



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: October 25, 2021

Location: This meeting is being conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

COMMITTEE MEMBERS

Lloyd White, **Chair** / David Fenn, City of Beaumont
Raymond Gregory, **Vice Chair** / Mark Carnevale, City of Cathedral City
Kyle Pingree / 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 / Patricia Lock Dawson, 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

AGENDA*

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

9:30 a.m.

Monday, October 25, 2021

This meeting is being conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://rctc.zoom.us/j/88562001852>

Meeting ID: 885 6200 1852

One tap mobile

+16699006833,,88562001852# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Budget and Implementation Committee Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org and your comments will be made part of the official record of the proceedings as long as the comment is received before the end of the meeting's public comment period. Members of the public may also make public comments through their telephone or Zoom connection when recognized by the Chair.

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

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a 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 – SEPTEMBER 27, 2021

Page 1

6B. SINGLE SIGNATURE AUTHORITY REPORT

Page 6

Overview

This item is for the Committee to:

- 1) Receive and file the Single Signature Authority report for the first quarter ended September 30, 2021; and
- 2) Forward to the Commission for final action.

6C. ADOPTION OF RESOLUTION NO. 21-019 TO ADOPT CHAPTER 10 OF THE CALTRANS LOCAL ASSISTANCE PROCEDURES MANUAL APPLICABLE TO FEDERALLY FUNDED ARCHITECTURAL AND ENGINEERING SERVICES PROCUREMENT

Page 8

Overview

This item is for the Committee to:

- 1) Adopt Resolution No. 21-019, “Resolution of the Riverside County Transportation Commission Adopting Chapter 10 of the Caltrans Local Assistance Procedures Manual Applicable to Federally Funded Architectural and Engineering Services Procurements”; and
- 2) Forward to the Commission for final action.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 13

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. COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR PLANNING STUDY UPDATE AND AMENDMENT TO HDR ENGINEERING AGREEMENT

Page 19

Overview

This item is for the Committee to:

- 1) Approve Agreement No. 14-25-072-07, Amendment No. 7 to Agreement No. 14-25-072-00, with HDR Engineering (HDR) related to the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study for an additional amount of \$259,000, and a total amount not to exceed \$7,175,748;
- 2) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
- 3) Approve the allocation of \$259,000 in State Transit Assistance (STA) Funds from Western Riverside County's Commuter Rail Program for the Coachella Valley Rail Program (Program);
- 4) Approve adjustments to the Fiscal Year 2021/22 budget in the amounts of \$259,000 each to increase STA Fund–Western County Rail transfers out and Coachella Valley Rail Fund transfers in and professional services expenditures;
- 5) Amend the Commission's FY 2021/22 Coachella Valley Rail Short-Range Transit Plan (SRTP);
- 6) Adopt Resolution No. 21-018, "*Resolution of the Riverside County Transportation Commission Approving the Allocation of State Transportation Improvement Program/Interregional Transportation Improvement Program Funding to Support the Coachella Valley San Gorgonio Pass Rail Corridor*"; and
- 7) Forward to the Commission for final action.

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

10. EXECUTIVE DIRECTOR REPORT

11. COMMISSIONER COMMENTS

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

12. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., November 22, 2021.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, September 27, 2021

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Chair Lloyd White at 9:30 a.m. via Zoom Meeting ID 880 6824 0795. Pursuant to Governor Newsom's Executive Order N-29-20.

2. ROLL CALL

Members/Alternates Present

Ben J. Benoit
Raymond Gregory
Jan Harnik
Denise Delgado*
Alonso Ledezma
Bob Magee
Scott Matas
Lisa Middleton
Linda Molina
Jeremy Smith
Karen Spiegel*
Chuck Washington
Lloyd White

*Arrived after the meeting was called to order.

Members Absent

Chuck Conder
Kyle Pingree

3. PLEDGE OF ALLEGIANCE

At this time, Commissioner Karen Spiegel joined the meeting.

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

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. 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 (Gregory/Ledezma) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – AUGUST 23, 2021

6B. QUARTERLY INVESTMENT REPORT

- 1) Receive and file the Quarterly Investment Report for the quarter ended June 30, 2021; and
- 2) Forward to the Commission for final action.

6C. QUARTERLY FINANCIAL STATEMENTS

- 1) Receive and file the Quarterly Financial Statements for the 12 months ended June 30, 2021;
- 2) Approve a budget adjustment of \$14,593,400 to increase the Measure A local streets and roads turnback payments to the local jurisdictions through June 2021; and
- 3) Forward to the Commission for final action.

At this time, Commissioner Denise Delgado joined the meeting.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

David Knudsen, Interim External Affairs Director, presented an update for the state and federal legislative activities.

Commissioner Alonso Ledezma stated RCTC owns land in the city of San Jacinto and within the last year and a half it was removed on Seventh Street and the land is being abandoned. There has been a lot of weeds and people are being kind of located there themselves and he recommended for the Board to consider if there is going to be an abandoned land that RCTC can donate it to the neighbor property owners which is a future request, so he apologized.

M/S/C to:

- 1) **Receive and file an update on state and federal legislation; and**

2) Forward to the Commission for final action.

8. 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM ADOPTED FUND ESTIMATE AND PROJECT RECOMMENDATIONS

Jenny Chan, Planning and Programming Manager, presented the 2022 State Transportation Improvement Program (STIP), highlighting the following:

2022 STIP for FY 2022/23 – 2026/27; past STIP cycles; 2022 STIP Fund Estimate – Target Share; Palo Verde Valley, Western County Project, Coachella Valley Project, and additional 2022 STIP recommendations; 2022 STIP Fund Estimate – Maximum Share and Maximum Share recommendations; the programming table; and next steps

Anne Mayer, Executive Director, wanted to emphasize the points Jenny Chan had made regarding their attempt at seeking the maximum share for Riverside County. She explained based on their priority for the Coachella Valley-San Geronio Rail Project and the fact that the Tier 1 environmental document should be completed within the coming months, RCTC is taking a very aggressive approach to seeking all the funding needed for Tier 2 as this is a very expensive - it is over \$50 million for that environmental document for that project. Anne Mayer stated they are taking the approach that they demonstrate the Commission is seeking additional funding out of its regional share and Caltrans Rail staff has indicated their support for putting the project in the interregional share, which is a Caltrans' share of the STIP. They have spoken with the state agency to discuss how to compete for funds there and looking at federal funds, so RCTC is going all out in trying to get the additional funding from their state and federal partners on Coachella Valley Rail. She stated a more than \$15 million request is a very good start and RCTC will put their best efforts towards seeking all of the additional funding, which is why they are recommending that they go after their maximum share in the STIP.

Commissioner Karen Spiegel expressed appreciation for the Coachella Valley-San Geronio Rail Project as it has been long overdue, and they have been working on that for a very long time and it has been an ongoing conversation at Metrolink. She stated the Temescal Valley Expansion Project is not only for the Corona area it is also going southbound into District 2 into Temescal Valley and all the way down to Lake Elsinore. It is the only other point of transportation down between those two areas, so it really covers an awful lot and it is an extension of what has already been done from the south - they will just connect the extensions from the north and south and have that middle gap that is sorely needed. Commissioner Spiegel expressed appreciation that these are great projects and for RCTC taking an aggressive approach because the rail project certainly should have some support from both federal and state as they see this as a viable and very needed project. Commissioner Spiegel stated when the time is appropriate, she would like to make the motion.

Commissioner Jan Harnik expressed appreciation on this and for RCTC taking a thoughtful approach to all these projects and allocations. She stated if ever there was a time to go a little more aggressive and get the maximum amount, she supports that RCTC is doing it now and stated the Coachella Valley, all of Riverside County and beyond will benefit with moving that rail project forward.

Commissioner Lisa Middleton concurred with Commissioners Spiegel and Harnik's comments as this is so important, it is a generational project for their entire region and they need to aggressively go after it and expressed gratitude to Anne Mayer and the team.

M/S/C (Spiegel/Harnik) to:

- 1) Approve programming \$27,698,381 of 2022 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share funding capacity on the Interstate 10 (I-10)/Highland Springs Interchange and Temescal Canyon Road Widening projects, and forward to the California Transportation Commission (CTC);**
- 2) Include programming \$7,550,259 of 2022 STIP Coachella Valley target share funding capacity based on the project recommendation by the Coachella Valley Association of Governments (CVAG) and forward to the CTC;**
- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (2 percent of STIP target share programming capacity) in the amount of \$719,360 in Fiscal Years (FY) 2024/25 through 2026/27;**
- 4) Include programming \$15,657,460 of 2022 STIP maximum share funding capacity on the Coachella Valley-San Gorgonio Pass Rail Corridor Service project and forward to the CTC;**
- 5) Include programming PPM funds (2 percent of STIP maximum share programming capacity) in the amount of \$319,540 in FY 2027/28;**
- 6) Submit the 2022 STIP submittal to the CTC by the statutory deadline of December 15, 2021;**
- 7) Forward the Riverside County 2022 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;**
- 8) Approve a revision to Agreement No. 07-71-028-04, Amendment No. 4 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade \$155,094 of Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects for a revised total amount not to exceed \$198,391;**
- 9) Authorize the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-04 on behalf of the Commission upon CTC adoption of the 2022 STIP in March 2022; and**
- 10) Forward to the Commission for final action.**

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the consent calendar.

10. EXECUTIVE DIRECTOR REPORT

10A. Anne Mayer provided an update for the bond sale on the Plan of Refinance that was approved at its September 2021 Commission meeting. Ms. Mayer noted as more details develop, she will ensure all the Commissioners are informed.

11. COMMISSIONER COMMENTS

There were no comments from the Commissioners.

12. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:02 a.m.

Respectfully submitted,

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

Lisa Mobley
Administrative Services
Manager/Clerk of the Board

AGENDA ITEM 6B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 25, 2021
TO:	Budget and Implementation Committee
FROM:	Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
THROUGH:	Theresia Trevino, Chief Financial Officer
SUBJECT:	Single Signature Authority Report

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Receive and file the Single Signature Authority report for the first quarter ended September 30, 2021; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

Certain contracts are executed under single signature authority as permitted in the Commission's Procurement Policy Manual adopted in March 2021. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$2 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

The attached report details all contracts that have been executed for the first quarter ended September 30, 2021, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services at September 30, 2021 is \$1,832,000.

Attachment: Single Signature Authority Report as of September 30, 2021

SINGLE SIGNATURE AUTHORITY
AS OF SEPTEMBER 30, 2021

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
	AMOUNT AVAILABLE July 1, 2021		\$2,000,000.00		
18-24-067-00	Ultimate Maintenance Service	Janitorial Services for Stations and Toll Facilities	120,000.00	0.00	120,000.00
22-31-016-00	Globic Advisors	Information and Tender/Exchange Agent services related to 91 Express Lanes refinancing	20,000.00	0.00	20,000.00
22-18-010-00	Ralph Andersen & Associates	Professional recruitment search for CFO position	28,000.00	0.00	28,000.00
	AMOUNT USED		168,000.00		
	AMOUNT REMAINING through September 30, 2021		\$1,832,000.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Alicia Johnson		Theresia Trevino			
Prepared by		Reviewed by			
Note: Shaded area represents new contracts listed in the first quarter.					

AGENDA ITEM 6C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 25, 2021
TO:	Budget and Implementation Committee
FROM:	Jose Mendoza, Procurement Manager Matt Wallace, Deputy Director of Financial Administration
THROUGH:	Theresa Trevino, Chief Financial Officer
SUBJECT:	Adoption of Resolution No. 21-019 to Adopt Chapter 10 of the Caltrans Local Assistance Procedures Manual Applicable to Federally Funded Architectural and Engineering Services Procurement

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Adopt Resolution No. 21-019, *“Resolution of the Riverside County Transportation Commission Adopting Chapter 10 of the Caltrans Local Assistance Procedures Manual Applicable to Federally Funded Architectural and Engineering Services Procurements”*; and
- 2) Forward to the Commission for final action.

BACKGROUND INFORMATION:

The Commission receives federal and/or state funding for certain transportation projects and programs through the California Department of Transportation (Caltrans). As a condition of federal funding provided through Caltrans, the Commission must comply with the Caltrans Local Assistance Procedures Manual (LAPM) and other requirements of Caltrans. Chapter 10 of the Caltrans LAPM includes the requirements for procurement of architectural and engineering (A&E) services including, but not limited to, allowable selection methods, auditing requirements, contract terms, federal flow down provisions, and methods of payment.

The Commission has a Procurement Policy Manual, last updated effective March 31, 2021, which implements the requirements set forth in Chapter 10 of the LAPM. However, Caltrans Division of Local Assistance (DLA) now requires that local agencies utilizing federal funds provided through Caltrans formally adopt Chapter 10 of the LAPM, in its entirety.

The attached resolution accomplishes the DLA requirement. It also clarifies that, for A&E procurements federally funded through Caltrans – in the case of any conflict between Chapter 10 of the LAPM and the existing Procurement Policy Manual, Chapter 10 of the LAPM governs.

Therefore, as required by DLA, staff recommends the approval of Resolution No. 21-019 adopting Chapter 10 of the LAPM applicable to A&E procurements federally funded through Caltrans, as the same may, from time to time, be amended by Caltrans.

FISCAL IMPACT:

There is no fiscal impact related to adoption of this resolution.

Attachment: Resolution No. 21-019

RESOLUTION NO. 21-019
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ADOPTING CHAPTER 10
OF THE CALTRANS LOCAL ASSISTANCE PROCEDURES MANUAL
APPLICABLE TO FEDERALLY FUNDED ARCHITECTURAL AND ENGINEERING SERVICES
PROCUREMENTS

WHEREAS, the Riverside County Transportation Commission (Commission) is authorized under state law, including Sections 130000 et seq. of the Public Utilities Code, to enter into binding agreements with public and private parties for a variety of purposes, and also to enact resolutions and ordinances; and

WHEREAS, the Commission receives federal and/or state funding for certain transportation projects and programs through the California Department of Transportation (Caltrans); and

WHEREAS, Chapter 10 of the Caltrans Local Assistance Procedures Manual (LAPM) addresses the requirements for federally compliant procurements of architectural and engineering (A&E) services by local agencies; and

WHEREAS, the Commission has adopted a Procurement Policy Manual that addresses compliance with Chapter 10 of the LAPM, the most current version of which was effective as of March 31, 2021; and

WHEREAS, Caltrans Division of Local Assistance (DLA) now requires that local agencies utilizing federal funds provided through Caltrans formally adopt Chapter 10 of the LAPM, in its entirety; and

WHEREAS, by this Resolution, the Commission wishes to comply with the DLA requirements and formally adopt Chapter 10 of the LAPM; and

WHEREAS, the Commission desires to clarify that Chapter 10 of the LAPM will apply to federally funded A&E services procurements subject to Caltrans procurement requirements, and in the case of any conflict between the Procurement Manual and Chapter 10 of the LAPM, Chapter 10 of the LAPM shall govern.

NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission, as follows:

Section 1. The Commission hereby adopts Chapter 10 of the LAPM, as the same may be amended by Caltrans from time to time. Chapter 10 of the LAPM shall apply to all federally funded A&E procurements subject to Caltrans requirements.

Section 2. In the case of any conflict between Chapter 10 of the LAPM and the Commission's Procurement Manual, for federally funded A&E procurements subject to Caltrans requirements, Chapter 10 of the LAPM shall govern.

Section 3. This Resolution shall be effective immediately upon adoption.

APPROVED AND ADOPTED this 10th day of November, 2021.

[Signatures on following page]

**SIGNATURE PAGE
TO
RESOLUTION NO. 21-019**

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 25, 2021
TO:	Budget and Implementation Committee
FROM:	David Knudsen, Interim External Affairs Director
THROUGH:	John Standiford, Deputy Executive Director
SUBJECT:	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

Governor Gavin Newsom had until October 10 to sign or veto bills passed by the Legislature on or before September 10 when the State Legislature concluded the first of their two-year legislative session. By the close of the legislative session, 836 proposals were sent by state lawmakers to the Governor. Of those bills, Governor Newsom signed 770 new California laws and vetoed 66 by the bill deadline.

One of the vetoed bills was AB 1147, authored by Assembly Transportation Committee Chair Assemblymember Laura Friedman. AB 1147 was one of three bills introduced in the Legislature this year related to reforming SB 375 (Chapter 728, Statutes of 2008), which directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. In the Governor's veto message, he acknowledges that although "the bill seeks to improve transparency to the Sustainable Community Strategies process, it does not require or incentivize regional and local governments to make land-use decisions that change development and transportation patterns." AB 1147 would have required each Metropolitan Planning Organization (MPO) to create a 2035 Target Action Plan, develop a new block grant program to ensure MPOs achieve their 2035 goals, and would have required local governments to make a good faith effort to take actions that support their MPO's sustainable communities strategies. These strategies would likely have included a review of each region's vehicle miles traveled reduction strategies.

The Governor concluded his veto letter with intent to engage the Legislature to pass a comprehensive transportation package in 2022. The transportation package will likely include items that the Legislature and the Governor could not finalize an agreement on before the

legislative session concluded on September 10. These policies include the allocation of \$4.2 billion in Proposition 1A (2008) high-speed rail bond funding and all of the new transportation General Fund spending actions, which were reverted to the General Fund, consistent with the Budget Act of 2021.

Federal Update

Appropriations and federal debt limit

The House and Senate Appropriations Committees did not complete work on the 12 appropriations bills to fund federal programs prior to September 30, the end of the fiscal year. However, Congress averted a government shutdown by passing a Continuing Resolution (CR) to fund the government through December 3, 2021.

In addition, on October 10, the Senate passed legislation to raise the debt ceiling through early December. The House passed the same legislation on October 12, heading off a financial crisis with only days to spare ahead of the original October 18 deadline. Failing to raise the debt ceiling by that date would have left the U.S. government unable to fulfill its financial obligations.

Given these short-term fixes from the CR and the debt limit extension, Congress will again have to address funding for the federal government and the debt limit prior to December 3 to avoid a government shutdown and default on the federal debt.

Temporary FAST Act Extension

Since Congress was unable to pass a long-term surface transportation bill, President Biden signed legislation to extend the Fixing America's Surface Transportation (FAST) Act until October 31, 2021. The temporary extension gave lawmakers time to continue seeking a resolution to the impasse over other spending legislation.

While the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) passed the Senate on August 10, 2021, it is still awaiting action by the House. The IIJA includes a five-year reauthorization of surface transportation programs, along with additional funding for highway, transit, rail, water, energy, and broadband investments. The IIJA provides \$550 billion in new infrastructure funding above existing levels, almost half of which would directly benefit transportation programs. A majority of the new transportation funding would be directed towards existing programs, funding above authorized levels by the FAST Act.

Speaker Pelosi has said that she expects the House to act on the IIJA prior to October 31, but passage of the legislation may remain dependent upon the status of the larger budget reconciliation package.

Attachments:

- 1) Legislative Matrix – October 2021
- 2) Governor Newsom AB 1147 (Friedman) Veto Message – Dated October 8, 2021

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – OCTOBER 2021

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1499 (Daly)	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Signed by the Governor September 22, 2021	<i>SUPPORT</i>	April 14, 2021
SB 623 (Newman)	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Hearing canceled at the request of author. Now a two-year bill. April 26, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
SB 261 (Allen)	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Senate Transportation Committee - hearing postponed by committee. Now a two-year bill. April 27, 2021	<i>OPPOSE</i>	May 12, 2021
Federal				
HR 972 (Calvert)	This bill establishes the Western Riverside County Wildlife Refuge which would provide certainty for development of the transportation infrastructure required to meet the future needs of southern California.	Ordered Reported by the House Committee on Natural Resources July 14, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	June 11, 2021



OFFICE OF THE GOVERNOR

OCT 08 2021

To the Members of the California State Assembly:

I am returning Assembly Bill 1147 without my signature.

This bill adds new and modified reporting at the local and regional levels on compatibility of land use and transportation planning with greenhouse gas reduction goals and a proposal for a pilot program to create a network of bicycle highways.

Although the bill seeks to improve transparency to the Sustainable Community Strategies process, it does not require or incentivize regional and local governments to make land use decisions that change development and transportation patterns.

While I share the author's goal to align policies and promote the use of active transportation modes such as walking and biking, the bill is not necessary because state agencies are already collaborating on these policies and updating local requirements.

I proposed \$7.6 billion to make key investments in a wide variety of critically necessary projects including high speed rail, transit connectivity projects in advance of the 2028 Los Angeles Olympics, active transportation, and a variety of other rail system improvements. Not only will these projects improve safety and access for bicyclists and pedestrians, they will significantly reduce greenhouse gas emissions and are key to meeting our state's climate objectives.

I look forward to re-engaging with the Legislature to finalize and pass a comprehensive transportation package early next year.

Sincerely,

Gavin Newsom

A handwritten signature in black ink, consisting of several sharp, angular strokes. The signature is written over the word "Gavin Newsom" and extends to the right, ending in a long, horizontal line.

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 25, 2021
TO:	Budget and Implementation Committee
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Coachella Valley-San Gorgonio Pass Rail Corridor Planning Study Update and Amendment to HDR Engineering Agreement

STAFF RECOMMENDATION:

This item is for the Committee to:

- 1) Approve Agreement No. 14-25-072-07, Amendment No. 7 to Agreement No. 14-25-072-00, with HDR Engineering (HDR) related to the Coachella Valley-San Gorgonio Pass Rail Corridor Service Planning Study for an additional amount of \$259,000, and a total amount not to exceed \$7,175,748;
- 2) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission;
- 3) Approve the allocation of \$259,000 in State Transit Assistance (STA) Funds from Western Riverside County's Commuter Rail Program for the Coachella Valley Rail Program (Program);
- 4) Approve adjustments to the Fiscal Year 2021/22 budget in the amounts of \$259,000 each to increase STA Fund–Western County Rail transfers out and Coachella Valley Rail Fund transfers in and professional services expenditures;
- 5) Amend the Commission's FY 2021/22 Coachella Valley Rail Short-Range Transit Plan (S RTP);
- 6) Adopt Resolution No. 21-018, *"Resolution of the Riverside County Transportation Commission Approving the Allocation of State Transportation Improvement Program/Interregional Transportation Improvement Program Funding to Support the Coachella Valley San Gorgonio Pass Rail Corridor"*; and
- 7) Forward to the Commission for final action.

COACHELLA VALLEY – SAN GORGONIO PASS RAIL CORRIDOR SERVICE BACKGROUND

In October 2013, the Commission approved Resolution No. 13-042, *"Resolution of Support to Establish Daily Intercity Rail Service from Los Angeles to the Coachella Valley Via the Pass Area,"* in which the Commission committed to overseeing preparation of a Service Development Plan (SDP) in coordination with the Caltrans Division of Rail and Mass Transit and the Federal Railroad Administration (FRA) as the next step toward establishing daily rail service between Los Angeles and the Coachella Valley.

In May 2014, following a competitive procurement process, the Commission awarded a contract to HDR to prepare a full SDP starting with an Alternatives Analysis (AA), followed by a SDP and program-level Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

In July 2016, the AA was completed and accepted by the Commission and FRA with the recommendation of a preferred route to be carried forward for analysis in a SDP and Tier 1 EIS/EIR. The preferred route, as shown in Figure 1 below, would run from Los Angeles Union Station, through Fullerton, Riverside, and the San Geronio Pass, to Indio or Coachella (Corridor), operating primarily over tracks owned by the BNSF Railway (BNSF) from Los Angeles to Colton, and tracks owned by the Union Pacific Railroad (UP) between Colton and Indio or Coachella. Included in the AA was a market analysis that identified a projected 47 percent increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23 percent population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Additionally, the analysis found that Coachella Valley is expected to double its population and the San Geronio Pass Area is projected to increase 134 percent by 2035.

Since the commencement of the EIS/EIR and SDP, public project scoping has been completed, a comprehensive operational model of the rail corridor has been developed, conceptual engineering and service operations plan have been completed, technical studies have been prepared to evaluate the impacts of implementing the service, the Draft Tier 1/Program EIS/EIR has been prepared and circulated for public review and comment, and the Draft SDP has been prepared. To date, the Commission has authorized a total of about \$6.9 million to conduct the study.

Figure 1: Proposed Coachella Valley – San Geronio Pass Rail Corridor



Project Status

Since the last project update to the Commission in May 2021, the Tier 1/Program Draft EIS/EIR was circulated for public review and comment from May 19, 2021 through July 6, 2021, and an extensive outreach program was undertaken to solicit input on the environmental document. The outreach effort included:

- Development of a 4-minute video which described how the Program could make it easier to travel through the congested traffic conditions in the Corridor;
- Development of a media toolkit that included resources for media outlets and other organizations to share information about the Program on their social media or websites; the toolkit included the Program video, Program Fact Sheets (in English and Spanish), Program Frequently Asked Questions (in English and Spanish), and the Program Logo;
- A press release on May 19 that provided background information on the Program, information about the methods for submitting comments, and a link to the media toolkit;
- Social media and website posts by stakeholder organizations and the news media included 25 social media posts and 14 newspaper articles and TV segments;
- Twelve display advertisements placed in print and online publications, featuring announcements about the availability of the Program EIS/EIR along with information about when the public hearings would be held;
- Email notifications were sent to an extensive database of project stakeholders, interested agencies and organizations;
- Social media postings that were developed and shared by the project outreach team from early May through July 6 to provide information about the EIS/EIR release and review, the project video, the public hearings, and the available methods for providing comments;
- Geographically focused digital advertising campaigns that were implemented to notify the public about the public comment period and the public hearings; these digital advertisements were viewed online 999,994 times on electronic devices;
- Briefings and presentations about the EIS/EIR and public comment opportunity that were made to the Program's Technical Advisory Committee, elected officials, and nine stakeholder groups and agencies; and
- Virtual public meetings held on June 22 (Tuesday) and June 26 (Saturday).

A total of 294 comment letters were received during the 45-day public comment period, of which nine letters were received from public agencies, 15 letters were received from organizations, and 273 letters were received from individuals. Additionally, ten comment letters were received from individuals after the close of the Draft Tier 1/Program EIS/EIR public comment period (i.e., after July 6, 2021) for a grand total of 304, as shown in Table 1 below. Although FRA, Caltrans, and RCTC are not obligated to respond to comment letters received after the close of the formal comment review period, responses were developed for these late arriving comment letters as a courtesy. The number of comments received from agencies, organizations, and individuals indicates significant public interest and effective outreach efforts.

Table 1. Summary of Commenters and Affiliations on the Draft Tier 1/Program EIS/EIR

	Agencies	Organizations	Individuals	Total
Number of Comment Letters	9	15	280	304
Number of Comments Contained within Comment Letters	62	42	~400	~504

Percentage of Comment Letters that Expressed General Support for the Program	78%	73%	82%	82%
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Notes: Some comment letters received did not state a preference associated with support or opposition towards the Program.

According to the National Environmental Policy Act, federal agencies are required to identify and formally respond to all substantive public comments. A substantive comment does one or more of the following:

- Questions, with a reasonable basis, the accuracy of the information and/or analysis in the Draft Tier 1/Program EIS/EIR;
- Questions, with a reasonable basis, the adequacy of the information and/or analysis in the Draft Tier 1/Program EIS/EIR;
- Presents reasonable alternatives other than those presented in the Draft Tier 1/Program EIS/EIR that meet the purpose and need of the proposed action and addresses significant issues;
- Questions, with a reasonable basis, the merits of an alternative or alternatives;
- Causes changes in or revisions to the proposed action; and
- Questions, with a reasonable basis, the adequacy of the planning process itself.

Many of the comment letters included multiple comments, thus, within the 304 comment letters, a total of 504 comments were tallied requiring written responses. Many of the comments received were on the same topic or expressed similar concerns. Rather than repeat the same response to each of those comments, twelve “Master Responses” were prepared, each of which addresses broad topic areas and/or comment themes, as shown in Table 2.

Table 2: Summary of Master Responses

Master Response Number	Topic
1	Proposed Station Locations
2	Conceptual Nature of Build Alternative Option Components
3	Freight Train Volume Assumptions
4	Noise Quiet Zones
5	Wildlife Corridors
6	Train Trip Frequency
7	Train Trip Duration
8	Program Funding
9	Program Timing
10	Transit Connections
11	Locomotive Technology
12	Environmental Justice

The comments and responses have reached 315 pages are currently being reviewed by FRA and Caltrans. Upon completion of this review, the final environmental documents will be updated to include any necessary changes based on public comments. These final documents will then be provided to FRA and Caltrans for additional review and comments prior to the ultimate Record of Decision. The SDP draft has also been completed and is currently being reviewed by the FRA and Caltrans prior to being finalized.

To prepare for the Program's next steps, staff is actively pursuing several state and federal grant opportunities to secure funding for the Tier 2 environmental phase.

DISCUSSION

In order to complete this phase of the Program, an additional contract amendment with HDR is needed. The significant number of comments required a substantially greater amount of time and effort by the HDR team to prepare responses than is expected for a typical Tier 1/Program environmental document of this sort, and the process required several weeks to prepare responses and to review and refine the responses with RCTC and its legal team. In addition, the sheer volume of comments and responses is expected to require the HDR team to expend additional time and effort to respond to FRA comments and questions after it completes its review of the draft responses to comments.

Therefore, staff recommends the Commission approve Agreement No. 14-25-072-07 with HDR (Attachment 1) for additional services in the amount of \$259,000, which increases the total agreement authorization to \$7,175,748. Staff also recommends the Commission authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission.

FISCAL IMPACT:

To fund the additional work to provide final responses to comments in the Tier 1 environmental document, staff recommends an allocation of \$259,000 in STA Funds from Western Riverside County's Commuter Rail Program as part of its contribution to the Program. With proposed stops in Riverside and the San Gorgonio Pass area, it is appropriate for Western Riverside County to contribute to the Program. In connection with this allocation, staff also recommends an amendment to the Commission's FY 2021/22 Coachella Valley Rail SRTP.

This additional work was not anticipated in the FY 2021/22 budget; therefore, staff recommends the Commission approve FY 2021/22 budget adjustments of \$259,000 each to increase State Transit Assistance Fund—Western County Rail transfers out and Coachella Valley Rail Fund transfers in and professional services expenditures.

In addition, it is requested that the Commission adopt Resolution No. 21-018 approving the allocation of State Transportation Improvement Program/Interregional Transportation Improvement Program funding to support the Coachella Valley San Gorgonio Pass Corridor. This

resolution is required to secure funding needed for the next phase of the Program moving into the Tier 2 environmental effort.

Financial Information						
In Fiscal Year Budget:	No	Year:	FY 2021/22	Amount:	\$259,000	
Source of Funds:	State Transit Assistance				Budget Adjustment:	Yes
GL/Project Accounting No.:	<u>State Transit Assistance Fund–Western County Rail</u>					
	002204 97001 00000 0000 241 62 97001				\$259,000 (Transfers out)	
	<u>Coachella Valley Rail Fund</u>					
	004202 XXX 59001 0000 245 25 59001				\$259,000 (Transfers in)	
	004202 65520 00000 0000 245 25 65520				\$259,000 (Expenditures)	
Fiscal Procedures Approved:	<i>Theresaia Iervino</i>				Date:	10/15/2021

Attachments:

- 1) Draft Amendment 14-25-072-07
- 2) FY 2021/22 SRTP Table 4 Amendment
- 3) Resolution No. 21-018

Agreement No. 14-25-072-07

**AMENDMENT NO. 7 TO
AGREEMENT WITH PROPOSITION 1B AND
FEDERAL RAILROAD ADMINISTRATION ASSISTANCE
WITH
HDR ENGINEERING, INC.
FOR
FORECASTING SERVICES FOR THE COACHELLA VALLEY-SAN GORGONIO
PASS RAIL CORRIDOR SERVICE DEVELOPMENT PLAN**

1. PARTIES AND DATE

This Amendment No. 7 to the Agreement for Forecasting Services is made and entered into as of _____, 2021, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and HDR ENGINEERING, INC., a Nebraska corporation ("Consultant").

2. RECITALS

- 2.1 The Commission and the Consultant have entered into an agreement dated June 3, 2014, for the purpose of providing forecasting services for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Development Plan (the "Master Agreement").
- 2.2 The Commission and the Consultant have entered into an Amendment No. 1 to the Master Agreement, dated October 22, 2015, for the purpose of amending the Scope of Services to include Phase 2 of the Project, and adding compensation for the additional Services.
- 2.3 The Commission and the Consultant have entered into an Amendment No. 2 to the Master Agreement, dated June 30, 2016, for the purpose of: (i) extending the term of the Master Agreement, (ii) amending the Scope of Services, including a new Schedule of Services and providing additional compensation for Phase 3 and 4 Project activities, and (iii) to include the Caltrans and FRA provisions required pursuant to the Funding Agreement.
- 2.4 The Commission and the Consultant have entered into an Amendment No. 3 to the Master Agreement, dated July 1, 2018, for the purpose of extending the term and revising the indemnity provision of the Master Agreement.

- 2.5 The Commission and the Consultant have entered into an Amendment No. 4 to the Master Agreement, for the purpose of extending the term of the Master Agreement.
- 2.6 The Commission and the Consultant have entered into an Amendment No. 5 to the Master Agreement, dated November 6, 2020, for the purpose of amending the Scope of Services, provide additional compensation, and extend the term of the Master Agreement.
- 2.7 The Commission and the Consultant have entered into an Amendment No. 6 to the Master Agreement, dated _____, 2021, for the purpose of providing additional compensation.
- 2.8 The parties now desire to amend the Master Agreement in order to provide additional compensation.

3. TERMS

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 7 shall not exceed Two Hundred, Fifty-Nine Thousand Dollars (\$259,000).
- 3.2 The total contract value of the Master Agreement, as amended by this Amendment No. 7, shall be Seven Million, One Hundred Seventy-Five Thousand, Seven Hundred Forty-Eight Dollars (\$7,175,748).
- 3.3 Except as amended by this Amendment No. 7, all provisions of the Master Agreement, as previously amended by Amendments 1 through 6, 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. 7.
- 3.4 This Amendment No. 7 may be signed in counterparts, each of which shall constitute an original.
- 3.5 A manually signed copy of this Amendment No. 7 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. 7 for all purposes. This Amendment No. 7 may be signed using an electronic signature.
- 3.6 This Amendment No. 7 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

**SIGNATURE PAGE
TO
AGREEMENT NO. 14-25-072-07**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

HDR ENGINEERING, INC.

Signature

By: _____
Anne Mayer, Executive Director

Name

Title

APPROVED AS TO FORM

ATTEST:

By: _____
Best Best & Krieger
General Counsel

By: _____

Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

Table 4.0 - Summary of Funding Request - FY2021/22

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating												
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidv & Preventative Maintenance ¹	\$21,474,584		\$10,300,000		\$864,540	\$10,310,044						
Next Generation Rail Study Phase II	\$400,000					\$400,000						
Prooram Management and Support ²	\$4,923,600					\$2,067,700	\$2,855,900					
San Jacinto Line Right of Way Maintenance	\$2,336,300						\$2,036,300	\$300,000				
Station Operations and Security	\$7,711,500		\$2,186,400				\$5,230,400	\$294,700				
Transfer Aqreements	\$150,000					\$150,000						
Vanpool												
RCTC VanClub Operating Expenses	\$1,210,260		\$431,600				\$74,700	\$30,000				\$673,960
Sub-total Operating	\$38,206,244	\$0	\$12,918,000	\$0	\$864,540	\$12,927,744	\$10,197,300	\$624,700	\$0	\$0	\$0	\$673,960
Capital												
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 22-1	\$1,500,000								\$1,226,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge - WC - 22-2	\$9,300,000	\$9,300,000										
Riverside Downtown Station Track and Platform ³ - WC 22-3	\$1,900,000										\$1,900,000	
RCTC Metrolink Capital Obligation - WC 22-4	\$4,292,859			\$4,226,859				\$66,000				
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 22-1	\$189,339										\$189,339	
Sub-total Capital	\$17,182,198	\$9,300,000	\$0	\$4,226,859	\$0	\$0	\$0	\$66,000	\$1,226,421	\$273,579	\$2,089,339	\$0
Total Operating & Capital	\$55,388,442	\$9,300,000	\$12,918,000	\$4,226,859	\$864,540	\$12,927,744	\$10,197,300	\$690,700	\$1,226,421	\$273,579	\$2,089,339	\$673,960

¹ Total reflects an estimated full year subsidy with potential need for increases if 30% service reduction is reinstated.

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

³ Reflects Western County Rail STA needed for ROW and related consulting.

Table 4.0 - Summary of Funding Request - FY2021/22

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating												
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidv & Preventative Maintenance ¹	\$21,474,584		\$10,300,000		\$864,540	\$10,310,044						
Next Generation Rail Study Phase II	\$400,000					\$400,000						
Prooram Management and Support ²	\$4,923,600					\$2,067,700	\$2,855,900					
San Jacinto Line Right of Way Maintenance	\$2,336,300						\$2,036,300	\$300,000				
Station Operations and Security	\$7,711,500		\$2,186,400				\$5,230,400	\$294,700				
Transfer Aqreements	\$150,000					\$150,000						
Vanpool												
RCTC VanClub Operating Expenses	\$1,210,260		\$431,600				\$74,700	\$30,000				\$673,960
Sub-total Operating	\$38,206,244	\$0	\$12,918,000	\$0	\$864,540	\$12,927,744	\$10,197,300	\$624,700	\$0	\$0	\$0	\$673,960
Capital												
Project	Total Amount of Funds	5307 RS	5307 RS CARES OB	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 22-1	\$1,500,000								\$1,226,421	\$273,579		
Moreno Valley/March Field Station Ped Bridge - WC - 22-2	\$9,300,000	\$9,300,000										
Riverside Downtown Station Track and Platform ³ - WC 22-3	\$1,900,000										\$1,900,000	
RCTC Metrolink Capital Obligation - WC 22-4	\$4,292,859			\$4,226,859				\$66,000				
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 22-1 ⁴	\$448,339										\$448,339	
Sub-total Capital	\$17,441,198	\$9,300,000	\$0	\$4,226,859	\$0	\$0	\$0	\$66,000	\$1,226,421	\$273,579	\$2,348,339	\$0
Total Operating & Capital	\$55,647,442	\$9,300,000	\$12,918,000	\$4,226,859	\$864,540	\$12,927,744	\$10,197,300	\$690,700	\$1,226,421	\$273,579	\$2,348,339	\$673,960

¹ Total reflects an estimated full year subsidy with potential need for increases if 30% service reduction is reinstated.

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

³ Reflects Western County Rail STA needed for ROW and related consulting.

⁴ Reflects Western County Rail STA's contribution for CV Rail. \$189,339 from Coachella Valley and \$259,000 from Western Riverside County Rail.

RESOLUTION NO. 21-018
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
APPROVING THE ALLOCATION OF STATE TRANSPORTATION IMPROVEMENT
PROGRAM/INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FUNDING TO
SUPPORT THE COACHELLA VALLEY SAN GORGONIO PASS RAIL CORRIDOR

WHEREAS, the California Transportation Commission (CTC) is responsible for the programming of the State Transportation Improvement Program (STIP); and

WHEREAS, the STIP consists of two broad programs; the Regional Transportation Improvement Program funded from 75 percent of the STIP funding, and the Interregional Transportation Improvement Program (ITIP) funded from 25 percent of STIP funding; and

WHEREAS, the 75 percent regional program is further subdivided by formula into county shares to be nominated by regions for projects that improve the regional transportation system within the region; and

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive and distribute STIP and ITIP funding allocations towards eligible projects; and

WHEREAS, the Riverside County Transportation Commission considers the Coachella Valley San Gorgonio Pass Rail Corridor project as both eligible and a priority project; and

WHEREAS, a statement has been provided by the Riverside County Transportation Commission Board of Directors' legal counsel stating that the Riverside County Transportation Commission has the financial and institutional ability to implement the Coachella Valley San Gorgonio Pass Rail Corridor Project through the pursuit and acceptance of grant and loan funding and that the Riverside County Transportation Commission is empowered to: let a contract; to sue or be sued by another entity or person; and undertake other responsibilities and duties of the agency; and

WHEREAS, the Coachella Valley San Gorgonio Pass Rail Corridor Project will be available to the public, or its primary purpose will be to benefit the public and does not benefit a private entity or individual; and

WHEREAS, the matching funds required for the Coachella Valley San Gorgonio Pass Rail Corridor Project are available and committed to this project. Committed funds have received necessary authorizations and the recipient agency has authority to expend the funds. If the project cost exceeds the state funds available, the applicant agency shall use other funds to cover the cost increases to complete the project; and

WHEREAS, The Riverside County Transportation Commission shall comply with the Commission's Hazardous Waste Identification and Clean-up Policy for Rail Right-of-Way, including fully investigating the project to determine the absence/presence of hazardous wastes; and

WHEREAS, the Riverside County Transportation Commission has also taken reasonable steps to ensure full due diligence, clean-up of the site (as appropriate), and indemnifies the State of future clean-up liability or damages, as well as not seeking state funds for clean-up, damage, or liability costs associated with hazardous wastes; and

WHEREAS, the Riverside County Transportation Commission shall comply with the CTC's Timely Use of Fund policies; and

NOW, THEREFORE, BE IT RESOLVED, that the Riverside County Transportation Commission hereby approves the allocation of STIP and ITIP funds to the Coachella Valley San Geronio Pass Rail Corridor; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Riverside County Transportation Commission as the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines, and

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director or designee is hereby authorized to submit a request for Scheduled Allocation of the STIP and ITIP funds and to execute the related grant applications, forms and agreements.

APPROVED AND ADOPTED this 10th day of November, 2021.

Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission