



# MEETING AGENDA

## Western Riverside County Programs and Projects Committee

**Time:** 1:30 p.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

Clint Lorimore, **Chair**/Todd Rigby, City of Eastvale  
Ben J. Benoit, **Vice Chair**/Joseph Morabito, City of Wildomar  
Wes Speake/Jim Steiner, City of Corona  
Linda Krupa/Russ Brown, City of Hemet  
Brian Berkson/Guillermo Silva, City of Jurupa Valley  
Bill Zimmerman/Dean Deines, City of Menifee  
Yxstian Gutierrez/To Be Appointed, City of Moreno Valley  
Scott Vinton/Christi White, City of Murrieta  
Ted Hoffman/Katherine Aleman, City of Norco  
Michael Vargas/Rita Rogers, City of Perris  
Kevin Jeffries, County of Riverside, District I  
Jeff Hewitt, County of Riverside, District V

### STAFF

Anne Mayer, Executive Director  
John Standiford, Deputy Executive Director

### AREAS OF RESPONSIBILITY

Air Quality, Capital Projects, Communications and Outreach Programs, Intermodal Programs, Motorist Services, New Corridors, Regional Agencies/Regional Planning, Regional Transportation Improvement Program (RTIP), Specific Transit Projects, State Transportation Improvement Program (STIP)

Transportation Uniform Mitigation Fee (TUMF) Program, and Provide Policy Direction on Transportation Programs and Projects related to Western Riverside County and other areas as may be prescribed by the Commission.



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE**

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

**AGENDA\***

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

**1:30 p.m.**

**Monday, March 22, 2021**

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Western Riverside County Programs and Projects 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/82304983894>

**Meeting ID:** 823 0498 3894

**One tap mobile**

+16699006833,,82304983894#

**Dial by your location**

+1 669 900 6833

**Meeting ID:** 823 0498 3894

For members of the public wishing to submit comment in connection with the Western Riverside County Programs and Projects 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. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Committee may, either at the direction of the Chair or by majority vote of the Committee, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. Also, the Committee may terminate public comments if such comments become repetitious. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Committee shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*
5. **ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*
6. **APPROVAL OF MINUTES – FEBRUARY 22, 2021**
7. **POLICY FOR IMPLEMENTATION OF SOLAR POWER SYSTEMS AT COMMISSION-OWNED PROPERTIES**

**Page 1**

**Overview**

This item is for the Committee to:

- 1) Adopt a policy regarding the selection and installation of solar power systems at Commission-owned properties;
- 2) Adopt Resolution No. 21-003, “Resolution of the Riverside County Transportation Commission Regarding the Policy for Implementation of Solar Power Systems at Commission-owned Properties”; and
- 3) Forward to the Commission for final action.

**8. AMENDMENT TO CITY OF CORONA'S FY 2020/21 SHORT RANGE TRANSIT PLAN**

*Page 7*

***Overview***

This item is for the Committee to:

- 1) Approve a \$200,000 increase in the FY 2020/21 Local Transportation Fund (LTF) funding allocation for the city of Corona (City);
- 2) Amend the City's FY 2020/21 Short Range Transit Plan (SRTP) to increase the LTF operating allocation in the amount of \$200,000 for operating expenses; and
- 3) Forward to the Commission for final action.

**9. AMENDMENT TO AGREEMENT WITH CITY OF LAKE ELSINORE FOR ENHANCED LANDSCAPING AND AESTHETICS TO ADD GRINDING AND PAVING OF GRAPE STREET FOR THE INTERSTATE 15/RAILROAD CANYON ROAD INTERCHANGE IMPROVEMENTS PROJECT**

*Page 12*

***Overview***

This item is for the Committee to:

- 1) Approve Agreement No. 19-31-031-01, Amendment No. 1 to Agreement No. 19-31-031-00, with the city of Lake Elsinore (City) to add grinding and paving for Grape Street for the Interstate 15/Railroad Canyon Road Interchange Improvements Project (Project) for an additional City contribution of \$339,801, for a total City contribution not to exceed \$1,094,801;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Forward to the Commission for final action.

**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 Western Riverside County Programs and Projects Committee meeting is scheduled to be held at **1:30 p.m., Monday, April 26, 2021**, via Zoom.



# **AGENDA ITEM 6**

## **MINUTES**



# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

## **WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE**

Monday, February 22, 2021

### **MINUTES**

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

The meeting of the Western Riverside County Programs and Projects Committee was called to order by Chair Clint Lorimore at 1:31 p.m. via Zoom Meeting ID: 871 3010 5547. Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Western Riverside County Programs and Projects Committee meeting will only be conducted via video conferencing and by telephone.

#### **2. PLEDGE OF ALLEGIANCE**

At this time, Vice Chair Ben Benoit led the Western Riverside County Programs and Projects Committee in a flag salute.

#### **3. ROLL CALL**

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

Ben Benoit  
Brian Berkson  
Jeff Hewitt  
Ted Hoffman  
Kevin Jeffries  
Linda Krupa  
Clint Lorimore  
Wes Speake\*  
Michael Vargas  
Scott Vinton  
Bill Zimmerman

##### **Members Absent**

Yxstian Gutierrez

\*arrived after meeting was called to order

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

Arnold San Miguel, SCAG, announced applications for the 2021 Sustainability Communities Program Smart Cities and Mobility Innovations Program are being accepted until April 23, 2021. SCAG Greenprint Project should be ready to roll out this spring.

**5. ADDITIONS/REVISIONS**

There were no additions or revisions.

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

Commissioner Ted Hoffman noted he was present at the January 25, 2021 Western Riverside County Programs and Projects Committee meeting, however the minutes listed Berwin Hanna as the attendee. Lisa Mobley noted the correction would be made for the record.

**M/S/C (Benoit/Zimmerman) to approve the minutes as submitted, including the correction noted by Commissioner Hoffman.**

At this time Commissioner Wes Speake joined the meeting.

**7. AMENDMENT TO AGREEMENT WITH PARSONS TRANSPORTATION GROUP TO PROVIDE PROFESSIONAL SERVICES FOR THE PREPARATION OF AN ENVIRONMENTAL REVALIDATION AND PLANS, SPECIFICATIONS, COST ESTIMATES, AND RELATED SERVICES FOR IMPROVEMENTS ON THE STATE ROUTE 71/STATE ROUTE 91 INTERCHANGE PROJECT**

Bryce Johnston, Capital Projects Manager, presented the scope of the amendment with Parsons to provide professional services for the preparation of an environmental revalidation and plans, specifications, cost estimates, and related services for improvements on the 71/91 Interchange project.

Anne Mayer clarified for Commissioner Ted Hoffman that any time the Commission impacts Chino Hills State Park, the Commission has to get a permit. The Commission is not putting a new entry into the park. The Commission is looking at the Sukut property to purchase as mitigation land.

Commissioner Wes Speake added he thinks it is a simple encroachment permit because the project is very close to the park property.

Mr. Johnston clarified for Commissioner Brian Berkson that the construction aspect of the project is fully funded and the request for increased funding is for the design phase.

**M/S/C (Speake/Vinton) to:**

- 1) Approve Agreement No. 11-31-110-16, Amendment No. 16 to Agreement No. 11-31-110-00, with Parsons Transportation Group (Parsons) to provide professional services for the preparation of an environmental revalidation and plans, specifications, and cost estimates (PS&E) and related services for improvements on the State Route 71/State Route 91**

**(71/91) interchange project (Project), from approximately one-quarter mile west of Green River Road to Serfas Club Drive in the city of Corona, for an additional amount of \$1,293,547, and a total amount not to exceed \$14,167,025;**

- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and**
- 3) Forward to the Commission for final action.**

**8. AGREEMENT WITH STANTEC CONSULTING SERVICES, INC., FOR PREPARATION OF THE FINAL ENVIRONMENTAL DOCUMENT, PRELIMINARY ENGINEERING, PLANS, SPECIFICATIONS AND ESTIMATES, AND CONSTRUCTION SUPPORT SERVICES RELATED TO THE SANTA ANA RIVER TRAIL PROJECT PHASES 2, 2A AND 3A IN THE PRADO BASIN**

David Lewis, Capital Projects Manager, presented the scope of the agreement with Stantec for preparation of the final environmental document, preliminary engineering, plans, specifications and estimates, and construction support services related to the Santa Ana River Trail Project Phases 2, 2A and 3A in the Prado Basin.

Commissioner Hoffman expressed his displeasure with the horse trail being removed from the plan, that his city wasn't consulted or informed like they were supposed to be, and that equestrians in general are not considered when implementing trails.

Anne Mayer discussed the work and frustration involved in delivering this segment of the project.

Mr. Lewis expanded on the hurdles encountered with the trail and trying to get the equestrian trails in this segment of the project.

Mr. Lewis clarified for Commissioner Scott Vinton the contingency amount is higher than 10% because there are usually a lot of hurdles when dealing with the Army Corps and the Commission wanted to make sure there was enough of a buffer.

Mr. Lewis clarified for Commissioner Speake, the 20-foot-wide path will be added adjacent to Butterfield Ranch on the airport side. He added the Army Corps is not allowing any public trails on their dikes.

Ms. Mayer added the Army Corps has made changes within the last few years.

**M/S/C (Benoit/Speake) to:**

- 1) Award Agreement No. 21-67-038-00 to Stantec Consulting Services, Inc. (Stantec) to prepare a final California Environmental Quality Act (CEQA) document; perform preliminary engineering services; prepare plans, specifications, and estimates (PS&E); and provide construction design support services for the construction of Phases 2, 2A and 3A in the Prado**

**Basin of the Santa Ana River Trail (SART 1) project (Project) in the amount of \$714,039, plus a contingency amount of \$107,105 for potential changes in scope, for a total amount not to exceed \$821,144;**

- 2) Authorize the Executive Director or designee to approve contingency work as may be required for the Project;**
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and**
- 4) Forward to the Commission for final action.**

**No: Hoffman**

## **9. COMMISSIONERS / STAFF REPORT**

- 9A. Anne Mayer announced the express lanes customer service center is scheduled to open to the public this week.
- 9B. Commissioner Zimmerman announced the opening of the Salt Creek Trail between Menifee and Hemet.

## **10. ADJOURNMENT**

There being no further business for consideration by the Western Riverside County Programs and Projects Committee, the meeting was adjourned at 2:17 p.m.

Respectfully submitted,



Lisa Mobley  
Clerk of the Board

# **AGENDA ITEM 7**



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Western Riverside County Programs and Projects Committee
<b>FROM:</b>	Gary Ratliff, Facilities Administrator
<b>THROUGH:</b>	Marlin Feenstra, Project Delivery Director
<b>SUBJECT:</b>	Policy for Implementation of Solar Power Systems at Commission-Owned Properties

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Adopt a policy regarding the selection and installation of solar power systems at Commission-owned properties;
- 2) Adopt Resolution No. 21-003, *“Resolution of the Riverside County Transportation Commission Regarding the Policy for Implementation of Solar Power Systems at Commission-owned Properties”*; and
- 3) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

On June 29, 2018, the Commission entered into a settlement agreement with various petitioners to settle the legal challenges to the environmental documents for the Mid County Parkway and State Route 60 Truck Lanes projects. One of the commitments in the agreement is to implement solar panel installations at the South Perris and Moreno Valley/March Field commuter rail stations in accordance with Commission policy.

Staff therefore recommends a policy be adopted to guide the decision-making process when implementing solar power systems at Commission-owned properties. A policy to govern the determination of when and how solar power systems should be implemented at the Commission-owned commuter rail stations and other properties is needed because:

- 1) There are numerous solar power systems on the market and methods for funding and implementing those systems, each with different benefits and costs;
- 2) The policy will establish guidelines for staff for use in determining when and what type of solar power system should be installed;
- 3) It is necessary for compliance with the settlement agreement for the Mid County Parkway and the State Route 60 Truck Lanes projects; and
- 4) It will help maximize the use of limited funds for maintenance of Commission-owned property by providing the best economic benefit to the Commission.

## **Policy**

Staff recommends that installation of solar power systems at the Commission-owned commuter rail stations and other properties should only occur when the solar power systems provide a positive economic benefit to the Commission. This would be determined by comparing the expected savings in electricity costs (plus the value of excess energy generated, if any) with the estimated cost of the solar power system, including construction, operation, and maintenance. If the present value of the savings over the life span of the installation exceeds the present value of the costs over the same period, there is a positive economic benefit.

## **Implementation**

Staff studied various options to install solar power systems at the two stations specified in the settlement agreement. The options reviewed include:

- Solar panel system Power Purchase Agreement (PPA). A PPA is an arrangement in which a PPA company installs, owns and operates a solar power system on Commission property, and the system is sized to generate the same amount of power that is used at each site. The Commission would pay the PPA company for the energy generated by the solar panels based on a pre-determined rate per kilowatt-hour, sometimes with annual escalation. The power generated offsets the power required from the utility company, and ideally the generated energy cost is lower than the cost from the utility. Usually, a PPA contract lasts for 25 years. This option incurs no up-front costs by the Commission. This option is advantageous if future electricity costs rise more than the escalation rates in the contract, or if funding is not available to purchase the system up-front.
- Solar panel system lease. The lessor owns the solar power system, which is sized to generate the same amount of power that is used at each site, and the Commission pays a fixed monthly lease with an annual escalation for the life of the contract, up to 25 years. This option also incurs no up-front costs by the Commission.
- The Commission purchases and installs the solar power system, sized to generate as much power as is used at the site.
- The Commission purchases and installs the solar power system, sized to generate excess energy to sell back to the utility company. In this case, the rate paid to the Commission by the utility company for the excess generated energy is on average 60 percent less than the rate paid by the Commission for energy from the utility company.

Using a period of 25-years, which is the expected life span of the solar panels, the benefits and costs for each option were calculated and expressed in Table A below in terms of present value.

**Table A – Benefit / Cost Ratios**

<b>Installation Option</b>	<b>25 Year Present Value Savings*</b>	<b>25 Year Present Value Cost**</b>	<b>Benefit/Cost Ratio</b>
<b>Lease Solar Power System</b>	\$475,592	\$2,262,266	0.17
<b>PPA Solar Power System</b>	\$475,592	\$566,072	0.82
<b>RCTC Purchase and install Solar Power System with Excess Generation</b>	\$475,592	\$924,835	0.51
<b>RCTC Purchase and install Solar Power System</b>	\$475,592	<b>\$474,839</b>	<b>1.00</b>

\* 100% of the estimated energy costs at two stations, including 1.5% annual escalation in the power cost.

\*\* Includes design, site preparation, construction, and maintenance of the solar power system.

The only option that provides a positive economic benefit is the last option, which is to purchase and install a solar power system. All other options, including power purchase agreement or lease, do not provide a positive economic benefit, and, under the proposed policy, do not meet the proposed requirements for implementation.

**Plan**

Staff recommends adoption of Resolution No. 21-033 related to a policy for implementation of solar power systems at Commission-owned properties.

In accordance with the policy, staff has estimated the present value of the cost to fulfill Commission obligations to comply with the Mid County Parkway/State Route 60 Truck Lanes Projects settlement agreement for the installation of solar power systems at the Moreno Valley/March Field and Perris-South stations to be about \$474,839. This includes a construction cost of \$467,470 plus annual maintenance, which is estimated to be \$400 per year, and will be included in the annual station maintenance budget. Staff intends to use the on-call station electrical and construction maintenance contracts for design and installation of a solar power system to offset the electrical usage to a zero cost.

The solar power system installations for the Perris-South and Moreno Valley/March Field stations are funded by the Proposition 1B Public Transportation Modernization Improvement and Service Enhancement Account Grant. These funds have been approved for reassignment from the 2013 Coachella Valley Rail Grant.

**FISCAL IMPACT:**

With the adoption of this policy, the Commission will implement solar power systems that provide a positive economic benefit. Staff will utilize on-call contracts and available authority previously approved the Commission. The initial two installations will be included in the appropriate fiscal year budget and funded with Proposition 1B funding.

Attachments:

- 1) Resolution No. 21-033
- 2) Policy for Implementation of Solar Power Systems at Commission-owned Properties

RESOLUTION No. 21-003

RESOLUTION OF THE  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION REGARDING THE  
POLICY FOR IMPLEMENTATION OF SOLAR POWER SYSTEMS AT COMMISSION-OWNED PROPERTIES

WHEREAS, the Riverside County Transportation Commission (the "Commission") owns and operates nine commuter rail stations, as well as various other properties in Riverside County.

WHEREAS, the Commission desires to adopt a policy to provide guidance on implementation of solar power systems on Commission-owned property.

NOW, THEREFORE, the Commission hereby resolves as follows:

The Riverside County Transportation Commission hereby adopts the Policy for Implementation of Solar Power Systems at Commission-owned Properties, attached hereto as Exhibit A.

APPROVED AND ADOPTED April 14, 2021

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Jan Harnik, Chair  
Riverside County Transportation Commission

ATTEST:

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Lisa Mobley  
Clerk of the Board



 <b>Riverside County Transportation Commission</b> <i>Policy</i>	
<b>Title:</b>	Policy for Implementation of Solar Power Systems at Commission-owned properties.
<b>Revised:</b>	
<b>Administered By:</b>	Capital Projects
<b>Approved By:</b>	Commission
<b>Approved Date:</b>	April 14, 2021

**PURPOSE**

The purpose of this Policy is to provide guidance for implementation of solar power systems at Riverside County Transportation Commission (“Commission”) owned properties.

**POLICY**

The Commission owns and operates nine commuter rail stations in Riverside County and various other properties throughout the county.

The installation of solar power systems at Commission-owned properties shall only occur when a solar power system provides a “Positive Economic Benefit” to the Commission. This will be determined by comparing the estimated cost of the solar power system, including construction, operation, and maintenance, to the expected savings in electricity costs (plus the value of excess energy generated, if any).

A solar power system project has a Positive Economic Benefit when the present value of its energy savings exceeds the present value of the costs over the same period.



# **AGENDA ITEM 8**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Western Riverside County Programs and Projects Committee
<b>FROM:</b>	Eric DeHate, Transit Manager
<b>THROUGH:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	Amendment to City of Corona's FY 2020/21 Short Range Transit Plan

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve a \$200,000 increase in the FY 2020/21 Local Transportation Fund (LTF) funding allocation for the city of Corona (City);
- 2) Amend the City's FY 2020/21 Short Range Transit Plan (SRTP) to increase the LTF operating allocation in the amount of \$200,000 for operating expenses; and
- 3) Forward to the Commission for final action.

**BACKGROUND INFORMATION:**

During the development of the FY 2020/21 SRTP cycle in spring 2020, the pandemic, also known as the Coronavirus (COVID-19), caused stay-at-home orders issued throughout the country including California. Since mid-March 2020 when the Governor issued a stay-at-home order due to COVID-19, transit ridership plummeted 80 to 90 percent in just a few weeks, causing many transit operators to reduce their scheduled services. Transit operators continue to monitor ridership closely and have implemented enhanced safety and sanitization measures for their vehicles, bus stops, and transit centers.

Congress took action to assist many including transit operators with the passage of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act. Riverside County transit operators received approximately \$122 million in CARES Act funding. This funding assisted operators in FY 2019/20 and FY 2020/21. For FY 2020/21, CARES Act funding through the Federal Transit Administration (FTA) made up the majority share of funding.

The City received \$3.9 million of CARES Act funding for its transit services, for which approximately \$2.64 million is programmed in FY 2020/21. The City anticipated utilizing a portion of its share of CARES Act funding to pay for direct and indirect payroll charges for FY 2020/21; however, the City was informed through its audit that indirect payroll charges were ineligible for federal funds including CARES Act funds without an approved cost allocation plan with FTA. The City still expects to expend the CARES funds in FY 2020/21 for other eligible operating expenditures.

City staff reached out to Commission staff and submitted an amendment (Attachment 1) to its FY 2020/21 SRTP and is requesting an increase of \$200,000 in LTF to fully fund its operations. Staff reviewed the request and recommends approval of the \$200,000 allocation of LTF be used to fulfill this request and amendment to the City's SRTP for this additional allocation.

**FISCAL IMPACT:**

The additional \$200,000 LTF allocation does not require an adjustment to the FY 2020/21 budget, as minor LTF adjustments for transit operators were anticipated and budgeted.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2020/21	Amount:	\$200,000
Source of Funds:	LTF Western Riverside County Bus		Budget Adjustment:	No	
GLA No.:	002210 86101 00000 0000 601 62 86101				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	03/10/2021

Attachment: City of Corona's FY 2020/21 Amendment 1 Request



## MEMORANDUM

DATE: February 17, 2021

TO: Anne Mayer, Executive Director  
Riverside County Transportation Commission

FROM: Sudesh Paul, Transportation Planning Supervisor   
Savat Khamphou, Assistant Public Works Director

SUBJECT: FY 2020/21 SRTP Table 4 Adjustment – Amendment 1

City of Corona Transit Service (CCTS) is requesting an adjustment to its FY 2020/21 Table 4: Summary of Funds Requested for FY 2020/21 to reflect the following changes:

- Reduce CARES Act funding from \$2,843,298 to \$2,643,298. Expenses relating to pension liability and indirect costs are not eligible. CARES Act funds are already programmed in grant CA-2020-114-00.
- Increase LTF funding from \$0 to \$200,000 to offset ineligible expenses. Expenses such as pension liability (~\$160k) and indirect costs (~40k) are not eligible under Federal Transit Administration (FTA) Section 5307 funds, including CARES Act funding. If approved, the City will utilize the LTF funds that have been carried over from prior year.
- See Table 4 on the following page for details of funding.

It was determined during FY 19/20 year end reconciling that pension liability expenses were an ineligible expense and at that time, FY 20/21 budget had already been approved.

In addition, during the current Single Audit for FY 19/20, the auditor determined that the City had utilized indirect payroll charges which are ineligible for federal funds without an approved indirect cost allocation plan. Instead of hours worked, the employees' time was allocated between different accounts using an estimate. The City will take immediate action to rectify the situation and only charge for hours worked for transit. The estimate-based allocation was used for the Acting Public Works Director (10%) & support staff (14%), however main staff's time is 100% dedicated towards transit.



## Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Corona

Original

Operating															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Comprehensive Operations Analysis	\$100,000		\$52,000	\$48,000											
Corona Cruiser Operating Assistance	\$1,365,870	\$0	\$1,365,870	\$0		\$0	\$0	\$0	\$0	\$0					
Corona Dial-A-Ride Operating Assistance	\$1,410,428		\$1,410,428				\$0								
Triennial DBE Goal-Program Update	\$15,000		\$15,000												
Vehicle Maintenance Oversight Project	\$50,000												\$50,000		
<b>Sub-total Operating</b>	<b>\$2,941,298</b>	<b>\$0</b>	<b>\$2,843,298</b>	<b>\$48,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>						

Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Bus Parking Stall Canopy - 21-1	\$100,000										\$96,052	\$3,948			
Bus Stop Improvements - 21-2	\$50,646										\$47,296	\$3,350			
Intellegent Transportation System - 21-3	\$345,000				\$64,700									\$255,624	\$24,676
<b>Sub-total Capital</b>	<b>\$495,646</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,348</b>	<b>\$7,298</b>	<b>\$0</b>	<b>\$255,624</b>	<b>\$24,676</b>
<b>Total Operating &amp; Capital</b>	<b>\$3,436,944</b>	<b>\$0</b>	<b>\$2,843,298</b>	<b>\$48,000</b>	<b>\$64,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,348</b>	<b>\$7,298</b>	<b>\$50,000</b>	<b>\$255,624</b>	<b>\$24,676</b>

FY 2020/21 Projected Funding Details	
5307 RS	\$0
5307 RS CARES	\$2,843,298
5307 RS OB	\$48,000
AB 2766	\$0
FARE	\$0
GF REV	\$0
LTF	\$0
OTHR LCL	\$0
SGR-OB	\$50,000
Total Estimated Operating Funding Request	\$2,941,298
5339 RS	\$64,700
SGR PUC99313	\$143,348
SGR PUC99314	\$7,298
STA PUC99313	\$255,624
STA PUC99314	\$24,676
Total Estimated Capital Funding Request	\$495,646
<b>Total Funding Request</b>	<b>\$3,436,944</b>



## Table 4.0 - Summary of Funding Requests - FY 2020/21

City of Corona

Amendment # 1

Operating															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Comprehensive Operations Analysis	\$100,000		\$52,000	\$48,000											
Corona Cruiser Operating Assistance	\$1,365,870	\$0	\$1,253,870	\$0		\$0	\$0	\$0	\$112,000	\$0					
Corona Dial-A-Ride Operating Assistance	\$1,410,428		\$1,322,428				\$0		\$88,000						
Triennial DBE Goal-Program Update	\$15,000		\$15,000												
Vehicle Maintenance Oversight Project	\$50,000												\$50,000		
<b>Sub-total Operating</b>	<b>\$2,941,298</b>	<b>\$0</b>	<b>\$2,643,298</b>	<b>\$48,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>

Capital															
Project	Total Amount of Funds	5307 RS	5307 RS CARES	5307 RS OB	5339 RS	AB 2766	FARE	GF REV	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	SGR-OB	STA PUC99313	STA PUC99314
Bus Parking Stall Canopy - 21-1	\$100,000										\$96,052	\$3,948			
Bus Stop Improvements - 21-2	\$50,646										\$47,296	\$3,350			
Intellegent Transportation System - 21-3	\$345,000				\$64,700									\$255,624	\$24,676
<b>Sub-total Capital</b>	<b>\$495,646</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,348</b>	<b>\$7,298</b>	<b>\$0</b>	<b>\$255,624</b>	<b>\$24,676</b>
<b>Total Operating &amp; Capital</b>	<b>\$3,436,944</b>	<b>\$0</b>	<b>\$2,643,298</b>	<b>\$48,000</b>	<b>\$64,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$143,348</b>	<b>\$7,298</b>	<b>\$50,000</b>	<b>\$255,624</b>	<b>\$24,676</b>

FY 2020/21 Projected Funding Details	
5307 RS	\$0
5307 RS CARES	\$2,643,298
5307 RS OB	\$48,000
AB 2766	\$0
FARE	\$0
GF REV	\$0
LTF	\$200,000
OTHR LCL	\$0
SGR-OB	\$50,000
Total Estimated Operating Funding Request	\$2,941,298
5339 RS	\$64,700
SGR PUC99313	\$143,348
SGR PUC99314	\$7,298
STA PUC99313	\$255,624
STA PUC99314	\$24,676
Total Estimated Capital Funding Request	\$495,646
<b>Total Funding Request</b>	<b>\$3,436,944</b>



# **AGENDA ITEM 9**



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

<b>DATE:</b>	March 22, 2021
<b>TO:</b>	Western Riverside County Programs and Projects Committee
<b>FROM:</b>	Bryce Johnston, Capital Projects Manager
<b>THROUGH:</b>	Marlin Feenstra, Project Delivery Director
<b>SUBJECT:</b>	Amendment to Agreement with City of Lake Elsinore For Enhanced Landscaping and Aesthetics to Add Grinding and Paving of Grape Street for the Interstate 15/Railroad Canyon Road Interchange Improvements Project

**STAFF RECOMMENDATION:**

This item is for the Committee to:

- 1) Approve Agreement No. 19-31-031-01, Amendment No. 1 to Agreement No. 19-31-031-00, with the city of Lake Elsinore (City) to add grinding and paving for Grape Street for the Interstate 15/Railroad Canyon Road Interchange Improvements Project (Project) for an additional City contribution of \$339,801, for a total City contribution not to exceed \$1,094,801;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Forward to Commission for final action.

**BACKGROUND INFORMATION:**

Since May 2011, the Commission has managed the Project (see Project map Attachment 1) on behalf of the City, via a master agreement which reimburses the Commission for all expenses. The project approval and environmental document phase was completed in August 2017. In September 2017, the Commission awarded a contract to WKE, Inc. to perform final engineering services and prepare final plans, specifications, and cost estimate for the construction of the Project.

At the June 12, 2019 meeting, the Commission approved Agreement No. 19-031-31-00 with the City for its contribution of \$755,000 of City funds for enhanced landscaping and aesthetics.

Subsequently, the Commission awarded a construction contract to Riverside Construction Company (RCC) in March 2020, and the construction notice to proceed was issued on May 18, 2020. Currently construction is approximately 45% complete and on schedule to be finalized in Spring 2022.

**DISCUSSION:**

In September 2020, the City requested that additional scope be added to the Project, in the form of grinding, overlaying, and restriping a section of Grape Street from Oak Tree Drive to the intersection of Railroad Canyon Road, including the adjustment of any associated utilities. It was agreed with the City that an amendment to the existing agreement for landscaping and aesthetics would be the most suitable way to reimburse the Commission for this work.

Following the initial discussion with the City, RCC provided an estimate for the work. Staff negotiated the scope of work with RCC and reached agreement on a fair and reasonable lump sum cost in the amount of \$339,801, with no additional time allowance.

Staff recommends approval of Amendment No. 1 to Agreement No. 19-31-031-00 between the Commission and the City stipulating that the City will contribute an additional \$339,801 for the grinding, repaving, and restriping of Grape Street as part of the Project. With the additional contribution, the total City contribution related to Agreement No. 19-31-031-00 is \$1,094,801.

Financial Information					
In Fiscal Year Budget:	N/A	Years:	FY 2021/22	Amount:	\$339,801
Source of Funds:	City of Lake Elsinore		Budget Adjustment:	N/A	
GLA No.:	005104 416 41604 0000 210 72 41203				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	03/11/2021

Attachments:

- 1) Project map Attachment 1
- 2) Draft Agreement No. 19-31-031-01

# I-15 RAILROAD CANYON ROAD INTERCHANGE





Agreement No. 19-31-031-01

**AMENDMENT NO. 1 TO  
COOPERATIVE AGREEMENT  
BETWEEN  
RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
AND  
THE CITY OF LAKE ELSINORE  
FOR INSTALLATION OF CITY REQUESTED ENHANCED LANDSCAPING  
AS PART OF THE I-15 RAILROAD CANYON RD INTERCHANGE**

**PARTIES AND DATE**

This Amendment No. 1 to the Cooperative Agreement for Installation of City Requested Enhanced Landscaping as Part of the I-15 Railroad Canyon Road Interchange is made and entered into this \_\_\_ day of \_\_\_\_\_, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("RCTC") and the CITY OF LAKE ELSINORE ("City"). RCTC and City are sometimes referred to herein individually as "Party", and collectively as "Parties".

**RECITALS**

RCTC and City have entered into an agreement dated June 12, 2019 for the purpose of funding and implementing enhanced Railroad Canyon IC project aesthetic improvements and landscaping ("Project") to be included in the Railroad Canyon Road Interchange work in the City (the "Master Agreement").

RCTC and City now desire to amend the Master Agreement in order to extend the scope of the Project, providing for grinding, overlaying, and restriping a section of Grape Street, from Oak Tree Drive to the intersection of Railroad Canyon Road, including the adjustment of any associated structures ("Grape Street Repaving") as well as to provide additional funding for such work.

**TERMS**

The scope of the Project as set forth in Exhibit "A" and Exhibit "B" of the Master Agreement shall be amended to include the Grape Street Repaving, as more fully described in Attachment "1", attached to this Amendment No. 1 and incorporated herein by reference.

The City Total Contribution, as that term is defined in Section 4.2 of the Master Agreement, shall be increased from \$755,000 to \$1,094,801.36

in accordance with the cost allocation set forth in Attachment "2", attached to this Amendment No. 1 and incorporated herein by reference. Attachment "2" includes a revised version of Exhibit "C" of the Master Agreement, and shall replace the original version of Exhibit "C" in its entirety.

The City shall deposit additional funds with RCTC in order to fund Grape Street Repaving in accordance with the cost allocation set forth in Attachment "2", attached to this Amendment No. 1 and incorporated herein by reference.

Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the Parties under this Amendment No. 1.

This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.

**[Signatures on following page]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. 19-31-031-01**

**IN WITNESS WHEREOF**, the Parties hereto have executed this Amendment on the date first herein above.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**CITY OF LAKE ELSINORE**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

By: \_\_\_\_\_  
Jason Simpson, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Best Best & Krieger LLP  
General Counsel

By: \_\_\_\_\_  
Barbara Leibold  
City Attorney

ATTESTED:

By: \_\_\_\_\_  
Candice Alvarez, CMC  
City Clerk

**ATTACHMENT "1"**  
**GRAPE STREET REPAVING**

The work shall consist of a 2" (two-inch) grind and overlay of the City surface street, Grape Street, from Oak Tree Drive to Railroad Canyon Road.

The approximate area of grinding and paving is 158,100 sq. ft. (excludes the raised median, which is not affected by this scope of work).

Grape St. will be grinded (via cold-planing) 2" and overlaid with HMA Type A. The pavement delineations, markers, and markings will be installed as shown in the plans attached to Change Order No. 23, entered into between RCTC and the Contractor, dated for reference purposes as of January 26, 2021, copy of which is on file with the Parties and incorporated herein by reference.

The work includes, but is not limited to:

- Traffic Control
- Cleaning & Street Sweeping (Job Site Maintenance related to this work only)
- Hauling and Disposal of removed AC
- Manhole adjustments where necessary

