

California State Senate

SENATOR
ROSILICIE OCHOA BOGH
TWENTY-THIRD SENATE DISTRICT



January 6, 2022

The Honorable Gavin Newsom
Governor
State Capitol
Sacramento, California 95814

The Honorable Toni Atkins
Senate President Pro Tem
California State Senate
State Capitol
Sacramento, California 95814

The Honorable Anthony Rendon
Assembly Speaker
California State Assembly
State Capitol
Sacramento, California 95814

RE: Request to Invest in Transportation Infrastructure in the Inland Empire

Dear Governor Newsom, Pro Tem Atkins, and Speaker Rendon:

On behalf of our 4.6 million constituents, the Inland Empire Caucus respectfully requests \$2.245 billion in budget funding to deliver transportation infrastructure projects that will keep our region moving forward. Mobility solutions in the Inland Empire must be key to any infrastructure package contemplated given that both the population and goods and freight movement are dramatically growing in our region. The current budget year surplus and the \$31 billion surplus projected for the 2022-23 budget year, combined with robust cap and trade revenues and considerable new federal transportation dollars present an opportunity that the residents and businesses of the Inland Empire cannot afford to miss.

Our regional transportation planning agencies, the Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA) are working to deliver a portfolio of multimodal transportation solutions that will connect our diverse communities, offer mobility choices, promote economic prosperity, reduce traffic congestion, streamline goods and freight movement, and secure a climate resilient future across the Inland Empire. The residents of both counties have approved local sales tax measures to provide dedicated funding for transportation projects that will meet these goals, but we cannot do it alone.

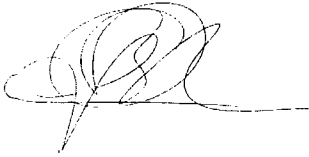
Attached are a suite of urgently needed projects prepared by RCTC and SBCTA that, if funded, would transform the region's transportation network. This suite of projects recognizes the complexity of our regional challenges arising from the nation's supply chain crisis and the state's housing shortage, while setting a vision of prosperity for the disadvantaged communities that call our region home.

As budget negotiations begin in earnest, we ask that you consider this opportunity to infuse much needed funding into the Inland Empire for these regionally transformational transportation projects to help alleviate the goods and freight movement crisis, serve low-income and disadvantaged

communities, and continue to deliver multimodal transportation options that will reduce congestion on our highway system.

The Inland Empire Caucus values its partnership with you and your advocacy on behalf of the residents of our region and state. Please feel free to contact Sarah Couch in my office at (916) 651-4023 if you have any questions or need additional information.

Sincerely,



ROSILICIE OCHOA BOGH
Senator, 23rd District



JAMES RAMOS
Assemblymember, 40th District



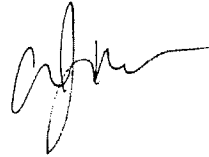
ELOISE GOMEZ REYES
Assembly Majority Leader, 47th District



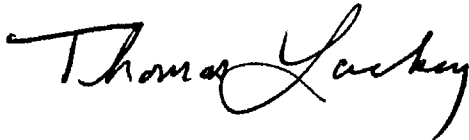
SCOTT WILK
Senate Republican Leader, 21st District



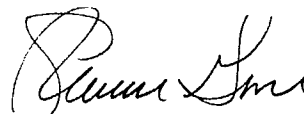
MARIE WALDRON
Assembly Republican Leader, 75th District



CHAD MAYES
Assemblymember, 42nd District



THOMAS LACKEY
Assemblymember, 36th District



SHANNON GROVE
Senator, 16th District



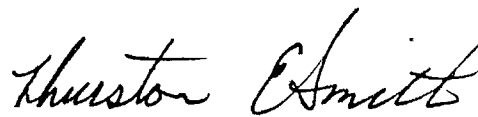
JOSE MEDINA
Assemblymember, 61st District



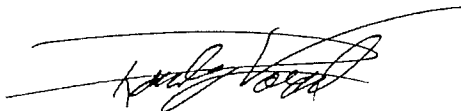
KELLY SEYARTO
Assemblymember, 67th District



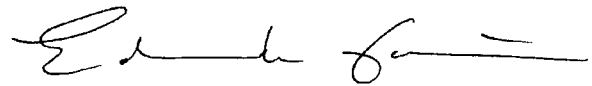
PHILLIP CHEN
Assemblymember, 55th District



THURSTON "SMITTY" SMITH
Assemblymember, 33rd District



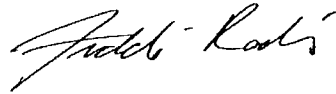
RANDY VOEPEL
Assemblymember, 71st District



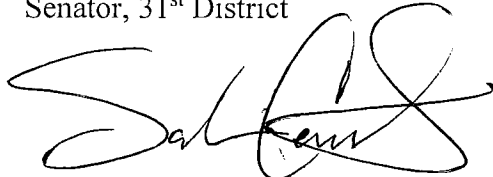
EDUARDO GARCIA
Assemblymember, 56th District



RICHARD ROTH
Senator, 31st District



FREDDIE RODRIGUEZ
Assemblymember, 52nd District



SABRINA CERVANTES
Assemblymember, 60th District

Enclosures: RCTC Suite of Projects
SBCTA Suite of Projects

CC: The Honorable Nancy Skinner, Chair,
Senate Budget Committee
The Honorable Philip Ting, Chair,
Assembly Budget Committee

RCTC Project Funding Requests

Project	Location	Request	Benefit	Phase to be Funded	Lead Agency	Project Status	Project Website	Districts Served
Coachella Valley-San Gorgonio Rail Corridor Service Project	LA to Coachella Valley	\$50 million	Caltrans and RCTC propose daily passenger rail service between LA and Coachella Valley. The Inland Empire is the only region of its size and population in the state without intercity rail service. This project would be transformational for the region, creating economic opportunity in disadvantaged communities, improving access to job centers and attractions, providing alternatives to traveling on I-10, and reducing emissions to improve air quality.	NEPA/CEQA Tier II environmental study, estimated at \$60 million, to provide preliminary engineering along the 76-mile eastern section of track as well as project-level environmental clearance for up to six stations, a new third main track, and associated grade crossing and signal improvements on the eastern section of the corridor.	Caltrans (RCTC is Implementing Agency)	The NEPA/CEQA Tier I environmental study, which evaluated service-level impacts of the proposed service, has gone through public comment, and is expected to be approved in early 2022.	https://www.rctc.org/cvtrail	SD 31 (Roth); AD 61 (Medina); SD 23 (Ochoa Bogh); AD 40 (Ramos); SD 28 (Melendez); AD 42 (Mayes); AD 56 (Garcia)
Interstate 10 Bypass	Banning and Cabazon	\$95 million	There is a stretch between the City of Banning and the unincorporated community of Cabazon and the Morongo Reservation, in which the I-10 is the only road available to motorists. Should this stretch of the I-10 ever close, the critical link between western Riverside and San Bernardino Counties and the inland desert communities would be severed. The proposed I-10 Bypass would mitigate this nightmare scenario with the construction of a new road south of I-10 linking Banning to Cabazon.	Final design, right of way acquisition, including an easement from the Morongo Band of Mission Indians, utility relocation, and construction of a two-lane facility, with 4-lanes wide bridges, and grading for a future four-lane facility.	County of Riverside Department of Transportation	Caltrans has issued a Finding of No Significant Impact for Preferred Alternative 12 on October 6, 2021. Certification by the Riverside County Board of Supervisors of the Final EIR and Preferred Alternative 12 is pending.	https://rcprojects.org/i10bypass	SD 23 (Ochoa Bogh); SD 28 (Melendez); AD 42 (Mayes); AD 56 (Garcia)

RCTC Project Funding Requests

Third Street Grade Separation Project	Riverside	\$30 million	The project proposes to reduce public safety risks by redirecting the vehicle, pedestrian and bicycle traffic above or below the busy railroad tracks. Riverside is trisected by two freight rail lines, BNSF and Union Pacific. These two rail lines carry over 75% of the freight handled by the ports through Riverside. Every day approximately 128 trains pass through the city. At-grade crossings pose safety risks, create traffic delays, increase emissions from idling vehicles, and delay emergency responses.	Construction of project to separate Third Street from the railroad.	City of Riverside	Engineering design underway. CEQA Notice of Exemption released in 2018 and NEPA Preliminary Environmental Study released in 2019.	https://www.riversideca.gov/publicworks/engineering/gis/	SD 31 (Roth); AD 61 (Medina)
15 Express Lanes Project Southern Extension	Corona, Lake Elsinore, and Temescal Valley	\$500 million	The project would extend the I-15 Express Lanes by an additional 14.5 miles, from Cajalco Road in Corona, through Temescal Valley, to State Route 74 in Lake Elsinore. Once built, the project would improve traffic operations and travel times, expand travel choice through carpooling and mass transit, increase travel time reliability, and manage long-term traffic congestion spurred by increased goods movement and population growth.	Final design, right of way acquisition, and construction of the extension of the I-15 Express Lanes from Cajalco Road to SR-74.	RCTC	RCTC received \$29 million in state funding in 2018 for the preliminary engineering and environmental studies, and work began for this phase of work in 2019. The public scoping period was held in fall 2019. Currently, RCTC is conducting environmental and engineering studies, which includes field work within the project study area.	https://www.rctc.org/projects/i15-express-southern-extension/	SD 28 (Melendez); AD 67 (Seyarto); AD 71 (Voepel); AD 75 (Waldron); SD 31 (Roth); AD 60 (Cervantes)

RCTC Project Funding Requests

Fullerton Junction to Riverside Triple Track Completion	Corona and Riverside	\$200 Million	<p>Metrolink's Southern California Optimized Rail Expansion (SCORE) program proposed the triple tracking of the BNSF rail line from Fullerton through Riverside, as a part of a suite of upgrades to Metrolink's system in time for the 2028 Olympics. Not only is this project critical to improved passenger rail service in Riverside County, it will also improve the movement of freight and goods from the Ports of LA and Long Beach, and reduce road congestion and associated emissions.</p>	Project development elements, including Project Management & Detailed Work Plan, NEPA and CEQA review, Final Design, and construction for the segments from Prado Dam, through the City of Riverside.	BNSF and Metrolink	<p>The project from Fullerton to Riverside has been segmented into multiple sections. Currently, the environmental review, design, and construction of the segment from Fullerton to Prado Dam is fully funded. The entire third track section from Prado to Riverside is needed for additional passenger trains under existing agreements. Funds will be needed for project development and construction.</p>	https://metrolinktrains.com/score	<p>SD 31 (Roth); AD 60 (Cervantes); AD 61 (Medina); SD 28 (Melendez); AD 42 (Mayes); AD 56 (Garcia); AD 67 (Seyarto); AD 71 (Voepel); AD 75 (Waldron)</p>
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SBCTA Project Funding Requests

Project	Location	Funding Request	Benefit	Phase to be Funded	Lead Agency	Project Status	Districts Served
Interstate 10 Corridor Freight and Express Lanes Project - Contract 2	Interstate 10, from I-15 to City of Redlands	\$1.2B	The project balances the need for additional managed lane capacity with the State's investment principles in the new Climate Action Plan Transportation Infrastructure. Additionally, SBCTA has identified several early start efforts that will facilitate full construction more quickly to assist in the supply chain restoration.	The project will provide two express lanes in each direction from just east of I-15 to the City of Redlands, connecting to the I-10 Corridor Contract 1 express lanes currently under construction.	SBCTA	Project is environmentally cleared. SBCTA can provide \$800M toward the \$2B project cost.	SD 20 (Leyva), SD 23 (Ochoa-Bogh), AD 40 (Ramos), AD 47 (Gomez-Reyes), AD 52 (Rodriguez)
U.S. 395 Freight Mobility and Safety Project - Phase 2	U.S. 395, from Interstate 15 in the City of Hesperia to State Route 18 in the City of Victorville.	\$30M	The project will relieve congestion and enhance operation safety and efficiency on U.S. 395.	The funding will complete funding for construction. The project will widen sections of U.S. 395 from two to four lanes between Interstate 15 and State Route 18 in the cities of Hesperia and Victorville. Proposed additional improvements include a continuous 14-foot paved median, 8-foot shoulders, left/right turn channelization and signal interconnections and upgrades.	SBCTA	Project is environmentally cleared and funding is currently planned through the Plans, Specifications & Estimates and Right of Way phases so the project can be a viable candidate for future grant funding. A set-aside for construction has also been established to provide a match for future grants. SBCTA can provide \$45M toward the cost.	SD 21 (Wilk), AD 33 (Smith)
State Routes 247 / 62 Emergency Bypass Lanes Project	State Routes 247 and 62, between Interstates 15 and 10.	\$1M	Increase the usefulness of State Routes 247 and 62 as a bypass to Interstate 15 through the Cajon Pass during times of emergency, such as earthquakes, wild fires or other disasters. SR 247 is uniquely situated with minimal topographical challenges to serve as an escape route, access for emergency vehicles, and a conduit for economic recovery if the Cajon Pass is shut down for an extended period.	Planning study focused on emergency preparedness.	SBCTA	Working with Caltrans to identify potential sections of State Routes 247 and 62 to include in potential study.	SD 21 (Wilk), AD 33 (Smith), AD 42 (Mayes)
Ontario International Airport (ONT) Loop Project	Between ONT and the Rancho Cucamonga Metrolink station.	\$60M	Innovative, zero-emission transit project that would provide critical transit system connectivity for San Bernardino County residents from Metrolink to ONT.	The project is an approximate four-mile sub-surface bi-directional tunnel system using rubber-tire zero-emission vehicles aspiring to be autonomous that will serve as an on-demand direct connection to ONT from the Rancho Cucamonga Station on the Metrolink San Bernardino Line. Funding would support environmental clearance, design and right of way for the project.	SBCTA	Preliminary planning is underway. SBCTA has committed \$72M to the project.	SD 20 (Leyva), SD 23 (Ochoa-Bogh), SD 25 (Portantino), AD 40 (Ramos), AD 41 (Holden), AD 47 (Gomez-Reyes), AD 52 (Rodriguez)

SBCTA Project Funding Requests

San Bernardino Line Double Track Project	Metrolink San Bernardino Line between the cities of San Bernardino and Rialto.	\$79M	Project will provide for increased service reliability, support future expansion of commuter rail service in underserved communities, and make it more feasible to run peak hour express service as stipulated by the Metrolink Strategic Plan.	The project entails construction of approximately three miles of second mainline track along the Metrolink San Bernardino Line from Control Point (CP) Lilac to CP Rancho and includes ten at-grade crossings, quiet zone-ready safety enhancements, and the addition of a second platform and underpass at the Rialto Metrolink Station.	SBCTA	Preliminary engineering and CEQA clearance is complete and design is fully funded. Additional funding would fully fund right of way and construction. SBCTA has \$11M for the project.	SD 20 (Leyva), SD 23 (Ochoa-Bogh), SD 25 (Portantino), AD 40 (Ramos), AD 41 (Holden), AD 47 (Gomez-Reyes), AD 52 (Rodriguez)
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