

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Citizens and Specialized Transit Advisory Committee

TIME: 11:00 a.m.

DATE: Monday, August 9, 2021

LOCATION: 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 🌀

Gloria J. Sanchez, **Chair**, Menifee Senior Advisory, Southwest Riverside County

Lisa Castilone, **Vice Chair**, GRID Alternatives, Western and Southwest Riverside County

Kenneth Woytek, **Second Vice Chair**, Menifee Senior Advisory Committee, Southwest Riverside County

John Chavez, Retired Citizen, San Gorgonio Pass

George Colangeli, Palo Verde Valley Transit Agency, Palo Verde Valley

Betty Day, Hemet Public Library Trustee, Hemet-San Jacinto

Alejandra Gonzalez, Norco Seniors on the Move, Northwest Riverside County

John Krick, T-Now Member, Northwest Riverside County

Jack Marty, Retired Citizen, San Gorgonio Pass

Priscilla Ochoa, Blindness Support Services, Northwest Riverside County

Mary Jo Ramirez, Workforce Development Member, Southwest Riverside County

Catherine Rips, Angel View, Coachella Valley

Ivet Woolridge, Independent Living Partnership, Riverside County

Riverside Transit Agency, Western Riverside County

SunLine Transit Agency, Coachella Valley

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE**

www.rctc.org

AGENDA*

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

11:00 a.m.

Monday, August 9, 2021

Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Citizens and Specialized Transit Advisory 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/89410317072>

Meeting ID: 894 1031 7072

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Committee Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org prior to August 8, 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 Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a Committee meeting, please contact the Clerk of the Board at (951) 787-7141. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENTS

4. 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.)

5. APPROVAL OF MINUTES – APRIL 12, 2021

6. PUBLIC HEARING – TRANSIT NEEDS IN RIVERSIDE COUNTY

Page 1

Overview

This item is for the Committee to conduct a public hearing to receive comments on transit needs in Riverside County (County).

7. COUNTYWIDE TRANSIT REPORT: FISCAL YEARS 2017/18 THROUGH 2019/20

Page 4

Overview

This item is for the Committee to receive and file the Countywide Transit Report for Fiscal Year 2017/18 through FY 2019/20.

8. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 13

Overview

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

9. COMMITTEE MEMBER / STAFF REPORT

Overview

This item provides the opportunity for the Committee members, transit operators, and staff to report on attended and upcoming meetings/conferences and issues related to Committee activities.

10. ADJOURNMENT

The next Citizens and Specialized Transit Advisory Committee meeting is scheduled for December 13, 2021.

AGENDA ITEM 5

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

CITIZENS AND SPECIALIZED TRANSIT ADVISORY COUNCIL

April 12, 2021

Minutes

1. CALL TO ORDER

The meeting of the Citizens and Specialized Transit Council was called to order by Chair Gloria Sanchez at 11:00 a.m. via Zoom ID 896 2019 6961. Pursuant to Governor Newsom's Executive Order N-29-20, (March 18, 2020), the Citizens and Specialized Transit Council was only be conducted via video conferencing and by telephone.

2. ROLL CALL

Members Present

Lisa Castilone
John Chavez
George Colangeli
Alejandra Gonzalez
John Krick
Karen Long
Jack Marty
Mary Jo Ramirez
Catherine Rips
Gloria J Sanchez
Kenneth Woytek
Riverside Transit Agency
Sunline Transit Agency

Members Absent

Betty Day
Priscilla Ochoa

3. PUBLIC COMMENTS

None

4. ADDITIONS/REVISIONS

None

5. APPROVAL OF MINUTES – December 7, 2020

M/S/C (Colangeli/Ramirez) to approve the minutes as amended by marking that George Colangeli, PVVTA, was not at the meeting for December 7, 2020.

6. BYLAWS OF THE CITIZENS AND SPECIALIZED TRANSIT ADVISORY COUNCIL

Lorelle Moe-Luna, Multimodal Services Director, presented the details of the revised bylaws of the CSTAC.

M/S/C (Marty/Gonzalez) to:

Approve the revised bylaws of the Citizens and Specialized Transit Advisory Council (CSTAC).

7. FISCAL YEAR 2021/22 – 2023/24 DRAFT SHORT RANGE TRANSIT PLAN UPDATES

This item is for the Council to receive and file Draft Fiscal Year (FY) 2021/22 – 2023/24 Short Range Transit Plans (SRTPs) updates from the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's Rail and Vanpool Programs.

Eric DeHate, Transit Manager, introduced each agency and representative for their presentation to the Council on their draft FY 2021/22 – 2023/24 SRTP.

Kristin Warsinski presented on behalf of RTA. She discussed the proposed FY 22 operating and capital budget. Ms. Warsinski explained for Chair Sanchez the micro transit pilot program and shared information on the research RTA is doing on the program. Ms. Warsinski responded to Mr. Chavez's question regarding the use of hydrogen buses by describing the hydrogen fueling stations that would be in Menifee and Riverside and that RTA is planning on doing a slow roll out of hydrogen buses. Mary Jo Ramirez asked if RTA was planning on adding bus shelters in unincorporated/rural areas. Ms. Warsinski responded by stating the RTA does a report on ridership and bus stops every year and there are multiple tiers. The studies are given to the jurisdiction and then they ultimately decide where the bus shelters will go.

Brittney Sowell presented on behalf of SunLine. She discussed a progress update from the September CSTAC meeting, their leadership in alternative fuel technology, addressing rider needs, and their new network.

Ms. Ramirez commented on the training center and offering the next generation the opportunity to learn how to enter into transportation. Mr. Marty requested information regarding microtransit van service and the cost. Ms. Sowell directed him to the SunLine website and said she will send RCTC the packet to distribute to the Committee members. Gerardo Sanabria, City of Corona, requested the per kilogram price on hydrogen production and what the mileage is. Ms. Sowell said she will find out the answer and report back to the Committee.

Melissa Williams presented on behalf of the city of Banning. She discussed the overview of the transit program in the city of Banning and the effects COVID-19 has on their program. She also discussed their new program with real time predictions, Swiftly.

Celine Cabrera presented on behalf of the city of Beaumont. She presented the Beaumont Transit SRTP overview for FY 2022.

Sudesh Paul presented on behalf of the city of Corona. She discussed the various programs offered by the city of Corona Transit Services.

Jessica Jacquez presented on behalf of the city of Riverside. She discussed the Special Transportation's SRTP overview. Mary Jo Ramirez commented on the "a day in the life of a driver" segment.

George Colangeli presented on behalf of PVVTA. He presented a brief overview of the PVVTA SRTP for FY21/22.

Sheldon Peterson presented on behalf of RCTC's commuter rail program. He presented a brief overview of the commuter rail programs, focusing on Metrolink and the CV Rail.

Brian Cunanan presented on behalf of RCTC's vanpool program. He presented an overview of the Vanpool Program and the FY 21/22 projections. John Krick asked if there were any vanpoolers affected by the pandemic. Mr. Cunanan responded there were a few vanpoolers affected and their leases were terminated. Mr. Cunanan clarified for Mr. Krick the UCR vanpools were through UCR employees not students.

Mr. Marty requested Mr. DeHate send the Committee a copy of all of today's SRTP powerpoint presentations.

8. COMMITTEE MEMBER/STAFF REPORT

John Standiford, RCTC Deputy Executive Director, expressed his appreciation to the Council members for their participation. He also announced the I-15 Express Lanes opened over the weekend and that RiversideExpress.com has more information if anyone is interested.

Monica Morales, RCTC Senior Management Analyst, updated the Council on the status of the draft awards for the Measure A call for projects. The next 3-year cycle is on schedule and will start July 1.

9. ADJOURNMENT

There being no further business for consideration by the Citizens and Specialized Transit Advisory Council, the meeting adjourned at 12:44 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Lorelle Moe-Luna". The signature is fluid and cursive, with a large initial "L" and "M".

Lorelle Moe-Luna, Multimodal Services Director

AGENDA ITEM 6

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	August 9, 2021
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Public Hearing – Transit Needs in Riverside County

STAFF RECOMMENDATION:

This item is for the Committee to conduct a public hearing to receive comments on transit needs in Riverside County (County).

BACKGROUND INFORMATION:

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

The Commission is required to identify any “unmet transit needs” that may exist within the County only if there is intent of using TDA funds for local streets and roads per PUC Section 99401.5 and 99401.6. Currently, the Commission intends to use 100% TDA funding on transit, therefore, the Commission is not required to initiate the “Unmet Transit Needs Process” and additional public hearings.

The public hearing was advertised by transit operators, specialized transit providers, and other stakeholders on buses, facilities, and social media. Staff also published a 30-day hearing notice in The Press-Enterprise, The Desert Sun, and The Palo Verde Times. The following methods were made available to the public to submit comments via oral or written testimony:

- 1) Email at info@rctc.org.
- 2) Postal Mail to:
Riverside County Transportation Commission
Attn: Transit Needs Public Hearing Comments
P. O. Box 12008, Riverside, CA 92502-2208
- 3) Via the website at www.rctc.org/contact-us/.
- 4) By phone at (951) 787-7141

- 5) In-person via video/teleconference on Monday, August 9, 2021 at 11:00am at the Citizens and Specialized Transit Advisory Committee meeting

As of the writing of this report, two written public comments have been received through the alternative methods noted above.

Staff recommends that the CSTAC hold a public hearing at today's meeting to receive public comments. Staff will continue to work with transit operators to address the public comments received and support service improvements that will meet those needs.

Attachment: Public Notice Flyer for Public Transit Operators

Riverside County Transit Needs Public Hearing

Join Us!

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

Monday, August 9, 2021
11:00 AM

Join the meeting via video/telephone conference

<https://rctc.zoom.us/j/89410317072>

Meeting ID: 894 1031 7072

Phone: (669) 900-6833

How to submit a comment?

- Live at Virtual Public Hearing
- Email comments to info@rctc.org with *Transit Needs Public Hearing Comments* as subject
- Mail a comment to:
RCTC
Attn: Transit Needs Public Hearing
PO Box 12008
Riverside, CA 92502-2208
- Fill out the online form at www.rctc.org/contact-us/
- Call (951) 787-7141

¡Acompañenos!

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

Lunes, 9 de agosto de 2021
11:00 AM

Únase a la junta a través de video/conferencia telefónica

<https://rctc.zoom.us/j/89410317072>

ID de la junta: 894 1031 7072

Teléfono: (669) 900-6833

¿Cómo enviar un comentario?

- En vivo en la audiencia pública virtual
- Por correo electrónico a info@rctc.org con *comentarios de audiencia pública de necesidades de tránsito* como asunto
- Por correo a
RCTC
Attn: Transit Needs Public Hearing
PO Box 12008
Riverside, CA 92502-2208
- Complete el formulario en línea en www.rctc.org/contact-us/
- Llamar al (951) 787-7141



AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	August 9, 2021
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Countywide Transit Report: Fiscal Years 2017/18 through 2019/20

STAFF RECOMMENDATION:

This item is for the Committee to receive and file the Countywide Transit Report for Fiscal Year 2017/18 through FY 2019/20.

BACKGROUND INFORMATION:

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

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

DISCUSSION:

The FYs 2017/18 – 2019/20 Countywide Transit Report (Attachment 1) provides a high-level picture of the public transit network in Riverside County with factsheets for five modes of transportation: commuter rail, fixed-route bus, demand response/paratransit bus, specialized transit, and vanpool. Key performance metrics that are highlighted include the following:

- Farebox Recovery Ratio;
- Passenger Boardings;
- Operating Costs;
- Revenue Service Hours;
- Passengers Per Revenue Hour; and

- Other indicators relevant by mode such as train service miles and subsidy per trip.

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

How Are We Doing?

The network of nine public transit service providers and 18 human service operators carried approximately 16.9 million passenger trips in FY 2017/18, 17.2 million passenger trips in FY 2018/19, and over 14.7 million passenger trips in FY 2019/20. For several years between about 2014 through 2018 transit ridership was declining not only in Riverside County but throughout the nation. In 2019, ridership was starting to show signs of re-growth upon the implementation of various marketing initiatives and service enhancements; however, in March 2020, when the Coronavirus pandemic and stay-at-home orders were issued statewide, ridership again tumbled drastically in the months to come, up to 80 percent by route in some cases. Farebox recovery ratios were being met until FY 2018/19, but the pandemic also left farebox recovery ratios short of the state-required 20 percent for urban areas and 10 percent for rural areas in FY 2019/20. Annual operating costs for public transit services in FY 2019/20 for the county exceeded \$150 million, with revenues comprised of 50 percent from state, 32 percent from federal, and 18 percent from local funding sources.

Transit operators have prioritized numerous marketing initiatives as the region moves toward a recovery phase. Enhanced safety and cleaning protocols have remained a top priority to protect the public and employees. Strategic planning is underway for many transit operators to add back previously reduced service levels; additional community engagement with major employers and colleges and university is being conducted; and free ride programs to attract youth, college students, and veterans have been implemented.

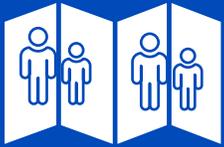
The report gives a glimpse of where these modes of transit are heading. Only a portion of the impacts of COVID-19 can be captured in the FY 2019/20 numbers as stay-at-home orders were issued in the last quarter of FY 2019/20 (April-June). A better understanding of the impact of COVID-19 on transit will likely be gleaned in the next edition of the report which will include final audited data for FY 2020/21.

FISCAL IMPACT:

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

Attachment: Countywide Transit Report: Fiscal Years 2017/18 - 2019/20

Riverside County Facts



7,200
Square Miles

2.5 million
Residents

5 Modes of Public Transit



Rail



**Fixed-Route
Bus**



**Public Demand
Response**
(advance reservation
services)



**Specialized
Transportation**



Vanpool Services

The Countywide Transit Report presents a high-level picture of the public transit network in Riverside County and the relative efficiency and costs of services.

Riverside County has an extensive network comprised of commuter rail, fixed-route and demand response bus, specialized transportation services, and a vanpool services. These services include nine public transit service providers and 18 community-based service operators.

The last several years has brought great change and opportunities in public transit. Ridership declines between 2014 and 2018 were occurring in southern California and throughout the nation. Researchers from UCLA studied trends and determined that increased car ownership contributed to the lost of public transit ridership. Transit agencies in the county remained engaged and implemented various initiatives to attract new riders and in 2019 saw promising results to reverse the trend. Unfortunately, in March 2020, the Coronavirus pandemic resulted in stay-at-home orders, causing ridership to plummet up to 80% on some services. Transit agencies adapted to public health orders swiftly, implemented additional safety standards, and modified service levels as necessary to be cost effective and meet customer demand.

Looking Forward - Recovery Initiatives in Riverside County

Since the initial drop in ridership, transit operators have prioritized safety and cleaning protocols to protect the public. The focus is now on recovery initiatives to regain ridership and meet the growing population in Riverside County.

Marketing initiatives such as free rides for youth and college students, and in some cities the general public, are underway throughout the county to welcome back riders and encourage new users.

Strategic plans such as Comprehensive Operational Analyses are being developed to determine how transit operations can best navigate changing customer travel patterns while achieving productivity goals.

Zero-emission vehicle planning and implementation will continue to be a capital priority. Transit operators such as SunLine are paving the way in research and development, and by 2023 all operators in the county will have developed zero emission bus roll-out plan

Breakdown of Total Operating Costs by Fund Source

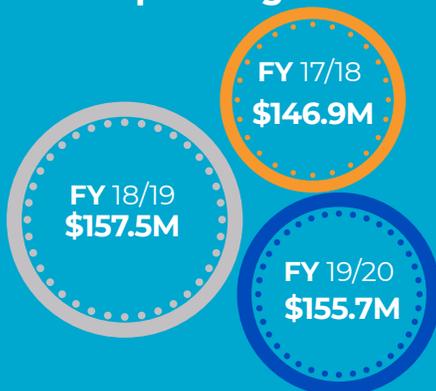
**Includes federal stimulus funds*

**Local
Funds
18%**

State Funds 50%

**Federal
Funds*
32%**

Total Operating Costs



Public Transit Ridership Annual Passenger Trips





The Commission is a member agency of the Southern California Regional Rail Authority, which provides commuter rail service better known as Metrolink. Metrolink provides seven commuter lines, three of which serve Riverside County. Metrolink is an effective alternative for commuters within the southern California region traveling to major employment and destination centers, taking pressure off freeways and reducing congestion. RCTC owns and maintains all nine Metrolink stations and rail property along the Perris Valley Line in the county. The stations are multimodal transit centers with regional and local bus connections that also serve as park & ride locations to encourage rideshare. Station rehabilitation projects continue to be a priority, using more environmentally sustainable methods while maintaining the highest standards of safety and security.

Riverside Line Riverside to Los Angeles



59 Route Miles	12 Trains on Weekdays
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Inland Empire-Orange County Line San Bernardino to Oceanside

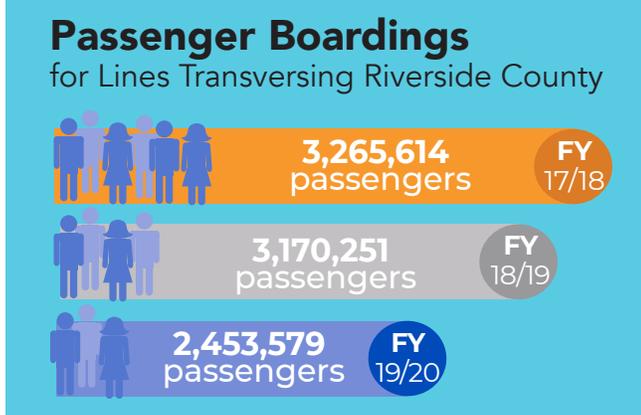
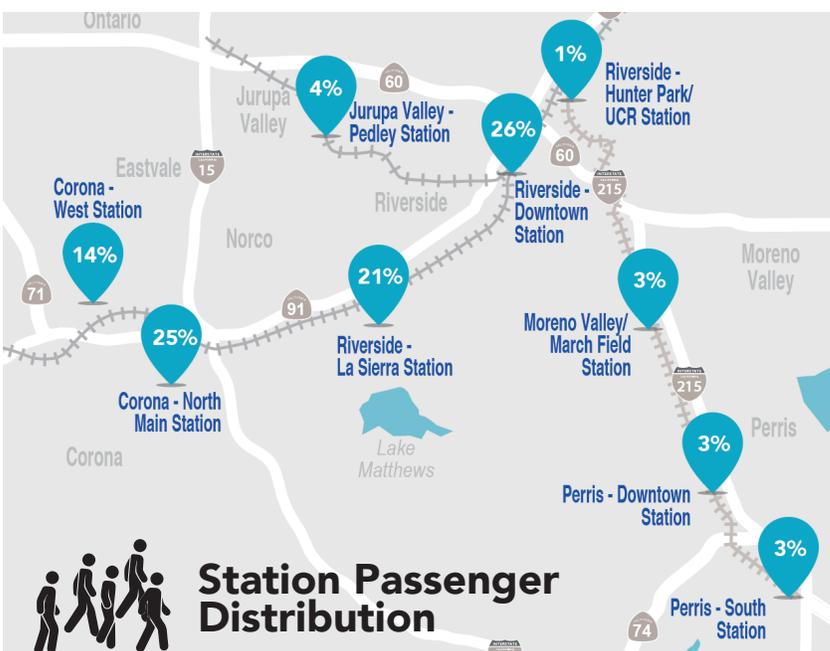
100 Route Miles	16 Trains on Weekdays	4 Trains on Weekends
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91/Perris Valley Line Perris Valley to Los Angeles via Fullerton

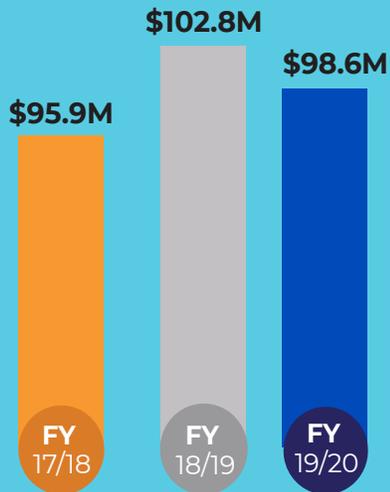


84 Route Miles	15 Trains on Weekdays	4 Trains on Weekends
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Total Operating Costs



Riverside County has six operators that provide local, intercity, and express fixed route bus services. These services provide an environmentally friendly alternative for residents to travel to work, school, medical appointments, and other essential tasks.

Transit operators continue to partner with one another and local jurisdictions to seek new funding opportunities to expand services.



Increased Bus Use in 2019 College Pass Programs



Farebox Recovery Ratio

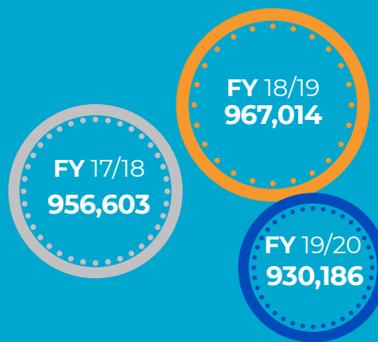
Farebox recovery ratio is a key performance indicator that is state-mandated. Farebox recovery minimums vary by operator, generally 20% for urban areas and 10% for rural areas. Due to Covid-19, legislation was enacted in 2020 to waive farebox recovery requirements

22.8% FY 17/18

21.7% FY 18/19

23.1% FY 19/20

Revenue Service Hours



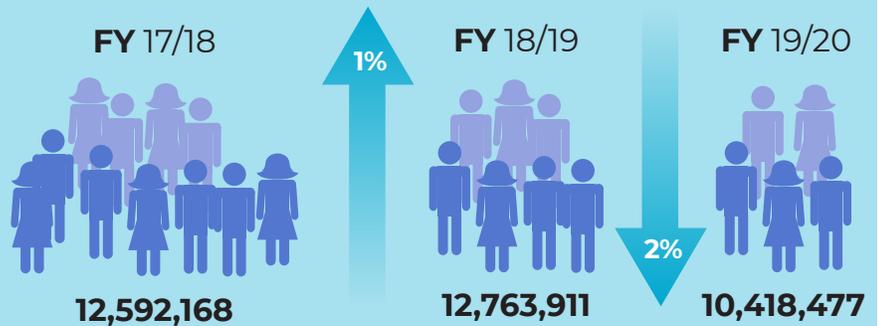
Average Passengers per Hour

13.2 passengers FY 17/18

13.2 passengers FY 18/19

11.2 passengers FY 19/20

Passenger Boardings



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

Complementary paratransit service is provided within 3/4 of a mile from a local fixed-route service. These services are typically provided to seniors and those who qualify under the Americans with Disabilities Act, and are intended for individuals who are unable to use the fixed-route bus system.

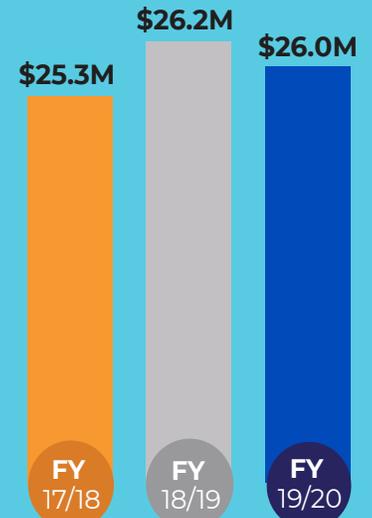
Public demand response riders are among the most vulnerable users in the transportation network. It is anticipated that even after Covid-19 restrictions are lifted, ridership recovery for the senior and disabled population on paratransit services will take longer than fixed-route services.

Similar to fixed route services, farebox recovery for paratransit service is closely monitored. The farebox recovery ratio requirement is 10% for demand response services.

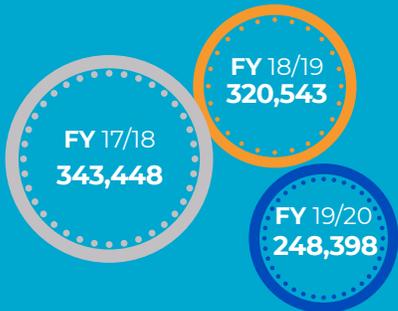
Travel training programs such as RTA's Freedom to Go have been successful at teaching Dial-A-Ride users and others to utilize fixed-route services, enabling passengers to gain more independence and mobility choices while creating cost savings.



Total Operating Costs



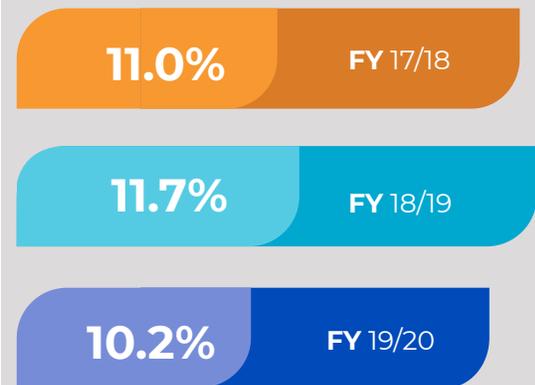
Revenue Service Hours



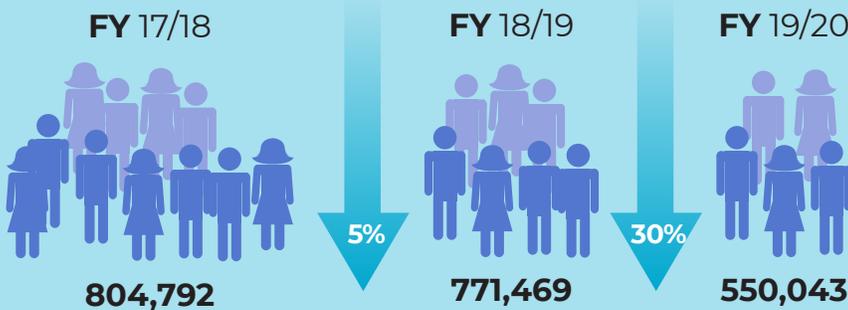
Average Passengers per Hour



Farebox Recovery Ratio



One-way Passenger Boardings



A portion of Measure A, the ½-cent local sales tax revenues are used for specialized transit services. In Western Riverside County, RCTC awards funding to public and human service providers of transit services for persons with disabilities, low income, seniors, and veterans through the Specialized Transit Program. These specialized services meet the needs of the most vulnerable population that are either outside of the fixed-route bus and senior and disabled public demand response service areas, or have specific needs that cannot be met using traditional services. These services expand mobility options for individuals who cannot drive, have no one to drive them or have difficulty using public transit.

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



Measure A Subsidy for Western Riverside County

FY 17/18 \$2.2M

FY 18/19 \$2.4M

FY 19/20 \$2.2M

19 Specialized Transit Programs in 5 Categories

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

Passenger Boardings

Inclusive of travel training and bus pass program trips.

 214,894 passengers FY 17/18

 262,174 passengers FY 18/19

 225,901 passengers FY 19/20

Average Subsidy Per Boarding

FY 17/18 \$10.29 

FY 18/19 \$9.10 

FY 19/20 \$9.73 

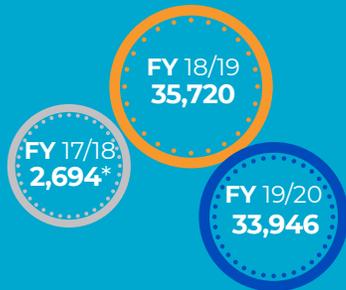


In May 2018, RCTC initiated a new Vanpool program for Western Riverside County called VanClub. Vanpool programs are highly effective at reducing traffic and vehicle emissions by reducing the number of vehicles traveling daily. VanClub was created to support long-distance commuters, by offering a subsidy of up to \$400 per month towards the cost of the vanpool leases.

They also serve as a public transportation alternative in areas that are hard to serve by transit and can be an amenity for employers to attract and retain employees.

RCTC VANCLUB

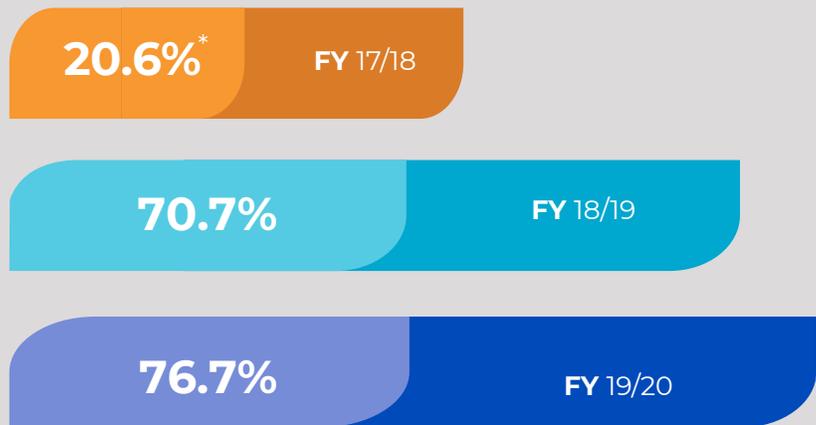
Revenue Service Hours



Average Vanpools per Month



Farebox Recovery Ratio



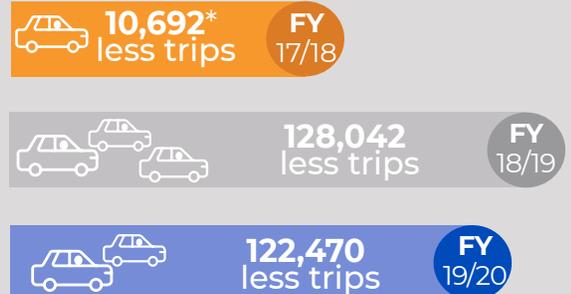
*FY 17/18 only includes 2 months of information



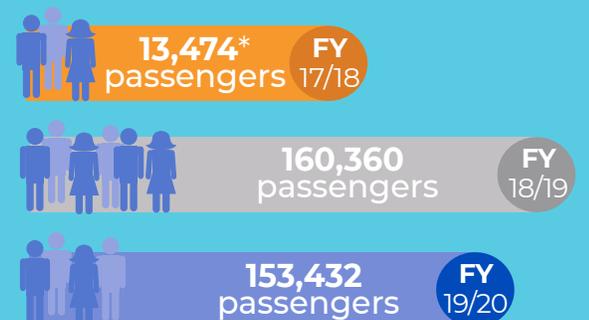
Total Operating Costs



Single Occupancy Vehicle Trips Eliminated



Passenger Boardings in Western Riverside County



AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	August 9, 2021
TO:	Citizens and Specialized Transit Advisory Committee
FROM:	Tyler Madary, Senior Management Analyst, Legislative Affairs
THROUGH:	David Knudsen, Interim External Affairs Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

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

BACKGROUND INFORMATION:

State Update

The State has had an irregular budget cycle this year, as a result of the COVID-19 pandemic. While the Legislature passed the FY 2021-22 Budget by the June 15 constitutionally required deadline, they left room for future bills to further specify the spending of specific programs by the end of the Legislative Session on September 10, 2021. Those negotiations are expected to continue this month.

While these funding amounts are contingent on additional trailer bill legislation, the Transportation Infrastructure Plan is expected to include:

- \$1 billion for Transit and Rail Projects that improve state and local connectivity;
- \$500 million for Active Transportation Projects;
- \$315 million for ZEV Incentives administered by the California Air Resources Board for drayage, school buses, and transit buses; and
- \$83 million to create and fund the Clean California Initiative, which establishes grant funding to clean various transportation public spaces and right of ways, including transit centers.

The FY 2021-22 Budget also continues the statutory relief provided to transit agencies in last year’s budget, such as:

- Freezing various state funding formulas at pre-pandemic levels through the FY 2022-23 budget year;
- Extending the temporary suspension of farebox recovery ratio requirements;

- Extending the temporary suspensions of financial penalties associated with the State Transit Assistance Program’s spending requirements through FY 2022-23, so transit operators may direct more of the funding to maintenance and sanitation;
- Exempting regional entities from requirement to provide transit agencies with performance recommendations through FY 2022-23;
- Requiring Caltrans to consult with local transportation agencies to report on the performance audit requirements in the Transportation Development Act and provide recommendations for streamlining the audits to the Legislature by November 30, 2021;
- Exempting various expenditures from the calculation of an agency’s farebox recovery ratio; and
- Expanding flexibility for the calculation of the farebox recovery ratio.

Of note, consideration of the Governor’s proposal to allocate the balance of Proposition 1A bond funding to the California High-Speed Rail Authority has been deferred, pending further negotiation ahead of the September 10, 2021 deadline. Details of the Transportation Infrastructure Plan will continue to be worked out between the Legislature and the Governor.

Federal Update

Surface Transportation Reauthorization Bill Passed House

On July 1, 2021 the House passed its version of the surface transportation reauthorization legislation, the INVEST in America Act (INVEST Act). The \$715 billion transportation package includes \$109 billion in proposed funding for transit and \$95 billion for passenger and freight rail, including a tripling of funding to Amtrak to \$32 billion.

Senate Bipartisan Surface Transportation Reauthorization Bill Taking Shape

On July 29, 2021, a bipartisan group of 10 Senators announced agreement on a smaller infrastructure package backed by President Biden that authorizes \$550 billion in new spending over five years. Dubbed the Infrastructure Investment and Jobs Act, the infrastructure package includes \$39.2 billion in proposed funding for transit and \$66 billion for passenger and freight rail.

Based largely on the bipartisan surface transportation reauthorization bills passed out of the Senate Committee on Environment and Public Works and the Senate Committee on Commerce, Science and Transportation, the Infrastructure Investment and Jobs Act has an uncertain path forward, considering its pending scoring of pay-fors by the Congressional Budget Office, the bill’s connection to the proposed \$3.5 trillion reconciliation package proposed by Senate Democrats, and the vast difference in proposed spending from the INVEST Act.

Community Project Funding

Congress brought back earmarks, now known as Community Project Funding, this year. This process allows for Members of Congress to submit funding requests for various projects in their districts to be considered for inclusion in the annual Appropriations bill and House surface transportation reauthorization bill. RCTC submitted a number of Community Project Funding requests to Riverside County's representatives, and currently have \$34 million in requests pending.

Projects under consideration for funding include:

- Smart Freeway Pilot Project, which will use technology to improve the flow of traffic on northbound I-15 in Temecula and Murrieta;
- I-15 Corridor Operations Project (I-15 COP), which will add a southbound auxiliary lane to ease traffic in Corona and Temescal Valley;
- I-15 Northern Extension (15 NEXT) to connect the recently opened express lanes with those being planned in San Bernardino County;
- Moreno Valley/March Field Station Improvements Project, which would expand rider capacity at the 91/Perris Valley Line station; and
- I-10/Highland Springs Interchange Improvements, which would improve safety and throughput at the impacted interchange on the border of Beaumont and Banning.

Each of these projects will bring direct and indirect benefits to transit riders.