRCOG Sub-regional Active Transportation Plan or CVAG Non-Motorized Plan; or an adopted local active transportation plan, bike or pedestrian master plan, or Safe Routes to School Plan	4

Adding 20 points to Riverside County project scores for the projects not recommended for the statewide competitive program results in the next highest scored projects that can be funded from Riverside County's share of MPO funding (Attachment 1).

After fully funding the highest scoring project, Cathedral City's Downtown Cathedral City Connector project, the balance available to fund the next set of projects is \$6,922,000. The second highest scoring project is CVAG's Coachella Valley Arts & Music Line, with an ATP request of \$16,903,000. Staff inquired with CVAG if the agency could accept partial MPO funding and if CVAG had sufficient funding to cover the \$9,981,000 balance. CVAG indicated it did not have funds to cover the remaining balance, therefore, staff moved down the project list to fully fund the next three highest scoring projects. After fully funding four infrastructure projects, a balance of \$348,000 remained that would be returned to the SCAG MPO share. To utilize the remaining funds in Riverside County, staff recommends funding Riverside County Public Health's non-infrastructure project, Safe Routes for All – Hemet, as it is the highest scored non-infrastructure project. Riverside County Public Health has committed to funding the remaining balance of \$288,000 with agency funds.

Staff recommends the following five projects for the MPO ATP Regional Program. Upon approval, staff will submit the list of recommended projects and the contingency list to SCAG for inclusion in the MPO ATP Regional Program and subsequent submittal to CTC for final approval in June 2021. Staff will work with SCAG and CTC staff to request state-only ATP funds for the five MPO projects, which have completed state environmental clearance. Staff will also work with project sponsors to program the projects into the SCAG FTIP and coordinate with project sponsors on timely allocation of ATP funds to ensure successful delivery of these critical active transportation projects. Staff will continue to work with CVAG to review ways to improve the competitiveness for transformative projects like the Coachella Valley Arts & Music Line in future cycles. Until then, CVAG is requesting the Commission to prioritize the project in the event supplemental funds are available to the ATP Cycle 5 Call for Projects (Attachment 2). Staff recommends prioritizing CVAG's Coachella Valley Arts & Music Line project should ATP Cycle 5 supplemental funding become available.

<b>RIVERSIDE COUNTY MPO PROJECT RECOMMENDATIONS</b>				
<b>Agency</b>	<b>Project</b>	<b>ATP Request</b>	<b>Cumulative Total</b>	<b>CTC Score/ RCTC Score</b>
Cathedral City	Downtown Cathedral City Connectors	\$4,383,000		90/110
Desert Hot Springs	Palm Drive Improvements	3,700,000	\$8,083,000	86.5/106.5
Eastvale	Southeast Eastvale SRTS Equitable Access Project	1,420,000	9,503,000	87/101
Wildomar	Bundy Canyon Active Transportation Corridor	1,454,000	10,957,000	79/99

Riverside County – Public Health	Safe Routes for All – Hemet (non-infrastructure)	348,000	11,305,000	91/NA
-------------------------------------	---	---------	------------	-------

***SCAG Sustainable Communities Program***

As part of the MPO ATP share, SCAG sets aside 5 percent for planning and non-infrastructure activities. These funds are distributed through the SCP. SCAG staff is currently preparing its draft SCP recommendations.

**Next Steps**

Upon Commission approval of staff’s recommendations, staff will submit the projects to SCAG for inclusion in the MPO ATP Regional Program Cycle 5. Subsequently, SCAG will submit the MPO Regional Program projects to the CTC for final approval at the June 2021 CTC meeting.

**FISCAL IMPACT:**

ATP funds are administered through the CTC, Caltrans, and the Federal Highway Administration. The Commission is not a recipient of these MPO ATP funds; therefore, there is no fiscal impact to the Commission’s budget.

Attachments:

- 1) ATP Scores for All Riverside County Applications
- 2) CVAG Letter for Coachella Valley Arts & Music Line



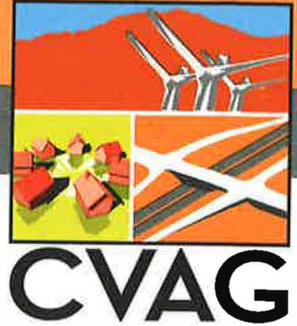
STATEWIDE COMPONENT																		
Agency	Project Name	Total Project Cost	ATP Request	PA/ED	PS&E	ROW	CON	CON-NI	21/22	22/23	23/24	24/25	MPO Score	STATE Score				
Perris	City of Perris Bike & Ped Network Project	1,999	1,931				1,896	35	35	1,896				98				
Riverside County	Safe Routes for All - San Jacinto	600	600					600		600				95				
TOTAL		2,599	2,531															
MPO COMPONENT																		
Agency	Project Name	Total Project Cost	ATP Request	PA/ED	PS&E	ROW	CON	CON-NI	21/22	22/23	23/24	24/25	MPO Score	STATE Score	MPO points	Plan 4pts	CON-ONLY 6 pts	CON in first 2 & CEQA 10 pts
Cathedral City	Downtown Cathedral City Connectors: Gap Closure & Complete Streets Improvement	5,566	4,383				4,383			4,383			110	90	20	4	6	10
Desert Hot Springs	Palm Drive Improvements	4,905	3,700				3,700		3,700				106.5	86.5	20	4	6	10
Eastvale	SE Eastvale SRTS Equitable Access Project	1,420	1,420		150		1,270		1,420				101	87	14	4	0	10
Wildomar	Bundy Canyon Active Transportation Corridor	3,990	1,454				1,377	77	1,377	77			99	79	20	4	6	10
Riverside County	Safe Routes for All - Hemet	636	348					636		636			NA	91	NA	NA	NA	NA
TOTAL		16,517	11,305															
<i>Riverside Share</i>			11,305															
CONTINGENCY LIST																		
CVAG	Coachella Valley Arts & Music Line	26,818	16,903				16,903			16,903			108	88	20	4	6	10
Desert Hot Springs	Palm Drive Improvements - I-10 to Camino Aventura	6,995	6,154				6,154			6,154			94	74	20	4	6	10
Wildomar	Mission Trail Active Transportation Project	6,548	3,638	168	168	115	3,110	77	451	3,110	77		94	90	4	4	0	0
Riverside County	Hemet Area SRTS Sidewalk Project	1,946	1,946	25	225	340	1,181	175	25	565		1,356	93	89	4	4	0	0
Riverside	Five Points Neighborhood Pedestrian Safety Improvements	6,953	6,113			1,070	5,043				1,070	5,043	92	88	4	4	0	0
Temecula	Temecula Creek Southside Trail Project	3,637	3,218				3,160	58	58	3,160			92	82	10	4	6	0
Desert Hot Springs	DHS CV Link Extension Project	32,572	29,035			1,290	27,745			1,290	27,745		91	87	4	4	0	0
Riverside County	Theda Street Safe Routes to School Sidewalk Project	1,881	1,881	25	235	340	1,181	100	25	575		1,281	88	84	4	4	0	0
Menifee	Harvest Valley Elementary SRTS	2,997	2,397	15	230	40	2,112		245	40	2,112		87.5	83.5	4	4	0	0
Riverside County	Mecca-North Shore Community Connector Bike Lanes	10,055	10,055	200	1,600		8,205	50	200	1,600	8,205	50	86	82	4	4	0	0
Riverside	Mitchelle Avenue Sidepath Gap Closure	6,989	6,289			200	2,373	3,716		200	2,373	3,716	85	81	4	4	0	0
Menifee	Romoland Elementary SRTS Sidewalk Gap Closure & Ped Improvements	6,413	5,453	60	260	50	5,083		370	5,083			83	79	4	4	0	0
Riverside County	Grand Avenue Pedestrian and Bicycle Safety Imp Project	2,820	2,820	25	400	250	2,045	100	25	650		2,145	83	79	4	4	0	0
Jurupa Valley	Pacific Avenue SRTS	4,132	2,403				2,170			233	2,170		92	78	14	4	0	10
Eastvale	Cucamonga Creek	1,999	1,999		150		1,849		1,999				81	67	14	4	0	10
Moreno Valley	South City Trail Project	7,781	7,781	80	900	250	6,551		80	1,150	6,551		72	68	4	4	0	0
Moreno Valley	Heacock Street Improvements	2,265	2,265	50	200	660	1,355		50	860		1,355	53	49	4	4	0	0
Riverside County	Skyview Road Pedestrian Bridge	10,343	7,970				7,870	100			7,970		37	31	6	0	6	0
Coachella	Coachella Bicycle and Pedestrian Connectivity Project	2,974	2,974		250		2,724		250	2,724			36	32	4	4	0	0
Murrieta	Copper Canyon Park Bridge	664	664	20	60		584		20	644			30	26	4	4	0	0
Riverside County	Safe Routes for All - Coachella	657	657					657		657				89	NA	NA	NA	NA
Riverside County	Lakeview/Neuvo Active Transportation Plan - Plan Only	270	270					270	270					ineligible	NA	NA	NA	NA
San Jacinto	San Jacinto Complete Streets Plan	328	328					328	328					81	NA	NA	NA	NA
TOTAL		148,037	123,213															



# COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

73-710 Fred Waring Dr., Suite 200, Palm Desert, CA 92260 · (760) 346-1127 · www.cvag.org

February 24, 2021



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

*ANNE*

Ms. Mayer,

Thank you for the recent update on the Active Transportation Program (ATP) Cycle 5 awards. I suppose we should all take some pride in the fact that we have so many competitive ATP projects coming out of the Coachella Valley. Unfortunately, after speaking to our partners on the Avenue 48/ Arts and Music Line, the Coachella Valley Association of Governments (CVAG) will have to pass on a partial ATP grant award of \$6.9 million because it would require too large of a financial commitment locally.

By passing on the funding, we recognize that the City of Desert Hot Springs' project along Palm Drive will become fully funded. Two other projects in western Riverside County are also expected to benefit. That's important for the safety of cyclists and pedestrians, who far too often are getting hit and killed on our roadways. However, this is the second year in a row where CVAG was in a competitive position, and just points away from full funding. RCTC has been a longstanding partner in our efforts to improve ATP access in the Coachella Valley, and we are hoping to talk with you about what RCTC resources (be it staff time, technical expertise and perhaps regional funding) may be available to help these projects be fully funded. Additionally, if ATP Cycle 5 funding is augmented, we look forward to working with you to ensure the Arts and Music Line is considered for full or partial funding.

I'd add that, in the recent cycles of the ATP funding, we have heard from the State that there is a push to have larger, more transformative projects. I think the applications out of the Coachella Valley reflect that vision. They also reflect the needs of our valley. We intend to continue to think big when it comes to how we improve active transportation routes in the Coachella Valley.

Please include this correspondence when the staff makes its recommendations to RCTC so it is provided to all the Commissioners. I am happy to address any questions or provide additional information. And thank you for your partnership.

Sincerely,

Tom Kirk  
Executive Director