RIVERSIDE COUNTY TRANSPORTATION COMMISSION

RIVERSIDE COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DECEMBER 2023

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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December 15, 2023

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James Anderson
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Subject: Submittal of Riverside County 2024 Regional Transportation Improvement Program

Dear Executive Director Taylor and Chief Anderson:

Enclosed is the Riverside County Transportation Commission's (RCTC) Regional Transportation Improvement Program (RTIP) proposal for inclusion in the 2024 State Transportation Improvement Program (STIP). RCTC approved the RTIP projects for submittal to the California Transportation Commission (CTC) at its October 11, 2023 meeting. The RTIP submittal consists of the following four high priority projects, in addition to Planning, Programming, and Monitoring to support STIP activities:

<u>New Projects:</u>
I-15 Express Lanes Project Southern Extension
I-10 Bypass
I-15/French Valley Parkway Phase III

<u>Carryover Projects:</u>
I-10/Highland Springs Interchange
Temescal Canyon Road
I-10/Monroe Street Interchange
Coachella Valley-San Gorgonio Pass Rail Corridor Service (Coachella Valley Rail)

The proposed 2024 RTIP is consistent with the Southern California Association of Governments' (SCAG) approved 2020 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) and Riverside County's transportation half-cent sales tax program, Measure A.

We are pleased to propose this suite of transportation projects which offer a geographical balance of investments across our vast, growing county. It is our intention to continue to pursue STIP and other Senate Bill 1 funding to enhance our multimodal system. Riverside County's growth in population, housing, and employment continues at one of the highest rates in the state. To address these challenges, we will continue to work closely with the CTC and partner agencies to ensure equitable distribution of funds for transportation projects that are consistent with SCAG's adopted RTP/SCS and that contribute to state, regional, and local goals, including job creation and economic prosperity.

Thank you in advance for your consideration of the Riverside County 2024 RTIP. Please contact me or Jillian Guizado at (951) 787-7141 if you have any questions.

Sincerely,

Anne Mayer
Executive Director

C: Catalino A. Pining III, District Director, Caltrans District 8
Kome Ajise, Executive Director, SCAG

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Riverside County Transportation Commission (RCTC) is pleased to submit the Regional Transportation Improvement Program (RTIP) for the 2024 State Transportation Improvement Program (STIP). RCTC is proposing to utilize $59.8 million in STIP funds to support three high priority projects and one carryover project with cost increases in Riverside County during the five-year 2024 STIP program period, from fiscal years (FY) 2024-25 through 2028-29. The STIP will be utilized in combination with a variety of fund sources to enhance regional mobility, goods movement, and multimodalism throughout Riverside County in alignment with various regional and statewide goals. The RTIP projects proposed are consistent with the 2024 STIP guidelines adopted by the California Transportation Commission (CTC) on August 16, 2023, and with the Southern California Association of Governments' approved 2020 Regional Transportation Plan and Sustainable Communities Strategy.

Section 2. General Information

- **Riverside County Transportation Commission**

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

  Regional Agency Website Link: http://www.rctc.org

  RTIP document link: http://www.rctc.org/funding-and-planning

  RTP link: https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The STIP process at RCTC starts once the CTC and Caltrans release the Draft STIP Fund Estimate in June of every odd year. Project priorities are considered for inclusion in the RTIP and are discussed with the RCTC Technical Advisory Committee (TAC), consisting of Public Works Directors from the cities and County, transit operators, subregional agencies (Coachella Valley Association of Governments and Western Riverside Council of Governments) and Caltrans District 8. Based on RCTC's priority projects and programs, including the voter-approved Measure A program of projects, and input from the TAC, staff prepares project recommendations for review and approval by the RCTC Budget and Implementation Committee followed by final approval by the RCTC Board. The TAC, Budget and Implementation Committee, and RCTC Board agendas are published on the RCTC website and posted at its offices located at the Riverside County Administrative Center. Upon submittal of the Draft RTIP,

or immediately following the RTIP submittal deadline of December 15, 2023, RCTC will post the draft RTIP on its website as required by the STIP guidelines. Once the CTC adopts the STIP at its March 2024 meeting, RCTC will post the adopted 2024 STIP project listing for Riverside County on its website.

Section 4. Completion of Prior RTIP Projects

Since approval of the 2022 STIP, no projects have been marked as completed, though RCTC just received its second AB 3090 allocation for the previously programmed STIP project on Route 91/71 interchange and connectors. All other 2022 STIP projects had to be programmed in out years. The four carryover projects continue making progress toward their programmed phases and are still anticipated to allocate STIP funds in the year in which they are programmed.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
RCTC adopts 2024 RTIP	**October 11, 2023**
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

RCTC selects projects for STIP-RIP funding from approved transportation plans and programs. All projects programmed with state and federal funding, or are deemed regionally significant, must be included in the Metropolitan Planning Organization's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP). The Southern California Association of Governments (SCAG) develops the RTP/SCS and FTIP, which undergoes an extensive community engagement and outreach process. Public participation also occurs at the county level through the RCTC TAC, Budget and Implementation Committee, and RCTC Board meetings. At the local level, the cities and county provide input and propose projects based on planning activities, priorities, and input from the public. RCTC meeting agendas are posted on the Commission's website and are physically posted at the Riverside County Administrative Center located at 4080 Lemon Street, Riverside, CA 92502.

Project selection for RIP funds is based on several factors, including fiscal years available for programming and project delivery schedules. Priority candidate projects in Western Riverside County are first selected from RCTC's Measure A (Riverside County voter-approved half-cent sales tax measure for transportation) 10-Year Delivery Plan. If the 10-Year Delivery Plan does not have enough or any projects that meet the STIP-RIP programming requirements, next, projects that are consistent with or enhance Measure A projects are considered. Projects in the Coachella Valley (eastern portion of Riverside County) are recommended by the Coachella Valley Association of Governments (CVAG) and are consistent with CVAG's Transportation Project Prioritization Study (TPPS).

Project specific information follows.

I-15 Express Lanes Project Southern Extension:

RCTC implemented a robust community engagement approach for this project since it began in mid-2019. A combination of methods including advertisements in print and digital formats, bilingual dual sided postcards and social media posts were used to announce the project and invite the community to participate in the public scoping meetings.

Three public scoping meetings took place between October 2019 and November 2019. These meetings took place in a hybrid format with in-person and online components. The meetings were presented in an open house format with informative exhibits including: Welcome/Registration, Video Station, Project History, Map of Project and Express Lanes Network, Purpose, Need, Current and Future Conditions – Cross Sections, 91 Express Lanes Use – Statistics, Environmental Process – CEQA and NEPA, List of Technical Studies, Right of Way, Noise/Soundwalls, Funding, Anticipated Schedule, How to Submit Comments, and Stay Connected. Comments were taken via comment cards at meetings and by mail, email, and the RCTC website. RCTC and Caltrans specialists in engineering, environmental, traffic, noise, and right-of-way were available to address concerns and answer questions.

Attendees submitted a total of 55 comments. Comment themes included access to express lanes, funding, safety, air quality, traffic impacts, wildlife, equity, noise and more. All comments received became part of the public record for the project and will be considered in the development of technical studies and the environmental document.

I-10 Bypass:

The County of Riverside's community engagement on this project was accomplished by project development team meetings, interagency coordination meetings, public meetings, and consultation with interested parties. The first public meeting took place November 15, 2012, at Banning High School. The public raised questions regarding alternatives, right of way acquisition, bicycle and pedestrian access, environmental impacts, and impacts to downtown Banning. During the project scoping period various agencies formulated project alternatives and measures to avoid or mitigate potential impacts. The public was made aware of the draft EIR/EA and encouraged to participate in the public hearings.

The largest minority population in the area, the Native American Morongo Band of Mission Indians, was active in the community engagement process. Feedback received from this group influenced the location of the project. Residents of the Cabazon community supported the project in its updated location south of I-10.

I-15/French Valley Parkway Phase III:

The City of Temecula held a public open house for this project on May 7, 2009. Representatives from Temecula, Murrieta, and the consultant team were available to answer questions. The open house was set up to allow the public to interact with multiple staffed exhibits. Comment cards were provided to allow the public the opportunity to provide written comments. Approximately 45 people attended the open house and one comment card was received. Many of the attendees inquired about the implementation schedule and right of way requirements.

Additionally, eight written public comments were received during the public review period for the initial environmental assessment. Key issues raised included endangered species coordination, impacts of flood control facilities, impacts to unknown Native American resources, impacts of right of way acquisition, and post construction property visibility. All comments were formally addressed and were made part of the public record.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 8

RCTC consults with Caltrans District 8 on a regular basis regarding projects on the state highway system that are candidates for ITIP, State Highway Operation and Protection Program (SHOPP), and RTIP funding. Consultation continues throughout the development of the STIP. The Caltrans District 8 Director serves as a Governor-appointed non-voting member on the RCTC Board. As such, District 8 management benefits from being part of the public RTIP programming process.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Carryover $51,940,000

Regional Share $59,788,000

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
Coachella-San Gorgonio Pass Rail Service – Riverside County (Carryover, 2022 STIP)	Tier 2 project-level environmental to analyze up to six stations and design and studies up to 76 miles of 3rd track	$15,658,000
Temescal Canyon Road – El Cerrito Road to Tom Barnes Street – Unincorporated Riverside County (Carryover, 2022 STIP)	Widens Temescal Cyn Rd from two to four lanes, includes sidewalk and bike lanes	13,000,000
I-10/Highland Springs Avenue Interchange – Banning/Beaumont (Carryover, 2022 STIP)	Improves existing WB off- and on-ramps	14,698,000
PPM (Carryover, 2022 STIP)	Planning, Programming and Monitoring	1,034,000
I-10/Monroe Street Interchange – Indio (Carryover, 2022 STIP; Cost Increase)	Reconstructs Monroe St interchange with four through lanes including bridge over Whitewater River Channel	14,328,587
I-15 Express Lanes Project Southern Extension – Unincorporated Riverside County (New)	Constructs two tolled express lanes in both directions in the median for 14.5 miles	37,415,772
I-10 Bypass – Unincorporated Riverside County (New)	Constructs a bypass to I-10	8,800,000
I-15/French Valley Parkway Phase III – Temecula (New)	Constructs a six-lane overcrossing and northbound on-ramps	5,000,000
PPM (New)	Planning, Programming and Monitoring	1,793,640

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Non-RTIP funding comes from various fund sources. Riverside County seeks to leverage local dollars to provide additional funding from state and federal funding opportunities, in addition to partnering with Caltrans. It is highly probable project sponsors and/or lead agencies will seek future state and/or federal funding opportunities to free up local funds committed on RTIP projects for other regional priority projects. Such funding opportunities may be state: LPP, SCCP, TCEP and federal: BUILD, RAISE, INFRA or other new programs. At this time, non-proportional spending is not anticipated on these RTIP projects.

Federal

- I-15 Express Lanes Project Southern Extension (Surface Transportation Block Grant; Congestion Mitigation Air Quality; Carbon Reduction Program; Community Project Funding)

Local

- I-15 Express Lanes Project Southern Extension (Measure A)
- I-10 Bypass (Transportation Uniform Mitigation Fee; Various County Funds)
- I-15/French Valley Parkway Phase III (City Funds)

Proposed 2024 RTIP	Total RTIP	Other Funding				Total Project Cost
		STBG/ CMAQ	Other Federal	State	Local	
I-10/Monroe Street Interchange	6,779	26,232	1,500	21,638	52,218	108,367
I-15 Express Lanes Project Southern Extension	37,416	88,375			442,509	568,300
I-10 Bypass	8,800				1,200	10,000
I-15/French Valley Parkway Phase III	5,000				1,500	6,500
PPM	1,793					1,793
Totals	**59,788**	**114,607**	**1,500**	**21,638**	**497,427**	**694,960**

Notes: Not included in the proposed 2024 RTIP are projects continued from the 2022 RTIP, including: Coachella-San Gorgonio Pass Rail Service, Temescal Canyon Road – El Cerrito Road to Tom Barnes Street, I-10/Highland Springs Avenue Interchange, PPM.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

RCTC worked with Caltrans to successfully program $10 million in ITIP funding for the Coachella Valley Rail project in the 2022 STIP. RCTC supports this funding being carried over to the 2024 STIP as proposed by Caltrans in its Draft 2024 ITIP. This cooperative funding approach between RCTC and Caltrans for the Tier 2 environmental document of the Coachella Valley Rail project is significant.

RCTC's opinions of what the most significant interregional highway and intercity rail needs are within the Riverside County region are consistent with the corridors and service identified in Caltrans' 2021 Interregional Transportation Strategic Plan (ITSP), the 2022 ITSP Addendum, and 2018 State Rail Plan, including:

Interregional Highway Needs –

- Interstate 15 and State Routes 86 and 111 linking Mexico and Riverside County, including the Coachella and Palo Verde Valleys, and Imperial County. These are critical to the state's economic competitiveness through trade, commerce, and agriculture.
- State Route 74 linking two other critical interregional corridors, Interstate 5 and Interstate 15, between south Orange County and Riverside County; this corridor is a vital link for Riverside County residents to jobs in Orange County and doubles as an emergency evacuation alternative for the adjacent wildfire-prone communities.
- Interstate 10 links southern California's Ports of Los Angeles and Long Beach with the rest of the country through San Bernardino and Riverside Counties. Interstate 10 is arguably the most vital interregional corridor in the country with its parallel routes (State Routes 91, 60, and 210) providing essential alternatives. RCTC agrees with the statements on page 44 of the 2021 ITSP.

Intercity Rail Needs –

- Coachella Valley-San Gorgonio Pass Corridor Intercity Passenger Rail Service (Coachella Valley Rail) will connect Los Angeles Union Station with the Coachella Valley and all major hubs in between.

Section 9. Projects Planned Within Multi-Modal Corridors

I-15 Corridor Improvements (STIP Project: I-15 Express Lanes Project Southern Extension, I-15/French Valley Parkway Phase III)

The I-15 corridor in Riverside County exists from the San Bernardino County line to the north and the San Diego County line to the south. The I-15 corridor provides north/south access for goods distribution to and from the Mexico border and Ports of Los Angeles and Long Beach by way of intersecting I-10, SR-60, SR-91, and I-215. The Secretary of Transportation has designated the entirety of I-15 in Riverside County as a segment of the Primary Highway Freight System (PHFS), created by the Fixing America's Surface Transportation Act and continued by the Infrastructure Investment and Jobs Act, based on freight tonnage and volume, average daily truck traffic, truck traffic as a percentage of total traffic, population centers, network connectivity, ports of entry (land and sea), and access to energy exploration and production. The corridor experiences heavy congestion and is also a major truck corridor. The multi-state I-15 Corridor System Master Plan also identified critical projects and congestion choke-points from the Mexico border to northern Utah. Several of the projects identified are in Riverside County.

In April 2021, RCTC, in partnership with Caltrans, opened the first tolled segment on I-15 in Riverside County between SR-60 and Cajalco Road. This $450 million project added two tolled express lanes in each direction and connects to the 2017 expansion of the SR-91 express lanes into Riverside County from Orange County to I-15. RCTC is currently in the environmental phase to study extending the I-15 express lanes south another 14.5 miles to SR-74 in Lake Elsinore. A Project Construction Manager contract was awarded in December 2023 to line the project up for the Progressive Design Build phase to begin in Fiscal Year 2025/26. Additionally, the San Bernardino County Transportation Authority is leading a project to construct express lanes from where the Riverside County express lanes end on I-15 at SR-60 north into San Bernardino County.

The French Valley Parkway Interchange Phase 3 project is in the city of Temecula and is the next phase of the STIP-funded Phase 2 of the project. There is a significant amount of congestion on I-15 and adjacent arterials impacting the city of Temecula and surrounding cities and unincorporated county communities. Vehicles queueing on the interstate backs up causing safety and operational issues, especially with the amount of heavy duty trucks along this segment. In addition, vehicles entering the interstate are queueing at great lengths causing severe congestion on the adjacent local arterials. The project will significantly improve operations on I-15 and local arterials and is complemented by RCTC's Smart Freeway Pilot project being implemented along this corridor.

I-10 Corridor Improvements (STIP Project: I-10 Bypass)

I-10 is a major freeway that originates in Los Angeles County at the junction with SR-1 in Santa Monica and extends east to its terminus in Florida. Within Caltrans District 8 (San Bernardino and Riverside counties), I-10 is 194.8 miles long. Beginning as an eight-lane facility in San Bernardino County at the Los Angeles County line going east it transitions to a six-lane facility before entering Riverside County. I-10 passes through the cities of Calimesa and Beaumont

where it transitions back to an eight-lane facility and traverses the cities of Banning, Palm Springs, Cathedral City, and Rancho Mirage. In the vicinity of the I-10 Bypass, it is delineated to provide four general-purpose lanes in each direction.

East of the junction of I-10 and State Route 60, I-10 has been identified in the 2021 Interregional Transportation Strategic Plan as a priority interregional highway, particularly in the Southern California – Southern Nevada/Arizona East-West Corridor.

West of the I-10 Bypass, on SR-60, RCTC, in partnership with Caltrans, recently finished a truck ascending and descending lane in each direction to improve goods movement and safety. Additionally, several local interchanges on I-10 are under project development or in the project development queue. These adjacent projects are critical to sustain the significant population and goods movement growth Riverside County continues to see.

Section 10. Highways to Boulevards Conversion Pilot Program

Currently, there is one facility in Riverside County that RCTC believes may be a potential candidate for a highways to boulevards conversion pilot program: State Route (SR) 79.

Located in an economically disadvantaged community, SR 79 bisects the cities of San Jacinto, Hemet, and the community of Winchester in unincorporated Riverside County. Converting SR 79 from a highway to a boulevard from Domenigoni Parkway to Gilman Springs Road would greatly facilitate movement of people and goods, enhance safety, and provide much needed and more efficient interconnection to the three communities. The highway to boulevard would begin at 1.26 miles south of Domenigoni Parkway and end approximately 18 miles north at the intersection of Gilman Springs Road. Conversion of the facility from its original scope as an access-controlled freeway would result in signalized intersections providing much needed safety to bicyclists and pedestrians and enhanced transit opportunities. The transition would allow for the inclusion of multi-use trails, sidewalks, and a future transit corridor in addition to reduced high-speed traffic in downtown Hemet and San Jacinto.

Additionally, RCTC looks forward to the opportunity to review and comment on any proposals Caltrans makes for highways to boulevards conversions in Riverside County.

Section 11. Complete Streets Consideration (per Section 26 of the guidelines)

All projects programmed with STIP funds are included in SCAG's RTP/SCS, Connect SoCal. The plan includes strategies to encourage a complete streets approach to roadway improvements.

I-15 Express Lanes Project Southern Extension:

The project provides an opportunity for express bus service.

I-10 Bypass:

The project improves traffic circulation and reduces traffic congestion along I-10 between Banning and Cabazon by providing an alternative to the freeway. The project will provide an

alternate route for local users and emergency vehicles and a detour in the event of an incident along I-10. Bicyclists and pedestrians will have safe access. Currently, bicyclists are allowed to use I-10 within this area due to the lack of an alternative. The project provides a multi-use path and paved roadway shoulders for bicycle traffic which will improve safety and eliminate the freeway as an active transportation route.

I-15/French Valley Parkway Phase III:

As currently designed, the I-15/French Valley Parkway Phase III project will support mobility for users of all ages and abilities using any number of modalities including personal vehicles, public transportation, bicycling, and walking. The French Valley Parkway roadway design includes striped and raised medians, six mixed-use lanes, dedicated 8’ wide bike lanes in both directions, dedicated turn-pockets, dedicated bus stops, 5’ – 12’ wide sidewalks in both directions (curb adjacent and separated), cross-walks in both directions with ADA signalization and ramps, and parkway landscaping, irrigation, and lighting.

In conjunction with the Caltrans project development team, Temecula will continue to explore additional complete streets opportunities and features to incorporate into the project’s final design.

I-10/Monroe Street:

The Monroe Street interchange design was recently upgraded to include protected bicycle, Low Speed Electric Vehicle, and ADA compliant pedestrian paths, coupled with direct connectivity to the new CV Link regional multi-modal pathway. These amenities will encourage and promote active and alternate forms of transportation for healthy lifestyle opportunities in the region.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

SCAG Region 2020 Connect SoCal (Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)) Goals

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce greenhouse gas emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

Table B1 summarizes how the 2024 RTIP projects contribute to achieving the 2020 RTP/SCS goals and performance outcomes.

Table B1 2024 RTIP Projects and 2020 RTP/SCS Goals and Performance Outcomes: Consistency by Project			
2020 RTP/SCS Performance Outcomes and Corresponding Goal(s)	**I-15 Express Lanes Project Southern Extension**	**I-10 Bypass**	**I-15/French Valley Parkway Phase III**
Location Efficiency To measure progress toward achieving 2020 RTP/SCS Goals 4, 7, 9	$29.7 Million Average Annual Travel Time Savings	$3.85 Million Average Annual Travel Time Savings	$7.6 Million Average Annual Travel Time Savings
Mobility and Accessibility To measure progress toward achieving 2020 RTP/SCS Goals 2, 4, 9	2,723,257 Average Annual Person-Hours of Time Saved	1,162,959 Average Annual Person-Hours of Time Saved	1,229,258 Average Annual Person-Hours of Time Saved
Safety and Public Health To measure progress toward achieving 2020 RTP/SCS Goals 2, 6, 7, 9	Average Annual Accident Cost Savings data not yet available for this project	$180,000 Average Annual Accident Cost Savings	$500,000 Average Annual Accident Cost Savings
Environmental Quality To measure progress toward achieving 2020 RTP/SCS Goals 5, 10	935,299 Tons CO2 Emissions Saved Over 20 Years	76,996 Tons CO2 Emissions Saved Over 20 Years	5,155 Tons CO2 Emissions Saved Over 20 Years
Economic Opportunity To measure progress toward achieving 2020 RTP/SCS Goals 1, 8	7,911 Jobs Created	1,389 Jobs Created	578 Jobs Created
Investment Effectiveness To measure progress toward achieving 2020 RTP/SCS Goal 1	3.9 Benefit/Cost Ratio	2.6 Benefit/Cost Ratio	1.2 Benefit/Cost Ratio
Transportation System Sustainability To measure progress toward achieving 2020 RTP/SCS Goals 3, 8	Toll revenues generated by the project will fund operations and maintenance and reinvested in multimodal projects along the corridor.	The STIP does not impact asset conditions in this cycle.	The STIP does not impact asset conditions in this cycle.
Environmental Justice To measure progress toward achieving 2020 RTP/SCS Goals 5, 6, 10	Meets federal requirements; no unaddressed disproportionately high and adverse effects for low income or minority communities.	Meets federal requirements; no unaddressed disproportionately high and adverse effects for low income or minority communities.	Meets federal requirements; no unaddressed disproportionately high and adverse effects for low income or minority communities.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2024 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

Section 13. Regional and Statewide Benefits of RTIP

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness
The 2024 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;
- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, the benefits of the 2024 STIP *Build* planning scenario are compared with the *No Build* planning scenario. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2024 STIP provides a regional network-level benefit/cost ratio of 4.9. Benefits and costs are estimated over the planning period of fifty years.

The benefit/cost ratio does not include the benefits from the purchase of 100 zero-emission buses by the Los Angeles County Metropolitan Transportation Authority that will reduce GHG emissions by an additional 88,350 total metric tons.

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$2,173.8
Life-Cycle Benefits (mil. $)	$10,593.3
Net Present Value (mil. $)	$8,075.4
Benefit / Cost Ratio:	4.9

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$4,720.0	$1,167.7	$5,887.7	$294.4
Travel Time Reliability Benefits	$1,292.2	$460.4	$1,752.5	$87.6
Veh. Op. Cost Savings	$1,706.1	$46.8	$1,752.9	$87.6
Accident Cost Savings	$68.0	$6.8	$74.7	$3.7
Emission Cost Savings	$73.6	$22.4	$96.0	$4.8
Journey Quality	$15.7	n/a	$15.7	$0.8
Add'l Delay Savings	$4.6	n/a	$4.6	$0.2
Add'l Safety Benefits	$160.3	n/a	$160.3	$8.0
Health Benefits	$105.5	n/a	$105.5	$5.3
Undetermined Benefits (No details provided)	n/a	n/a	$743.3	$37.2
TOTAL BENEFITS	$8,146.0	$1,704.0	$10,593.3	$529.7
Person-Hours of Time Saved			692,999,838	34,649,992

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Travel Time Reliablity? (y/n)	Y (Default = Y)
3) Vehicle Operating Costs? (y/n)	Y (Default = Y)
4) Accident Costs? (y/n)	Y (Default = Y)
5) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	2,835	142	$0.3	$0.0
CO2 Emissions Saved	1,792,404	89,620	$64.2	$3.2
NOX Emissions Saved	301	15	$13.4	$0.7
PM10 Emissions Saved	38	2	$12.5	$0.6
PM2.5 Emissions Saved	35	2		
SOX Emissions Saved	19	1	$2.2	$0.1
VOC Emissions Saved	434	22	$1.1	$0.1

VMT per Capita
Impacts are expected to maintain No Build scenario conditions.

Percent of congested VMT at or below 35 mph
Impacts are projected to reduce congested VMT by 0.1 percent.

Commute mode share (travel to work or school)
Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)
Based on the 2022 California Transportation Asset Management Plan, 7.9 percent of National Highway System (NHS) pavement lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2022 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period
Not applicable.

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)
The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations, auxiliary lanes, and interchange improvements have been shown to

improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities
Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service
The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)
Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land
Not applicable.

GHG Impacts
Impacts are projected to maintain No Build scenario conditions.

Table B2 summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Table B2
Evaluation: Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Future Level of Performance (No Build planning scenario)		Projected Performance Improvement (205)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.7		No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.9%		Reduction of 0.1%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.
	Vehicle Trips Drive Alone	66.98%	9.97%		
	Vehicle Trips 2 Person Carpool	9.04%	1.49%		
	Vehicle Trips 3+ Person Carpool	6.53%	0.66%		
	Auto Passenger Trips	7.35%	52.71%		
	Transit Trips	5.94%	10.77%		
	Non-Motorized Person Trips	4.16%	24.40%		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival)	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 42.90% Jobs % = 51.58%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.75 mins Auto School = 10.29 mins Transit Home Based Work = 69.73 mins Transit School = 20.61 mins		Maintains No Build scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO2 emissions reduction per capita (daily)	10.84 lbs.		Maintains No Build scenario conditions.	

SCAG certifies that the proposed 2024 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

As required in the STIP Guidelines, this evaluation is included in the electronic Project Programming Request forms (see Appendices, Section 17). In Table B3 below, proposed new RTIP project outputs are combined and listed.

Table B3
Evaluation: Project Changes or Increased Capacity Benefits

Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles	Miles	3.7
	New HOV/HOT lane-miles	Miles	55.33
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	Miles	1.25
	Operational improvements	Each	8
	New or reconstructed interchanges	Square Feet	88,244
	New or reconstructed bridges	Square Feet	164,236
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles	Miles	3.3
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	Miles	3.3
	Operational improvements		
	New or reconstructed bridges	Square Feet	219,157

Section 15. Project Specific Evaluation (Required per Section 22D)

There are three projects that meet the criteria for a project level evaluation:

- I-15 Express Lanes Project Southern Extension
- I-10 Bypass
- I-15/French Valley Parkway Phase III

The Benefit Cost Analyses and Technical Memos for these projects are included in the Appendices, Section 23, with benefits summarized on the following page:

2024 STIP – New Projects			
	I-15 Express Lanes Project Southern Extension	**I-10 Bypass**	**I-15/French Valley Parkway Phase III**
Life-Cycle Costs	$614,700,000	$59,877,370	$145,800,000
Life-Cycle Benefits	2,388,700,000	155,407,788	174,800,000
Net Present Value	1,774,000,000	95,530,418	28,900,000
Benefit/Cost Ratio	3.9	2.6	1.2

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

I-15 Express Lanes Project Southern Extension:

This project will add two express lanes in each direction on I-15, generally in the median, from SR 74/Central Avenue in Lake Elsinore to El Cerrito Road in Corona and a southbound auxiliary lane from Main Street to SR 74/Central Avenue and from SR 74/Central Avenue to Nichols Road. The purpose of which is to improve and manage traffic operations, congestion, and travel times along the corridor; expand travel mode choice along the corridor; provide an option for travel time reliability; provide a cost-effective mobility solution; and expand and maintain compatibility with the express lane network in the southern California region.

Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR 74/Central Avenue and El Cerrito Road. Due to forecasted population growth and the continued development to support the projected growth in the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.

The 2020 RTP/SCS estimates a 38.3 percent increase in population in Riverside County between 2020 and 2045, with the number of households and employment increasing by approximately 30.5 and 34.02 percent, respectively. This projected growth is expected to place a high demand on existing transportation facilities and services. Currently, north-south mobility options for motorists are limited through this portion of Riverside County. Besides minimal local streets, the only appropriate parallel route for through motorists is I-215 which is more than 10 miles east of I-15 and generally serves a different region within Riverside County.

Project Study Report: I-15 Express Lanes Project Southern Extension Project Study Report

I-10 Bypass:

This project will construct two lanes of an ultimate four-lane roadway to provide a bypass/network facility for I-10, approximately one half-mile south of I-10 between the eastern end of the City of Banning and Apache Trail in Cabazon. Bridge crossings at Smith Creek and San Gorgonio River will also be constructed. The purpose of the project is to accommodate local trips on a local roadway, provide an alternate route between Banning and Cabazon in the event of a closure on I-10, provide a safe route for bicyclists and pedestrians, provide a connection for Cabazon to I-10 and Banning that does not require an at-grade crossing of the Union Pacific Railroad tracks, and improve transportation facilities connecting Cabazon and Banning to address growth and mobility needs as identified in the 2015 and 2003 County of Riverside General Plans, as well as the Banning General Plan Circulation Element.

The project is needed as Banning and the community of Cabazon have no local roadway connecting them. The two communities are located approximately three miles apart, and I-10 provide the only roadway connection between them. All travel between Banning and Cabazon,

whether local or through, must be accommodated on I-10. Adverse effects result from the lack of a local roadway connection, including:

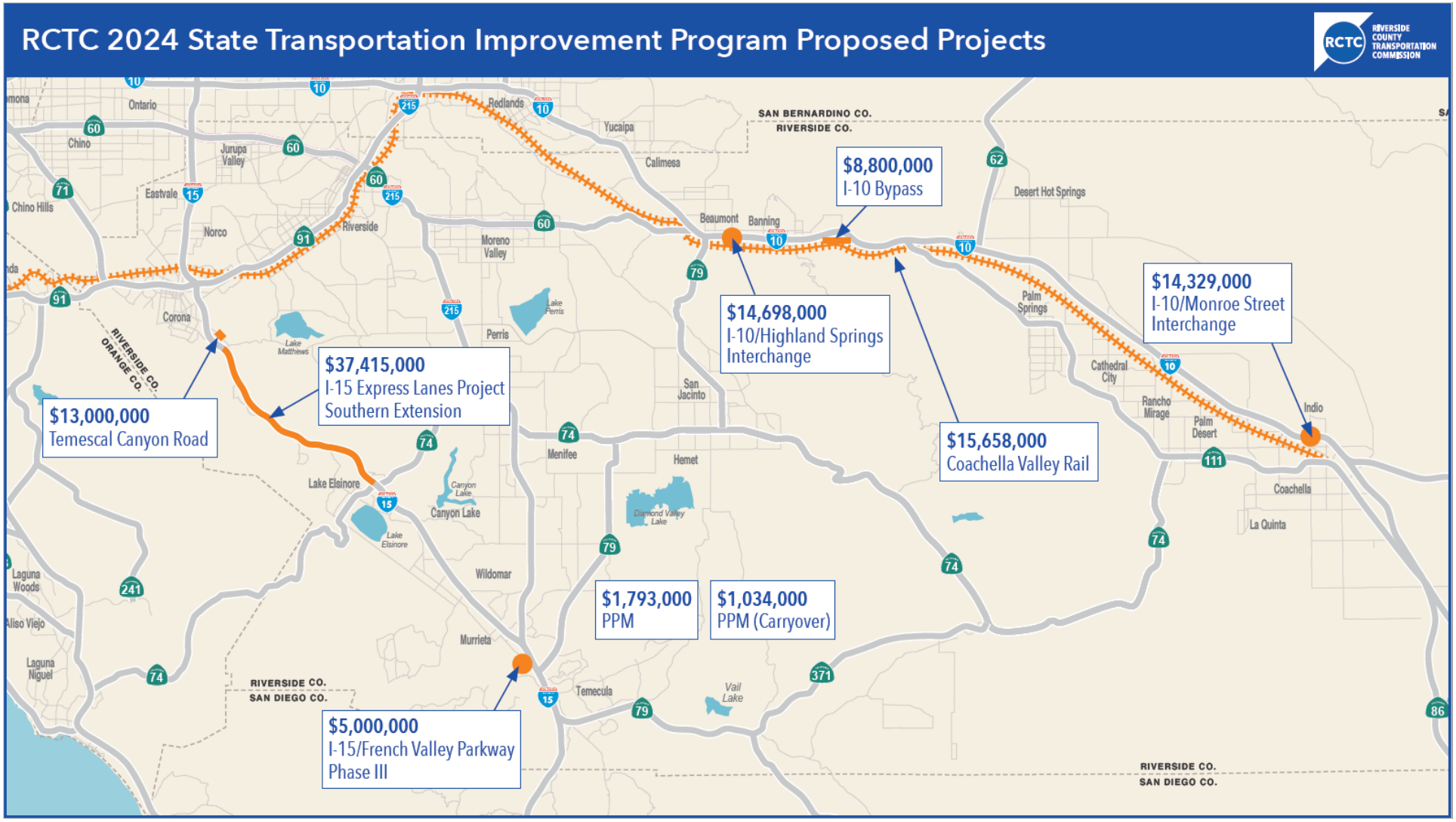
- Travelers between Banning and Cabazon must use I-10, thereby adding local trips to already heavy traffic flows on the freeway and at the Hargrave Avenue, Malki Road, and Morongo Parkway interchanges with I-10. Both Caltrans and Federal Highway Administration guidelines discourage the use of the Interstate Highway System for short-range local trips.
- Bicyclists must use the freeway shoulder to travel between the two communities even though this segment of the freeway is particularly challenging for bicyclists, in part because it includes weigh stations where many trucks exit the freeway, crossing into the shoulder area that bicyclists must use.
- Pedestrians have no sidewalks, paths, or trails between the two communities.
- Cabazon residents who live south of the Union Pacific Railroad railway must use either the Apache Trail or Broadway at-grade railroad crossings for both local and long-range trips where lengthy delays are caused by long, slow-moving trains. These trains also delay emergency vehicles and lead to increased emergency response times.
- When I-10 is closed or partially closed, travelers along I-10 must either way for the freeway to reopen or take VMT-inducing circuitous detour routes.

Project Study Report Equivalent: I-10 Bypass Project Study Report Equivalent

I-15/French Valley Parkway Phase III:

This project will improve traffic flow, enhance safety by reducing congestion, and eliminate existing deficiencies by constructing a six-lane overcrossing between Jefferson and Ynez and northbound on-ramps. The project is needed to reduce current and projected traffic congestion on the ramps and freeway mainline in the project area, improve safety and operations between Winchester Road and the I-15/I-215 junction, provide alternative vehicular access to I-15 that will also provide operational improvement to the I-15/Winchester Road interchange, and provide improvements to accommodate projected growth and facilitate local circulation consistent with the General Plan of the Cities of Temecula and Murrieta, as well as the County of Riverside.

Project Study Report: I-15/French Valley Parkway Phase III Project Study Report


RCTC 2024 State Transportation Improvement Program Proposed Projects
RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
$13,000,000
Temescal Canyon Road
$37,415,000
I-15 Express Lanes Project
Southern Extension
$14,698,000
I-10/Highland Springs
Interchange
$8,800,000
I-10 Bypass
$15,658,000
Coachella Valley Rail
$14,329,000
I-10/Monroe Street
Interchange
$1,793,000
PPM
$1,034,000
PPM (Carryover)
$5,000,000
I-15/French Valley Parkway
Phase III
SAN BERNARDINO CO.
RIVERSIDE CO.
RIVERSIDE CO.
ORANGE CO.
RIVERSIDE CO.
SAN DIEGO CO.
RIVERSIDE CO.
SAN DIEGO CO.
Ontario
Chino
Chino Hills
Eastvale
Jurupa Valley
Norco
Riverside
Corona
Redlands
Yucaipa
Calimesa
Beaumont
Banning
Moreno Valley
Perris
Lake Perris
Lake Matthews
San Jacinto
Menifee
Hemet
Lake Elsinore
Canyon Lake
Diamond Valley Lake
Wildomar
Murrieta
Temecula
Vail Lake
Laguna Woods
Aliso Viejo
Laguna Niguel
Desert Hot Springs
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indio
Coachella
La Quinta

F. Appendices

Section 17. electronic Project Programming Request (ePPR) Forms

- Coachella-San Gorgonio Pass Rail Service
- Temescal Canyon Road – El Cerrito Road to Tom Barnes Street
- I-10/Highland Springs Avenue Interchange
- I-10/Monroe Street Interchange
- I-15 Express Lanes Project Southern Extension
- I-10 Bypass
- I-15/French Valley Parkway Phase III
- Planning, Programming, and Monitoring

Coachella-San Gorgonio Pass Rail Service

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/14/2023 09:40:21
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
75			9891	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County				Caltrans HQ	
				MPO	Element
				SCAG	Rail
Project Manager/Contact			Phone	Email Address	
Sheldon Peterson			951-787-7141	SPeterson@RCTC.org	

Project Title

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Location (Project Limits), Description (Scope of Work)

IN RIVERSIDE COUNTY - FOR RCTC/CALTRANS - INTERCITY RAIL SERVICE BETWEEN LOS ANGELES UNION STATION TO COACHELLA VALLEY (144 MILES, TIER 1 FOR 2 ROUNDTRIPS PER DAY). PAED TIER 2 PROJECT-LEVEL ENVIRONMENTAL FOR ANALYSIS OF UP TO SIX (6) STATION LOCATIONS AND DESIGN, AND UP TO 76 MILES OF 3RD TRACK BETWEEN COLTON TO COACHELLA VALLEY (5 ROUNDTRIPS PER DAY).

THROUGH THIS SCOPE, TIER 2 ENVIRONMENTAL WILL BE COMPLETED. DESIGN AND CONSTRUCTION PHASES WILL LIKELY BE SEGMENTED FOR EASE OF DELIVERY AND CONTINGENT UPON FUNDING AVAILABILITY. LATER PHASES OF THE PROJECT, INCLUDING CONSTRUCTION, WOULD BE FUNDED BY OTHER SOURCES INCLUDING, BUT NOT LIMITED TO, VARIOUS LOCAL, STATE, AND FEDERAL SOURCES.

Component	Implementing Agency
PA&ED	Riverside County Transportation Commission
PS&E	Riverside County Transportation Commission
Right of Way	Riverside County Transportation Commission
Construction	Riverside County Transportation Commission

Legislative Districts

Assembly: 65,68,40,42,47,51,53,55,56,57,58,60 Senate: 32,33,20,37,23,24,28,29,31 Congressional: 34,36,38,39,40,41,42,45,46,31

Project Milestone	Existing	Proposed
Project Study Report Approved	09/29/2021	
Begin Environmental (PA&ED) Phase	07/01/2023	07/01/2024
Circulate Draft Environmental Document Document Type EIR/EIS	07/01/2029	07/01/2030
Draft Project Report	12/31/2029	12/31/2030
End Environmental Phase (PA&ED Milestone)	06/01/2030	06/01/2031
Begin Design (PS&E) Phase	09/01/2030	09/01/2031
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2032	03/31/2033
Begin Right of Way Phase	09/01/2030	09/01/2031
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2032	03/31/2033
Begin Construction Phase (Contract Award Milestone)	07/01/2032	07/01/2033
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2035	06/30/2036
Begin Closeout Phase	01/01/2036	01/01/2037
End Closeout Phase (Closeout Report)	06/30/2036	06/30/2037

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Date 12/14/2023 09:40:21

Purpose and Need

THE PROJECT WILL ADDRESS THE ABSENCE OF EFFECTIVE TRANSPORTATION ALTERNATIVES TO THE AUTOMOBILE BETWEEN LOS ANGELES AND COACHELLA VALLEY AND THE PROJECTED INCREASE IN TRAVEL DEMAND ALONG THE CORRIDOR DUE TO POPULATION AND EMPLOYMENT GROWTH. CONGESTION CONTINUES TO RISE AND PROJECT WILL OFFER A SAFE, RELIABLE AND CONVENIENT INTERCITY PASSENGER RAIL SERVICE THAT HAS THE CAPABILITY TO MEET THE FUTURE MOBILITY NEEDS OF RESIDENTS, BUSINESSES, AND VISITORS.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	76
Rail/ Multi-Modal	New stations	EA	6

Additional Information

Current project benefits are based on Tier 1 Program-level environmental which includes 2 roundtrips per day. Proposed Tier 2 Project-level environmental to include 5 roundtrips per day as the baseline. Long term project benefits to align with State Rail Plan which is to include hourly service. Outputs and performance measures identified will be delivered at project completion.

The project follows the FRA preferred tiered approach for completing NEPA requirements for intercity rail projects. The Tier 1 Program-level Environmental Impact Statement (EIS) addresses broad service level issues along the corridor. The Tier 2 Project-level EIS addresses site-specific project environmental reviews.

Fund #1 through #3 notes: PAED includes the Tier 1 Program-level environmental. $5,085 was allocated and obligated with prior year FRA, STA, and PTIMSEA funds. This phase is anticipated to be complete by mid-2022.

Fund #4 through #7 notes: Tier 2 Project-level environmental would begin in FY 23/24 and includes ITIP/RTIP, SRA, and CMAQ (CRISI to replace $20,000 CMAQ if successful).

Fund #8 notes: As required in STIP guidelines, future phase costs are listed.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	86.7	87.4	-0.7
			PM 10 Tons	215	216.7	-1.7
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	10	10.1	-0.1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	9.3	9.4	-0.1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,903.4	1,918.8	-15.4
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	78.8	79.4	-0.6

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

District	County	Route	EA	Project ID	PPNO
75	Riverside County				9891

Project Title

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)	55,085		10,000					65,085	Riverside County Transportation Com
PS&E							100,000	100,000	Riverside County Transportation Com
R/W SUP (CT)									Riverside County Transportation Com
CON SUP (CT)									Riverside County Transportation Com
R/W							123,250	123,250	Riverside County Transportation Com
CON							1,284,100	1,284,100	Riverside County Transportation Com
TOTAL	55,085		10,000				1,507,350	1,572,435	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	39,427		25,658					65,085	
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL	39,427		25,658				1,507,350	1,572,435	

Fund #1:	Other Fed - Federal Railroad Administration Earmarks (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.300
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	2,982							2,982	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,982							2,982	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	2,982							2,982	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,982							2,982	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Fund #2:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.400
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
Fund #3:	Other State - STA Transit Assist (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,103							1,103	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,103							1,103	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	1,103							1,103	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,103							1,103	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Fund #4:	IIP - National Hwy System (Committed)								Program Code
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)			10,000					10,000	Caltrans HQ
PS&E									PAED incldS Tier 1 Prgm-lvl env. $5,085 alloc./oblgtd w prior yr FRA,STA&PTIMSEA funds. phse expctd compl. by mid-2022.Tier 2 Project-lvl env. wld bgn FY24 & incldS ITIP/RTIP, SRA, a oth. fed. funds.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,000					10,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)			10,000					10,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,000					10,000	

Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									30.20.020.630
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	15,658							15,658	Riverside County Transportation Com
PS&E									RCTC board approval to program STIP-RIP on October 13, 2021. CTC vote anticipated on March 23-24, 2022.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	15,658							15,658	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)			15,658					15,658	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			15,658					15,658	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Fund #6:	Other State - State Rail Assistance (Committed)								Program Code
Existing Funding ($1,000s)									20.30.207.811
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	5,942							5,942	
PS&E									Awarded to RCTC in 2019.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,942							5,942	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	5,942							5,942	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,942							5,942	

Fund #7:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.820
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	28,400							28,400	
PS&E									CMAQ may be supplanted with FRA CRISI funds; awards anticipated by USDOT/FRA spring 2022.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,400							28,400	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	28,400							28,400	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28,400							28,400	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Fund #8:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding ($1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL							1,507,350	1,507,350	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL							1,507,350	1,507,350	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0004 v7

Complete this page for amendments only Date 12/14/2023 09:40:21

District	County	Route	EA	Project ID	PPNO
75	Riverside County				9891

SECTION 1 - All Projects

Project Background

Project first programmed in 2022 STIP.

Programming Change Requested

Originally requested STIP programming in FY 23/24. Due to capacity, CTC could not accommodate the request and programmed STIP-RIP and STIP-IIP in FY 25/26. The RIP programming change was never reflected in subsequent ePPRs.

Reason for Proposed Change

STIP capacity.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

na

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

Temescal Canyon Road – El Cerrito Road to Tom Barnes Street

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/14/2023 12:33:28
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08				Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Cathy Wampler			951-955-6803	cwampler@rivco.org	

Project Title

Temescal Cyn Rd - El Cerrito Rd to Tom Barnes St

Location (Project Limits), Description (Scope of Work)

IN WESTERN RIV. CO. SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER, SIDEWALK, BIKE LANES, AND CURB RAMPS IN SEGMENT 1: N/O EL CERRITO RD TO TOM BARNES ST, PLUS 200' SEGMENT OF WIDENING N/O CAJALCO RD (SEGMENT 1 OF RIV150901-NEW SPLIT PROJECT)

Component	Implementing Agency
PA&ED	Riverside County
PS&E	Riverside County
Right of Way	Riverside County
Construction	Riverside County

Legislative Districts					
Assembly:	58	Senate:	31	Congressional:	41

Project Milestone	Existing	Proposed
Project Study Report Approved	12/08/2021	
Begin Environmental (PA&ED) Phase		01/07/2020
Circulate Draft Environmental Document Document Type (ND/MND)/CE		02/19/2024
Draft Project Report		02/20/2024
End Environmental Phase (PA&ED Milestone)		07/19/2024
Begin Design (PS&E) Phase		10/03/2022
End Design Phase (Ready to List for Advertisement Milestone)		04/28/2026
Begin Right of Way Phase		02/20/2023
End Right of Way Phase (Right of Way Certification Milestone)		12/26/2025
Begin Construction Phase (Contract Award Milestone)		08/25/2026
End Construction Phase (Construction Contract Acceptance Milestone)		11/26/2027
Begin Closeout Phase		11/29/2027
End Closeout Phase (Closeout Report)		05/30/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

Date 12/14/2023 12:33:28

Purpose and Need

Temescal Canyon Road traverses the Temescal Valley between the cities of Corona and Lake Elsinore as the primary north-south arterial, paralleling Interstate 15 and often serving as an alternate route for motorists to bypass the congestion on the freeway during peak commuting hours. Regional development has increased traffic volumes through the valley significantly over the years. Portions of Temescal Canyon Road, particularly 0.7 miles between El Cerrito Road and Tom Barnes Street, still exist as a rural two-lane road and are currently loaded beyond the road's capacity. Local residents have reported that increased congestion on Temescal Canyon Road has resulted in travel times taking as much as 30 minutes to drive a mile or two to drop children off at school. This congestion is having a negative impact on the quality of life of the local residents. Widening Temescal Canyon Road from two lanes to four lanes, with the addition of sidewalks and bike lanes, can provide relief for residents. Furthermore, the proposed improvements will provide decreased response times for emergency responders, increase safety for pedestrians and bicyclists, a safe route to school for children, improve access for persons with disabilities, promote active transportation, and improve the quality of life for residents, workers, and visitors along the Temescal Valley corridor.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	3
Operational Improvement	Two-way left turn lanes	EA	1
Active Transportation	Bicycle lane-miles	Miles	1.5
Active Transportation	Sidewalk miles	Miles	1.3
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	18
ADA Improvements	New curb ramp installed	EA	12
ADA Improvements	Install new detectable warning surface	SQFT	144
Pavement (lane-miles)	Local road - reconstructed	Miles	1.5
Pavement (lane-miles)	Local road - new	Miles	1.5

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

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Additional Information

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	340	0	340

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

District	County	Route	EA	Project ID	PPNO
08	Riverside County				

Project Title

Temescal Cyn Rd - El Cerrito Rd to Tom Barnes St

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Riverside County
PS&E									Riverside County
R/W SUP (CT)									Riverside County
CON SUP (CT)									Riverside County
R/W									Riverside County
CON									Riverside County
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	4,439							4,439	
PS&E	2,723							2,723	
R/W SUP (CT)									
CON SUP (CT)									
R/W	16,790							16,790	
CON				23,000				23,000	
TOTAL	23,952			23,000				46,952	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	4,439							4,439	
PS&E	2,723							2,723	
R/W SUP (CT)									
CON SUP (CT)									
R/W	16,790							16,790	
CON				2,850				2,850	
TOTAL	23,952			2,850				26,802	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0002 v0

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									RCTC board approval to program STIP-RIP on October 13, 2021. CTC vote anticipated on March 23-24, 2022.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				13,000				13,000	
TOTAL				13,000				13,000	

Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,150				7,150	
TOTAL				7,150				7,150	

I-10/Highland Springs Avenue Interchange

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

Amendment (Existing Project) ☒ YES ☐ NO				Date	12/14/2023 09:35:50
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	0L160		3019N	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County	10	8.200	11.300	City of Beaumont,City of Banning	
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
David Lewis			951-787-7141	dlewis@rctc.org	

Project Title

I-10/Highland Springs Avenue Interchange

Location (Project Limits), Description (Scope of Work)

IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFF RAMP AND W/B ON RAMP

Component	Implementing Agency
PA&ED	Riverside County Transportation Commission
PS&E	Riverside County Transportation Commission
Right of Way	Riverside County Transportation Commission
Construction	Riverside County Transportation Commission

Legislative Districts

Assembly:	42	Senate:	23	Congressional:	36

Project Milestone	Existing	Proposed
Project Study Report Approved	12/10/2021	
Begin Environmental (PA&ED) Phase	04/01/2022	09/27/2022
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI	01/17/2023	02/07/2025
Draft Project Report	01/17/2023	07/31/2024
End Environmental Phase (PA&ED Milestone)	08/17/2023	09/26/2025
Begin Design (PS&E) Phase	03/07/2024	03/06/2026
End Design Phase (Ready to List for Advertisement Milestone)	01/08/2026	03/06/2028
Begin Right of Way Phase	03/07/2024	03/06/2026
End Right of Way Phase (Right of Way Certification Milestone)	10/16/2025	03/06/2028
Begin Construction Phase (Contract Award Milestone)	04/24/2026	09/06/2028
End Construction Phase (Construction Contract Acceptance Milestone)	02/24/2028	09/06/2030
Begin Closeout Phase	02/25/2028	09/06/2030
End Closeout Phase (Closeout Report)	05/18/2028	10/07/2030

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

Date 12/14/2023 09:35:50

Purpose and Need

Purpose

The purpose of the project is to reduce queuing and congestion currently experienced by traffic on Highland Springs Avenue at the I-10/ Highland Springs Avenue interchange. The project will accommodate increases in traffic volumes expected over the course of the 20-year time horizon without requiring a widening of the Highland Springs Avenue undercrossing bridge structure.

Need

The proposed project is needed to address current and future operational performance issues. Due to lane constraints under the I-10 overcrossing and the short queuing distances for highway access, the area experiences high levels of congestion and delay during peak periods.

Current queue lengths exceed capacity at the left-hand turns from Highland Springs Avenue to the eastbound and westbound highway on-ramps.

Current queue lengths exceed capacity at the right- and left-hand turns from the westbound off-ramp onto Highland Springs Avenue.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☒ YES ☐ NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Ramp modifications	EA	4
Active Transportation	Crosswalk	EA	4
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	1
ADA Improvements	New curb ramp installed	EA	6
Pavement (lane-miles)	Local road - reconstructed	Miles	2
ADA Improvements	New sidewalk	LF	1,786
ADA Improvements	Modify driveway	LF	30
Active Transportation	Bicycle lane-miles	Miles	0.12
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.5
Operational Improvement	Auxiliary lanes	Miles	0.8
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
Operational Improvement	Intersection / Signal improvements	EA	4
Operational Improvement	Shoulder widening	EA	4

Additional Information

Reduce Greenhouse Gas Emissions - The proposed project is located in Riverside County, an area in the South Coast Air Basin, and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is currently in nonattainment for federal ozone and particulate matter of 2.5 microns or less (PM2.5), maintenance area for carbon monoxide (CO) and particulate matter of 10 microns or less (PM10), and nonattainment for State ozone, PM10 and PM2.5 standards.

Sustainable Communities Strategy Goals - The project intends to extend Class II Bike Lanes along Highland Springs Ave as is crosses under the I-10 freeway, currently no bike lanes exist. Additional ADA improvements will be made on the sidewalks that abut Highland Springs Avenue and LED lighting will be provided for the pedestrian and bike lanes.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	209	0	209

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10	0L160		3019N

Project Title

I-10/Highland Springs Avenue Interchange

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	2,000							2,000	Riverside County Transportation Com
PS&E		3,000						3,000	Riverside County Transportation Com
R/W SUP (CT)									Riverside County Transportation Com
CON SUP (CT)									Riverside County Transportation Com
R/W		2,000						2,000	Riverside County Transportation Com
CON					30,000			30,000	Riverside County Transportation Com
TOTAL	2,000	5,000			30,000			37,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E		3,000						3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON							30,000	30,000	
TOTAL	2,000	5,000					30,000	37,000	

Fund #1:	Local Funds - Transportation Uniform Mitigation Fee (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Western Riverside Council of Govern
PS&E		3,000						3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON					10,802			10,802	
TOTAL	2,000	5,000			10,802			17,802	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	2,000							2,000	
PS&E		3,000						3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON							10,802	10,802	
TOTAL	2,000	5,000					10,802	17,802	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					4,500			4,500	
TOTAL					4,500			4,500	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,500	4,500	
TOTAL							4,500	4,500	

Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					14,698			14,698	
TOTAL					14,698			14,698	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							14,698	14,698	
TOTAL							14,698	14,698	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2022-0003 v1

Complete this page for amendments only Date 12/14/2023 09:35:50

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10	0L160		3019N

SECTION 1 - All Projects

Project Background

Project first programmed in 2022 STIP. Since then, the PSR took one year longer to complete. Now in environmental.

Programming Change Requested

Push STIP-RIP programming from FY 26/27 to FY 28/29 to match latest construction phase schedule.

Reason for Proposed Change

Construction schedule has been pushed out two years due to pre-con project delays.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No cost increase anticipated at this time. Delays due to PSR taking one year longer to complete than anticipated. Environmental anticipated to possibly take longer than originally anticipated, as well.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

I-10/Monroe Street Interchange

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2022-0001 v1

Amendment (Existing Project) ☐ YES ☒ NO						Date	12/15/2023 12:56:05
Programs ☐ LPP-C ☒ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
08	0K730	0800000368	3017W	Riverside County Transportation Commission			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Riverside County	10	53.900	55.500	City of Indio,Coachella Valley Association of Governments			
				MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
John Ashlock			951-955-1511	jashlock@rivco.org			

Project Title

Interstate 10/Monroe Street Interchange

Location (Project Limits), Description (Scope of Work)

ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN ON-RAMPS TERMINI 1 TO 2 LANES AND OFF RAMP TERMINI 1 TO 3 LANES INCLUDING RAMP METERS, CONSTRUCT AUX LANES ON MAINLINE B/T MONROE AND JACKSON ST, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES. CONSTRUCT CLASS IV BIKE AND LOW SPEED ELECTRIC VEHICLE PATH B/T OLEANDER AND AVENUE 42 WITH CONNECTIONS TO CV-LINK AND MAINTENANCE ACCESS ROADS TO THE COACHELLA VALLEY STORM CHANNEL

Component	Implementing Agency
PA&ED	Riverside County
PS&E	Riverside County
Right of Way	Riverside County
Construction	Riverside County

Legislative Districts					
Assembly:	56	Senate:	28	Congressional:	36

Project Milestone	Existing	Proposed
Project Study Report Approved	12/30/2016	
Begin Environmental (PA&ED) Phase	01/31/2018	01/31/2018
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI	05/23/2020	05/23/2020
Draft Project Report	04/21/2020	04/21/2020
End Environmental Phase (PA&ED Milestone)	12/22/2020	12/22/2020
Begin Design (PS&E) Phase	04/27/2021	04/27/2021
End Design Phase (Ready to List for Advertisement Milestone)	06/01/2023	12/31/2024
Begin Right of Way Phase	01/01/2022	10/20/2023
End Right of Way Phase (Right of Way Certification Milestone)	05/30/2023	12/20/2024
Begin Construction Phase (Contract Award Milestone)	11/01/2023	08/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	03/01/2026	08/01/2027
Begin Closeout Phase	03/01/2026	09/01/2027
End Closeout Phase (Closeout Report)	09/01/2026	03/30/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Date 12/15/2023 12:56:05

Purpose and Need

The purpose of the project is to increase capacity at the I-10/Monroe Street interchange to accommodate the forecast travel demand for the 2045 design year within the City of Indio. Accommodate multimodal travel consistent with the City of Indio's General Plan and regional plans. Improve operations by addressing existing non-standard shoulders on the ramps and Monroe Street, pedestrian, and bike facilities; non-standard compound curves, cross-falls, and profile grades; and aging seismic and scour susceptible bridges over I-10 and Whitewater River.

The project addresses the following needs, transportation deficiencies and problems: The existing interchange and associated intersections are expected to operate at unacceptable level of service by year 2045 due to forecasted growth in traffic volumes in conjunction with the current capacity of the interchange. Existing gaps in pedestrian and bicycle infrastructure across the interchange break the multi-modal connection between communities and businesses on either side of I-10; and without the proposed improvements, and with anticipated daily traffic growth – the existing Monroe Street and corresponding I-10 ramps will experience increased delays and diminished operations within the interchange. The addition of protected bicycle, Low Speed Electric Vehicle, and ADA compliant pedestrian paths coupled with direct connectivity to the new CV-Link regional multi-modal pathway will encourage and promote active and alternate forms of transportation spurring healthy lifestyle opportunities for communities in the region.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	20,821
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	46,098
Drainage	Culverts	LF	5,350
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	1
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.14
Pavement (lane-miles)	Local road - reconstructed	Miles	0.52
Operational Improvement	Auxiliary lanes	Miles	1.14
Operational Improvement	Intersection / Signal improvements	EA	4
Operational Improvement	Interchange modifications	EA	1
Operational Improvement	Ramp modifications	EA	4
Operational Improvement	Curve and vertical alignment corrections	EA	5
Operational Improvement	Shoulder widening	EA	2
Operational Improvement	Turn pockets constructed	EA	6
Active Transportation	Bicycle lane-miles	Miles	1.14
Active Transportation	Sidewalk miles	Miles	1.02
Active Transportation	Crosswalk	EA	11
ADA Improvements	New sidewalk	LF	2,345
ADA Improvements	Repair existing sidewalk	LF	3,028
ADA Improvements	Repair/upgrade curb ramp	EA	11
ADA Improvements	Install accessible pedestrian signal	EA	11

ADA Improvements	Modify driveway	LF	9
ADA Improvements	Modify crosswalk	LF	1,542
ADA Improvements	Install new detectable warning surface	SQFT	236

Additional Information

- Project is exempt from VMT analysis by beginning PA&ED prior to 9/20/2020
- Change in Vehicle Miles Traveled (VMT) per capita is 829,971 daily (existing conditions 2018) to 1,265,130 daily (future conditions 2045).
- Project will include a multi-purpose pedestrian, bicycle, and LSEV (Low Speed Electric Vehicle) path on both structures and within the limits of the project. Project also includes connections to the 50-mile-long CV-Link multi-purpose trail paralleling the Coachella Valley Storm Water Channel which crosses under the bridge.
- Change in CO2 emissions reduction per capita 19% reduction by 2035.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2022-0001 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	10,182,665	0	10,182,665
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
	Optional	Daily Vehicle Hours of Travel Time Reduction	Hours	2,817	3,492	-675
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.0528	0.0538	-0.001
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	61	62	-1
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-5,494	0	-5,494
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-4	0	-4
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-85	0	-85
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-10	0	-10
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0.005	-0.005
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0.28	-0.28
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,057	0	1,057
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.4	0	1.4
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	74,380	-74,380
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	95,050	0	95,050

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2022-0001 v1

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10	0K730	0800000368	3017W

Project Title

Interstate 10/Monroe Street Interchange

Existing Total Project Cost ($1,000s)

Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)			3,100					3,100	Riverside County
PS&E			5,765					5,765	Riverside County
R/W SUP (CT)			935					935	Riverside County
CON SUP (CT)							4,000	4,000	Riverside County
R/W				5,637				5,637	Riverside County
CON							63,286	63,286	Riverside County
TOTAL			9,800	5,637			67,286	82,723	

Proposed Total Project Cost ($1,000s)

Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Notes
E&P (PA&ED)			3,100					3,100	
PS&E			5,765					5,765	
R/W SUP (CT)			935					935	
CON SUP (CT)							4,000	4,000	
R/W					5,637			5,637	
CON							104,367	104,367	
TOTAL			9,800		5,637		108,367	123,804	

Fund #1: RIP - State Cash (Committed)

Program Code: 20.XX.075.600

Existing Funding ($1,000s)

Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									RCTC board approval to program STIP-RIP on October 13, 2021. CTC vote anticipated on March 23-24, 2022.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							7,550	7,550	
TOTAL							7,550	7,550	

Proposed Funding ($1,000s)

Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							14,329	14,329	
TOTAL							14,329	14,329	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Fund #2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding ($1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			3,100					3,100	
PS&E			5,765					5,765	
R/W SUP (CT)			935					935	
CON SUP (CT)							4,000	4,000	
R/W				5,637				5,637	
CON							55,736	55,736	
TOTAL			9,800	5,637			59,736	75,173	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)			3,100					3,100	
PS&E			5,765					5,765	
R/W SUP (CT)			935					935	
CON SUP (CT)							4,000	4,000	
R/W					5,637			5,637	
CON							48,218	48,218	
TOTAL			9,800		5,637		52,218	67,655	
Fund #3:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							26,232	26,232	
TOTAL							26,232	26,232	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2022-0001 v1

Fund #4:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							14,088	14,088	
TOTAL							14,088	14,088	
Fund #5:	Demo - CPFCDS (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,500	1,500	
TOTAL							1,500	1,500	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Complete this page for amendments only Date 12/15/2023 12:56:05

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10	0K730	0800000368	3017W

SECTION 1 - All Projects

Project Background

Project originally programmed in 2022 STIP.

Programming Change Requested

Additional STIP-RIP funding.

Reason for Proposed Change

Cost increase and additional scope.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

I-15 Express Lanes Project Southern Extension

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/15/2023 14:04:27
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	0J082	0818000063	3009X	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County	I15	21.200	38.100		
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jeff Dietzler			951-787-4019	jdietzler@rctc.org	

Project Title

I-15 Express Lane Project Southern Extension

Location (Project Limits), Description (Scope of Work)

IN WESTERN RIVERSIDE COUNTY - ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET TO SR-74 (CENTRAL AVENUE) AND FROM SR-74 (CENTRAL AVENUE) TO NICHOLS ROAD. SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.

Component	Implementing Agency
PA&ED	Riverside County Transportation Commission
PS&E	Riverside County Transportation Commission
Right of Way	Riverside County Transportation Commission
Construction	Riverside County Transportation Commission

Legislative Districts					
Assembly:	58,63	Senate:	32,31	Congressional:	41

Project Milestone	Existing	Proposed
Project Study Report Approved	12/01/2017	
Begin Environmental (PA&ED) Phase		05/01/2019
Circulate Draft Environmental Document Document Type EIR		08/31/2024
Draft Project Report		08/31/2024
End Environmental Phase (PA&ED Milestone)		08/31/2025
Begin Design (PS&E) Phase		01/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2029
Begin Right of Way Phase		01/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2029
Begin Construction Phase (Contract Award Milestone)		01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2030
Begin Closeout Phase		01/01/2030
End Closeout Phase (Closeout Report)		12/31/2031

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Date 12/15/2023 14:04:27

Purpose and Need

Project Purpose

The purpose of the Project is to:

- Improve and manage traffic operations, congestion, and travel times along the corridor
- Expand travel mode choice along the corridor
- Provide an option for travel time reliability
- Provide a cost-effective mobility solution
- Expand and maintain compatibility with the express lane network in the region

Project Need

Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Due to forecasted population growth, and the continued development to support the projected growth in the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.

The adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) Growth Forecast estimates a 36.7 percent increase in population in Riverside County between 2015 and 2040. SCAG's recently adopted Connect SoCal (2020–2045 RTP/ Sustainable Communities Strategy [SCS]) Growth Forecast estimates a 38.3 percent increase in population in Riverside County between 2020 and 2045, with the number of households and employment increasing by approximately 30.5 and 34.02 percent, respectively. In the City of Corona, the 2020–2045 RTP/SCS Growth Forecast estimates an 11.6 percent increase in population from 2016 to 2045 and an 11.7 percent increase in households. According to the same source, the City of Lake Elsinore is projected to see a 76.8 percent increase in population. This projected growth is expected to place a high demand on existing transportation facilities and services.

Currently, north-south mobility options for motorists are limited through this portion of Riverside County. Besides local streets, the only parallel route for motorists is I-215, which is over 10 miles east of I-15 and generally serves a different region within Riverside County.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	124,306
Operational Improvement	Auxiliary lanes	Miles	1.99
Operational Improvement	Ramp modifications	EA	1
Operational Improvement	Shoulder widening	EA	29.29
Drainage	Culverts	LF	34,440
TMS (Traffic Management Systems)	Changeable message signs	EA	2
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	62
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	25.85
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	10
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	55.33
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1.99
Pavement (lane-miles)	Mainline Shoulders construction	Miles	32.85
Other	Sound wall miles constructed	Miles	8
Information Technology	Data Management	EA	1

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Date 12/15/2023 14:04:27

Additional Information

Alternative Delivery Methods: RCTC intends to perform both final engineering and construction of the I-15 ELPSE in an integrated fashion utilizing a progressive design-build (PDB) contract in accordance with Senate Bill 617 (Statutes of 2023). PDB is an emerging project delivery tool that brings on a
design-build contractor earlier into the project planning process, providing the design-builder's input and innovation before a guaranteed maximum price (GMP) is negotiated. PDB also allows for greater project delivery flexibility through phased funding and construction likely needed to deliver the I-15 ELPSE due to the substantial cost and challenge of securing the entire estimated project capital cost of over $500 million at one time. See publication from the Design-Build Institute of America for more detailed information on PDB here: https://dbia.org/wp-content/uploads/2023/05/Deeper-Dive-Progressive-Design-Build-2023.pdf.
Per consultation with Federal Highway Administration (FHWA) and Caltrans District 8, RCTC obligated federal funds under Preliminary Engineering to proceed with retaining a Project Construction Manager (PCM). FHWA and Caltrans also suggested RCTC follow Construction Manager/General Contractor (CM/GC) procedures and tailor it for PDB. RCTC's Board approved the PCM contract on December 13, 2023. The PCM is anticipated to begin work in January 2024, and will perform a project Independent Cost Estimate (ICE) in support of developing a project delivery and funding plan. Additionally, PCM will work with RCTC and their legal support to prepare for the next phase of this PDB project: releasing a Statement of Qualifications (SOQ) to evaluate potential progressive design-build firms in late 2024 or early 2025. This PDB procurement effort is anticipated to take place while the CEQA/NEPA environmental clearance work is still underway and will be considered under the Plans, Specifications, and Estimate (PS&E) phase. Procuring the progressive design-build contractor prior to environmental clearance is allowable under CM/GC procedures. As such, RCTC proposes to seek STIP-RIP PS&E allocation and to obligate federal funds prior to releasing the PDB SOQ and potentially before environmental clearance, for the early design effort and GMP negotiation under the PDB contract. Where PDB differs from Design-Build is the firm selected in the PS&E phase will eventually be negotiated with for a GMP to take the project into the Construction phase. RCTC will continue the ongoing coordination it has had to date with the Federal Highway Administration and Caltrans and also involve the California Transportation Commission to ensure the timely and successful allocation and obligation of funds for this important regional project.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	54,465,132	0	54,465,132
			Hours per Capita	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	19	0	19
			PM 10 Tons	21	0	21
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	935,299	0	935,299
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	262	0	262
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	9	0	9
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,575	0	1,575
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	72	0	72
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	7,911	0	7,911
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.9	0	3.9

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

District	County	Route	EA	Project ID	PPNO
08	Riverside County	I15	0J082	0818000063	3009X

Project Title

I-15 Express Lane Project Southern Extension

Existing Total Project Cost ($1,000s)

Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									Riverside County Transportation Com
R/W SUP (CT)									Riverside County Transportation Com
CON SUP (CT)									Riverside County Transportation Com
R/W									Riverside County Transportation Com
CON									Riverside County Transportation Com
TOTAL									

Proposed Total Project Cost ($1,000s)

Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Notes
E&P (PA&ED)	99,828							99,828	
PS&E		37,416						37,416	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				530,884				530,884	
TOTAL	99,828	37,416		530,884				668,128	

Fund #1:	Local Funds - Local Measure (Uncommitted)	Program Code

Existing Funding ($1,000s)

Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding ($1,000s)

Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				442,509				442,509	
TOTAL				442,509				442,509	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	56,586							56,586	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				76,375				76,375	
TOTAL	56,586			76,375				132,961	

Fund #3:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	6,314							6,314	COVID STBG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,314							6,314	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0001 v1

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	29,962							29,962	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,000				12,000	
TOTAL	29,962			12,000				41,962	

Fund #5:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	3,000							3,000	These funds are from the FY23 Appropriations Act/Earmarks/ Community Project Funding/ Congressional Directed Spending Program under the Highway Infrastructure Programs account.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Fund #6:	Federal Disc. - Carbon Reduction Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	3,966							3,966	FY22 CRP Funds Approved by SCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,966							3,966	

Fund #7:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E		37,416						37,416	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		37,416						37,416	

I-10 Bypass

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0001 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/06/2023 08:28:09
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08				Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County				Riverside County	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Cesar Tolentino			951-955-1520	ctolenti@rivco.org	

Project Title

I-10 Bypass

Location (Project Limits), Description (Scope of Work)

I-10 Bypass South (formerly Ramsey St. Ext): Construct two lanes of an ultimate 4-lane roadway to provide a bypass/network facility for the I-10, approximately 1/2 mile S/O I-10 between the eastern end of the City of Banning and Apache Trail in Cabazon. Other improvements include the construction of bridge crossings at Smith Creek and San Gorgonio River.

Component	Implementing Agency
PA&ED	Riverside County
PS&E	Riverside County
Right of Way	Riverside County
Construction	Riverside County

Legislative Districts					
Assembly:	47	Senate:	23	Congressional:	25

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2008
Circulate Draft Environmental Document Document Type EIR/FONSI		12/29/2017
Draft Project Report		10/06/2021
End Environmental Phase (PA&ED Milestone)		10/06/2021
Begin Design (PS&E) Phase		10/07/2021
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2027
Begin Right of Way Phase		07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2027
Begin Construction Phase (Contract Award Milestone)		04/30/2028
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/2031
Begin Closeout Phase		11/30/2031
End Closeout Phase (Closeout Report)		04/30/2032

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Date 12/06/2023 08:28:09

Purpose and Need

- Purpose Statement -

To construct a local roadway connecting Banning and Cabazon that would fulfill the following:

- Accommodate local trips on a local roadway
- Provide an alternate route between Banning and Cabazon in the event of a closure on I-10
- Provide a safe route for bicyclists
- Provide a safe route for pedestrians
- Provide a connection from Cabazon to I-10 and to the adjacent City of Banning that does not require an at-grade crossing of the railroad tracks
- Improve the transportation facilities connecting Banning and Cabazon to address growth and mobility needs as identified in the 2015 and 2003 County of Riverside General Plans, as well as in the Banning General Plan Circulation Element

- Need Statement -

Banning and the community of Cabazon have no local roadway connecting them. The two communities are located approximately 3 miles apart, and I-10 provides the only roadway connection between them. All travel between Banning and Cabazon, whether local or through, must be accommodated on I-10. The following specific adverse effects result from this lack of local roadway connection:

- As noted above, all travelers between Banning and Cabazon I-10 must use I-10 thereby adding local trips to already heavy traffic flows on the freeway and at the Hargrave Avenue, Malki Road, and Morongo Parkway interchanges with I-10. Both Caltrans and Federal High-way Guidelines discourage the use of the Interstate Highway System for short-range local trips
- At present, bicyclists must use the freeway shoulder to travel between the two communities even though this segment of the freeway is particularly challenging for bicyclists, in part because it includes the weigh stations where many trucks exit the freeway, crossing the shoulder area that is used by bicyclists
- Pedestrians have no sidewalks, paths, or trails between the two communities
- Cabazon residents who live south of the Union Pacific Railroad must use either the Apache Trail or Broadway at-grade railroad crossings for both local and long-range trips, where lengthy delays may be caused by long, slow trains that also delay emergency vehicles, thus increasing response times
- When the parallel segment of I-10 is closed or partially closed, travelers along I-10 must either wait for the freeway to reopen or take the time-consuming, circuitous detour routes noted above

NHS Improvements ☐ YES ☒ NO	Roadway Class 2	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - new	Miles	3.3
Bridge / Tunnel	New bridges/tunnels	SQFT	219,157
Drainage	Culverts	LF	150
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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Date 12/06/2023 08:28:09

Additional Information

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0001 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	20,850,951	28,605,541	-7,754,590
			VMT per Capita	59,833,164	82,085,466	-22,252,302
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	95,436	0	95,436
Safety	Optional	Accident Cost Savings	Dollars	7,167,056	9,832,526	-2,665,470

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0001 v0

District	County	Route	EA	Project ID	PPNO
08	Riverside County				

Project Title

I-10 Bypass

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Riverside County
PS&E									Riverside County
R/W SUP (CT)									Riverside County
CON SUP (CT)									Riverside County
R/W									Riverside County
CON									Riverside County
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	5,314							5,314	
PS&E	12,856							12,856	
R/W SUP (CT)									
CON SUP (CT)									
R/W		10,000						10,000	
CON					99,800			99,800	
TOTAL	18,170	10,000			99,800			127,970	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	4,333							4,333	
PS&E	4,856							4,856	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,200						1,200	
CON									
TOTAL	9,189	1,200						10,389	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0001 v0

Fund #2:	Local Funds TUMF Zone (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	981							981	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	981							981	

Fund #3:	Local Funds - TUMF Regional Arterial (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	8,000							8,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	8,000							8,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5956-2024-0001 v0

Fund #4:	RIP - STIP Advance Construction (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,800						8,800	
CON									
TOTAL		8,800						8,800	

Fund #5:	Local Funds - County Funds (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					99,800			99,800	
TOTAL					99,800			99,800	

I-15/French Valley Parkway Phase III

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5459-2024-0001 v2

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/13/2023 13:51:05
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08	43273	RIV031215B		Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County	15	5.500	9.600	City of Temecula	
				MPO	Element
				SCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Avlin Odviar			951-693-3969	avlin.odviar@temeculaca.gov	

Project Title

I-15 / French Valley Parkway Improvements - Phase III

Location (Project Limits), Description (Scope of Work)

In the City of Temecula, Riverside County - French Valley Parkway Improvements - Phase III - to construct 6 LN OC (Jefferson to Ynez), and NB On-Ramps.

Component	Implementing Agency
PA&ED	City of Temecula
PS&E	City of Temecula
Right of Way	City of Temecula
Construction	City of Temecula

Legislative Districts					
Assembly:	71	Senate:	32	Congressional:	48,41

Project Milestone	Existing	Proposed
Project Study Report Approved	01/29/2010	
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2027
Begin Right of Way Phase		07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		10/01/2027
Begin Construction Phase (Contract Award Milestone)		04/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2030
Begin Closeout Phase		01/01/2031
End Closeout Phase (Closeout Report)		12/31/2032

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5459-2024-0001 v2

Date 12/13/2023 13:51:05

Purpose and Need

The purpose and need of the project is to improve traffic flow, enhance safety by reducing congestion and eliminate existing deficiencies. The project is needed to reduce current and projected traffic congestion on the ramps and freeway mainline in the project area, improve safety and operations between Winchester Road and the I-15/I-215 Junction, provide alternative vehicular access to I-15 that will also provide operational improvement to the I-15/Winchester Road interchange, and to provide improvements to accommodate projected growth and to facilitate local circulation consistent with the General Plan of the Cities of Temecula and Murrieta as well as the County of Riverside.

NHS Improvements ☒ YES ☐ NO | Roadway Class NA | Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO | Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Ramp modifications	EA	2
Bridge / Tunnel	Modified / Improved interchanges	SQFT	88,244
Bridge / Tunnel	New bridges/tunnels	SQFT	39,930
Drainage	Culverts	LF	31,000
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	4
Pavement (lane-miles)	Roadway lane miles	Miles	3.7
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	0.5
Operational Improvement	Intersection / Signal improvements	EA	1
Operational Improvement	Interchange modifications	EA	1
Operational Improvement	Turn pockets constructed	EA	4
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.25
Active Transportation	Bicycle lane-miles	Miles	1.25
Active Transportation	Sidewalk miles	Miles	1.25
Active Transportation	Crosswalk	EA	6
Active Transportation	Crossing Island	EA	3
ADA Improvements	New sidewalk	LF	6,500
ADA Improvements	New curb ramp installed	EA	12
ADA Improvements	Install accessible pedestrian signal	EA	11
ADA Improvements	New crosswalk	LF	300
ADA Improvements	Install new detectable warning surface	SQFT	180

Additional Information

As currently designed, the FVP Phase III project will support mobility for users of all ages and abilities using any number of modalities including personal vehicles, public transportation, bicycling, and pedestrian. The French Valley Parkway roadway design includes striped and raised medians, 6 mixed-use lanes, dedicated 8' wide bike lanes in both directions, dedicated turn-pockets, dedicated bus stops, 5' – 12' wide sidewalks in both directions (curb adjacent and separated), cross-walks in both directions with ADA signalization and ramps, and parkway landscaping, irrigation, and lighting.

In conjunction with the Caltrans PDT, the City will continue to explore additional Complete Street opportunities and features to incorporate into the final design.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5459-2024-0001 v2

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	24,585,151	0	24,585,151
			Hours per Capita	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-5,155	0	-5,155
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-6	0	-6
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-210	0	-210
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-23	0	-23
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	-2	0	-2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	-115	0	-115
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	-764	0	-764
	Optional	Accident Cost Savings	Dollars	10,800,000	0	10,800,000
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,900	0	2,900
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.2	0	1.2

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5459-2024-0001 v2

District	County	Route	EA	Project ID	PPNO
08	Riverside County	15	43273	RIV031215B	

Project Title

I-15 / French Valley Parkway Improvements - Phase III

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									City of Temecula
PS&E									City of Temecula
R/W SUP (CT)									City of Temecula
CON SUP (CT)									City of Temecula
R/W									City of Temecula
CON									City of Temecula
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E		6,500						6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON					41,500			41,500	
TOTAL		8,500			41,500			50,000	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Temecula
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON					41,500			41,500	
TOTAL		3,500			41,500			45,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5459-2024-0001 v2

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E		5,000						5,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,000						5,000	

Planning, Programming, and Monitoring

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0002 v0

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/15/2023 07:41:11
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
08		0813000157	9803	Riverside County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Riverside County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jillian Guizado			951-787-7923	jguizado@rctc.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Riverside County Transportation Commission

Legislative Districts

Assembly:	36,71,58,60,47,63	Senate:	32,23,31	Congressional:	48,35,39,40,25,41

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0002 v0

Date 12/15/2023 07:41:11

Purpose and Need

Development and review of regional transportation planning, including the development and preparation of the regional transportation plan; project planning, including the development of project study reports or major investment studies; program development, including the preparation of the FTIPs and studies supporting them; monitoring and implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-6054-2024-0002 v0

Date 12/15/2023 07:41:11

Additional Information

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0002 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0002 v0

District	County	Route	EA	Project ID	PPNO
08	Riverside County			0813000157	9803

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Riverside County Transportation Com
R/W									
CON									Riverside County Transportation Com
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	953							953	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	15,832	600	600	600	600	427		18,659	
TOTAL	16,785	600	600	600	600	427		19,612	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									$1376 CON voted 09/07/98
R/W SUP (CT)									$878 CON voted 12/23/99
CON SUP (CT)									$406 CON voted 08/01/00
R/W									$500 CON voted 03/29/01
CON									$659 CON voted 07/01/01
TOTAL									$163 CON voted 06/13/02
Proposed Funding ($1,000s)									$170 CON voted 03/03/05
E&P (PA&ED)	953							953	$953 PAED voted 07/14/05
PS&E									Notes
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	15,602	600	600	600	600	427		18,429	
TOTAL	16,555	600	600	600	600	427		19,382	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6054-2024-0002 v0

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									$25 CON voted 09/28/00
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	25							25	
TOTAL	25							25	

Fund #3:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	205							205	
TOTAL	205							205	

Section 18. Documentation of 2024 RTIP Approval

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, October 11, 2023

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Bob Magee at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California, 92501. For public comment visit https://rivco.org/constituent-speaking-request to complete a speaker slip.

2. ROLL CALL

Commissioners/Alternates Present		Commissioners Absent
Brian Berkson	Lisa Middleton	Waymond Fermon
Ulises Cabrera	Linda Molina	Sheri Flynn
Chuck Conder	Joseph Morabito	Steven Hernandez
Joseph DeConinck	Dana Reed	V. Manuel Perez
Kathleen Fitzpatrick	Jeremy Smith	Karen Spiegel
Raymond Gregory	Wes Speake	Lloyd White
Yxstian Gutierrez*	James Stewart*	
Berwin Hanna	Michael M. Vargas	
Jan Harnik	Valerie Vandever	
Kevin Jeffries	Cindy Warren	
Linda Krupa	Chuck Washington	
Anthony Liao	Bill Zimmerman	
Clint Lorimore		
Bob Magee		
Meg Marker		
Scott Matas		

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Commissioner Kevin Jeffries led the Commission in a flag salute.

At this time, Commissioner James Stewart joined the meeting.

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

M/S/C (Vargas/Cabrera) to approve the following Consent Calendar items.

6A. APPROVAL OF MINUTES – SEPTEMBER 13, 2023

6B. ANNUAL INVESTMENT POLICY

1) Approve the revised annual Investment Policy; and
2) Adopt Resolution No. 23-008, *"Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy"*.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

1) Receive and file a state and federal legislative update.

6D. 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS

1) Approve programming $51,215,772 of 2024 State Transportation Improvement Program (STIP) Western Riverside County and Palo Verde Valley target share funding capacity on the Interstate 15 Express Lanes Project Southern Extension (ELPSE), I-10 Bypass, and French Valley Parkway Phase III projects, and forward to the California Transportation Commission (CTC);
2) Include programming $6,778,587 of 2024 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 (3 percent of STIP target share programming capacity) in the amount of $1,793,640 in Fiscal Years 2024/25 through 2028/29;
4) Submit the 2024 STIP submittal to the CTC by the statutory deadline of December 15, 2023;
5) Forward the Riverside County 2024 STIP project recommendations to the Southern California Association of Governments (SCAG) to conduct regional performance measures analysis as required by the CTC STIP guidelines;
6) Approve a revision to Agreement No. 07-71-028-05, Amendment No. 5 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade

$294,804 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 $4,588,934; and

7) Authorize the Executive Director, pursuant to legal counsel review, to execute the revised Agreement No. 07-71-028-05 on behalf of the Commission upon CTC adoption of the 2024 STIP in March 2024.

6E. CITY OF COACHELLA'S STATION FEASIBILITY AND LAND USE AND TRANSIT NETWORK STUDY

1) Approve Agreement No. 24-65-006-00, with the city of Coachella (City) for completion of the Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network Study (Study); and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement and future non-funding agreements and/or amendments on behalf of the Commission.

6F. MORENO VALLEY/MARCH FIELD METROLINK STATION TRACK AND PLATFORM EXPANSION PROJECT - SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY CONSTRUCTION COOPERATIVE AGREEMENT AMENDMENT

1) Approve Agreement No. 21-33-097-01, Amendment No. 1 to Cooperative Agreement No. 21-33-097-00 between the Commission and Southern California Regional Rail Authority (SCRRA) for construction support services for the Moreno Valley/March Field Metrolink Station Track and Platform Expansion Project (Project) in the amount of $717,080, plus a contingency amount of $71,708, for an additional amount of $788,788, and a total amount not to exceed $3,451,888;
2) Approve an amendment to the Fiscal Year 2023/24- 2027/28 Short Range Transit Plan (SRTP) to reprogram $788,788 of State Transit Assistance (STA) funds from the Downtown Riverside Metrolink Station Improvement Project to this Project;
3) Approve a FY 2023/24 budget adjustment of $788,788 for both revenue and expenses related to the Project;
4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
5) Authorize the Executive Director or designee to approve contingency work pursuant to the agreement terms up to the total amount.

6G. COUNTYWIDE TRANSIT REPORT: FISCAL YEARS 2019/20 THROUGH 2021/22

1) Receive and file the Countywide Transit Report for Fiscal Years 2019/20 through 2021/22.

6H. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE TRANSIT NEEDS PUBLIC HEARING UPDATE

1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

At this time, Commissioner Yxstian Gutierrez joined the meeting.

7. DRAFT UPDATE TO THE TRAFFIC RELIEF PLAN

Aaron Hake, Deputy Executive Director, presented the Draft 2024 Traffic Relief Plan update, highlighting the following:

- How we got here
  - Transportation needs far exceed available funding
  - Extensive RCTC public engagement and outreach
  - Legislation
  - Commission leadership and direction
  - 2020 Traffic Relief Plan adoption (unanimous)
  - Review/update
  - Potential future ballot measure
- What the Traffic Relief Plan is
  - Transportation projects and services to meet the needs of Riverside County today and tomorrow
  - Expenditure plan for a potential ballot measure
  - Built based upon extensive public outreach and engagement – 2029, 2020, and 2023
- What the Traffic Relief Plan is Not – Funded (unless the voters approve funding)
- What's the same
  - Almost all projects and services proposed in 2020
  - Accountability measures
  - Equity and balance principles
- What's new
  - Removal of projects fully-funded
  - Addition of a few projects
  - Guaranteed formula funds of every city and the County (Western Riverside County)
  - Environmental mitigation investment category
  - Reorganization of road and transit investment categories
  - More detailed Coachella Valley section
- Traffic Relief Plan (TRP) Update: Investment Types – Safe Streets and Roads; Highways; Public Transportation; Regional Connections; Commuter Assistance; Active Transportation; Flood and Blowsand Control; and Environmental Mitigation

- TRP update: What we hear
  - Improve freeway traffic flow
  - Improve traffic flow and safety on major roads
  - Improve condition of existing roads
  - Sidewalk and safety improvements for pedestrians and cyclists
  - Increase frequency of public transportation
  - Bring daily passenger rail service to the Coachella Valley
  - Connect Riverside County by accelerating important projects
  - Provide more independence and opportunity
  - Utilize new technologies to improve efficiency and safety
- Accountability to taxpayers
  - Independent audits required
  - Efficiency and local control
  - Transparency and openness
  - Mandatory plan review and updates
  - Flexibility to expedite projects
  - Maintenance of effort
- Equity Among Regions of the County – Many residents of Riverside County live in areas that lack infrastructure, public transportation services, and face increasing traffic congestion
  - Ensure revenues raised in each region stay there
  - Address the needs of small, rural, and disadvantaged communities
  - Prioritize investments based on repair and upgrade needs
- Palo Verde Valley (Blythe)
  - Local road safety and maintenance
  - ADA improvements
  - Sidewalks and bike lanes
  - Interstate 10 interchanges
  - Vanpool
  - Reduced- or free-fare public transit
  - Replace and expanding bus fleet
  - Upgrade transit operating and maintenance facilities
  - Increasing public transit options
- Coachella Valley
  - The Coachella Valley Association of Governments (CVAG) manages funding distribution
  - Projects funded from multiple categories
  - Transportation Project Prioritization Study (TPPS)
  - Vehicle miles traveled (VMT) mitigation, support of transit-oriented development (TOD)/housing, Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)
- Western Riverside County
  - Safe Streets and Roads – 8 percent

- Highways – 25 percent
- Regional Connections – 12 percent
- Public Transportation – 25 percent
- Environmental Mitigation – 25 percent
- Commuter Assistance – 2 percent
- Active Transportation – 3 percent

- Revenue assumption
  - 1 percent sales tax
  - 30-year planning horizon
  - Conservative revenue estimate
    - ✓ $25 billion over 30 years
      - $20 billion in Western Riverside County
      - $5 billion in Coachella Valley
      - $100 million in Palo Verde Valley
  - Other local, state, and federal matching funds required
  - Bonding
- Next steps

Chair Magee reminded the Commissioners they will have other opportunities to make comments on this as this is just the first airing of the draft TRP document.

Commissioner Linda Krupa thanked Aaron Hake for the presentation and clarified on the assumption of the 1 percent sales tax if that is an increase of 1 percent or an increase of a half percent.

Aaron Hake replied that it would be in addition to the half cent that Measure A provides. Commissioner Krupa replied that it would be the full increase of 1 percent. Aaron Hake concurred.

Chair Magee clarified in Aaron Hake's presentation he talked about the Environmental Mitigation investment and the goal would be to complete all the land acquisition and fulfill the original commitment of the Multiple Species Habitat Conservation Plan (MSHCP), which probably comes with a significant price tag. He suggested if they are going to do this to look back at the history. Chair Magee explained 20 years ago all the resource agencies announced they would be cooperative partners, that this would allow for expedited processing of road and development projects, that they would be financial partners, and the adoption of the MSHCP would still allow for local control. He expressed they have been less than adequate partners and before the Commission puts anymore taxpayer money toward this, the Commission needs to ask their partners to recommit to their part of the bargain and in order to complete the land acquisition they need to be able to do what they promised from the beginning and fulfill those commitments going forward.

Commissioner Chuck Washington clarified with Chair Magee if the Commission were to move forward with the TRP and a sales tax measure was on a ballot and succeeded and there was funding then the Commission would re-evaluate at that time how much the Commission wants to commit of that funding. Chair Magee replied that is correct.

Commissioner Wes Speake requested to display the slide with the Western Riverside County percentages and clarified 25 percent of this money is going towards highways, 25 percent is going towards public transportation, and an equal amount will go toward Environmental Mitigation that is not just for the MSHCP that is for vehicle miles traveled (VMT) and how much of that 25 percent is VMT versus what is going to the MSHCP.

Aaron Hake replied that the way the draft TRP is drafted, subject to the Commissioners' input, is half of that 25 percent would go towards MSHCP until acquisition endowment are fully funded and the remainder would be at the discretion of the Commission between the other eligible types of mitigation.

Commissioner Speake expressed the burden for a lot of the Commissioners has been the MSHCP and it has morphed over the years. He stated being involved in both the CVMSHCP and the MSHCP and VMT mitigation is massive it is going to be seen in their own projects and they do not currently have a mitigation strategy for that other then what has been presented. There are some mitigation banking ideas at the state level that he has been trying to lend his loud voice to and he highly recommends the Commissioners go back and ask whether or not their city supports mitigation banking for VMT because it is very important.

Anne Mayer, Executive Director, explained staff is really trying hard with this TRP to write it in away that is clear enough as to what the intent is but also to give this Commission flexibility to make choices within each of those investment types. The Environmental Mitigation component can be a variety of different things VMT mitigation is one of them, but she would argue that VMT mitigation could look like investment in the Coachella Valley Rail Project, or investment in additional transit service for Riverside Transit Agency (RTA), or acquisition of lands for conservation purposes. Staff is working closely with Western Riverside Council of Governments (WRCOG) and RTA and WRCOG is working with some of its jurisdictions related to VMT mitigation banking and what it might look like. There is a lot of work yet to be done of what VMT mitigation looks like this conversation is taking place across the state and she is hoping there will be informed decisions made about what VMT mitigation looks like.

Commissioner Jan Harnik expressed appreciation for the approach taken with VMT mitigation because it is logical it makes perfect sense, and she enjoys hearing the CV Rail Project associated with that. She clarified she got a little confused with Chair Magee's comments made about the issue with the partnership with the CVMSHCP and MSHCP and then she heard Commissioner Washington's comments so after they get this through then the Commission will submit that relationship and make sure that everybody understands

what the partnership means. She suggested the Commission should do that before they vote on it as it needs to be abundantly clear within that effort what the relationship is going to be like going forward.

Commissioner Washington replied his assumption was that all that action is going into the language of what goes on the ballot. Aaron Hake replied understood.

Commissioner Washington stated what he directed to Chair Magee is the Commission needs to come to some sort of agreement on how that should be spent and that is what the Commission submits for the ballot language.

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

1) **Approve the Draft 2024 Traffic Relief Plan for public outreach and engagement; and**
2) **Direct staff to return to the Commission in early 2024 with the results of public outreach and engagement efforts and a finalized 2024 Traffic Relief Plan.**
Abstain: Jeffries

9. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

10. EXECUTIVE DIRECTOR'S REPORT

Anne Mayer announced:

- Interstate 15 / State Route 91 area and/or the 91 Corridor - there is a lot of activity as the 15/91 Express Lane Connector Project is getting closer to being completed so stayed tuned for upcoming discussions as to when that will be open. Also, there is a great deal of false work that is being placed along side of that corridor to start construction of the connector from the eastbound 91 to the northbound 71. This week RCTC is starting with full closures of the eastbound 91 which will occur for the next several weeks and then the westbound direction as Skanska is installing that falsework over the 91. Construction alerts have been issued and there is a Press Conference scheduled today to get the word out.

  Commissioner Cindy Warren requested to have the closures be sent to the Commissioners so they can be announced at their city council meetings.

11. COMMISSIONER COMMENTS

11A. Commissioner Reed announced Secretary Toks Omishakin of the State Transportation Agency has formed a working group called the Los Angeles-San Diego Corridor Regional Working Group to look at the Commuter Rail service run by LOSSAN, which he represents RCTC as a member of the Board of Directors. He was appointed by Secretary Omishakin as a member of this working group and they met at San Diego Association of Governments on October 10 there were representatives from federal, state, regional, transportation agencies, the private sector, and members of the public were there. LOSSAN is important because it is presumed the organization that would likely manage the CV Rail and expressed appreciation that on two separate occasions two separate speakers mentioned CV Rail by name as a project they are endorsing and expect to see come to fruition.

11B. Commissioner Brian Berkson announced from December 26 through December 29 Metrolink will shut down its entire operation for a four-day period and they are going to finish a three-year project putting in the new equipment at LA Union Station. He requested to let their constituents know and that there will be plenty of press releases as the date gets closures.

Anne Mayer announced the 2023 Mobility 21 Summit was held on September 28 and 29 it was very well attended, and several of the Commissioners were there. There were good conversations amongst the panels and Aaron Hake, Deputy Executive Director, served on a panel talking about tolling, she moderated a panel on goods movement, and served on a panel talking about the state and federal legislative update. The most important part were comments made by Speaker Robert Rivas as he spoke about transportation and infrastructure from the prospective of a region that is not urban, and he seemed to understand how transportation is not a one size fits all and it could be important from a policy standpoint. She stated within the next month or two staff will be bringing the 2024 legislative platform recommendations and encouraged the Commissioners to remain active legislatively as this could be interesting in terms of some the policy direction that is being seen coming out of the Assembly with relationship to transportation. Some of the policy decisions have been harmful to their ability here in Riverside County and the Inland Empire to serve the people. The video of Speaker Rivas' comments is up on the Mobility 21 website, and she is optimistic that 2024 will be a good legislative year.

12. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Magee adjourned the meeting at 10:05 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m. on Wednesday, November 8, 2023.

Respectfully submitted,

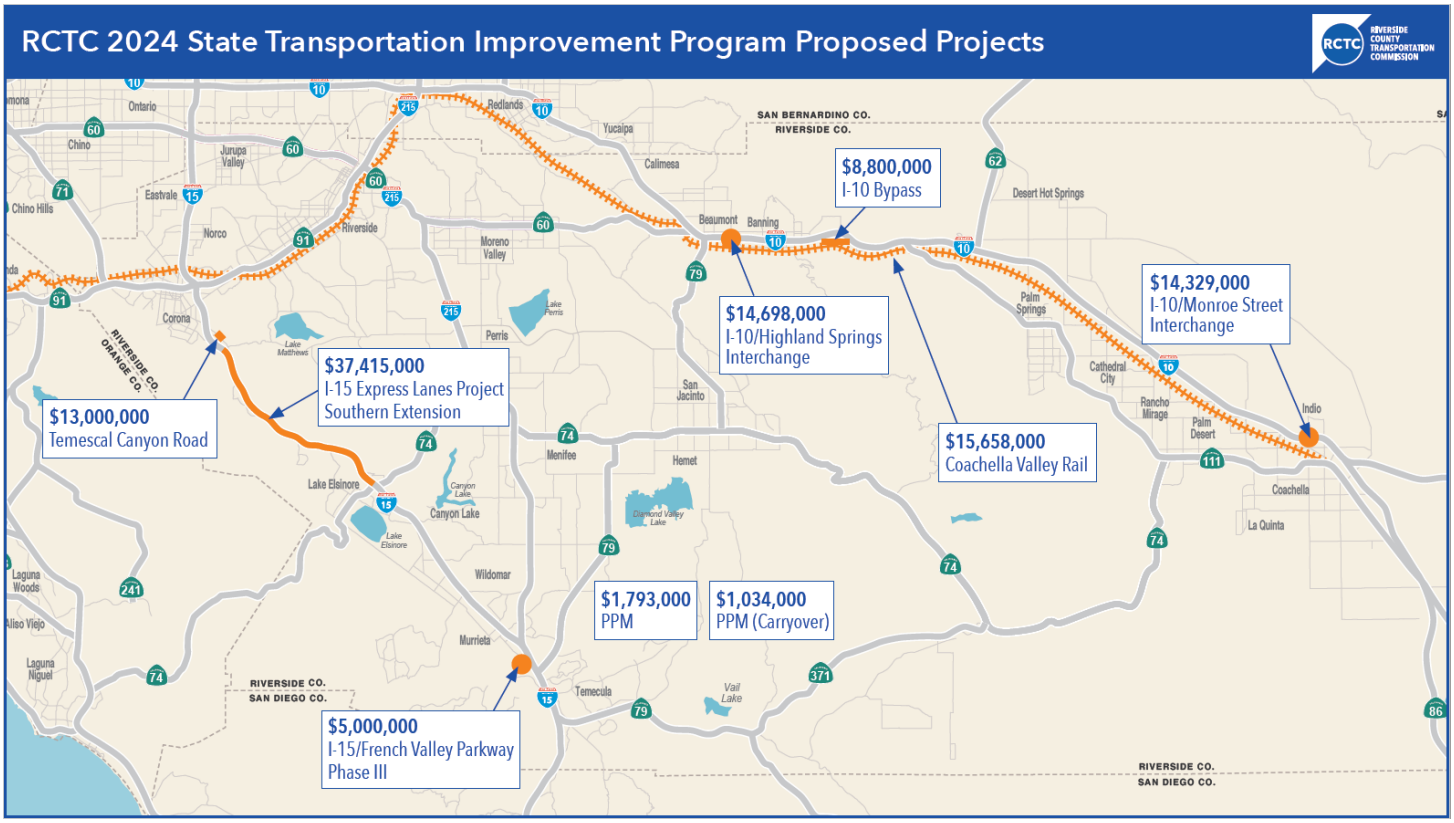
Lisa Mobley
Administrative Services Director /
Clerk of the Board

Section 19. Fact Sheet

Riverside County 2024 RTIP Fact Sheet

Executive Summary

The Riverside County Transportation Commission (RCTC) Regional Transportation Improvement Program (RTIP) for the 2024 State Transportation Improvement Program (STIP) is comprised of three high priority projects and one carryover project with cost increases for a total programming amount of $59.8 million. The STIP funds will be utilized in combination with a variety of fund sources to enhance regional mobility, goods movement, and multimodalism throughout Riverside County in alignment with various regional and statewide goals. The RTIP projects proposed are consistent with the 2024 STIP guidelines adopted by the California Transportation Commission (CTC) on August 16, 2023, and with the Southern California Association of Governments' approved 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).



Benefits

RCTC's proposed 2024 RTIP will deliver numerous benefits to Riverside County residents and its economy, including but not limited to:

- Improving and managing traffic operations, congestion, safety, and travel times
- Expanding travel mode choice and travel time reliability along various corridors
- Accommodating local trips off the interstate highway system
- Providing a safer route for bicyclists and pedestrians

Goals and Objectives

All three new projects included in RCTC's proposed 2024 RTIP advance strategies included in the Inland Empire Comprehensive Multimodal Corridor Plan by addressing problems identified in the plan, such as the need for a parallel route to Interstate (I) 10 in Cabazon to facilitate emergency responses, a freeway alternative for local tribal residents, and for use when emergencies paralyze I-10.

The projects also advance the goals and objectives of the Southern California Association of Governments' 2020 RTP/SCS and the vision and goals of the California Freight Mobility Plan 2023 by:

- Saving over 1 million tons of carbon dioxide emissions over 20 years
- Creating nearly 10,000 jobs
- Saving over 5 million annual average person-hours and $41 million of travel time

Section 21. Detailed Project Programming Summary Table

	STIP $(000's)									
STIP	**Agency**	**Project Description**	**FY 22/23**	**FY 23/24**	**FY 24/25**	**FY 25/26**	**FY 26/27**	**FY 27/28**	**FY 28/29**	**Phase**
2022	RCTC	I-10/Highland Springs IC				~~14,698~~		14,698		Cons
2022	County of Riverside	Temescal Canyon Road					13,000			Cons
2022	RCTC	Coachella Valley-San Gorgonio Pass Rail Corridor Service				15,657				PA/ED
22/24	CVAG	I-10/Monroe Street IC				~~7,550~~ 14,329				Cons
2024	RCTC	I-15 Express Lanes Project Southern Extension			37,415					PS&E
2024	County of Riverside	I-10 Bypass			8,800					ROW
2024	Temecula	French Valley Parkway Phase III			5,000					PS&E
22/24	RCTC	Planning, Programming & Monitoring	696	600	~~315~~ 600	~~200~~ 600	~~519~~ 600	600	427	Cons
		TOTAL	**696**	**600**	**51,815**	**30,586**	**13,600**	**15,298**	**427**	

Section 22. Alternative Delivery Methods

RCTC intends to perform both final engineering and construction of the I-15 ELPSE in an integrated fashion utilizing a progressive design-build (PDB) contract in accordance with Senate Bill 617 (Statutes of 2023). PDB is an emerging project delivery tool that brings on a design-build contractor earlier into the project planning process, providing the design-builder's input and innovation before a guaranteed maximum price (GMP) is negotiated. PDB also allows for greater project delivery flexibility through phased funding and construction likely needed to deliver the I-15 ELPSE due to the substantial cost and challenge of securing the entire estimated project capital cost of over $500 million at one time. See publication from the Design-Build Institute of America for more detailed information on PDB here: https://dbia.org/wp-content/uploads/2023/05/Deeper-Dive-Progressive-Design-Build-2023.pdf.

Per consultation with Federal Highway Administration (FHWA) and Caltrans District 8, RCTC obligated federal funds under Preliminary Engineering to proceed with retaining a Project Construction Manager (PCM). FHWA and Caltrans also suggested RCTC follow Construction Manager/General Contractor (CM/GC) procedures and tailor it for PDB. RCTC's Board approved the PCM contract on December 13, 2023. The PCM is anticipated to begin work in January 2024, and will perform a project Independent Cost Estimate (ICE) in support of developing a project delivery and funding plan. Additionally, PCM will work with RCTC and their legal support to prepare for the next phase of this PDB project: releasing a Statement of Qualifications (SOQ) to evaluate potential progressive design-build firms in late 2024 or early 2025. This PDB procurement effort is anticipated to take place while the CEQA/NEPA environmental clearance work is still underway and will be considered under the Plans, Specifications, and Estimate (PS&E) phase. Procuring the progressive design-build contractor prior to environmental clearance is allowable under CM/GC procedures. As such, RCTC proposes to seek STIP-RIP PS&E allocation and to obligate federal funds prior to releasing the PDB SOQ and potentially before environmental clearance, for the early design effort and GMP negotiation under the PDB contract.

Where PDB differs from Design-Build is the firm selected in the PS&E phase will eventually be negotiated with for a GMP to take the project into the Construction phase. RCTC will continue the ongoing coordination it has had to date with the Federal Highway Administration and Caltrans and also involve the California Transportation Commission to ensure the timely and successful allocation and obligation of funds for this important regional project.

Section 23. Additional Appendices: Benefit Cost Analyses and Technical Memos

- I-15 Express Lanes Project Southern Extension Benefit Cost Analysis
- I-10 Bypass Technical Memo
- I-10 Bypass Benefit Cost Analysis
- I-15 French Valley Parkway Interchange Phase III Technical Memo
- I-15 French Valley Parkway Interchange Phase III Benefit Cost Analysis

District: 8

PROJECT: Express lane Project - Southern Extension

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$614.7
Life-Cycle Benefits (mil. $)	$2,388.7
Net Present Value (mil. $)	$1,774.0
Benefit / Cost Ratio:	3.9
Rate of Return on Investment:	19.3%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$516.8	$77.4	$594.2	$29.7
Travel Time Reliability Benefits	$175.0	$55.7	$230.7	$11.5
Veh. Op. Cost Savings	$1,516.0	$1.0	$1,517.0	$75.8
Accident Cost Savings	$0.0	$0.0	$0.0	$0.0
Emission Cost Savings	$46.8	-$0.1	$46.7	$2.3
TOTAL BENEFITS	$2,254.6	$134.0	$2,388.7	$119.4
Person-Hours of Time Saved			54,465,132	2,723,257

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Travel Time Reliablity? (y/n)	Y	Default = Y
3) Vehicle Operating Costs? (y/n)	Y	Default = Y
4) Accident Costs? (y/n)	N	Default = Y
5) Vehicle Emissions? (y/n) includes value for CO_2e	y	Default = Y

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	1,575	79	$0.2	$0.0
CO_2 Emissions Saved	935,299	46,765	$34.4	$1.7
NO_X Emissions Saved	72	4	$3.2	$0.2
PM_{10} Emissions Saved	21	1	$7.1	$0.4
$PM_{2.5}$ Emissions Saved	19	1		
SO_X Emissions Saved	9	0	$1.2	$0.1
VOC Emissions Saved	262	13	$0.7	$0.0

Introduction

The Benefit Cost Analysis (BCA) utilized a mixture of data and tools such as Cal-B/C, Statewide Integrated Traffic Records System (SWITRS), Zillow, United States Census American Community Survey 5-Year Estimates, and County property records. Both quantitative and qualitative benefits will result from completion of this project. These include:

- Travel time benefits
    - Reduced driving distance and associated reduced travel time (Quantitative)
    - Increased travel time reliability with the addition of the bypass road (Quantitative)
    - Reduced vehicle operating costs due to decreased travel distance between Cabazon and Banning (Quantitative)
- Safety benefits
    - An alternate route to reduce extended stopped conditions during a freeway shutdown (Qualitative)
    - Reduction in automobile collisions (Quantitative)
    - Reduction in accidents at railroad grade crossings (Quantitative)
    - Reduction in human life costs induced by emergency vehicle delays from freeway shutdowns, freeway congestion, and railroad crossing downtime (Quantitative)
    - An established bicycle route on bypass road eliminating unsafe bicycle route on I-10 freeway (Qualitative)
- Emissions Reductions
    - Reduction in peak hour vehicle emissions (Quantitative)
- Increased Property Value
    - Better access to recreational, employment, and services (Quantitative)

The BCA was prepared to comply with the USDOT Benefit-Cost analysis Guidance for Discretionary Grant Programs (Revised January 2023).

Project Overview and Description

The County of Riverside Transportation Department (CORTD) is proposing to construct a regional arterial connector that also acts as an Interstate 10 (I-10) Bypass between the City of Banning to the unincorporated community of Cabazon. This project will construct a new two-lane road generally consisting of twelve-foot lanes, eight-foot shoulders useable by bicyclists, sidewalks and an eight-foot wide multi-use path that will run parallel to Interstate 10 and will serve as a connection between the City of Banning and unincorporated Cabazon for motorist, bicyclist, and pedestrians as well as provide an alternate route to I-10 between the two locations. The construction of this route will improve circulation and provide emergency access during I-10 closures. The project is the most significant component of the I-10 “Lifeline” Emergency Action Plan (EAP) that addresses closures on I-10 between Hargrave Street in Banning and Indian Canyon Drive in Palm Springs. The EAP is a joint effort among Caltrans District 8; the County of Riverside; the Coachella Valley Association of Governments; the Cities of Beaumont, Banning, and Palm Springs; the Morongo Band of Mission Indians; the California Highway Patrol (CHP); and local emergency service providers.

This project will construct a two-lane road extending 3.3 miles from the intersection of Hathaway Street and Westward Avenue, east to the intersection of Bonita Avenue and Apache Trail. This project includes intersection widening, adding a traffic signal at Hathaway Street and Westward Avenue, and installing signage along Lincoln Street, Hathaway Street, and Westward Avenue to direct travelers along existing

streets to/from the Bypass. Westward Avenue will be improved to provide one lane in each direction, a striped median, paved shoulders, sidewalks, and curb and gutter within the existing right of way. This proposed project will extend east from the City of Banning with a portion through Morongo Tribal lands and a portion through non-tribal County unincorporated area.

The proposed project area is approximately 110 miles east of Los Angeles, CA, where I-10 carries more than 147,000 vehicles and trucks daily and is the only road that links the City of Banning and the unincorporated community of Cabazon. The location provides major employment centers, social services, retail centers, medical offices and hospital, and education centers. The proposed bypass road will remove transportation barriers to the residents in Banning and Cabazon. Currently, a direct connection between the communities does not exist, therefore residents must travel north to I-10 to make connections within the community. During road closures on I-10, motorists can be stranded for extended periods of time without an alternate route. This bypass road will create an alternative route to reduce traffic delay times. The lack of mobility during I-10 road closures makes travel non-existent through this segment of I-10. Since 2004, the entire 19-mile segment of I-10 between Banning and Palm Springs has experienced multiple major traffic incidents that have partially or fully closed the freeway, creating major congestion and delays with backups extending 10-miles or more in each direction. In some cases, travelers using I-10 have been stranded for hours behind closed sections of the freeway with no way to exit or access restrooms, water, or basic services. Between 2005 and 2014, the approximately three-mile segment of I-10 between Banning and Cabazon was fully or partially closed three times due to major accidents, police activity, and construction. These closures resulted in travel delays exceeding 10 hours in some instances and potentially impacted 100,000 or more travelers. Additionally, such partial or full freeway closures can have severe impacts to emergency services in Cabazon and delay response times because I-10 provides the only access route to the community from the west. This proposed project will reduce the barriers to connectivity, emergency response times, and prolonged traffic delays.

Analysis Period

Consistent with USDOT guidelines, the analysis period for this project was identified at 20 years which is appropriate for a capacity expansion project.

Benefit Cost Analysis Methodology and Results

The benefit cost analysis was conducted primarily in the Cal-B/C Sketch Model v8.1 (https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/data-analytics-services/transportation-economics/cal-bc/2022-cal-bc/guides/cal-bc-81-sketch-instructions-v1-a11y.pdf) to capture the benefits of the new regional arterial connector lane and I-10 bypass road.

The Cal-B/C Sketch model provides a method for preparing a simple economic analysis for highway projects and calculates its life-cycle costs, life-cycle benefits, net present value, benefit/cost ratio, internal rate of return, and payback period. The spreadsheets containing the Cal-B/C Sketch model are attached as part of this application. Since this is a bypass project, the model was run twice for the I-10 Freeway and bypass road. The combined results accounting for both roads are summarized in the "3) Results" tab in the *Cabazon Regional Connector Cal-BC Sketch.Part2.xlsm* spreadsheet.

Additional out-of-model benefits that are not included in the Cal-B/C Sketch Model were also analyzed including transit benefits, grade crossing safety benefits, loss of services benefits, and increased

property value and are included in this application as part of a separate spreadsheet titled, *Cabazon Regional Connector RAISE BCA - Inputs and Other Calcs.xlsx*. These out-of-model benefits are not duplicated with the Cal-B/C Sketch Model calculated benefits. The itemized Cal-B/C model and out-of-model benefit calculations are summarized in the table below. The estimated cost of the project is $75,988,600 ($59,877,370 discounted 7%), and the total calculated benefit is $155,407,788 yielding a benefit cost ratio of 2.60.

Benefits (millions), Cal-B/C Sketch Model	
Itemized Benefits	Total Benefit Over 20 Years (7% Discount Rate)
Calculated with Cal-B/C Sketch Model	
Travel Time Savings	$77.0
Travel Time Reliability Benefits	$23.2
Veh. Op. Cost Savings	$5.6
Accident Cost Savings	$3.6
Emission Cost Savings	$0.7
Out-of-Model Calculations	
Transit Benefit	$0.01
Grade Crossing Safety Benefit	$2.54
Loss of Services Benefit	$12.81
Increased Property Value	$29.98
Total Benefit	**$155.41**
Life-Cycle Costs (Discounted 7%)	**-$59.98**
Benefit-Cost Ratio	**2.60**
Net Present Value	**$95.53**

Source: California Life-Cycle Benefit-Cost Analysis Model (Cal-B/C), version 8.1 Sketch, Caltrans Office of Transportation Economics, Division of Transportation Planning. Additional out-of-model calculations completed by the County of Riverside.

Project Benefits

TRAVEL TIME BENEFITS

The total travel time benefit includes direct travel time savings, travel time reliability benefits, vehicle operating costs benefits, and transit travel time savings. This value was calculated as $105,810,000.

The travel time benefits were identified by Cal-B/C. Traffic data for the analysis, such as average daily traffic (ADT), was found in the April 13, 2015 Traffic Operations Analysis Revised Final Report (TOAR) that's attached to this application. The bypass road will reduce I-10 ADT in the opening year by approximately 4,000 vehicles. This number is forecast to grow to 7,600 vehicles in Year 20. This additional bypass route will also increase travel time reliability and reduce overall vehicle operating costs. The calculations for these benefits are performed in the Cal-B/C model and are driven by VMT benefits monetized by personal value of time assumptions consistent with USDOT guidance.

Existing transit routes that will use the bypass road were analyzed for congestion benefit, which was included as an out-of-model calculation based on the number of existing transit routes annually and the VMT savings associated with this new route.

SAFETY BENEFITS

The total safety benefit includes accident cost savings (freeway and grade crossing) and loss of services benefit. This value was calculated as $18,920,000. The reduction in automobile collisions on the I-10 freeway as a factor of VMT moving to the bypass lane were identified by Cal-B/C. Existing accident data was obtained from SWITRS and the accident data was filtered using the primary and secondary roads.

A grade crossing safety study was also conducted as part of the original TOAR, which identified reductions in accident rates at existing grade crossings in the project area. The reduction in accidents was then measured and an annual benefit was calculated utilizing the crash type monetization values from Table A-1 in the March 2022 U.S. Department of Transportation Benefit-Cost Analysis Guidance for Discretionary Grant Programs (USDOT BCA Guidance).

Reduction in mortality and emergency health outcome costs due to loss of services was also analyzed based on the FEMA Benefit-Cost Sustainment and Enhancements model shown in the out-of-model calculations spreadsheet. Today, there is limited emergency access to reach the San Gorgonio Memorial Hospital from Cabazon. There are only two access routes to emergency services from southern Cabazon, which are both at-grade railroad crossings. This means the community is currently at-risk during any train crossings, freeway shutdowns, or freeway accidents. The effect of the bypass road on emergency response time was calculated using the "Loss of Emergency Medical Services" calculation in the FEMA Benefit-Cost Sustainment and Enhancements document as shown in the attached spreadsheet. The benefit that was assumed was based on the high frequency of trains in the area and the added response time that would result from any train crossings at Apache Trail and Broadway in Cabazon. Since the bypass road avoids these train crossings, there will be a reduction in response time to emergencies in Cabazon.

A qualitative benefit that the bypass road will present is establishing a safe pedestrian and bicycle route for regional bicyclists, students, employees, and Morongo casino-goers. Today, pedestrians traveling east-west between Banning and Cabazon must utilize shoulders on the I-10 Freeway. The bypass road will provide shoulders usable by bikes and a sidewalk to allow for safe travel for all modes of transportation.

EMISSIONS REDUCTION

The total emissions cost savings benefit included in the benefit cost assessment is $700,000. Emissions saved through reduced congestion were identified by Cal-B/C as a factor of VMT and speed changes with the bypass in place. Total emissions reductions calculated from the Cal-B/C Sketch Model are shown in the table below:

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	12	1	$0.0	$0.0
CO2 Emissions Saved	25,838	1,292	$0.5	$0.0
NOX Emissions Saved	12	1	$0.1	$0.0
PM2.5 Emissions Saved	0	0	$0.1	$0.0

SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	2	0	$0.0	$0.0

INCREASED PROPERTY VALUE

The total increased property value benefit included in the benefit cost assessment is $29,981,135 and was found using out-of-model calculations with sources as defined in the attached spreadsheet. It is difficult to directly estimate the impact of a project on future property values, but a comprehensive study by Caltrans, which was documented in Appendix D of the Caltrans Standard Environmental Reference Handbook, links property values to improved accessibility of new roadways and freeways to be between 9% and 17%. The project team assumed that greater access to amenities, recreational activities, workplaces, and schools increased the values of all residential properties in Cabazon and Banning residential properties south of I-10 and east of San Gorgonio Avenue. The project team utilized a growth rate of 10%, which is highly conservative since this low on the range of the study and the average increase in property value in the area in recent years is significantly higher than the 10% being used.

As mentioned previously, Cabazon is an area of persistent poverty and a historically disadvantaged community. This improved access carries additional qualitative benefit by improving access and property values for this disadvantaged community.

Spreadsheet Reference	Source	Source Description	Total Benefits	Present Value (7% Discount Rate)	Value ($MM)
A - Cabazon Regional Connector Cal-BC Sketch.Part2.xlsm	Cal-B/C Sketch Model	Cal-B/C Sketch Model analysis results for I-10 Freeway and bypass road.	Not Calculated	$ 110,066,115	
B	Transit Benefit	Benefit calculated for new transit routes on bypass road.	$ 37,724	$ 12,444	$ 0.01
C	Grade Crossing Safety Benefit	Calculated benefit of reduced accidents at existing grade crossings due to bypass project.	$ 7,689,671	$ 2,536,599	$ 2.54
D	Loss of Services Benefit	Benefit of emergency vehicle access for the City of Cabazon to the San Gorgonio Memorial Hospital in Banning.	$ 38,837,894	$ 12,811,494	$ 12.81
E	Increased Property Value	Increase in property value due to the new access of the bypass road.	$ 51,513,172	$ 29,981,135	$ 29.98
Total Benefits				**$155,407,788**	$155.41
Total Costs				**-$59,877,370**	$ (59.88)
Benefit / Cost Ratio				**2.60**	
Net Present value				**$95,530,418**	$ 95.53

Cal-B/C Sketch Model Benefits (millions)		
Itemized Benefits	Average Annual	Total Over 20 Years
Travel Time Savings	$3.85	$77.00
Travel Time Reliability Benefits	$1.16	$23.21
Veh. Op. Cost Savings	$0.28	$5.58
Accident Cost Savings	$0.18	$3.57
Emission Cost Savings	$0.04	$0.70
Total Benefits	$5.50	$110.07

EXECUTIVE SUMMARY

French Valley Phase III Improvements - Benefit Cost Analysis (BCA)

PROJECT COSTS	Millions of Dollars (Nominal)
Total Project Cost	$145.8
PROJECT BENEFITS	Millions of 2021 Dollars *
Travel Time Savings	$152.3
Vehicle Operating Savings	$8.8
Accident Reductions	$10.8
Vehicle Emission Reductions	$0.4
Reliability Savings	$2.5
Total	$174.8
BENEFIT COST RATIO	Millions of 2021 Dollars *
LIFE CYCLE COST	$145.8
LIFE CYCLE BENEFIT	$174.8
Benefit Cost Ratio	1.2

Spending Duration 6 years (3 yr. Engineering and Design and 3 yrs. construction).
** Discounted to 2021 dollars, per USDOT guidance.*

Project Name: Interstate 15 (I-15)/French Valley Parkway Improvements Phase III

Project Description: The City of Temecula, in cooperation with the California Department of Transportation, proposes operational and safety improvements on a four-mile segment of the I-15/French Valley Parkway Interchange (see **Figure 1**), within the city of Temecula, in Riverside County, California.

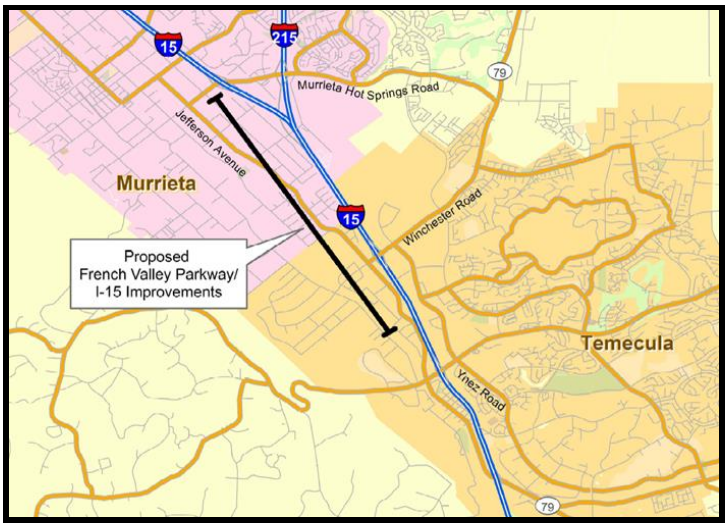


Figure 1: Project Location Map

Project Purpose: I-15 is a vital transportation route (moving people and goods) that begins in San Diego County near the U.S./Mexico border and extends north to the U.S./Canada border. The Project will construct interdependent elements to work together to improve this regionally critical link in the I-15 transportation network (i.e., adding lanes/capacity, including northbound and southbound auxiliary lanes; three southbound collector-distributor (C/D) lanes; on- and off-ramps at the Winchester Road/I-15 interchange, and a new arterial (French Valley Parkway with a new interchange at I-15) (see **Figure 2**). The Project is targeted to improve reoccurring peak-period traffic congestion, improve mainline operations and safety, and reduce accidents related to traffic congestion. Within project limits, I-15 is an eight-lane divided urban freeway with four 12 ft lanes in each direction and inside and outside shoulders are 8 ft and 10 ft respectively. A full discussion of the project history and project description can be found in the Project Study Report and the Project website at https://temeculaca.gov/277/French-Valley-Parkway-Interchange.

Figure 2: Project Overview. Phase I opened in April 2014, and Phase II is nearing completion.

This narrative summarizes the approach used for conducting the benefit-cost analysis (BCA) based on the U. *S. Department of Transportation (USDOT) Benefit Cost Analysis Guidance for Discretionary Grant Programs, January 2023*.

The BCA analyzes the impacts of traffic during the peak four hours of PM rush hour (3:30 PM to 7:30 PM), as compared to the Baseline condition. The BCA focuses on the PM rush hours of traffic because as described in the Project Final Traffic Volumes Report (page 11) dated September 2017, the users during this time would experience the greatest impacts of the project improvements:

> The speed analysis derived from the three separate sources indicates the extensive congestion in the PM peak period prior to the I-15/I-215 split while existing traffic conditions in the AM peak hour and north of the split appear to be satisfactory. This supports the notion that the heavy weaving movements south of the I-15/I-215 split are the cause of the congestion suffered in the PM peak along this corridor.

The project will generate regional supply chain benefits by reducing congestion, travel time, and accidents. During this period of the day, an escalation of heavy traffic causes excessive queuing backups well beyond the ramp terminus and into the I-15 mainline backing up traffic 15 to 20 miles and freight truck traffic is consistently heavy during this time. The inadequate gaps for on-ramp traffic results in heavy proportions of mainline traffic in the right lanes and, in turn, the merge area become congested to the extent that it fails to operate efficiently. This investment is not just for the residents for Temecula, rather this investment is for an entire region as this highway moves a $22 trillion economy.

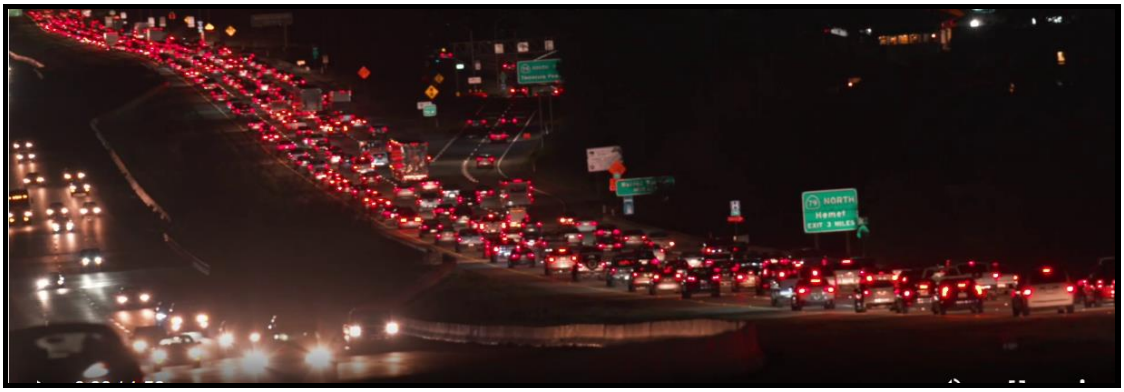


Figure 3. Peak Hours of PM Traffic https://temeculaca.gov/1284/Interstate-15-Traffic-Crisis

Traffic Safety Concerns: The California Department of Transportation's Traffic Accident Surveillance and Analysis System (TASAS) identifies the accident rate in the study area at a level above the state average, with an average of 1.73 accidents each day, resulting in fatal, fatal plus injury and total accidents. (State of California, Department of Transportation Letter dated March 4, 2019). The highest percentage of accidents on the I-15 mainline are categorized as rear-end type collisions for both directions occurring mostly during peak rush hours of traffic. These collisions were not associated with adverse weather factors as they took place during daylight in clear, dry conditions. Therefore, the accidents seem to be congestion related.

Freight and Commerce Concerns: The I-15 stretch through Temecula Valley is a major and essential corridor of freight, commerce, trade, and commuter traffic and ranked the Nation's 4th worst congested hotspots in the U.S. in terms of economic cost. (INRIX Research, 2017 Report, U.S. Traffic Hotspots: Measuring the Impact of Congestion in the U.S.) I-15 is a major truck route included in the National Network for Federal STAA for oversize trucks and is also on the Single Interstate Routing System and the Extralegal Load Network (ELLN). The heavy traffic in this corridor backs up as far as 15 to 20 miles in either direction during the PM rush hours and freight truck traffic is consistently heavy during this time. A Commercial Truck Weigh Station Facility is located just north of this segment on I-15. A just in time analysis related to freight supply chains in the region was not undertaken as part of this BCA, but it should be noted that analyzing associated reductions in freight delays resulting from project improvements would increase project benefits, economically justifying these improvements further.

Figure 4. Traffic Backup including a long line of freight trucks.

Benefit Cost Analysis

To support the grant application for the USDOT INFRA program, a BCA was developed for the project, and based on the U.S. Department of Transportation (USDOT) *Benefit-Cost Analysis Guidance for Discretionary Grant Programs, January 2023*. It is anticipated the I-15/French Valley Parkway - Phase III project will realize economic benefits that align with the goals of the USDOT INFRA program. The following monetized benefits are expected to occur because of this infrastructure investment:

- Travel time savings
- Reduction in vehicle operating costs
- Improved user safety through reduction in accidents
- Reductions in polluting emissions
- Increases the reliability of freight movements through the area.

The largest share of benefits expected are travel time savings and safety during the PM peak rush hours of traffic, results that are driven by the added highway capacity, increase in average travel speeds during the PM rush hours, and the reduction in accident incidents in the Project area with the addition of new C/D lanes and new interchange.

Table 1. Summary of the Benefit Cost Analysis, millions of 2021 dollars

Project Evaluation Metric	Discounted (7 percent)
Total Project Life Cycle Costs	$145.8
Total Project Life Cycle Benefits	$174.8
Total Net Present Value	$28.9
Internal Rate of Return on Investment	8.2%
Payback Period	4 years
Benefit-Cost Ratio	1.2

Additionally, over the Project life cycle, the following physical (tangible) benefits attributable to project improvements are expected:

- Avoids 2 fatalities, 115 injuries, and 764 property damage accidents.
- Reduces emissions by 210 tons CO; 5,155 tons CO2; 23 tons NOX; 6 tons VOC.
- Saves approximately 24,585,151 person-hours for commuters and freight truck drivers spent in backed up traffic and congestion.
- Creates Jobs: Spending for the project is estimated to create over 2,900 jobs, extending over the six-year engineering/design and construction period.

The results of the BCA, including life cycle costs, and monetized benefits of the Project are shown in **Tables 2 and 3**. See the BCA model for specific inputs and incremental analysis.

Table 2: Project Benefit and Cost Analysis (in base year 2021 dollars)

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$145.8
Life-Cycle Benefits (mil. $)	$174.8
Net Present Value (mil. $)	$28.9
Benefit / Cost Ratio:	1.2
Rate of Return on Investment:	8.2%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Travel Time Savings	$152.3	$7.6
Travel Time Reliability Benefits	$2.5	$0.1
Veh. Op. Cost Savings	$8.8	$0.4
Accident Cost Savings	$10.8	$0.5
Emission Cost Savings	$0.3	$0.0
TOTAL BENEFITS	$174.8	$8.7
Person-Hours of Time Saved	24,585,151	1,229,258
Fatalities Avoided	2	0.1
Injuries Avoided	115	5.7
PDO Avoided	764	38.2

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Travel Time Reliability? (y/n)	Y (Default = Y)
3) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	210	10	$0.01	$0.00
CO_2 Emissions Saved	5,155	258	$0.17	$0.01
NO_X Emissions Saved	23	1	$0.12	$0.01
PM_{10} Emissions Saved	0	0	$0.02	$0.00
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.00	$0.00
VOC Emissions Saved	6	0	$0.01	$0.00

Table 3: Project Cal-B/C Corridor Analysis Results (in base year 2021 dollars)

	PRESENT VALUE OF USER BENEFITS							
Year	**Travel Time Savings**	**Vehicle Operating Cost Savings**	**Accident Reductions**	**Vehicle Emission Reductions**	**Reliability Savings**	**Value of Total User Benefits**	**Value of Total Project Costs**	**NET PRESENT VALUE**
Construction Period								
2024							$16,799,500	($16,799,500)
2025							$16,799,500	($16,799,500)
2026							$12,633,000	($12,633,000)
2027							$58,951,667	($58,951,667)
2028							$58,951,667	($58,951,667)
2029							$58,951,667	($58,951,667)
Project Open								
2030	$12,371,092	$800,319	$887,962	$63,216	$199,150	$14,321,739	$0	$14,321,739
2031	$11,697,664	$745,246	$838,347	$59,560	$188,833	$13,529,649	$0	$13,529,649
2032	$11,059,402	$693,952	$791,423	$56,112	$179,013	$12,779,903	$0	$12,779,903
2033	$10,454,587	$646,181	$747,051	$52,861	$169,670	$12,070,350	$0	$12,070,350
2034	$9,881,574	$601,690	$705,098	$49,795	$160,783	$11,398,940	$0	$11,398,940
2035	$9,338,791	$560,255	$665,436	$46,904	$152,333	$10,763,719	$0	$10,763,719
2036	$8,824,734	$521,666	$627,947	$44,179	$144,300	$10,162,826	$0	$10,162,826
2037	$8,337,968	$485,728	$592,514	($1,483)	$136,667	$9,551,394	$0	$9,551,394
2038	$7,877,123	$452,260	$559,030	($1,816)	$129,414	$9,016,011	$0	$9,016,011
2039	$7,440,890	$421,092	$527,391	($2,112)	$122,526	$8,509,787	$0	$8,509,787
2040	$7,028,022	$392,066	$497,499	($2,373)	$115,985	$8,031,200	$0	$8,031,200
2041	$6,637,327	$365,036	$469,262	($2,601)	$109,775	$7,578,799	$0	$7,578,799
2042	$6,267,673	$339,865	$442,589	($2,800)	$103,882	$7,151,208	$0	$7,151,208
2043	$5,917,978	$316,424	$417,398	($2,972)	$98,290	$6,747,118	$0	$6,747,118
2044	$5,587,213	$294,596	$393,609	($3,120)	$92,984	$6,365,283	$0	$6,365,283
2045	$5,274,397	$274,270	$371,146	($3,244)	$87,953	$6,004,522	$0	$6,004,522
2046	$4,978,598	$255,343	$349,938	($3,349)	$83,182	$5,663,712	$0	$5,663,712
2047	$4,698,928	$237,718	$329,916	($3,434)	$78,658	$5,341,787	$0	$5,341,787
2048	$4,434,543	$221,306	$311,016	($3,501)	$74,371	$5,037,734	$0	$5,037,734
2049	$4,184,639	$206,025	$293,177	($3,554)	$70,307	$4,750,595	$0	$4,750,595
Total	$152,293,144	$8,831,039	$10,817,749	$336,268	$2,498,075	$174,776,275	$145,841,335	$28,934,940

METHODOLOGICAL FRAMEWORK

Cal-B/C Corridor INFRA Model. The BCA for this Project was conducted using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C 2023 INFRA Corridor Model, Version 8.1). Cal-B/C is a spreadsheet-based BCA model developed by the California Department of Transportation for life-cycle cost analysis of proposed highway projects based on USDOTs Benefit-Cost Analysis Guidance for Discretionary Grant Programs. The Cal-B/C was utilized for this analysis because traffic data inputs were available from a recent travel demand model performed by ITERIS for the project.

The results of the analysis are summarized using the following measures:

- ✓ Life-cycle costs (in $ million)
- ✓ Life-cycle benefits (in $ million)
- ✓ Net present value (in $ million)
- ✓ Benefit-cost ratio (benefits/costs)
- ✓ Rate of return on investment (in % return/year)
- ✓ Project payback period (in years).

Computational Metrics of the Cal-B/C Corridor INFRA Model

The Cal-B/C Corridor INFRA Model relies on general project assumptions, default demand parameters, and project-specific inputs. These include construction duration, estimated project costs, and initial year and future year daily vehicle volumes (peak hour volumes are used in this analysis) and heavy truck percentages for no-build and build conditions. With these inputs the model calculates life-cycle costs, life-cycle benefits, annual benefits, the NPV of costs and benefits, a resulting B/C ratio, and the internal rate of return and payback period.

The Cal-B/C model conducts the analysis using the changes in baseline (without Project) conditions and project conditions, in vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT). Benefits are calculated on an annual basis and summed over the project life cycle. Cal-B/C evaluates benefits in the following four categories: travel time, vehicle operating costs, accidents, and emissions.

Travel Time Savings -Cal-B/C evaluates travel time benefits with formulas that calculate average annual traffic volume, travel time, and travel time savings. The model interpolates traffic volumes and travel speeds between the base year and year 20 of the project. While the proposed capacity improvements will benefit all users during the entire day, in the case of this analysis, only the peak rush hour traffic volumes (4 hours of peak counts in the PM) were used to illustrate the significant impact of the project. Using a full day of traffic counts, and a full day of VMT and VHT, would result in a higher benefit to cost ratio.
Annual Traffic Volume = Average Daily Traffic (during the 4-hour PM rush hours) x Number of Days in Model Year
Travel Time = Avg Vehicle Occupancy x Avg Annual Volume x Affected Length/ Speed
Travel Time Savings = Travel Time Reduction x Average Value of Time

Vehicle Operating Cost Savings - Cal-B/C determines vehicle operating cost savings by calculating VMT, fuel cost, and non-fuel costs. The model generates calculations for vehicles and trucks based on the assumed percent of trucks (13%).
Vehicles Miles Traveled = Affected Length x Average Annual Traffic Volume
Fuel Cost = Vehicle Miles Traveled x Fuel Consumption x Fuel Price
Non-Fuel Cost = Vehicle Miles Traveled x Cost Per Mile

Accident Cost Savings - The Cal-B/C model estimates the accident rate of the no build scenario using statewide averages per million miles traveled on the existing facility. For the post-improvement scenario, Cal-B/C uses statewide averages for the new facility classification and incorporates a crash reduction factor to reflect the expected reduction in accidents rate because of the improvement.

STATEWIDE HIGHWAY ACCIDENT RATES
Fatal Accident 0.005 /mil veh-mi
Injury Accident 0.28 /mil veh-mi
Property Damage Only Accident 0.61 /mil veh-mi

Emissions Cost Savings - Cal-B/C determines emissions cost savings by calculating VMT and highway emissions costs. Emissions costs are calculated by emissions type. Refer to the formulas provided below for more information about each calculation.
Vehicle Miles Traveled = Affected Length x Average Traffic Volume
Highway Emissions Cost = VMT x Rate x Cost/Mile

Reliability Savings - Cal-B/C determines reliability savings (of commuter and freight traffic) by comparing the average speeds of the baseline to the Build Project, among other factors. In this case, the baseline average speed of traffic during the PM rush hour traffic is 30 mph while with Project improvements, it is expected the average speeds of vehicles will be 55 mph.

GENERAL ASSUMPTIONS AND DEMAND PARAMETERS

GLOBAL PARAMETERS - The Cal-B/C Corridor INFRA model uses parameters in accordance with BCA Guidance for Discretionary Grant Programs, January 2023. Cal-B/C includes a variety of default global parameters, including various economic, emissions and crash rate assumptions, as summarized below. Many of these parameters were updated with local project or statewide (California) statistics.

The BCA uses a base year of 2021, and therefore all dollar values (benefits and costs) are presented in year 2021 dollars, using a constant 7 percent discount rate throughout the period of analysis.

General Economic Parameters

Year of Current Dollars for Model	2021
Real Discount Rate	7.0%
Operational Project Life	20 years

Travel Time Parameters

Value of Time

Automobile	$	18.80	$/hr/per
Truck	$	32.40	$/hr/veh

Vehicle Operating Cost Parameters

Average Fuel Price

Automobile (regular unleaded)	$	3.81	$/gal
Truck (diesel)	$	3.87	$/gal

Sales and Fuel Taxes

State Sales Tax (gasoline)		2.25%	%
State Sales Tax (diesel)		13.00%	%
Average Local Sales Tax		0.50%	%
Federal Fuel Excise Tax (gasoline)	$	0.183	$/gal
Federal Fuel Excise Tax (diesel)	$	0.243	$/gal
State Fuel Excise Tax (gasoline)	$	0.511	$/gal
State Fuel Excise Tax (diesel)	$	0.389	$/gal

Fuel Cost Per Gallon (Exclude Taxes)

Automobile	$	3.00	$/gal
Truck	$	2.80	$/gal

Non-Fuel Cost Per Mile

Automobile	$	0.356	$/mi
Truck	$	0.440	$/mi

Accident Cost Parameters

Cost of Highway Crash

Fatal Crash	$	13,000,000	$/crash
Injury Crash	$	185,000	$/crash
PDO Crash	$	8,600	$/crash

Accident Parameters:

Statewide Highway Crash Rates

Fatal Crash	0.005	per mil veh-mi
Injury Crash	0.28	per mil veh-mi
PDO Crash	0.61	per mil veh-mi

Source: Accident rates; Caltrans Crash Data Crash Data on California State Highways

Transportation Emission Parameters, Area LA/South/Project Location 1, found in the parameter tab of the Project Cal-B/C Corridor model (BCA spreadsheet) listed by pollutant and mph traveled, etc.

Note: This list is not all inclusive and other data parameters used in the analysis can be found within the BCA spreadsheet.

PROJECT SPECIFIC INPUTS/PARAMETERS - Cal-B/C requires project-specific information to calculate the project benefits, and the corresponding B/C ratio. The project-specific information used to conduct the BCA is described below.

PROJECT SCHEDULE AND COSTS

Length of Construction and Spending Schedule

Project Life Cycle: The BCA measures the Project benefits and costs over a 26-year period, shown in **Table 4**, consisting of three years of right-of-way acquisition, and designing and design, three years for construction, and 20 years of operations. The Project will be open to the public in 2030 with benefits realized in years 2030 through 2049 capped at 20 years per USDOT BCA Guidance.

Table 4. Project Construction and Spending Schedule (by year)	
Right-of-Way Acquisition and Utilities	2024 and 2025
Project Support	2026
Construction Begins	2027
Construction Complete	2029
Project Open	2030
Operations Period after Project Open (years)	20

Project Costs

Costs for the project are based on detailed cost estimates developed as part of the preliminary engineering performed to date as part of the project development process. The project costs were prepared using the USDOT standards for preparing engineering cost estimates for transportation projects. Costs for the construction of the project were distributed evenly over the assumed construction period. As shown in **Table 5**, the Project Expenditures are estimated to be approximately $223.1 million, of which $176.9 million are construction costs and $46.2 million are soft costs.

Table 5. Project Expenditures			
	Undiscounted 2023 dollars	**FY Obligated**	**Discounted, in 2021 dollars**
Right of Way/Utilities	$33.6M	FY24/25	$26.5M
Project Support	$12.6M	FY26	$9.0M
Construction	$176.9M	FY26	$110.3M
Total Project Costs	**$ 223.1M**		**$145.8M**

The timeline for obligation of Project funds are consistent with the statutory deadline for INFRA funds to be obligated (by September 30, 2026), as shown in **Table 6**.

Table 6. 2023 Project Schedule

Key	2024				2025				2026				2027				2028				2029				2030			
Milestones	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
California Environmental Quality Act (CEQA) Re-Evaluation	■	■	■	■																								
National Environmental Policy Act (NEPA) Re-Evaluation	■	■	■	■																								
FHWA's Supplemental New Connection Report	■	■	■	■																								
Design		■	■	■	■	■	■	■																				
Right of Way/ RTL		■	■	■	■	■	■	■																				
Process to Obligate Funds									■	■																		
Bidding process											■																	
Construction Management												■	■	■	■	■	■	■	■	■	■	■	■					
Construction												■	■	■	■	■	■	■	■	■	■	■	■					

TRAFFIC VOLUME DATA

The Cal-B/C model relies on traffic model data for the build and no-build conditions. The model requires daily vehicle volumes, heavy truck percentages, and highway free-flow speeds for the base year and future year. Traffic volumes were forecast for the I-15 mainline for the project limits using 2022 as the base year and to the future year of 2045. Full interchange improvements, including the C/D system, are assumed in the build condition and the traffic data applicable to the PM peak rush hour traffic on the I-15 mainline are used in the BCA.

The BCA focuses on the PM rush hours of traffic because commuters and freight truck drivers (moving the regional supply chain through this congested area) during this time would experience the greatest impacts of the project improvements, as illustrated in **Figures 5 and 6**.

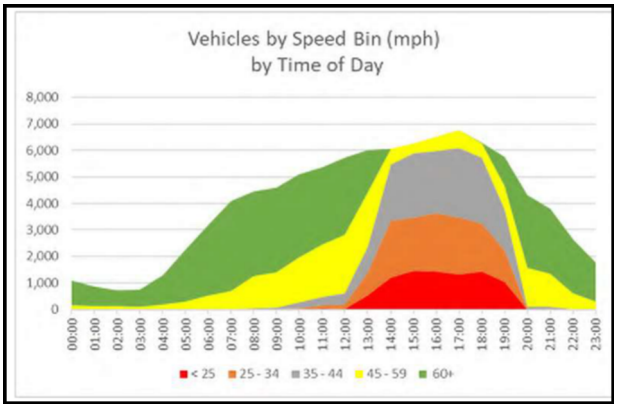


Figure 5: Existing/Baseline/Without Project

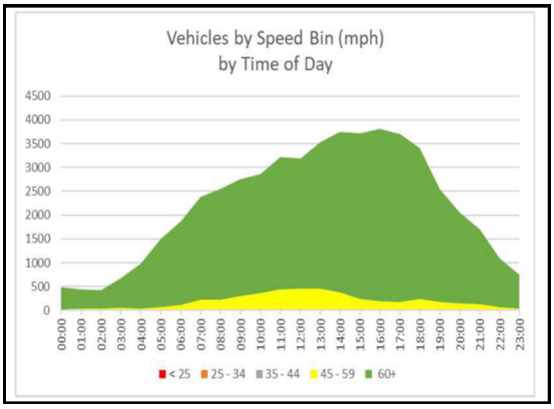


Figure 6: Build Condition/With Project

Source: pages 10 and 11, I/15 French Valley Parkway Improvements Project - Traffic Volumes Report, Final (2017)

The traffic simulation model data used in the BCA is shown in **Tables 7 through 11**.

Current and Forecasted Traffic

Traffic volumes for the Existing Condition (year 2017), No Build Phase III (years 2022 and 2045), and Build Phase III (years 2022 and 2045) were taken from the 1-15/French Valley Parkway Improvements Project - Phase II Traffic Impact Analysis: March 2018). Existing traffic volumes were developed using traffic counts collected in 2017 as well as historical count information available from the Caltrans Performance Monitoring System (PeMS) and other Caltrans data sources. Future forecast volumes were generated using the Southern California Association of Governments (SCAG) 2016 RTP Model.

VMT and VHT were calculated using the Caltrans traffic volume counts during the PM rush hours (four hours from 3:00 PM to 7:00 PM, Monday through Friday) with a base year 2022 and traffic forecasted to year 2045. The PM peak period forecast traffic volumes obtained from the model were converted to peak hour volumes by applying peak hour conversion factors. The forecasted traffic was estimated using a 1.1 percent annual growth rate.

For this analysis, the VMT uses a project length of approximately four miles. Average Vehicle Occupancy was assumed to be 1.67 for passenger vehicles based on the USDOT BCA Guidance. The percentage of truck traffic was taken as 13%, which is consistent with the truck traffic levels determined and forecast by ITERIS in developing the traffic volumes. In addition, this segment carries over 11,500 freight trucks per day (Caltrans AADT, SCAG 2016 RTP/SCS Model for French Valley Parkway Study Limits).

Traffic Simulation Model Data

Table 7. Average Annual Daily Traffic			
Year	2017	2022	2045
Baseline/ No Build Case	95,751	101,158	142,020
Project/ Build Case		85,390	121,080

Table 8. Peak Rush Hours of Traffic (3:00 PM to 7:00 PM)		
Year	2022	2045
Baseline/ No Build Case	24,250	32,450
Project/ Build Case	21,860	30,150

Source: Page 84 Traffic Impact Analysis

Table 9. Vehicle Miles Traveled (4 miles using Peak Rush Hours of Traffic)		
Year	2022	2045
Baseline/ No Build Case	97,000	129,800
Project/ Build Case	87,400	120,600

Table 10. Peak Rush Hour Traffic Speeds		
Year	2022	2045
Baseline/ No Build Case	30	30
Project/ Build Case	55	55

Source: Page 85, Traffic Impact Analysis

Table 11. Vehicle Hours Traveled (using Peak Rush Hours of Traffic)		
Year	2022	2045
Baseline/ No Build Case	3,233	4,327
Project/ Build Case	1,590	2,193

The proposed improvements included in this project will benefit traffic flows, and reduce congestion and accidents, on the I-15 mainline. It should be noted this analysis focuses on the PM peak rush hours of traffic (and associated VMTs and VHTs) to determine benefits and does not account for benefits that would occur during AM off-peak hours, weekends, holidays, or in and around the local roadway network serving Temecula. While this BCA focuses on the benefits resulting during the PM rush hour traffic, it should be emphasized that a more detailed analysis of this benefits throughout the day would increase the positive beneficial effects captured in this BCA.

SAFETY/ACCIDENT DATA

For road-based improvements, estimating the change in the number of fatalities, injuries, and amount of property damage can be done using crash modification factors (CMFs), which relate different types of safety improvements to crash outcomes (see **Table 12**).

Table 12. Crash Reduction Factor and Crash Rates	
Build Case Crash Modification Factor (CMF 8336)	0.74
CMF 8336: Countermeasure: Install additional lanes (Principal Arterial Expressway, Urban Area divided by median)	
Crash Reduction Factor (CRF), All Crash Types	0.26

Source: Crash Modification Factors Clearinghouse https://www.cmfclearinghouse.org/index.php

Statewide Crash Rates per million VMT (used in BCA)		
Fatal Crash	Injury Crash	Property Damage Only
0.005	0.28	0.61

ECONOMIC IMPACT ANALYSIS (JOBS)

The Project (through its expenditures) is expected to increase employment and create 2,900 temporary jobs during the project planning and construction period, shown in **Table 14**.

Table 14. Jobs Generated from Project Spending

Project Related Job Creation Estimates							
	Job Creation Rate per Guidance						0.000013
Years	2024	2025	2026	2027	2028	2029	**Total**
Spending	$16.8M	$16.8M	$12.6M	$58.9M	$58.9M	$58.9M	$223.1M
Jobs	218	218	164	766	766	766	2,900

Source: https://www.fhwa.dot.gov/policy/otps/pubs/impacts/. Employment Impacts of Highway Infrastructure Investment, updated 5/14/2022. The official estimate of the impacts of infrastructure investment on employment, generated by Council of Economic Advisers within the Executive Office of the President, estimates that every $1 billion in Federal highway investment funded by the American Jobs Act supports 13,000 jobs for one year.

SUMMARY OF THE BENEFIT COST ANALYSIS

Table 15. Summary of Accidents Avoided

Type	Project Life Total
Fatalities Avoided	2
Injuries Avoided	115
PDO Avoided	764

Table 16. Summary of Emissions Avoided

Emissions Reduction (Tons)	Project Life Total
CO Emissions Saved	210
CO_2 Emissions Saved	5,155
NO_X Emissions Saved	23
VOC Emissions Saved	6

Table 17. Summary of Person-Hours Saved

Type	Project Life Total
Person-Hours Saved	24,585,151

Table 18. Present Value - Total Life Cycle Benefits

Category	Valuation (2021 dollars)
Travel Time Savings	$152,293,144
Vehicle Operating Costs	$8,831,039
Accident Costs	$10,817,749
Emission Costs	$336,268
Reliability Savings	$2,498,075
Total	$174,776,275

In summary, the BCA shows with a discount rate of 7 percent, in 2021 dollars, the I-15/French Valley Parkway Improvements Phase III project is expected to generate $174.8 million in benefits, a net present value of benefits of $28.9 million, and a benefit-cost ratio of 1.2.

Table 19. Summary of the Benefit Cost Analysis, millions of 2021 dollars

Project Evaluation Metric	Discounted (7 percent)
Total Project Life Cycle Costs	$145.8
Total Project Life Cycle Benefits	$174.8
Total Net Present Value	$28.9
Internal Rate of Return on Investment	8.2%
Payback Period	4 years
Benefit-Cost Ratio	1.2

District: Caltrans District 8

PROJECT: French Valley Parkway Phase III

EA: 43272
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$145.8
Life-Cycle Benefits (mil. $)	$174.8
Net Present Value (mil. $)	$28.9
Benefit / Cost Ratio:	1.2
Rate of Return on Investment:	8.2%
Payback Period:	4 years

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Travel Time Savings	$152.3	$7.6
Travel Time Reliability Benefits	$2.5	$0.1
Veh. Op. Cost Savings	$8.8	$0.4
Accident Cost Savings	$10.8	$0.5
Emission Cost Savings	$0.3	$0.0
TOTAL BENEFITS	$174.8	$8.7
Person-Hours of Time Saved	24,585,151	1,229,258
Fatalities Avoided	2	0.1
Injuries Avoided	115	5.7
PDO Avoided	764	38.2

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Travel Time Reliability? (y/n)	Y	Default = Y
3) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	210	10	$0.01	$0.00
CO_2 Emissions Saved	5,155	258	$0.17	$0.01
NO_X Emissions Saved	23	1	$0.12	$0.01
PM_{10} Emissions Saved	0	0	$0.02	$0.00
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.00	$0.00
VOC Emissions Saved	6	0	$0.01	$0.00