



# RIVERSIDE COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DECEMBER 2025





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December 15, 2025

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Subject: Submittal of Riverside County 2026 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 2026 State Transportation Improvement Program (STIP). RCTC approved the RTIP projects for submittal to the California Transportation Commission (CTC) at its November 12, 2025, meeting. The RTIP submittal consists of the following two new high priority projects, three carryover projects, and Planning, Programming, and Monitoring to support STIP activities:

New Projects:

Pennsylvania Avenue Grade Separation  
Regional Signal Sync Phase 4 in Rancho Mirage

Carryover Projects:

I-10/Highland Springs Avenue Interchange  
Temescal Canyon Road – El Cerrito Road to Tom Barnes Street  
I-15 Express Lanes Project Southern Extension

The proposed 2026 RTIP is consistent with the Southern California Association of Governments' (SCAG) approved 2024 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) and Riverside County's transportation half-cent sales tax program, Measure A.

Tanisha Taylor  
James Anderson  
December 15, 2025  
Page 2

We are pleased to propose these 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 2026 RTIP. Please contact me or Jillian Guizado at (951) 787-7141 if you have any questions.

Sincerely,



Aaron Hake  
Executive Director

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

# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

## Table of Contents

	<u>Page Number</u>
<b><u>Cover Letter</u></b>	
<b>A. <u>Overview and Schedule</u></b>	
Section 1. Executive Summary	1
Section 2. General Information	1
Section 3. Background of Regional Transportation Improvement Program (RTIP)	2
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	3
<b>B. <u>2026 STIP Regional Funding Request</u></b>	
Section 6. 2026 STIP Regional Share and Request for Programming	6
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects	7
Section 8. Interregional Transportation Improvement Program Funding/Needs	8
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	9
Section 10. Highways to Boulevards Conversion Pilot Program	10
Section 11. Complete Streets Consideration	10
<b>C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u></b>	
Section 12. Regional Level Performance Evaluation	11
Section 13. Regional and Statewide Benefits of RTIP	13
<b>D. <u>Performance and Effectiveness of RTIP</u></b>	
Section 14. Evaluation of the Cost Effectiveness of RTIP	16
Section 15. Project Specific Evaluation	17
<b>E. <u>Detailed Project Information</u></b>	
Section 16. Overview of Projects Programmed with RTIP Funding	18
<b>F. <u>Appendices</u></b>	
Section 17. electronic Project Programming Request Forms	21
Section 18. Board Resolution or Documentation of 2026 RTIP Approval	77
Section 19. Fact Sheet	102
Section 20. Alternative Delivery Methods	104
Section 21. Detailed Project Programming Summary Table	105
Section 22. Additional Appendices: Technical Memo and Benefit Cost Analysis	106



# **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 2026 State Transportation Improvement Program (STIP). RCTC is proposing to utilize \$32.7 million in STIP funds to support two high priority projects and three carryover projects in Riverside County during the five-year 2026 STIP program period, from fiscal years (FY) 2026-27 through 2030-31. 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 2026 STIP guidelines adopted by the California Transportation Commission (CTC) on August 14, 2025, and with the Southern California Association of Governments' approved 2024 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:** <https://www.rctc.org/funding-and-planning/>  
**RTP link:** <https://scag.ca.gov/connect-socal>

- **RCTC Executive Director**

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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 CTC 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. Immediately following the RTIP submittal deadline of December 15, 2025, RCTC will post the draft RTIP on its website as required by the STIP guidelines. Once the CTC

adopts the STIP at its March 2026 meeting, RCTC will post the adopted 2026 STIP project listing for Riverside County on its website.

#### **Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

Since approval of the 2024 STIP, no projects have been marked as completed, though the Coachella-San Geronio Pass Rail Service Project, I-10/Monroe Street Interchange, I-10 Bypass, I-15/French Valley Parkway Ph III, and I-15 Express Lanes Project Southern Extension projects continue making progress toward their programmed phases and are still anticipated to allocate STIP funds in the year in which they are programmed/extended to. The two remaining 2024 STIP projects are being recommended to be pushed out due to schedule delays. These projects are Temescal Canyon Road and I-10/Highland Springs Avenue Interchange.

#### **Section 5. RTIP Outreach and Participation**

##### **A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	November 12, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

##### **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 that 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 92501.

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.

#### Pennsylvania Avenue Grade Separation:

The Pennsylvania Avenue Grade Separation project (Project) builds upon the recently constructed Pennsylvania Avenue Widening from 1<sup>st</sup> Street to 6<sup>th</sup> Street. This project widened the roadway to four lanes, installed raised medians, constructed sidewalks, modified the existing traffic signal at the 6<sup>th</sup> Street intersection, and built a new traffic signal at the 1<sup>st</sup> Street intersection. The grade separation project maintains the four-lane cross section and sidewalks that were built with the widening project.

The City of Beaumont (City) has been in coordination with the community regarding the Project. There have been community events related to both the grade separation and the recent widening improvement. These efforts made the community and businesses aware of the Project and gave the public an opportunity to provide feedback.

Throughout the City's engagement, no community opposition has been voiced to date and community opposition risk is assessed as low. To address issues that may arise during the construction phase, the City actively seeks to coordinate with community stakeholders in advance of construction so that full transparency is in place and any issues are addressed.

The City is committed to maintaining and expanding community and stakeholder involvement in the Project. The City has prepared an outreach plan to guide activities as the Project continues through design and into construction. The goal will be, "To effectively inform, engage and collaborate with stakeholders, residents, and the broader pass area throughout the lifecycle of the project, ensuring transparency, minimizing disruptions, and fostering public support." The outreach plan's objective is to increase awareness through the Pennsylvania Avenue Corridor's website, social media posts, and a minimum of 50,000 informational materials.

The engagement activities will provide opportunities for underserved community members to participate in the Project and have their voices heard.

Community engagement will continue throughout the remainder of final design and construction. City staff will provide presentations on the Project to City Council and the City Manager. The City will host a public workshop three months prior to construction for stakeholders to learn about the project, its benefits, and impacts. A social media campaign will be implemented to promote the



public workshop and to notify the community of the start of construction. The City will also have direct engagement with residents and businesses along the Project alignment.

Regional Signal Sync Phase 4 in Rancho Mirage (CV Sync Phase IV – Rancho Mirage):

The Coachella Valley's Regional Signal Synchronization projects have engaged the community primarily through transparent communication, public meetings, and interagency collaboration. The project team maintains a public website that provides updates, background information, and direct contact options, allowing residents and stakeholders to ask questions and stay informed. Community engagement also occurs through CVAG, which regularly includes project updates and performance presentations at its Transportation Committee meetings. In addition, the project's multi-jurisdictional structure, which brings together cities, tribal governments, and regional agencies, ensures the public is represented and can be involved throughout planning and implementation. While no specific public outreach has been conducted for the fourth phase of the CV Sync project to date, the project has gone through the Rancho Mirage City Council which allowed for public input.

C. Consultation with Caltrans District (Required per Section 20)

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. A representative from Local Assistance serves on the RCTC TAC. As such, District 8 benefits from being part of RCTC's RTIP programming process.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

#### **A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate**

Carryover \$66,740,000

Regional Share \$32,749,000

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Temescal Canyon Road – El Cerrito Road to Tom Barnes Street – Unincorporated Riverside County (Carryover, 2024 STIP; increase STIP to replace STBG)	Widens Temescal Cyn Rd from two to four lanes, includes sidewalk and bike lanes	20,150,000
I-10/Highland Springs Avenue Interchange – Banning/Beaumont (Carryover, 2024 STIP; cost decrease, change phase)	Improves existing WB off-and on-ramps	8,000,000
PPM (Carryover, 2024 STIP)	Planning, Programming and Monitoring	1,627,000
I-15 Express Lanes Project Southern Extension – Unincorporated Riverside County (Carryover, 2024 STIP; cost increase)	Constructs two tolled express lanes in both directions in the median for 14.5 miles	55,320,000
Pennsylvania Avenue Grade Separation – Beaumont (New)	Constructs a grade-separated underpass	6,698,000
CV Sync Phase IV – Rancho Mirage (New)	Install Intelligent Transportation System	6,057,000
PPM (New)	Planning, Programming and Monitoring	1,637,000

#### **B. Advance Project Development Element (APDE)**

There is no APDE capacity identified for the 2026 STIP.

## **Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program 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 and SCCP, and federal: BUILD, INFRA, or other new programs. At this time, non-proportional spending is not anticipated on these RTIP projects.

### **Federal**

- Pennsylvania Avenue Grade Separation (Surface Transportation Block Grant)

### **State**

- Pennsylvania Avenue Grade Separation (Trade Corridor Enhancement Program; SB 125)

### **Local**

- Pennsylvania Avenue Grade Separation (City funds, UPRR contribution)
- CV Sync Phase IV – Rancho Mirage (City funds)

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding			Total Project Cost
			STBG	State	Local	
RIV180129	Pennsylvania Avenue Grade Separation	6,698	7,225	54,400	10,375	78,698
ITS08	CV Sync Phase IV – Rancho Mirage	6,057			4,993	11,050
N/A	PPM	1,637				1,637
Total		14,392	7,225	54,400	15,368	91,385

**Notes:** Not included in the proposed 2026 RTIP are projects continued from the 2024 RTIP, including: Temescal Canyon Road – El Cerrito Road to Tom Barnes Street, I-10/Highland Springs Avenue Interchange, I-15 Express Lanes Project Southern Extension, 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 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.

Through the 2026 STIP cycle, no ITIP funding was requested. Although, in December 2025, the joint RIP/IIP-funded Coachella Valley Rail project did receive its \$25 million STIP allocation to advance the project to the next stage of environmental and planning. This was a critical milestone to reach and RCTC is grateful for Caltrans' continued partnership and collaboration to move this project forward.

The most significant interregional highway and intercity rail needs 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 2024 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, as most recently evidenced in the September 2024 Airport Fire.
- 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 Geronio Rail Corridor (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**

### **San Gorgonio Pass area (STIP Project: Pennsylvania Avenue Grade Separation):**

The San Gorgonio Pass (Pass Area) is a geographic area situated south of Mount San Gorgonio and Mount San Jacinto, two of the tallest mountains in Southern California. The cities of Beaumont, Banning, and Calimesa are located in the Pass Area, along with the unincorporated communities of Cabazon and Cherry Valley and the Morongo Indian Reservation. The Riverside/San Bernardino County line is the informal northern boundary of the Pass Area. The Pass Area is served by Interstate 10, which originates on California's west coast and extends to its east coast terminus in Florida, and State Route 60 which merges into Interstate 10 in Beaumont. Interstate 10, east of State Route 60, is identified in the 2021 ITSP as a priority interregional highway, particularly in the Southern California – Southern Nevada/Arizona East-West Corridor.

Two carryover RTIP projects are being developed in the Pass Area: Interstate 10 Bypass and Interstate 10/Highland Springs Avenue interchange. A significant number of interchanges along Interstate 10 are in various phases of project development, including: Oak Valley Parkway, Cherry Valley Boulevard, Singleton Road, County Line Road, and Pennsylvania Avenue.

One allocated RTIP/ITIP project that will serve and pass through the Pass Area is Coachella Valley Rail, a proposed 144-mile intercity passenger rail corridor between Los Angeles and Coachella.

There are a number of other local projects envisioned and underway in the corridor. The Pennsylvania Avenue Grade Separation is an important project in the suite of projects planned and underway in the Pass Area, all of which are being advanced in a coordinated fashion among the Pass Area cities, County of Riverside, Morongo Band of Mission Indians, RCTC, Caltrans, and Union Pacific Railroad (as applicable).

### **Coachella Valley area (STIP Project: CV Sync Phase IV – Rancho Mirage):**

The Coachella Valley is a geographic area east of the Pass Area. It is the desert region of Riverside County and is known for tourism, recreation, and agriculture. The Coachella Valley consists of the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage, plus unincorporated communities and tribal reservations. It is served by Interstate 10, State Route 111, and State Route 86.

Recent and existing RTIP projects are adjacent to the CV Sync Phase IV – Rancho Mirage project, including CV Link, Interstate 10/Monroe Street interchange, and Coachella Valley Rail. Similar to the Pass Area, a number of interchanges along Interstate 10 in the Coachella Valley have recently been improved or are in project development to be improved. Where appropriate, the interchange improvements include active transportation elements, some even connecting to CV Link.

The Coachella Valley Association of Governments recently opened Phase 1 of CV Sync and is under construction with Phase 2. Phase 3 is under development now. Phase IV, the proposed RTIP project, will complement the other major corridors improved by CV Sync and countless other local and regional improvements recently delivered and in the queue.

#### **Section 10. Highways to Boulevards Conversion Pilot Program**

RCTC currently does not have any recommendations for potential highways to boulevards conversions in Riverside County. RCTC looks forward to the opportunity to review and comment on any proposals Caltrans District 8 makes for this pilot program.

#### **Section 11. Complete Streets Consideration (Required per Section 26)**

##### **Pennsylvania Avenue Grade Separation:**

The Pennsylvania Avenue Grade Separation Project advances significant active transportation and non-auto-oriented benefits. The project eliminates a hazardous at-grade rail crossing and constructs 0.4 miles of ADA-compliant sidewalks, curb ramps, and crosswalks, creating a safe and connected pedestrian corridor. These improvements close critical gaps in the walking network and enhance access to schools, civic facilities, and transit. The project also installs eight Level 3 DC fast chargers at a park-and-ride facility within a disadvantaged community, supporting zero-emission vehicle adoption and equitable access to clean transportation. In addition to this, this project will also maintain the new sidewalks built during the recent Pennsylvania Avenue Widening project. By improving multimodal safety, reducing conflicts between trains, vehicles, and pedestrians, and enhancing connectivity to transit and future passenger rail service, the project promotes sustainable mobility, reduces greenhouse gas emissions, and improves public health outcomes for vulnerable populations.

##### **CV Sync Phase IV – Rancho Mirage:**

The CV Sync Phase IV – Rancho Mirage project will modernize Rancho Mirage's traffic management system by interconnecting signals across major corridors and installing advanced controllers, fiber optic communications, and intelligent transportation system components. Unlike projects that require roadway widening or major structural work, this initiative primarily involves surface-level signal and ITS upgrades, minimizing disruption while improving traffic flow and reducing stop-and-go conditions. These improvements will cut vehicle idling and emissions, delivering significant air quality benefits, including an estimated reduction of 27.33 tons of carbon monoxide. The project also enhances pedestrian safety through updated signal infrastructure and countdown timers, and will evaluate opportunities to add active transportation elements where they do not currently exist and where feasible. By integrating CCTV monitoring and adaptive timing capabilities, the project supports emergency response and special event management, creating a safer, cleaner, and more efficient transportation network for residents and visitors.

## **C. Relationship of RTIP to RTP/SCS and Benefits of RTIP**

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

#### **A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).**

On the following page, Table B1 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 RTIP against future conditions with the RTIP. This allows for isolating the impacts of the RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Table B1 Evaluation: Regional Level Performance Indicators and Measures					
Goal	Indicator/Measure	Future Level of Performance ( <i>No Build</i> planning scenario)		Projected Performance Improvement (2050)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	19.8		No change in VMT per capita	
	Reduce Percent of congested VMT (at or below 35 mph)	7.01%		Reduction of 0.13%	
	Change in commute mode share (travel to work or school)	Travel to Work	Travel to School	Travel to Work:	Travel to School:
	Vehicle Trips Drive Alone	62.28%	10.52%		
	Vehicle Trips 2 Person Carpool	8.21%	1.83%	Increases transit mode share by 0.05%	Maintains <i>No Build</i> scenario conditions
	Vehicle Trips 3+ Person Carpool	6.41%	0.71%		
	Auto Passenger Trips	7.10%	40.42%		
	Transit Trips	7.75%	9.70%		
	Non-Motorized Person Trips	8.25%	36.81%		
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 % =46.17% Jobs % =50.96%		Household % = No change Jobs % = No change	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 23.8 mins Auto School = 9.6 mins Transit Home Based Work = 64.9 mins Transit School = 23.6 mins		Maintains <i>No Build</i> scenario conditions	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO2 emissions reduction per capita (daily)	10.2 lbs.		Maintains <i>No Build</i> scenario conditions	

SCAG is the largest Metropolitan Planning Organization (MPO) in the country, and the region is home to nearly 19 million Californians. The SCAG region's STIP includes several, often partial projects included in SCAG's 2024 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the greenhouse gas (GHG) emission reduction 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 2026 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, including tolled express lane, and high occupancy vehicle (HOV) projects.
- 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., percentage 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 several measures to report, depending on available data and tools. A summary of the analysis results for the applicable measures is provided below.

The 2026 RTIP provides substantial benefits to the Southern California region and the State of California by advancing projects that improve mobility, enhance economic vitality, and support statewide sustainability goals. These projects are consistent with SCAG's approved Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and meet greenhouse gas reduction targets established under Senate Bill 375. While the RTIP does not include system-wide preservation investments or major land use strategies, it delivers targeted improvements that reduce congestion, improve travel time reliability, and support cleaner transportation options. Following is a summary of the anticipated impacts based on performance measures outlined in the STIP guidelines.

#### **Investment Effectiveness**

The 2026 STIP benefit/cost analysis (BCA) for the SCAG region is based on BCA submittals provided by the region's county transportation commissions. The model results were aggregated to calculate regional network benefits.

A BCA is an evaluation framework to assess the financial, economic, and societal advantages (benefits) and disadvantages (costs) of investment alternatives over a defined operational analysis period of a project. The project operational analysis period includes costs incurred before the project becomes operational and benefits and costs during the analysis phase of the project. Pre-implementation costs include project planning and development, construction, and commissioning. After the project opens, there are on-going operating and maintenance (O&M) costs.

To the extent possible, benefits and costs are quantified in monetary terms to provide a common measure with which to compare different alternatives. If a project's total benefits exceed the total project costs and negative impacts, then that project may be considered to have an overall positive impact. This can be calculated by using the benefit to cost ratio (BCR), which takes the monetized benefits divides them by the by the monetized costs. A BCR greater than 1.0 indicates that the project may have an overall positive impact.

Typical benefits calculated in a BCA include:

- Savings resulting from reduced travel delay;
- Collision cost savings;
- Air quality improvements;
- Reductions in vehicle operating costs;
- Improvements in active transportation (i.e., walking and bicycling) journey quality;
- Improved health benefits due to walking and bicycling; and
- Other potential benefits (e.g., noise reduction, value of infrastructure assets).

To calculate benefits and costs, a BCA first defines a future baseline or “*No Build*” scenario that is compared to a future “*Build*” scenario, where the project is built as proposed. Comparing the monetized benefits between the *Build* and *No Build* cases represents the net change in welfare, or the benefits received due to the project over the lifecycle of the project.

For these categories, the benefits of the 2026 STIP Project *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), but there are also benefits for increased transit ridership and higher levels of walking and cycling. The 2026 STIP provides a regional network-level benefit/cost ratio of 3.08.

The benefit/cost ratio does not include the benefits of some projects included in the SCAG region's 2026 RTIP, such as the purchase of 100 zero-emission buses or the purchase of 21 new battery electric buses to replace 21 Compressed Natural Gas (CNG) buses by the Los Angeles County Metropolitan Transportation Authority, and the Metrolink PCH Coastal Rail Bridge replacement in Orange County.

#### **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 0.13 percent.

#### **Commute mode share (travel to work or school)**

Impacts are expected to maintain No Build scenario conditions. Transit mode share increases slightly by 0.05 percent.

**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 condition. 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 express and HOV lane implementations, auxiliary lanes, and safety and operational 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.

## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

3

**INVESTMENT ANALYSIS**  
**SUMMARY RESULTS**

Life-Cycle Costs (mil. 2023\$)	\$2,036.2
Life-Cycle Benefits (mil. 2023\$)	\$6,272.8
Net Present Value (mil. 2023\$)	\$4,236.6
<b>Benefit / Cost Ratio:</b>	<b>3.08</b>

Total Over Project  
Analysis Period (2023\$)

<b>ITEMIZED BENEFITS (mil. \$)</b>	
Travel Time Savings	\$2,556.9
Travel Time Reliability Benefits	\$944.6
Veh. Op. Cost Savings	\$1,474.0
Collision Cost Savings	\$1,188.7
Emission Cost Savings	\$134.4
Journey Quality	-\$4.1
Add'l Delay Savings	\$5.7
Add'l Safety Benefits	\$116.0
Health Benefits	\$75.2
Other Benefits (e.g., Residual Value, Noise)	-\$218.7
<b>TOTAL BENEFITS</b>	<b>\$6,272.7</b>
<b>Person-Hours of Time Saved</b>	<b>266,742,367</b>

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

**4) Accident Costs? (y/n)** Y  
Default = Y

**5) Vehicle Emissions? (y/n)** Y  
Default = Y  
includes value for CO<sub>2</sub>e

Total Over Project  
Analysis Period (2023\$)

<b>EMISSIONS REDUCTION</b>	
CO Emissions Saved	\$0.47
CO <sub>2</sub> Emissions Saved	\$75.12
NOX Emissions Saved	\$20.06
PM <sub>10</sub> Emissions Saved	\$3.38
PM <sub>2.5</sub> Emissions Saved	\$8.37
SOX Emissions Saved	\$1.16
VOC Emissions Saved	\$0.47

SCAG certifies that the proposed 2026 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 B2, proposed new RTIP project outputs are combined and listed.



<b>Table B2</b> <b>Evaluation – Project Benefits</b>			
<b>Project Type or Mode</b>	<b>Changes to the Built Environment</b>	<b>Unit</b>	<b>Benefits or Performance Improvement at Project Completion</b>
Local Streets and Roads	Operational improvement (intersection/signal improvements)	Each	2
	Grade separation/rail crossing improvement	Each	1
	New or reconstructed bridges	Square feet	10,477
TMS (Traffic Management Systems)	Traffic signal interconnect projects	Each	1
	Traffic monitoring detection stations	Each	64
	Communications (fiber optics)	Miles	30
	TMC interconnect projects	Each	1
	Software and hardware systems	Each	1
	Closed circuit television cameras	Each	30

### **Section 15. Project Specific Evaluation (Required per Section 22C and 22D)**

There is one project that meets the criteria for a project level evaluation:

- Pennsylvania Avenue Grade Separation

The Benefit Cost Analysis and Technical Memo for this project are included in the Appendices, Section 23, with benefits summarized as follows:

<b>2026 STIP – New Project</b>	
	<b>Pennsylvania Avenue Grade Separation</b>
Life-Cycle Costs	\$59.1 million
Life-Cycle Benefits	\$369.5 million
Net Present Value	\$310.4 million
Benefit/Cost Ratio	6.25

## **E. Detailed Project Information**

### **Section 16. Overview of Projects Programmed with RTIP Funding**

#### **Pennsylvania Avenue Grade Separation:**

The Pennsylvania Avenue Grade Separation Project will enhance safety, reduce congestion, and improve freight and passenger rail efficiency by separating Pennsylvania Avenue from the Union Pacific Railroad at-grade crossing near I-10. The project includes a new rail bridge, roadway modifications, ADA-compliant sidewalks, and improved traffic signals. With significant safety enhancements, reduced vehicle delays, and environmental benefits, the project addresses regional mobility needs while supporting disadvantaged communities. By integrating innovative infrastructure and fostering economic growth, it aligns with sustainability and equity goals, creating a safer, more efficient transportation corridor for the Inland Empire region.

The Pennsylvania Avenue Grade Separation Project will eliminate an at-grade rail crossing between Pennsylvania Avenue and the Union Pacific Railroad (UPRR) Yuma Subdivision in the City of Beaumont. This project is identified as a Tier 1 Regional Priority under SCAG's STBG Program, advancing goals in Transportation System Management and Goods Movement as well as federal performance areas for freight reliability, safety, and air quality. Pennsylvania Avenue is a critical north-south arterial serving residential neighborhoods to the south and regional destinations, including access to I-10, to the north. The UPRR Yuma Subdivision is one of Southern California's most heavily used freight lines, connecting West Coast ports to inland markets. This at-grade crossing is currently closed an average of 90 minutes per day due to increasing train activity, creating congestion, emergency response delays, and safety risks in a disadvantaged and economically vulnerable area. The project will construct a new grade-separated undercrossing at Pennsylvania Avenue while maintaining the railroad at its existing elevation. A new bridge will support current and future freight rail demand, including capacity for a third mainline track. Pennsylvania Avenue will be reconstructed to include two travel lanes in each direction, a center median, sidewalks, and crosswalks. The project also includes reconfiguration of the I-10 eastbound on-ramp and westbound off-ramp at Pennsylvania Avenue, with new traffic signals to improve traffic operations and safety. These improvements will eliminate a high-risk roadway-rail conflict, enhance freight and passenger rail movement, reduce emissions from idling vehicles, and improve multimodal access and safety.

Project Study Report Equivalent: [Pennsylvania Avenue Grade Separation PSR Equivalent](#)

#### **CV Sync Phase IV – Rancho Mirage:**

The Project is implementing Intelligent Transportation Systems (ITS) improvements across key transportation corridors within the City of Rancho Mirage, including Bob Hope Drive, Frank Sinatra Drive, Ramon Road, Los Alamos Road, Country Club Drive, Dinah Shore Drive, Da Vall Drive, and Gerald Ford Drive. These corridors currently operate with outdated signal equipment and limited connectivity, resulting in isolated intersections and gaps in coordination. The City plans to upgrade its traffic signal system by installing advanced controllers, fiber optic

interconnect, and modern ITS components to enable full signal communication and synchronization.

The proposed improvements include CCTV video surveillance, enhanced signal connectivity across city networks, updated pedestrian signal infrastructure, and optimized signal timing plans for peak hours, special events, and emergencies. These upgrades will significantly improve traffic management, safety, and vehicle flow throughout Rancho Mirage. Most importantly, the project will integrate Rancho Mirage's signal network into the Coachella Valley regional synchronization system, connecting nine cities, Riverside County, Caltrans, and tribal entities, consistent with CVAG's regional ITS architecture.

Project Study Report Equivalent: [CV Sync Phase IV - Rancho Mirage PSR Equivalent](#)

## **F. Appendices**

### **Section 17. electronic Project Programming Request (ePPR) Forms**

- Pennsylvania Avenue Grade Separation
- CV Sync Phase IV – Rancho Mirage
- I-10/Highland Springs Avenue Interchange
- Temescal Canyon Road – El Cerrito Road to Tom Barnes Street
- I-15 Express Lanes Project Southern Extension
- Planning, Programming, and Monitoring

**Pennsylvania Avenue Grade Separation**

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/15/2025 07:57:10
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08			3025G	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Riverside County	10	8.200		City of Beaumont		
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Robert Vestal			951-769-8522	rvestal@beaumontca.gov		

**Project Title**

Pennsylvania Avenue Grade Separation Project

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

In the city of Beaumont, on Pennsylvania Avenue, from 3rd Street to the I-10 westbound off-ramp.

Construct a grade-separated underpass at the Union Pacific Railroad Yuma Subdivision, including a four-lane divided arterial roadway with 0.4 miles of sidewalks, ADA-compliant curb ramps, and crosswalks. Install traffic signals at the I-10 eastbound on-ramp and westbound off-ramp and reconstruct the eastbound on-ramp to accommodate new roadway grade.

Component	Implementing Agency				
PA&ED	City of Beaumont				
PS&E	Riverside County Transportation Commission				
Right of Way	Riverside County Transportation Commission				
Construction	Riverside County Transportation Commission				
Legislative Districts					
Assembly:	47	Senate:	19	Congressional:	25
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			02/12/2019	02/12/2019	
Circulate Draft Environmental Document	Document Type CE/CE		09/30/2024	09/30/2024	
Draft Project Report			09/30/2024	09/30/2024	
End Environmental Phase (PA&ED Milestone)			12/31/2024	12/31/2024	
Begin Design (PS&E) Phase			01/31/2025	01/31/2025	
End Design Phase (Ready to List for Advertisement Milestone)			09/30/2025	09/30/2025	
Begin Right of Way Phase			01/31/2025	01/31/2025	
End Right of Way Phase (Right of Way Certification Milestone)			08/31/2025	08/31/2025	
Begin Construction Phase (Contract Award Milestone)			12/31/2025	12/31/2025	
End Construction Phase (Construction Contract Acceptance Milestone)			11/30/2027	11/30/2027	
Begin Closeout Phase			12/01/2027	12/01/2027	
End Closeout Phase (Closeout Report)			10/31/2028	10/31/2028	

Date 12/15/2025 07:57:10

Purpose and Need

Purpose: The purpose of the Project includes the following:

1) Improve safety by eliminating risk of collisions between train and vehicle/pedestrian traffic.

2) Provide for an uninterrupted flow of rail line through crossings to improve freight movement.

3) Reduce traffic delays for trucks, motorists, and pedestrian traffic at the crossing.

4) Provide efficient goods movements and decreases in fuel consumption.

5) Improve air quality by the reduction of greenhouse gas (GHG) emissions from trains and vehicles on roads that idle because of traffic congestion.

Need: The existing at-grade highway-rail crossing at Pennsylvania Avenue has been in place prior to the construction of I-10 Pennsylvania Interchange in the early 1950s. There have been ongoing train stop incidents which create long traffic delays and heavy congestion on local streets. As the City continues to develop, the location is at high risk for train-pedestrian/vehicle collisions.

The need for the Project is based on the existing and future traffic volumes and congestion, existing and future rail activity and the amount of time roadway and rail crossings are occupied to allow trains to pass, and safety concerns associated with at-grade crossings. The crossing is located just two hundred feet from the I-10/Pennsylvania Interchange. Traffic delays at the crossing also affect freeway/regional traffic. The project proposes to construct a grade separation at the UPRR crossing at Pennsylvania Avenue to improve safety, reduce congestion, and eliminate accidents caused by rail crossings.

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	2
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1
Bridge / Tunnel	New bridges/tunnels	SQFT	10,477



Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	75	2,702	-2,627
	TCEP	Change in Daily Truck Hours of Delay	Hours	7	270	-263
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	2,815	2,815	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	525	3,152	-2,627
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.0001	-0.0001
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	5.9736	8.309	-2.3354
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0003	0.0005	-0.0002
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0001	0.0001	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.0089	0.0089	0
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.0013	0.0013	0
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.09	0.21	-0.12
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	571	1,332	-761
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.27	0.64	-0.37
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	1,713	4,060	-2,347
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	466	0	466
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	6.25	0	6.25

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10			3025G

**Project Title**

Pennsylvania Avenue Grade Separation Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	200							200	City of Beaumont
PS&E		1,500						1,500	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				57,550	14,450			72,000	Riverside County Transportation Com
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>57,550</b>	<b>14,450</b>			<b>73,700</b>	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	200							200	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,681				2,681	
CON				57,550	16,960			74,510	
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>60,231</b>	<b>16,960</b>			<b>78,891</b>	

Fund #1:	Local Funds - City Funds (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)	200							200	City of Beaumont
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>						<b>1,700</b>	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	200							200	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W				2,681				2,681	
CON					3,037			3,037	
<b>TOTAL</b>	<b>200</b>	<b>1,500</b>		<b>2,681</b>	<b>3,037</b>			<b>7,418</b>	

Fund #2:		Other State - Senate Bill 125 (Committed)							Program Code
		Existing Funding (\$1,000s)							20.30.207.811
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				5,000				5,000	
TOTAL				5,000				5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL				5,000				5,000	
Fund #3:		Local Rail - UPRR Contribution (Committed)							Program Code
		Existing Funding (\$1,000s)							LOCAL 130
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,150				3,150	
TOTAL				3,150				3,150	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Will be documented in the Construction & Maintenance agreement between the City and UPRR
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,150				3,150	
TOTAL				3,150				3,150	

Fund #4:		CMAQ - Surface Transportation Block Grant Program (STBG) (Committed)							Program Code
		Existing Funding (\$1,000s)							20.30.010.820
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Funding agency is FHWA. Plan A: STBG awarded; shifts funding to FY26/27. Plan B: City Council to consider alternative local funding mechanisms.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					14,450			14,450	
TOTAL					14,450			14,450	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #5:		SB1 TCEP - Trade Corridors Enhancement Account (Committed)							Program Code
		Existing Funding (\$1,000s)							30.20.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont Program Code: State 20.xx.723.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,160				19,160	
TOTAL				19,160				19,160	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,160				19,160	
TOTAL				19,160				19,160	

Fund #6:		SB1 TCEP - Trade Corridors Enhancement Account (Committed)							Program Code
		Existing Funding (\$1,000s)							30.20.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Beaumont Program Code: Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,240				30,240	
TOTAL				30,240				30,240	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				30,240				30,240	
TOTAL				30,240				30,240	
Fund #7:		RIP - State Cash (Uncommitted)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
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					6,698			6,698	
TOTAL					6,698			6,698	

Fund #8:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									
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									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by SCAG council 12/2025
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,225			7,225	
TOTAL					7,225			7,225	

Complete this page for amendments only					Date 12/15/2025 07:57:10
District	County	Route	EA	Project ID	PPNO
08	Riverside County	10			3025G

SECTION 1 - All Projects

Project Background

The City of Beaumont is constructing a grade separation at Pennsylvania Avenue to eliminate an existing at-grade crossing with the Union Pacific Railroad (UPRR) tracks. The project will enhance safety and mobility by separating freight rail and roadway traffic, reducing delays and improving emergency response times. Located within a growing region and a designated Disadvantaged Community (DAC), the project also supports goods movement along a critical east-west freight corridor, contributing to regional economic development and environmental health by reducing vehicle idling and emissions.

Programming Change Requested

Reason for Proposed Change

Updates to the proposed funding plan to reflect updates to the STBG and STIP funding and implementing agency roles.

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)

Updates to the proposed funding plan to reflect updates to the STBG and STIP funding and implementing agency roles.

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



**CV Sync Phase IV – Rancho Mirage**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2025 12:23:03
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> 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	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jonathan Hoy			760-238-1540	jhoy@cvag.org		

**Project Title**

Regional Signal Sync Phase 4 in Rancho Mirage

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

In the Coachella Valley, in the City of Rancho Mirage, install Intelligent Traffic System (ITS) equipment and minor intersection improvements to facilitate traffic signal synchronization along several of the City's key transportation corridors, including Bob Hope Drive, Frank Sinatra Drive, Ramon Road, Los Alamos Road, Country Club Drive, Da Vall Drive and Gerald Ford Drive.

Component	Implementing Agency				
PA&ED	Coachella Valley Association of Governments				
PS&E	Coachella Valley Association of Governments				
Right of Way	Coachella Valley Association of Governments				
Construction	Coachella Valley Association of Governments				
Legislative Districts					
Assembly:	47	Senate:	19	Congressional:	41
Project Milestone				Existing	Proposed
Project Study Report Approved				12/01/2025	
Begin Environmental (PA&ED) Phase					10/05/2026
Circulate Draft Environmental Document		Document Type	CE/CE		04/06/2027
Draft Project Report					08/03/2027
End Environmental Phase (PA&ED Milestone)					10/04/2027
Begin Design (PS&E) Phase					11/01/2027
End Design Phase (Ready to List for Advertisement Milestone)					12/04/2028
Begin Right of Way Phase					01/08/2029
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2029
Begin Construction Phase (Contract Award Milestone)					09/03/2029
End Construction Phase (Construction Contract Acceptance Milestone)					09/02/2030
Begin Closeout Phase					10/06/2030
End Closeout Phase (Closeout Report)					03/03/2031

Date 12/15/2025 12:23:03

Purpose and Need

The Project is implementing traffic signal and fiber optic improvements across several of the City's key transportation corridors, including Bob Hope Drive, Frank Sinatra Drive, Ramon Road, Los Alamos Road, Country Club Drive, Dinah Shore Drive, Da Vall Drive, and Gerald Ford Drive. These signalized intersections include traditional signal equipment with antiquated controllers operating as isolated intersections in places, as gaps in the signal communication network prevent effective signal timing and synchronization of the City's traffic signals. The City currently operates an outdated Aeries traffic signal system that is partially coordinated on key corridors that experience substantial traffic during peak hours. The City plans to upgrade its system by installing advanced controllers and provisions for interconnect of all current and future traffic signals. The benefits of signal interconnection include improvements to timing, management of signal timing (including the use of multiple timing plans for different situations, such as special events or emergencies), communications, and the opportunity for installation of other intelligent transportation systems (ITS) components that may improve the city's traffic system in the future (i.e. monitoring traffic conditions through the use of video detection cameras as well as CCTV at selected locations, the use of message signs, etc.). These ITS technologies will be deployed consistent with CVAG's regional system architecture and plans. Additionally, the City has limited surveillance and traffic information systems in-place. The proposed elements of this project include CCTV video surveillance, signal connectivity across city networks, signal timing improvements and synchronization, and updated pedestrian signal infrastructure. The upgraded signal communication system will improve operations of the traffic signal network, significantly enhancing traffic management, safety, and vehicle flow throughout Rancho Mirage.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	1
TMS (Traffic Management Systems)	Traffic monitoring detection stations	EA	64
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	30
TMS (Traffic Management Systems)	TMC interconnect projects	EA	1
TMS (Traffic Management Systems)	Software and hardware systems	EA	1
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	30

Additional Information

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	Carbon Monoxide (CO)	Tons	-27.33	0	-27.33

District	County	Route	EA	Project ID	PPNO
08	Riverside County				
<b>Project Title</b>					
Regional Signal Sync Phase 4 in Rancho Mirage					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Coachella Valley Association of Gove
PS&E									Coachella Valley Association of Gove
R/W SUP (CT)									Coachella Valley Association of Gove
CON SUP (CT)									Coachella Valley Association of Gove
R/W									Coachella Valley Association of Gove
CON									Coachella Valley Association of Gove
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		950						950	
PS&E			1,000					1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W				100				100	
CON					11,050			11,050	
TOTAL		950	1,000	100	11,050			13,100	

Fund #1:	Other State - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
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					6,057			6,057	
TOTAL					6,057			6,057	

Fund #2:		Local Funds - Agency (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Coachella Valley Association of Gove
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					4,993			4,993	
TOTAL					4,993			4,993	
Fund #3:		Local Funds - Agency (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Coachella Valley Association of Gove
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				100				100	
CON									
TOTAL				100				100	

Fund #4:		Local Funds - Agency (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Coachella Valley Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E			1,000					1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	
Fund #5:		Local Funds - Agency (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Coachella Valley Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)		950						950	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		950						950	



**I-10/Highland Springs Avenue Interchange**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2025 11:25:54
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> 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	8.300	11.000	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					
Begin Environmental (PA&ED) Phase				09/27/2022	09/27/2022
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI			02/07/2025	05/12/2027
Draft Project Report				07/31/2024	05/28/2026
End Environmental Phase (PA&ED Milestone)				09/26/2025	12/23/2028
Begin Design (PS&E) Phase				03/06/2026	07/01/2029
End Design Phase (Ready to List for Advertisement Milestone)				03/06/2028	07/01/2032
Begin Right of Way Phase				03/06/2026	01/01/2029
End Right of Way Phase (Right of Way Certification Milestone)				03/06/2028	07/01/2032
Begin Construction Phase (Contract Award Milestone)				09/06/2028	01/01/2033
End Construction Phase (Construction Contract Acceptance Milestone)				09/06/2030	01/01/2035
Begin Closeout Phase				09/06/2030	01/01/2035
End Closeout Phase (Closeout Report)				10/07/2030	04/01/2035

Date 12/12/2025 11:25:54

### 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
ADA Improvements	Modify driveway	LF	30
Active Transportation	Crosswalk	EA	5
ADA Improvements	New curb ramp installed	EA	11
Operational Improvement	Ramp modifications	EA	4
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.5
ADA Improvements	New sidewalk	LF	4,600
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
Active Transportation	Bicycle lane-miles	Miles	0.12
Operational Improvement	Shoulder widening	EA	4
Operational Improvement	Intersection / Signal improvements	EA	4
Operational Improvement	Auxiliary lanes	Miles	1.8
Pavement (lane-miles)	Local road - reconstructed	Miles	1
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	1

Date 12/12/2025 11:25:54

**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 it 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.

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID  
ePPR-6054-2022-0003 v2

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

District	County	Route	EA	Project ID	PPNO
08	Riverside County	10	OL160		3019N

**Project Title**

I-10/Highland Springs Avenue Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
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	7,000			30,000				37,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	5,500							5,500	
PS&E					8,000			8,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,500			2,500	
CON							35,000	35,000	
TOTAL	5,500				10,500		35,000	51,000	

Fund #1:	Local Funds - Transportation Uniform Mitigation Fee (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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	7,000			10,802				17,802	

Proposed Funding (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	5,500							5,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					2,500			2,500	
CON									
TOTAL	5,500				2,500			8,000	

Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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									
TOTAL									
Fund #3:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #4:		RIP - State Cash (Uncommitted)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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	
Fund #5:		Local Funds - Agency (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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							35,000	35,000	
TOTAL							35,000	35,000	



**Complete this page for amendments only**

Date 12/12/2025 11:25:54

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

**SECTION 1 - All Projects**

**Project Background**

This project was initially programmed in the 2024 RTIP.

**Programming Change Requested**

Change STIP-RIP funded phase from CON to PS&E, decrease STIP-RIP programmed amount, update various project phase costs.

**Reason for Proposed Change**

Advisement from Caltrans the project will not be CON-ready in the year initially expected.

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)

Reduce STIP-RIP amount, push out one fiscal year, change phase from CON to PS&E.

**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**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date 12/12/2025 14:36:37	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
08	1P980		1289	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.

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	01/07/2020	
Circulate Draft Environmental Document	Document Type (ND/MND)/CE		02/19/2024	01/24/2025	
Draft Project Report			02/20/2024	12/08/2024	
End Environmental Phase (PA&ED Milestone)			07/19/2024	01/31/2026	
Begin Design (PS&E) Phase			10/03/2022	07/03/2023	
End Design Phase (Ready to List for Advertisement Milestone)			04/28/2026	04/30/2028	
Begin Right of Way Phase			02/20/2023	05/10/2024	
End Right of Way Phase (Right of Way Certification Milestone)			12/26/2025	12/31/2027	
Begin Construction Phase (Contract Award Milestone)			08/25/2026	07/01/2028	
End Construction Phase (Construction Contract Acceptance Milestone)			11/26/2027	09/30/2029	
Begin Closeout Phase			11/29/2027	10/01/2029	
End Closeout Phase (Closeout Report)			05/30/2028	04/01/2030	

Date 12/12/2025 14:36:37

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	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

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

Additional Information

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

District	County	Route	EA	Project ID	PPNO
08	Riverside County		1P980		1289

**Project Title**

Temescal Cyn Rd - El Cerrito Rd to Tom Barnes St

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	4,439							4,439	Riverside County
PS&E	2,723							2,723	Riverside County
R/W SUP (CT)									Riverside County
CON SUP (CT)									Riverside County
R/W	16,790							16,790	Riverside County
CON		23,000						23,000	Riverside County
TOTAL	23,952	23,000						46,952	

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	20,790							20,790	
CON				28,000				28,000	
TOTAL	27,952			28,000				55,952	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	4,439							4,439	Riverside County
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	

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	20,790							20,790	
CON									
TOTAL	27,952							27,952	

Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com  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	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									RCTC board approved to program STIP-RIP on October 13, 2021. CTC adopted on March 16, 2022.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				20,150				20,150	
TOTAL				20,150				20,150	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com      Delete this fund source. The \$7,150 of STBG is going away. It is going to be replaced by adding \$7,150 to STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,150						7,150	
TOTAL		7,150						7,150	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



Fund #4:		Other State - 2026 Cycle LPP-C (Uncommitted)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	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)									2026 Cycle LPP-C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,850				7,850	
TOTAL				7,850				7,850	

Complete this page for amendments only					Date 12/12/2025 14:36:37
District	County	Route	EA	Project ID	PPNO
08	Riverside County		1P980		1289

SECTION 1 - All Projects

Project Background

Project originally programmed in 2022 STIP.

Programming Change Requested

Updating costs, schedule, and moving STIP year from 26/27 to 28/29. Also adding LPP-C that this project will be competing for during the 2026 cycle.

Reason for Proposed Change

Moving STIP year from 26/27 to 28/29.

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**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/12/2025 13:50:44
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> 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	20.300	40.100			
				MPO	Element	
				SCAG	Capital Outlay	
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					
Begin Environmental (PA&ED) Phase				05/01/2019	05/01/2019
Circulate Draft Environmental Document		Document Type EIR		08/31/2024	10/09/2024
Draft Project Report				08/31/2024	10/09/2024
End Environmental Phase (PA&ED Milestone)				08/31/2025	12/03/2025
Begin Design (PS&E) Phase				01/01/2025	04/08/2026
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	07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)				12/31/2030	12/31/2030
Begin Closeout Phase				01/01/2030	01/01/2031
End Closeout Phase (Closeout Report)				12/31/2031	12/31/2031

Date 12/12/2025 13:50:44

Purpose and Need

Project Purpose

The purpose of the Project is to:

- Improve and manage traffic operations, throughput, 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 recently adopted Southern California Association of Governments (SCAG) Connect SoCal (2024–2050 Regional Transportation Plan [RTP]/Sustainable Communities Strategy [SCS]) Growth Forecast estimates a 25.4-percent increase in population in Riverside County between 2019 and 2050, with the number of households and employment increasing by approximately 42.7 percent and 39.9 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.

NHS Improvements	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

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

Date 12/12/2025 13:50:44

#### Additional Information

RCTC intends to perform both final engineering and construction of the I-15 Express Lanes Project Southern Extension 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 Express Lanes Project Southern Extension 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/wpcontent/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 in December 2023. The PCM work began in January 2024. RCTC released a Statement of Qualifications in February 2025 to retain a progressive design-builder. RCTC anticipates awarding a PDB contract at its April 2026 board meeting. Unique to PDB, procuring the progressive design-build contractor prior to environmental clearance is allowable under CM/GC procedures. Part of RCTC's PDB procurement effort took place concurrently with CEQA/NEPA environmental review, approval of which was obtained in December 2025.

Initially, in RCTC's 2024 RTIP, RCTC proposed to allocate STIP-RIP in the PS&E phase. However, due to STIP capacity constraints, STIP funding is programmed on the I-15 Express Lanes Project Southern Extension in Fiscal Year 2027/28. With RCTC's 2026 RTIP submittal, STIP funding is proposed to be utilized on the CON phase, instead.

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, Caltrans, and California Transportation Commission to ensure the timely and successful allocation and obligation of funds for this important regional project.

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	104,757,020	0	104,757,020
			Hours per Capita	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	6	0	6
			PM 10 Tons	6	0	6
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO <sub>2</sub> )	Tons	1,421,153	0	1,421,153
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	103	0	103
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SO <sub>x</sub> )	Tons	6	0	6
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	3,894	0	3,894
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NO <sub>x</sub> )	Tons	326	0	326
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	14,275	0	14,275
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.08	0	2.08

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)								20.30.010.820	
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	56,586							56,586	Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		76,375						76,375	
TOTAL	56,586	76,375						132,961	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	56,586							56,586	
PS&E	45,000							45,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			97,453					97,453	
TOTAL	101,586		97,453					199,039	
Fund #3:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)								20.30.010.300	
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	6,314							6,314	Riverside County Transportation Com COVID STBG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,314							6,314	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	6,314							6,314	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,314							6,314	



District	County	Route	EA	Project ID	PPNO
08	Riverside County	I15	OJ082	0818000063	3009X
Project Title					
I-15 Express Lane Project Southern Extension					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	99,828							99,828	Riverside County Transportation Com
PS&E			37,416					37,416	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		530,884						530,884	Riverside County Transportation Com
TOTAL	99,828	530,884	37,416					668,128	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	96,828							96,828	
PS&E	49,019							49,019	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			607,796					607,796	
TOTAL	145,847		607,796					753,643	

Fund #1:	Local Funds - Local Measure (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		442,509						442,509	
TOTAL		442,509						442,509	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			396,182					396,182	
TOTAL			396,182					396,182	

Fund #4:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	29,962							29,962	Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		12,000						12,000	
TOTAL	29,962	12,000						41,962	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	26,962							26,962	
PS&E	4,019							4,019	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			58,841					58,841	
TOTAL	30,981		58,841					89,822	
Fund #5:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	
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	

Fund #6:	Federal Disc. - Carbon Reduction Program (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.300
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	3,966							3,966	Riverside County Transportation Com FY22 CRP Funds Approved by SCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,966							3,966	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,966							3,966	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,966							3,966	
Fund #7:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E			37,416					37,416	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			37,416					37,416	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			55,320					55,320	
TOTAL			55,320					55,320	

Complete this page for amendments only					Date 12/12/2025 13:50:44
District	County	Route	EA	Project ID	PPNO
08	Riverside County	I15	0J082	0818000063	3009X

SECTION 1 - All Projects

Project Background

I-15 ELPSE was initially programmed in the STIP in 2024. It recently reached the environmental approval milestone in December 2025.

Programming Change Requested

Revise STIP-RIP programmed phase from PS&E to CON. Increase STIP-RIP for CON phase.

Reason for Proposed Change

Change programmed phase due to the STIP funds not being available for programming to coincide with the initial design work to be performed by the PDB firm.

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)

Add \$17 million STIP-RIP from new target share capacity in 2026 STIP; revise STIP-RIP programmed phase from PS&E to CON.

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

## **Planning, Programming, and Monitoring**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/12/2025 14:02:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
08		0825000124	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)			

Date 12/12/2025 14:02:17

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	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total

Additional Information



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

District	County	Route	EA	Project ID	PPNO
08	Riverside County			0825000124	9803

**Project Title**

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	953							953	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Riverside County Transportation Com
R/W									
CON	17,032	600	600	427				18,659	Riverside County Transportation Com
TOTAL	17,985	600	600	427				19,612	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	953							953	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	17,032	600	600	664	700	700		20,296	
TOTAL	17,985	600	600	664	700	700		21,249	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	953							953	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)									\$500 CON voted 03/29/01
R/W									\$406 CON voted 08/01/00
CON	16,802	600	600	427				18,429	\$659 CON voted 07/01/01
TOTAL	17,755	600	600	427				19,382	\$163 CON voted 06/13/02
									\$170 CON voted 03/03/05
									\$953 PAED voted 07/14/05
Proposed Funding (\$1,000s)									Notes
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	953							953	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	16,802	600	600	664	700	700		20,066	
TOTAL	17,755	600	600	664	700	700		21,019	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com \$25 CON voted 09/28/00
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	25							25	
TOTAL	25							25	
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	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	205							205	
TOTAL	205							205	
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	

Complete this page for amendments only					Date 12/12/2025 14:02:17
District	County	Route	EA	Project ID	PPNO
08	Riverside County			0825000124	9803

SECTION 1 - All Projects

Project Background

Planning, Programming and Monitoring programmed every STIP cycle.

Programming Change Requested

Add two years of PPM funding in the new years of the 2026 STIP; increase FY 28/29 PPM programming.

Reason for Proposed Change

Slight increase to account for increase PPM tasks in future years.

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)

Add \$700k in FYs 29/30, 30/31 and revise FY 28/29 amount to \$664k.

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

**Section 18. Documentation of 2026 RTIP Approval**

# ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

## **MEETING MINUTES**

Wednesday, November 12, 2025

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

The Riverside County Transportation Commission was called to order by Chair Karen Spiegel at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California.

### **2. ROLL CALL**

#### **Commissioners/Alternates Present**

Brian Berkson\*  
Ulises Cabrera  
Joseph DeConinck  
Steve Downs  
Kathleen Fitzpatrick  
Sheri Flynn\*  
Raymond Gregory  
Jan Harnik  
Clint Lorimore\*  
Bob Karwin  
Linda Krupa  
Bob Magee  
Joseph Morabito  
V. Manuel Perez\*

Catalino Pining  
David Ready  
Jeremy Smith  
Wes Speake  
Karen Spiegel  
James Stewart  
Fia Sullivan  
Toper Taylor  
Valerie Vandever  
Michael M. Vargas  
Cindy Warren  
Chuck Washington  
Lloyd White

#### **Commissioners Absent**

Chuck Conder  
Denise Delgado  
Waymond Fermon  
Yxstian Gutierrez  
Scott Matas  
Jose Medina  
Linda Molina

\*Joined after the meeting was called to order.

### **3. PLEDGE OF ALLEGIANCE**

Commissioner Chuck Washington led the Commission in a flag salute.

### **4. PUBLIC COMMENTS**

There were no requests to speak from the public.

### **5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.

**6. CONSENT CALENDAR**

**M/S/C (Morabito/Warren) to approve the following Consent Calendar items.**

**6A. APPROVAL OF MINUTES – SEPTEMBER 10, 2025**

**6B. SINGLE SIGNATURE AUTHORITY REPORT**

- 1) Receive and file the Single Signature Authority report for the first quarter ended September 30, 2025.

**6C. QUARTERLY FINANCIAL STATEMENTS**

- 1) Receive and file the Quarterly Financial Statements for the twelve months ended June 30, 2025.

**6D. QUARTERLY SALES TAX ANALYSIS**

- 1) Receive and file the sales tax analysis for Quarter 2, 2025 (Q2 2025).

**6E. MONTHLY INVESTMENT REPORT**

- 1) Receive and file the Monthly Investment Report for the month ended August 31, 2025.

**6F. MONTHLY INVESTMENT REPORT**

- 1) Receive and file the Monthly Investment Report for the month ended September 30, 2025.

**6G. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JULY – SEPTEMBER 2025**

- 1) Receive and file the Quarterly Public Engagement Metrics Report for July through September 2025.

**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.

**6I. PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION COORDINATED PLAN 2025 UPDATE**

- 1) Receive and file the Public Transit-Human Services Transportation Coordinated Plan (Coordinated Plan) 2025 Update.

**6J. AGREEMENTS FOR ON-CALL RIGHT OF WAY SUPPORT SERVICES**

- 1) Award the following agreements to provide on-call right of way support services for a three-year term in an amount not to exceed an aggregate value of \$3,300,000;
  - a) Agreement No. 25-31-092-00 with Bender Rosenthal, Inc.;
  - b) Agreement No. 25-31-145-00 with Epic Land Solutions, Inc.;
  - c) Agreement No. 25-31-146-00 with Monument ROW;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the contractors under the terms of the agreements.

**6K. FEDERAL TRANSIT ADMINISTRATION TRIENNIAL REVIEW FISCAL YEAR 2025 RESULTS**

- 1) Receive and file a report on the Federal Transit Administration (FTA) Fiscal Year 2025 Triennial Review.

**6L. FISCAL YEAR 2023/24 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS HIGHLIGHTS**

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year (FY) 2023/24.

**6M. AUDIT PLAN FOR THE COMMISSION'S FISCAL YEAR 2024/25 AUDIT**

- 1) Receive and file a presentation on the audit plan related to the upcoming audit of the Commission's Fiscal Year 2024/25 financial statements and ensure communication between auditor and those in charge with governance (Audit Ad Hoc Committee) of the Commission.

**6N. PROPOSED 2026 COMMISSION/COMMITTEE MEETING SCHEDULE**

- 1) Adopt its 2026 Commission/Committee Meeting Schedule.

At this time, Commissioner Brian Berkson joined the meeting.



## 7. WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS PRESENTATION

Aaron Hake welcomed and introduced Chris Gray from Western Riverside Council of Governments (WRCOG) who will be sharing some analysis WRCOG has done on traffic in Riverside County. Chris Gray, WRCOG Deputy Executive Director, presented an update for the 10 Myths about travel, commuting, and jobs in Riverside County, highlighting the following:

- My background
  - ✓ WRCOG Deputy Executive Director
  - ✓ 30 years in transportation planning/engineering
  - ✓ Focus on modeling, long-range planning, traffic operations, corridor studies, General Plans
  - ✓ 20 years in consulting, 10 years at WRCOG
  - ✓ 20-year Riverside County resident
  - ✓ Oversee the WRCOG TUMF Program
- Data Sources
  - ✓ Census Data
    - Longitudinal Employer-Household Dynamics (LEHD)
    - Uses data from unemployment insurance data, Census of Employment and Wages, other census data
  - ✓ Replica/Streetlight
    - Aggregates data from cell phones, vehicle location data, and dozens of other sources
  - ✓ Compass IOT
    - Uses locational data from Vehicle manufacturers which is then resold to 3<sup>rd</sup> parties
    - Tracks individual vehicle locations, paths, telematics, etc
    - Collects data from Mercedes, BMW, Stellantis (Dodge, Ram, Chrysler, etc)

At this time, Commissioner Sheri Flynn joined the meeting.

Chris Gray continued to present the following areas:

- Does This Information Violate My Privacy?
  - ✓ All is obtained from either public sources or third-parties which purchase their data from other sources
  - ✓ In many cases, private users have either “opted into sharing their data” or not “opted out” if given the chance
  - ✓ Many express concerns about government stealing their data or spying on them, private agencies are doing it continually and profiting off your data
  - ✓ Here are some things regularly monitoring you
    - Phone

- TV
  - Car navigation systems
  - Computer
  - Smart Home Devices
  - Websites
  - Services like Uber, Yelp, social media, etc.
- Key definitions
  - ✓ Employed Residents: Residents who are employed
  - ✓ Live and Work in Jurisdiction: Residents who work in the Jurisdiction they live in
  - ✓ Work and Live in Jurisdiction: Jobs held by Residents of the Jurisdiction
  - ✓ Home Based Work Trips: Trips from a resident's home to their work
  - ✓ Home Based Other Trips: Trips from a resident's home to a non-work related location (shopping, eating, school, medical, etc)
  - ✓ Non Home-Based Other Trips: Trips that do not have the driver's residence as either the origin or destination. Includes travel people make from other destinations and deliveries.
- What happens on a daily basis
- Trip type examples from the Gray Family in Riverside County

At this time, Commissioner V. Manuel Perez joined the meeting.

Chris Gray continued presenting the following:

- Myth #1: All of our congestion is caused by people who live in the region traveling to other counties
  - ✓ Only 13 percent of all total trips leave the WRCOG sub-region
  - ✓ 87 percent of all trips in the WRCOG sub-region stay within the sub-region
- Myth #2: Daily Trips Leaving the Sub-Region go to Los Angeles, Orange, and San Diego County
  - ✓ A graphic of the out of county trips in San Bernardino, Orange, Los Angeles, and Riverside Counties
- Myth #3: Most of our residents work and congestion is caused by commuting
  - ✓ Only 40 percent of all Riverside County residents are employed
    - +/- 5 percent unemployment (people are in the labor force but not employed)
    - +/- 55 percent labor force participation (people who are in the labor force and employed)
  - ✓ Therefore, 60 percent of all Riverside County residents do not work
    - Majority of those not working (40 percent of all County residents) are too old or too young to work
  - ✓ Remaining residents are or working age but are not working for a variety of reasons

- Early retirement
  - Lifestyle choice
  - Not able to work because of health-related issues, access to childcare, and other limitations
- Myth #4: All of our congestion is related to work travel
  - ✓ A graphic of the travel patterns by destination – San Diego, Los Angeles, Orange, San Bernardino Counties, and within WRCOG
- Myth #5: Our freeways leaving the County are congested because of work trips
  - ✓ State Route 91 at Riverside/Orange County Line – Trip Purpose Graphic
- Myth #6: Congestion in my area is a result of trips from neighboring jurisdictions and not my residents
  - ✓ A graphic of trips taking place internally
- Myth #7: Most people live and work in the same city
  - ✓ A graphic of residents who work and live in the same city
- Average percentage of People who Live and Work in the Same City by Region in 2002 and 2022
- Percentage of People who Live and Work in the Same County in 2002 and 2022

At this time, Commissioner Clint Lorimore joined the meeting.

Chris Gray continued presenting the following:

- Myth #8: Our region has too many people working in retail and service jobs and not enough people working in higher paying jobs
  - ✓ There are 3 employed residents for every 2 jobs
  - ✓ Even with the deficit, Riverside County imports worker to fill some of these jobs
- Riverside County Jobs vs. Employed Residents graphic
  - ✓ Aggregated industries jobs held by residents vs. jobs in Riverside County graphic
- Myth #9: Bringing more jobs to my city will reduce congestion
- City of Irvine example
- Myth #10: We should survey our residents to find out where they work and bring those businesses to the city
  - ✓ WRCOG extracted data from Compass IOT for a sample of trips traveling to/leaving Murrieta for a 2-month period
  - ✓ We were able to track many of these drivers close to their final destination
- What Can a City Do About It?

- ✓ Attracting companies from other regions is expensive and would produce limited benefit by subsidizing an office building
- Potential Regional Strategies
  - ✓ More housing to Orange County; this would allow people who currently commute there to move and reduce traffic congestion
- Challenges
  - ✓ High housing costs would price out younger/lower paid workers average rent is \$3,072 in Orange County; average rent in Riverside County is \$2,207
  - ✓ Pressure to own a home; average home in Riverside County is \$612,403
  - ✓ Riverside County offers a nice lifestyle and diversity of housing options
- Home Ownership vs. Renting
  - ✓ Society has been telling people for decades they should be owning a home instead of renting (key component of or a person's self-worth)
  - ✓ People are moving to Riverside County because they cannot afford the home they want in LA, Orange, or San Diego counties (if they wanted to live in an apartment/townhome, they would)
  - ✓ The desire to own a home is one of the factors which influences people to leave California and move to other areas (Oregon, Texas, Utah, Arizona, Nevada, Colorado, etc.)
  - ✓ We risk losing people if we do not allow them that choice
- Potential Strategies
  - ✓ Encourage Rail Use, including the Riverside County Metrolink Service map
- Challenges
  - ✓ Limited number of rail lines
  - ✓ No Metrolink service to Southwestern Riverside County
  - ✓ Does not address non-work trips
  - ✓ Does not address business/delivery/goods movement
  - ✓ Not enough micro mobility options to get to and from stations to destination
- Key takeaways
  1. We should be reviewing our data, analyses, and assumptions to make sure we are leveraging all available tools
  2. There are no easy solutions to solve all our transportation issues
  3. We should prioritize strategies that address multiple trip types and destinations (ITS, micro-transit)
  4. We need to look at issues through a multi-disciplinary lens (transportation, land use, housing, economic development, demographics, social norms)

5. Continually evaluate our policies and actions against available data as we move forward

Commissioner Joesph Morabito appreciated the presentation and stated that Myth # 7 was about people working in the same city. He asked of those how many are home base versus they drive to a place in the same city.

Chris Gray replied that his understanding of this is from the data collected by the Census Bureau they asked where do you live and where do you work. If someone says they work at home then they are reported as a person living and working in the same city, so they would be incorporated in that 10 or 15 percent.

Commissioner Perez stated it is an all-encompassing issue, it is not just transportation. He asked Chris Gray about discussions on initiatives to try to bring about more funding and resources to build out further transportation efforts. He thinks it is necessary, however, that they show housing and making sure people are maybe living, working, and playing in the same location. He wondered about the pros and cons but likes where WRCOG is going with this and appreciates his presentation. He is trying to figure out what would be a good approach for the Commission to move forward in the future as they have to think about all of this. At the end of the day, they need funding.

Chris Gray replied they cannot tell people what to do, they can only give people options and there are many people who want to live in Riverside County and drive their cars to go somewhere. If they do not fund transportation to give them the facilities people need, they are going to either become incredibly frustrated or they are just going to leave. Where we as a state have an issue is losing people to other states, and the coastal regions are losing people. While Riverside County is growing, we are growing because people from Los Angeles, Orange, and San Diego Counties are moving to this county to live here, and they choose to do that because they are exercising their options. If you take the option away people are not going to be happy. He recommended doing everything interchanges, toll roads, ITS as all these arterial streets with the traffic signals are not coordinated in Western Riverside County, some people want to take transit or rail, some people want to live by a train station, and we should give them that option. People are now local if you do not give them that option they are going to leave and the last thing our state needs is more people leaving. Particularly people who have jobs, are educated, and contributing members of society, we want them to stay and to get them to stay you need to give them a transportation system that serves their needs and gives them as many options as possible. They also have noticed there are a lot of intermediate stops the most likelihood is that person was taking long distance trips and happened to stop at that diner on the way there, so that is happening as well. People are very creative in terms of how they make their trips where they stop and how many times they stop, but again to understand that they need access to the data and they need to understand the tools that can show that information.

Commissioner Wes Speake appreciated the presentation and stated that they are spot on with they need to do everything. The reason the city of Temecula has been successful in keeping people in their city to work is they had a very sustained long-term effort to bring business into the city and that was 20 plus years' worth of work. In the theme of doing everything is doing those things that meet the requirements or meet the needs of their own community. It still means building roads and doing expansions because those things are needed. It goes back to Southern California Association of Governments (SCAG) transportation study from four years ago where it said the biggest threat to economic development was congestion. He goes onto Interstate 15 south on the weekend, and it is congested for miles and people are not going to work they are trying to live. Unless they have all options available for people, then there is no solution to this, and it is just frustration. There are things they can do to solidify options for their own region's cities and continue to bring jobs and hopefully find a way to incentivize in their city. In the city of Corona they did a live work Corona pledge with businesses so it is communicating with people that live in the city of Corona and with businesses that are either opening or are expanding in the city of Corona and they highlight that along with the freeway is not going to get any better anytime soon so find that opportunity.

Chris Gray stated this is a problem everyone over the world is dealing with affordability, transportation, and all these issues. The way they will address it is by working together. He appreciates WRCOGs' partnership with RCTC, Riverside Transit Agency (RTA) and other regional agencies because this gives them the opportunity to leverage their resources with what they are best at. One of the things WRCOG is good at is looking through the small disciplinary lens and RCTC is good at delivering projects exceptionally well. By recognizing what they are good at and working together. Commissioner Speake is correct, he cannot make the city of Corona add jobs he can give the information needed to help them do that. The only way they are going to solve this issue fundamentally is to all work together, leverage all their skills, recognize what they are best at, take advantage of that, and work together as a partnership. That will help give them the best chance to address these issues as best they can.

Commissioner Bob Karwin thanked Chris Gray for the presentation and asked if he was aware if the state has this detailed data.

Chris Gray replied no.

Commissioner Karwin asked does the state know the results of this data.

Chris Gray replied he has shared this with them all, but he has not shared this with anyone outside of the region except for a member of Kate Sanchez's staff who saw one of his presentations and asked him to come share some of this with her. He shared this when asked but he has not proactively shared this information outside of this region.

Commissioner Karwin stated that he is on the Commission and WRCOG and the combined efforts. Every effort by the state seems to be building more housing in their area because of the crisis and do not expand the roadways because they are trying to disincentivize people from using them in order to push them to public transportation. This data shows that it is counterintuitive to solving the gridlock problem throughout municipalities and on the public roadways. He asked if there is any kind of suggestion Chris Gray can give the Commission for a lobbying effort to maybe change the policy on the state level. That way the Commission has the power to enact policies that really do work instead of disincentivizing people, just penalizing them for using the roadways which does not seem to be solving anything.

Chris Gray stated he would suggest asking that question to Aaron Hake as to how they can give him the information that he needs. WRCOG is happy to share this with anyone who is interested, and they are continually looking for ways to help advocate for the region. WRCOG is going to be working next year on a presentation called Stop Blaming Local Government for the Housing Shortage It Is Not Your Fault so WRCOG can give them that data information. Aaron Hake is the best person to talk to about who specifically to share this data with and how best to make their case. He believes where WRCOG can provide the most value is giving the Commission all the information they need to lobby those fish holes at statewide and regional levels to make their case.

Commissioner Karwin stated that would seem to be the next step is to take this and turn this into a lobbying platform to make their job more impactful. He does not know if there is a Southern California assembly elections caucus or something like that, they can present it to.

Aaron Hake replied absolutely, they have been dealing with this for many years it is in RCTC's Legislative Platform today it will be in the one that staff brings to the Commission for 2026 again. Additionally, there is a group of elected officials in the southwest part of the county that went to Sacramento this year to speak, and Chris Gray, he, and some others were part of that as well to raise this issue. The Secretary of Transportation Toms Omishakin has appointed him to a Sustainable Communities Task Force where they are looking into these policy issues and asking questions like did they get it right and is there something that needs to be done differently. He will be serving on that next year and providing their region's input there. He does intend to provide Chris Gray's presentation to them and ask if there is time for him to actually deliver it. These are people from Caltrans, their resources board, other state agencies, and other regions across the state. He stated if they go to the Legislature today and ask any committee staff or member of the administration what they know about Riverside's position is for capacity increasing projects and Vehicle Miles Traveled they will tell them that they have heard from him or RCTC's lobbyists and that they know. This is a huge policy issue where the rest of the state is not all on the same page and so they will be relentless and will provide information exactly like this that shows what the reality is for people who are affected by a terrible commute that is not being improved because of the state policy.

Chris Gray stated one of the challenges they are finding is this idea of jobs housing balance will solve congestion is not accurate however his profession has been advocating that for 30 years. He has also shared this with his peers who their first reaction is no, then maybe he has a point. That is another hurdle they have to overcome is this has become such an ingrained part of people's policy choices that the idea that it may not be true or his opinion is not true is an important one to share.

Commissioner Ulises Cabrera thanked Chris Gray for the presentation and stated it is important to assist the Commission in making data driven and educated policy decisions. He stated most of the data was really an overview of the County from a particular city who is traveling in or out of that city to other parts of the County. He asked if there is any data specific to city-to-city level.

Chris Gray stated that WRCOG has detailed travel surveys for each of the WRCOG member agencies. There is a Moreno Valley survey, it is an infographic, it shows the top destinations and top trip types for their city and where they are going. WRCOG shared this with their public works directors, planning directors, and city managers so their staff should have access to it. It is also on the WRCOG website, and he will provide Aaron Hake with the link that anyone in Western Riverside County can access that data. He apologized for not having corresponding data for Coachella Valley, but they are WRCOG and that is why.

Commissioner Cabrera stated that in their own cities there are more, especially with the younger crowd from college students all the way to elementary students the use of ebikes and scooters is increasing by the day. He asked if there is any data on that or in the future if there is a way to start tracking that. The way the trend seems to be going is only going to increase in terms of the use of scooters, ebikes, etc.

Chris Gray stated that WRCOG studied ebikes in the WRCOG region and did a presentation for public works directors and city managers on ebikes particularly legislation's best practices for safety. He knows what is happening, it is something going forward WRCOG will study. He emphasized that he hates the fact that planners do a study and never do it again. WRCOG is in their second iteration of their travel survey, two years from now he will redo it. One of the questions he will be asking their consultants and their staff is to let us dig into this ebike issue a little bit more. Vehicle affordability is going down cars are more expensive and younger people are more comfortable on an electric bike or scooter than walking or biking traditionally. He knows it is an issue as they move forward and do additional studies, they will be considering it.

Commissioner Cabrera thanked Chris Gray for that. He stated he looks forward to seeing that and arguably the most important part of it aside from addressing congestion and helping people get from one place to another is the safety component. They are seeing unfortunately more accidents happening where someone riding a scooter or ebike is getting hit by a vehicle so hopefully this will help address that moving forward as well.



Chair Spiegel stated that some of Chris Gray's statements were that people feel there are not enough jobs particularly in the areas and there is not enough housing. She asked if there is a correlation of people driving into Orange or Los Angeles County for the higher paying jobs and moving out to Riverside County for the lower cost of living.

Chris Gray replied not necessarily when they look at people who are leaving Riverside County they are going to all kinds of jobs because we have a deficit of retail jobs. There are all kinds of reasons he believes people are going for a lot of different types of jobs not just high pay professional jobs.

Chair Spiegel stated that to continue the conversation about capacity building and she knows that Aaron Hake was chosen to sit on the committee by the Secretary of Transportation. She was at Southern California Association of Governments (SCAG) yesterday and she shared a little bit of concern and got a lot of pushback with the Secretary of Transportation who was at SCAG. Pushing back on the lack of being able to have capacity and it was a public meeting where they pretty much said no. She really pushed back for Riverside County and the fact is that this is something that needs to be addressed. She does not understand the mentality that the dollars cannot be put there, and it is concerning as to why. For the Commission to build capacity they have to spend their own dollars, taxpayer dollars, tolls, and all other creative ways and yet their constituents are having a problem paying that. She thinks the message is not out there that the state is the one that is not allowing them to expand as they have not gotten capacity dollars in a long time. She asked Chris Gray what else they could do.

Chris Gray replied about six or seven years ago WRCOG brought down a group of staff people from what was at that time the Office of Planning and Research to talk about one of their grant programs. WRCOG took them around and the vast majority of them had never been in Riverside County so when they would say there is an apartment complex, this group had no idea there were apartments. The people working at the state are very well intentioned, but they also tend to have a very narrow point. He has lived in a lot of places, he has seen urban environments, he has seen everything. If the Commission were to bring people down and show them that: 1) this is a place people want to live, 2) we have a huge variety needing transit, rail, and bus, they need people driving, walking, and biking safely. If the Commission were to show them the diversity of the system and the region that could help. For WRCOG's experience for that one grant program that was incredibly helpful.

Aaron Hake thanked Chair Spiegel for speaking directly to the Secretary of Transportation. The more that each of the Commissioners does when they have the opportunity to tell the truth of their region to the leaders in Sacramento and even invite them down here.

Commissioner Jan Harnik thanked Chris Gray for the presentation and wanted to thank Commissioner Karwin for bringing this up and prompting this as this is excellent. She would also like to take them down to the Coachella Valley when one of their festivals

is being let out and have them look at Interstate 10, so it is a yes if they use every tool in the toolbox this could all work.

**M/S/C to:**

- 1) Receive and file a presentation from Chris Gray of Western Riverside Council of Governments (WRCOG), titled 10 Myths about Travel, Commuting, and Jobs in Riverside County.**

## **8. STATE AND FEDERAL LEGISLATIVE UPDATE**

Tyler Madary, Legislative Affairs Manager, provided an update on the state and federal legislative activities, highlighting the following:

- State update
  - ✓ SB 512 (Pérez)
  - ✓ Cap-and-Trade Extension
- State update: Cap-and-invest
  - ✓ AB 1207 (Irwin) and SB 840 (Limón)
  - ✓ Transit and Intercity Rail Capital Program (TIRCP)
    - Currently: 10 percent of GGRF revenues
    - Proposed: \$400 million annually
  - ✓ Low Carbon Transit Operations Program (LCTOP)
    - Currently: 5 percent of GGRF revenues
    - Proposed: \$200 million annually
- Federal update
  - ✓ The Government Shutdown
  - ✓ Postponed Advocacy Trip to Washington, D.C.

Commissioner Perez thanked Tyler Madary for the presentation. The Governor vetoed the bill, but he thought there was an example precedent that began a few years back that demonstrated that people could move forward with an initiative, and they were successful in implementing that and there was no obstacle. It was not a bill, but it was an effort that took place and asked what happened there if that is part of the analysis of the Governor or not.

Aaron Hake stated in the 2024 election Napa Valley Transportation Authority was the beneficiary of a citizen's initiative that was circulated by the citizens there it passed, and they are implementing that sales tax measure today in Napa County, so there is a precedent in the state of this working. He asked Steve DeBaun, Legal Counsel, to discuss the Commissions' authority on this.

Steve DeBaun stated that Aaron Hake is correct there is a case he is not sure if it is Napa or Merced but there is no challenge in that case there is precedent from the perspective

that it happened practical precedent but there is no legal authority. RCTC as an entity is not part of any decision by a local group to bring an initiative so RCTC itself does not have a legal opinion on whether or not an initiative can be brought by the public to fund a transportation tax administered by RCTC. To the degree that they looked at it they think that there is an argument that such an initiative could be brought but RCTC itself does not and cannot, because RCTC is a public entity, have a formal opinion on that.

Commissioner Perez clarified that he did not bring up RCTC at all, he is asking if this has already happened somewhere else.

Steve DeBaun replied that it did happen someplace else in the last election, and it was in Merced.

Commissioner Perez asked what the difference between that is and potentially the future. They know that ultimately one day they have to try to figure out other than writing grants how they are going to bring about dollars to this County they have to be creative. He understood that it has to be an initiative, it needs to be industry, it needs to be other people, and he did not bring up RCTC at all in this. He is wondering what the Governor's thinking on is this, what is the difference here, and why he did not pass this bill. Maybe there is an analysis on that and look at that and compare what that analysis, what happened back in the day.

**M/S/C to:**

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

**9. PERRIS-SOUTH STATION AND LAYOVER EXPANSION PROJECT AWARD CONSTRUCTION AGREEMENT WITH GRANITE CONSTRUCTION COMPANY, APPROVE SHORT RANGE TRANSIT PLAN AMENDMENT**

John Tarascio, Senior Capital Projects Manager, presented the Perris-South Station and Layover Expansion Project agreement award, highlighting the following:

- Project history
- Project overview including a project map
  - ✓ Background
    - Originally a part of 91/Perris Valley Line (PVL) scope but deleted due to funding constraints
    - Existing Perris-South Station Consists of:
      - Shortened Single Passenger Loading Platform
      - Layover Facility (3 Storage Tracks)
  - ✓ Project scope
    - Expansion of Existing Passenger Loading Platform to Full Length

- Construction of a Second passenger Loading Platform and Associated Track
  - Added 4<sup>th</sup> Track at Layover Facility
- Project schedule
  - November 2025 – Award construction contract
  - Late 2025 – Issue Limited Notice to Proceed for Long Lead Items
  - Early 2026 – Start Construction
  - 2028 – Complete Construction
- Bid results
- Fiscal impact

Commissioner Michael Vargas stated that it was a great presentation. He then moved to approve staff recommendation.

**M/S/C (Vargas/Harnik) to:**

- 1) Award Agreement No. 26-33-012-00 to Granite Construction Company (Granite), as the lowest responsive, responsible bidder, for the construction of the Perris-South Station and Layover Expansion Project (Project) in the amount of \$24,435,746, plus a contingency amount of \$2,932,290, for a total amount not to exceed \$27,368,036;**
- 2) Approve an amendment to the Fiscal Year 2025/26 Short Range Transit Plan (S RTP) to include \$2,351,836 of additional State Transit Assistance (STA) funds for the Project;**
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and**
- 4) Authorize the Executive Director or designee to approve contingency work as may be required for the Project.**

**10. AGREEMENT FOR NEXT GENERATION MOTORIST ASSISTANCE PROGRAM STUDY**

Hanan Sawalha, Senior Management Analysis, presented the Motorist Aid Program Study services award, highlighting the following:

- Motorist Aid System background
  - RCTC is the designated Service Authority for Freeway Emergencies (SAFE) for Riverside County
  - Implements and manages motorist aid operations
    - ✓ Roadside Call Boxes
    - ✓ Freeway Service Patrol
    - ✓ 511 Traveler Information System
- Call Box Program decommissioning
- Next Generation Motorist Aid Study

- Comprehensive assessment of Riverside County's Motorist Assistance Program (MAP)
  - Identify modern, reliable roadside assistance alternatives
    - ✓ Approximately 18 months
    - ✓ Develop a data-driven, technology-forward roadmap
- Scope of the study
- Procurement process
- ICF Resources, Inc.
  - Recommended for award based on strong qualifications and scope alignment
  - 50+ years in transportation planning, program evaluation, and ITS modernization
  - Project manager local to Coachella Valley
  - Team skilled in data analysis, equity planning, and emerging technologies
  - Proven results with NYSDOT, FHWA, and SCAG
  - Robust engagement plan integrating CHP, Caltrans, and key partners

Commissioner Cindy Warren stated the study is so incredibly important for this region. She asked when the first region takes a chance and spends the money, as she is aware that other regions are going to have to do this. Their programs are also going to be phasing out because there are no vendors to take care of the call boxes. She asked how does the Commission recoup some of their expenses when these regions want RCTC's analogies and their data.

Hanan Sawalha replied that they recently attended the CalSAFE meeting which is a statewide meeting for other state agencies as well as taking part in the 511 coalition meeting. This generated a lot of interest among the other agencies they are all interested in seeing what results RCTC comes up with. Also, the good thing about this study is that it is tailored for Riverside County this is for their infrastructure, roads, residents, and motorists. Staff are looking for solutions for their county specifically, but it may help people in other counties.

Vice Chair Raymond Gregory thanked staff for moving this forward and for the Commission hopefully approving this today. This was a pledge that was made when the call boxes were removed that the issue would not be ignored but that they would be looking for real solutions. He thanked everyone involved for bringing this forward and fulfilling the first step of that pledge.

**M/S/C (Warren/Vandever) to:**

- 1) Award Agreement No. 26-45-003-00 to ICF Resources, LLC for Next Generation Motorist Assistance Program Study services, for an eighteen-month term, in an amount not to exceed \$249,889; and**

**2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.**

**11. 2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT RECOMMENDATIONS**

Jillian Guizado, Planning and Programming Director, presented the 2026 State Transportation Improvement Program (STIP) project recommendations, highlighting the following areas:

- 2026 STIP
  - ✓ \$1.1 billion statewide
  - ✓ FYs 2026/27 thru 2030/31
  - ✓ Available in FYs 2029/30 and 2030/31
  - ✓ Riverside County share = \$32.7 million
  - ✓ Intracounty distribution based on Measure A taxable sales
- Intracounty Formula Distribution
- 2026 STIP Recommendations
- Next steps

Commissioner Lloyd White expressed gratitude to RCTC for putting this together but more importantly to Commissioner Flynn in their neighboring community of Banning for their support and the rest of the councils' support to move this funding from the I-10/Highland Springs project to the Pennsylvania Avenue Grade Separation project. He understands Pennsylvania Avenue is in Beaumont, but their reason is the completion of 2<sup>nd</sup> Street punching through to Pennsylvania Avenue is going to have a major impact on Highland Springs Avenue. This was a good move for both their communities.

Commissioner Speake stated he had heard this morning the Temescal Canyon Widening project got National Environmental Policy Act (NEPA) approval. He is not sure if that will change things as he does not know where they are with California Environmental Quality Act (CEQA) but that is great news. It will go from two lanes to four lanes it will be a great project not only for the region but for the people that live in that community. He liked the imaginative approach in how they can also make sure that their Southern Extension project, which will benefit a lot of them, will also progress.

Commissioner Steve Downs referred to staff recommendation no. 2 and stated CV Sync is the Coachella Valley Association of Governments (CVAG) signal synchronization program it is about \$6 million which will go to finalizing synchronization in Rancho Mirage. Rancho Mirage for some years had not been part of CV Sync, and the reason is that they had begun their own signal synchronization program and secured funding for it before CVAG began their program. Earlier this year they decided it was in Rancho Mirage's best interest and CVAG's best interest to join. In fact, today CV Sync operation center is based

in Rancho Mirage's Public Works yard. He appreciates seeing this on the agenda and plans to vote yes on this.

**M/S/C (Washington/Vandever) to:**

- 1) Approve 2024 State Transportation Improvement Program (STIP) reprogramming and 2026 STIP programming of \$25,054,131 Western Riverside County and Palo Verde Valley target share funding capacity on Interstate 10/Highland Springs (I-10/Highland Springs), Temescal Canyon Road Widening (Temescal), Pennsylvania Avenue Grade Separation (Pennsylvania), and Interstate 15 Express Lanes Project Southern Extension (I-15 ELPSE), and submit to the California Transportation Commission (CTC);**
- 2) Include 2026 STIP programming of \$6,057,419 Coachella Valley target share funding capacity on CV Sync regional signal synchronization program for Phase IV in Rancho Mirage per recommendation by the Coachella Valley Association of Governments (CVAG) and submit to the CTC;**
- 3) Include programming Planning, Programming, and Monitoring (PPM) funds (5 percent of STIP target share programming capacity) in the amount of \$1,637,450 in Fiscal Years 2026/27 through 2030/31;**
- 4) Submit the Riverside County 2026 STIP to the CTC by the statutory deadline of December 15, 2025;**
- 5) Forward the Riverside County 2026 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 Agreement No. 07-71-028-06, Amendment No. 6 to Agreement No. 07-71-028-00, with the city of Blythe (Blythe) to trade 2026 STIP programming of \$115,113 Palo Verde Valley target share funding capacity and 2024 Local Partnership Program (LPP) Formula programming of \$41,462 with Measure A Western Riverside County Highway funds to facilitate delivery of local arterial projects for a revised total amount not to exceed \$5,017,515; and**
- 7) Authorize the Executive Director, pursuant to legal counsel review, to finalize and execute the amendment, on behalf of the Commission, upon CTC adoption of the 2026 STIP in March 2026.**

**12. 2019-2029 WESTERN RIVERSIDE COUNTY HIGHWAY DELIVERY PLAN STATUS UPDATE**

Erik Galloway, Project Delivery Director, presented the 2019-2029 Western Riverside County Highway Delivery Plan status update, highlighting the following:

- History
  - ✓ May 8, 2002 – Measure A Ordinance executed
  - ✓ November 5, 2002 – Voters Approved Measure A
  - ✓ December 2009 – 2009-2019 Delivery Plan Adopted
  - ✓ January 2010 – 2009-2019 Delivery Plan Modified
  - ✓ January 2019 – Start Development of 2019-2029 Delivery Plan
  - ✓ July 2019 – 2019-2029 Delivery Plan Adopted
  - ✓ November 2025 – 2019-2029 Delivery Plan Status Update
- Measure A Projects – Ordinance No. 02-001
- 2019-2029 Delivery Plan
  - ✓ The 2019-2029 Delivery Plan Listed project in the following categories:
    - Group 1 – Fully Funded: Part of the 2019-2029 Delivery Plan
    - Group 2 – Partial Funding Likely Available: Part of the 2019-2029 Delivery Plan
    - Group 3 – Partner Agency Projects: Assist with Funding in 2019-2029
    - Group 4 – Not Part of the 2019-2029 Delivery Plan: RCTC Projects
    - Group 5 – Not Part of the 2019-2029 Delivery Plan: Partner Agency Projects
- 2019-2029 Delivery Plan – Project List
- 2019-2029 Delivery Plan – Project List Group 1
  - ✓ 10-Year Western Riverside County Highway Delivery Plan 2019-2029 RCTC Sponsored Group 1 and Group 2 Projects
- 2019-2029 Delivery Plan – Project List Group 2
  - ✓ 10-Year Western Riverside County Highway Delivery Plan 2019-2029 RCTC Sponsored Group 1 and Group 2 Projects
- 2019-2029 Delivery Plan – Project List Group 3
  - ✓ 10-Year Western Riverside County Highway Delivery Plan 2019-2029 RCTC Sponsored Group 1 and Group 2 Projects
- 2019-2029 Delivery Plan – Project List Group 4
  - ✓ 10-Year Western Riverside County Highway Delivery Plan 2019-2029 RCTC Sponsored Group 1 and Group 2 Projects
- 2019-2029 Delivery Plan – Project List Group 5
  - ✓ 10-Year Western Riverside County Highway Delivery Plan 2019-2029 RCTC Sponsored Group 1 and Group 2 Projects
- 2019-2029 Delivery Plan - Changes
  - ✓ September 11, 2019 - Commission Meeting
    - Postponed project study report for Next Generation Toll projects
  - ✓ May 12, 2021 - Commission Meeting
    - Awarded design agreement to commence the Smart Freeway pilot project
  - ✓ May 11, 2022 - Commission Meeting



- Adopted decision to defer the design and construction of Mid County Parkway Package 2
- ✓ September 14, 2022 - Commission Meeting
  - Approved award of the design agreement for the Mid County Parkway Package 3
- ✓ January 26, 2024 - Commission Workshop
  - Adopted the proposed segments for the SR-79 project and proceeded with the project as a County facility and not as a state highway
- ✓ September 10, 2025 - Commission Meeting
  - Approved award for a Next Generation Toll Feasibility Study 2.0
- 2019 – 2029 Delivery Plan 2.0 – Status Update for Group 1 through Group 5
- 2019 – 2029 Delivery Plan 2.0 – Status Update
  - ✓ Project List Group 1
  - ✓ Project List Group 2
  - ✓ Project List Group 3
  - ✓ Project List Group 4
  - ✓ Project List Group 5
- 2019 – 2029 Delivery Plan 2.0 – Status Update graphics for the following:
  - ✓ Group 1 – Fully Funded: Part of the 2019-2029 Delivery Plan 2019 – 2029 Delivery Plan - October 2025 Status
  - ✓ Group 2 – Partially Funded. Likely Available - Part of the 2019 – 2029 Delivery Plan - October 2025 Status
  - ✓ Group 3 – Partner Agency Projects: Assist with Funding in 2019 – 2029 - October 2025 Status
  - ✓ Group 4 – Not Part of 2019- 2029 Delivery Plan: RCTC Projects – October 2025 Status
  - ✓ Group 5 – Not Part of 2019- 2029 Delivery Plan: RCTC Projects – October 2025 Status
  - ✓ 2019-2029 Delivery Plan October 2025 Status All Groups Combined
- Plan forward
  - ✓ Financial and project cost analysis
    - Forecast Measure A revenue through expiration of the measure (2039)
    - Forecast debt service and existing financial commitments from Western County Highway account
    - Estimate costs of remaining Western County Highway projects
  - ✓ Assess current 2019-2029 Measure A Western County Highway Delivery Plan
    - Adjust current delivery plan to meet realistic funding and schedule expectations by 2029
  - ✓ Begin development of 2039 Measure A Western County Highway Delivery Plan

- Identify priorities for remaining Measure A Western County Highway projects
- Determine what can reasonably be delivered before Measure A expires
- Organize RCTC resources to achieve 2039 priorities
- ✓ Concurrent review of Measure A Western County Public Transportation funding

Aaron Hake stated that staff brings this information to the Commissioners now as their self-accountability to the Commission and the voters who voted for Measure A. There are specific projects in that sales tax measure that this Commission is charged to deliver as was seen in the presentation. They are closer to the sunset of Measure A then they are to the start, 2039 seems like a long way away but it is not especially when they are talking about the life span of the transportation projects. The I-15 Southern Extension that they are still trying to get to construction was part of the original delivery plan for the start of Measure A. The Perris-South Station Project the Commissioners approved for construction today was part of the PVL that has now been open about a decade. They are still finishing projects that they started at the beginning of this measure, and it is important for them as a Commission to take stock of what they have accomplished. They have delivered a tremendous amount of work, but they have a tremendous amount left and the decisions that this Commission makes in the next year or two will shape the last half of Measure A. It is a finite resource in terms of money and in terms of time and figuring out what is not in green on that list but what is in yellow, blue or in red that they are going to advance and those will be some critical decisions. This is step one in bringing to the Commission some transparency and some accountability to where they are at. He is very proud of what they have accomplished but they will certainly need this Commission's input on where they head from here. There will be more in the months ahead and especially at the Commissions' Annual Workshop.

**M/S/C to:**

- 1) Receive and file an update on the 2019-2029 Western Riverside County Highway Delivery Plan (10-Year Delivery Plan).**

**13. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION**

There were no items pulled from the Consent Calendar.

**14. EXECUTIVE DIRECTOR'S REPORT**

There were no reports from the Executive Director.

## **15. COMMISSIONER COMMENTS**

- 15A.** Commissioner Speake reported that he went to the Self-Help Counties Coalition's 2025 Focus on the Future Conference in San Francisco. He was more than impressed with Aaron Hake who sat on a panel at the beginning of the conference to set the tone for the people in the crowd who were industry people or other agencies. Aaron Hake really pointed out how well this Commission is good at getting projects done and will continue to get projects done as long as they have funding for it. He suggested that Aaron Hake should give that same speech to each of their city's councils.
- 15B.** Commissioner Vargas announced November 20 starts off the Polar Express Ride at the Southern California Railway Museum and will run through December 31.
- 15C.** Commissioner Warren thanked everybody who attended the Murrieta State of the City. She commended all their cities who have put on amazing informative state of the cities. It has helped their region understand each other and is grateful for all the information that has gone out in their region.
- 15D.** Chair Spiegel commended cities as well that put on the Veterans' Programs yesterday as she was really impressed.
- 15E.** Commissioner Berkson announced the Metrolink Holiday Express Train is coming to Riverside and there are five different station locations. Tickets are about \$30, and it is a great way to ride the train and have a festive entertaining time doing it.

Commissioner Berkson also announced the Jurupa Valley State of the City is being held on November 13 at 6:00 p.m. at Patriot High School.

## **16. ADJOURNMENT**

There being no further business for consideration by the Riverside County Transportation Commission, Chair Spiegel adjourned the meeting at 11:08 a.m. The next Commission meeting is scheduled to be held on Wednesday, December 10, 2025.

Respectfully submitted,



Lisa Mobley  
Administrative Services Director/  
Clerk of the Board

**Section 19. Fact Sheet**



## Riverside County 2026 RTIP Fact Sheet

### Executive Summary

The Riverside County Transportation Commission (RCTC) is pleased to submit the Regional Transportation Improvement Program (RTIP) for the 2026 State Transportation Improvement Program (STIP). RCTC is proposing to utilize \$32.7 million in STIP funds to support two high priority projects and three carryover projects in Riverside County during the five-year 2026 STIP program period, from fiscal years (FY) 2026-27 through 2030-31. 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 2026 STIP guidelines adopted by the California Transportation Commission (CTC) on August 14, 2025, and with the Southern California Association of Governments' (SCAG's) approved 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Project	STIP Action	Change Description	Estimated Completion
I-10 Highland Springs Interchange	Carryover	Push out one fiscal year to 29/30; revise from Construction phase to Design phase; decrease STIP funding	2035
Temescal Canyon Road – El Cerrito Road to Tom Barnes Street	Carryover	Push out two fiscal years to 28/29; increase STIP funding	2029
I-15 Express Lanes Project Southern Extension	Carryover	Increase STIP funding	2030
Pennsylvania Avenue Grade Separation	New	Program Construction phase in fiscal year 26/27	2027
CV Sync Phase IV – Rancho Mirage	New	Program Construction phase in fiscal year 29/30	2030
Planning, Programming & Monitoring	Carryover/ New	Program Construction phase in fiscal years 26/27 through 30/31	Ongoing

### Benefits

The two new projects in RCTC's proposed 2026 RTIP will deliver numerous benefits to Riverside County residents and its economy, including but not limited to:

- Reducing nearly 18,000 tons of carbon dioxide emissions over 20 years
- Creating more than 400 jobs
- Saving more than 2,059 annual hours of delay

### Goals and Objectives

Both new projects included in RCTC's proposed 2026 RTIP advance the goals in SCAG's 2024 RTP/SCS by:

- Improving mobility via an integrated multimodal transportation network
- Facilitating livable and thriving communities through safety improvements and traffic management
- Helping the environment and improving safety
- Providing improved access for goods to be transported throughout the region which enhances the economy

## **Section 20. Alternative Delivery Methods**

RCTC intends to perform both final engineering and construction of the I-15 Express Lanes Project Southern Extension 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 Express Lanes Project Southern Extension 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/wpcontent/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 in December 2023. The PCM work began in January 2024. RCTC released a Statement of Qualifications in February 2025 to retain a progressive design-builder. RCTC anticipates awarding a PDB contract at its April 2026 board meeting. Unique to PDB, procuring the progressive design-build contractor prior to environmental clearance is allowable under CM/GC procedures. Part of RCTC's PDB procurement effort took place concurrently with CEQA/NEPA environmental review, approval of which was obtained in December 2025.

Initially, in RCTC's 2024 RTIP, RCTC proposed to allocate STIP-RIP in the PS&E phase. However, due to STIP capacity constraints, STIP funding is programmed on the I-15 Express Lanes Project Southern Extension in Fiscal Year 2027/28. With RCTC's 2026 RTIP submittal, STIP funding is proposed to be utilized on the CON phase, instead.

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, Caltrans, and California Transportation Commission to ensure the timely and successful allocation and obligation of funds for this important regional project.

## Section 21. Detailed Project Programming Summary Table

STIP	Agency	Project Description	STIP \$(000's)							Phase
			FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	
2022	RCTC	Coachella Valley-San Geronio Pass Rail Corridor Service		15,657						PA/ED
22/24	County of Riverside	I-10/Monroe Street IC		14,329						Cons
24/26	RCTC	I-10/Highland Springs IC					44,698	8,000		Cons PS&E
24/26	County of Riverside	Temescal Canyon Road – El Cerrito Road to Tom Barnes Street			13,000		20,150			Cons
24/26	RCTC	I-15 Express Lanes Project Southern Extension				37,416 55,320				PS&E Cons
2026	Beaumont RCTC	Pennsylvania Avenue Grade Separation			6,698					Cons
2026	CVAG	CV Sync Phase IV – Rancho Mirage						6,057		Cons
24/26	RCTC CVAG	Planning, Programming & Monitoring	600	600	600	600	600 664	700	700	Cons
		<b>TOTAL</b>	<b>600</b>	<b>30,586</b>	<b>7,298</b>	<b>55,920</b>	<b>20,814</b>	<b>14,757</b>	<b>700</b>	

## **Section 22. Additional Appendices: Technical Memo and Benefit Cost Analysis**

- Pennsylvania Avenue Grade Separation





## **TECHNICAL MEMORANDUM**

To: City of Beaumont

From: Sean Fisher, David Zehnder, and Nate Jakobs

Subject: Pennsylvania Avenue Grade Separation Project  
TCEP Grant Benefit-Cost Analysis; EPS #242085

Date: November 7, 2024

This technical memorandum provides the Benefit-Cost Analysis (BCA) produced in support of the City of Beaumont (City)'s Trade Corridor Enhancement Program (TCEP) grant application for the Pennsylvania Avenue Grade Separation Project (Project).

This analysis was prepared by Economic & Planning Systems, Inc. (EPS), a full-service economic consulting firm with more than 30 years of experience in the fields of land use economics, municipal finance, and real estate market analysis, among others. Major contributions to this analysis were provided by Mark Thomas & Company, the City of Beaumont, and Fehr and Peers.

The entire BCA is presented herein with the Excel model used to conduct the analysis also provided to facilitate an in-depth review of the methodology applied. The BCA was prepared following the guidelines set out in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs, prepared by the US Department of Transportation (USDOT) in January 2024 (BCA Guidance).

## **Introduction and Executive Summary**

The City of Beaumont, in partnership with Mark Thomas and Caltrans, has developed a solution to congestion around the at-grade Union Pacific Railroad (UPRR) crossing on Pennsylvania Avenue at the Interstate-10 (I-10) Interchange. The Project will improve freight reliability, reduce congestion, improve multimodal safety, and benefit disadvantaged communities and vulnerable users. The Project lowers Pennsylvania Avenue under the UPRR Yuma Subdivision, constructs a new rail bridge with capacity for a third track, adds two new traffic signals at the I-10 off- and on-ramp intersections, and constructs sidewalks, ADA-complaint curb ramps, and crosswalks. The change in grade to pass under the rail

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line requires improvements to the I-10/Pennsylvania Avenue Interchange as the local roadway comes up to the existing grade within the interchange footprint. The existing rail at-grade crossing carries 34 freight and two Amtrak intercity passenger rail trains. Freight trains are often more than a mile long. The volume of trains results in an average of 85 minutes per day of crossing closure time. UPRR Yuma Subdivision volumes are projected to nearly double by 2040, with 64 freight and 4 passenger trains projected.<sup>1</sup> Additionally, there have been instances of the crossing being closed for hours in a day, causing vehicles and trucks to use adjacent crossings, extending travel times, and increasing emergency response times. The project also includes electric vehicle (EV) charging infrastructure to serve City residents.

### **No Project—Baseline Conditions**

Under the No Project (also referred to as the No Build) alternative, the Project will not develop. It is assumed the existing roadway will remain under current conditions and no other alternative grade-separation options are developed. Additionally, the No Build alternative assumes no development of any alternative transit improvements.

### **Proposed Project**

The Project is a solution to congestion in Beaumont, including railway grade separation on Pennsylvania Avenue, South of I-10, improvements to the Pennsylvania Avenue/I-10 Interchange, and installation of three EV charging stations.

The I-10 Interchange improvements consist of modifications to the existing Pennsylvania Avenue Interchange at I-10 by improving the eastbound onramp, reconstructing the westbound offramp as a loop offramp, and grade-separating Pennsylvania Avenue from the UPRR.

Under the Project (also referred to as the Build) alternative, all aspects of the Project will develop.

### **Findings**

#### ***Project Effect on Long-Term Outcomes***

The Project is considered necessary to improve regional traffic flow and reduce roadway congestion. The Project results in an overall positive benefit, as defined in the BCA Guidance.

**Table ES-1** offers a summary matrix describing the baseline conditions and problems addressed by the Project, changes to the baseline conditions, the population affected by each individual impact, and associated economic benefits.

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<sup>1</sup> Federal Railroad Administration Counts, 2024 Metrolink All Lines Timetables, 2018 California State Rail Plan Appendix A.4—Freight Flow Methodology.

Table ES-1  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Summary of Project Benefits

Economic Benefit	Current Status/Baseline & Problem to be Addressed	Change to Baseline/Alternatives	Population Affected by Impacts	Summary of Results (4.0% Discount)
Travel Time Savings - Traffic Flow	Current roadway train crossing leads to disruptions in traffic flow.	Grade seperation will remove traffic stoppage at the train crossing, resulting improved traffic flow, reduced travel times and lower vehicle hours traveled.	Existing Roadway Users	\$342,108,743
Travel Time Savings - Stoppages	Current roadway train crossing leads to disruptions in traffic flow resulting from train stoppages.	Grade seperation will remove train stoppage at the train crossing improving traffic flow.	Existing Roadway Users	\$712,362
Residual Value of Improvements	Current roadway is outdated and needs major rehabilitation to correct deficiencies.	New Roadway will comply with current design and safety standards and create a valuable asset.	City of Beaumont	\$2,024,325
Safety Benefits	Unsafe conditions on roadway and nearby interchange result in multiple accidents. Multiple decision points in succession cause for unsafe driving behavior.	Grade seperation will reduce vehicle traffic collisions along the roadway, remove vehicle-train collisions, and create a safe environment for active transport users as vehicle operators will have fewer distractions on this segment of road.	Existing Roadway Users and Active Transport Users	\$24,586,789
Reduced Vehicle Emissions - Traffic	Current roadway speeds and congestion result in increased vehicle emissions.	Improved flow speeds and resulting vehicle hours on the roadway will result in decreased vehicular emissions.	Beaumont Residents and Active Transport Users	\$8,983
Reduced Vehicle Emissions - EV Charging	Project improvements include EV charging stations	New EV chargers will further reduce vehicle emissions.	Beaumont Residents and EV Vehicle Users	\$17,968
Total Quantified Benefits in Discounted Dollars (4.0% discount rate)				\$369,459,170

The BCA attempts to quantify as many of the economic benefits and costs associated with the Project as is feasible, given available data, information resources, and time. The BCA finds a benefit-to-cost ratio of at least 6.25:1 at a discount factor of 4 percent, as utilized in the California Life-Cycle Benefit/Cost Analysis Model, as provided by the California Department of Transportation CAL-B/C Sketch Version 8.1 (Cal BC Model) or 7.16:1 at a discount factor of 3.1 percent recommended per OMB Circular A-94 and referenced in the BCA Guidance.

As described further in the section below, it is likely the analysis is conservative in its approach, and further monetization of benefits and costs would reveal a higher benefit-to-cost ratio.

### ***Sensitivity of Assumptions***

The findings of the BCA are dependent on key assumptions that drive the model. Changing these assumptions will affect the estimates of total costs and total benefits. The model uses assumptions that are as rigorous and specific to local conditions as possible. Sensitivity analyses could be performed by changing many of the assumptions used in the model; however, the model was built using the most conservative of assumptions, and it is assumed the BCA provides an estimate of the minimum benefit-cost ratio that could be achieved.

## **Benefit-Cost Analysis**

The Project is anticipated to be fully constructed by 2029. Costs and benefits are estimated for 30 years of Project operations, beginning in 2030 and ending in 2059. The proposed Project analysis results are presented in **Table 1** by benefit and cost category. Benefits and costs are shown undiscounted and discounted using a 4.0 and 3.1 percent year-end discount factor.

The BCA is intentionally limited and inherently conservative because of the following factors:

- The Project includes improvements to pedestrian and bike facilities along the roadway corridor, which will result in additional pedestrian and cyclist activity. Induced pedestrian and cyclist users results in preference value and mortality reduction benefits. As the impact of the project on pedestrian and cyclist activity is not fully known at this time, no pedestrian or cyclist benefits are estimated.
- Improvements will create regionwide benefits, including reductions in vehicle hours traveled throughout the region, resulting in reduced emissions. To remain conservative, this analysis only includes vehicle miles traveled and vehicle hour reductions for traffic directly on the Project roadways. The regional emissions benefits of the Project's improvements could potentially increase the emissions benefits captured herein.

- The Project will improve traffic flow for railway freight vehicles through the elimination of delays resulting from collisions with cars at the grade separation. Rail speeds will further be improved as freight vehicles will no longer need to slow to accommodate the existing crossing. The California Rail Plan completed that rail traffic through the area could double within the next twenty years. The improved freight capacity and reliability could present a significant economic benefit. Due to the detailed routing data needed to understand the next best freight alternative under a build or no build scenario, to remain conservative, no additional freight benefits are estimated in this analysis.

The benefit-cost ratio achieved in the analysis is greater than one, even in the absence of the potential additional calculations listed above, which are anticipated to increase the total net benefits of the Project.

The sections below discuss the methodology used to estimate both the benefits and costs associated with the Project. All costs and benefits are reported in 2022 dollars in this analysis unless otherwise stated, as dictated by the BCA Guidance.

### Key Assumptions

The demand forecast used to calculate individual benefit categories varies based on the affected population and is detailed in the discussion of proposed Project benefits below. Included below are summaries of key assumptions used to calculate multiple Project benefits:

- **VMT and VHT.** Daily vehicle miles traveled (VMT) and Vehicle Hours Traveled estimates were provided by Fehr and Peers based on traffic modeling completed on July 1, 2022, as a part of the I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED—Auxiliary Lane Evaluation (Traffic Study). The traffic performance metrics were provided for the build year of 2030 and forecast year, 2050. VMT and VHT in interim years were estimated assuming linear annual growth for all intermediate and subsequent years, through the end of the analysis period, 2059.

The sections to follow offer a detailed accounting of the methodological approach to calculating the different benefits generated by the proposed Project as compared to a No Project alternative.

### Proposed Project Benefits

Summarized in **Table 1**, this BCA evaluates a variety of benefits generated by the proposed Project. Each category of Project benefit is described below, with the benefits reported reflecting the incremental benefit received over the No Build baseline alternative. All numbers reported are in 2022 dollars unless otherwise specified.

### ***Travel Time Savings from Project Improvements***

If the Project is developed, the new roadway will facilitate improved traffic flow, resulting in reduced VHT estimates for commercial and passenger vehicles. Travel time savings are estimated based on the roadway and interchange improvements included in the Project and traffic data provided by Fehr and Peers.

The Travel Time Savings benefit was estimated using the following data:

- VHT reduction data for existing and projected future users. There is no anticipated difference in daily trips between the Build and No Build Scenarios, so reductions in VHT come solely from improved flow speeds around the interchange.
- Average vehicle occupancy factors and hourly travel time values from the BCA Guidance.
- Unplanned train stoppage data at the UPRR/Pennsylvania Avenue crossing.

### **Existing Users**

Existing users are defined in this BCA as users who would continue to use the existing roadway absent any improvements. VMT and VHT estimates are based on the ADT estimates based on information included in the Traffic Study. As there is no anticipated growth in ADT from the No Build to Build scenarios, all users are anticipated to be existing users. As such, no adjustments are made to discount new users.

Travel Time Savings are estimated beginning with the first year of operations, 2030, through the end of the BCA analysis, 2059, representing 30 years following buildout of the Project. The estimated VHT reduction resulting from the following scenarios is used in calculating the Travel Time Savings:

- **No Build.** Conditions assuming the Project is not built.
- **Build.** Conditions assuming the Project is built. Only the grade separation, interchange improvements, EV charging stations, and associated impacts change from the No Build Scenario.

This approach focuses on the VHT reduction benefitting roadway users impacted by development of the Project based on VMT estimates provided by the Traffic Study as described in the previous section. Estimated percentages of passenger and commercial vehicles under the Build and No Build Scenarios are based on the average percentage of commercial users along the I-10 corridor at Pennsylvania Avenue. These percentages were applied to the VHT estimates for existing users to estimate appropriate Travel Time Savings benefits for each user type.

Daily VHT estimates for passenger and commercial vehicles are used to calculate the reduction in daily VHT for the Build Scenario as compared to the No Build Scenario for each type of vehicle. The annual travel time in person-hours saved is calculated for passenger vehicles and commercial vehicles as follows:

- Daily VHT reduction for years 2030 through 2059.
- Annual VHT reduction = Daily VHT reduction \* 365 travel days per year.
- Annual person VHT reduction = Annual VHT reduction \* Average vehicle occupancy.

For each type of vehicle, the BCA Guidance provides a time savings value per person-hour that is applied to the annual person-hours saved to estimate the average annual Travel Time Savings values.

Additional travel time savings due to unplanned train stoppages were estimated in **Table 5** using a similar methodology to the one described above except the definition of vehicle hour reductions. The reduction in vehicle hours due to avoided stoppages is calculated by applying an average daily vehicle stoppage factor, based on railway stoppage data from August 2021 through February 2023, to the portion of daily trips anticipated to experience a stoppage above and beyond those typically experienced.<sup>2</sup> The stoppage factor and impacted trip percentages are estimated on **Table 6**.

The total value of time saved due to traffic flow improvements to existing users is estimated as \$836.9 million in undiscounted 2022 dollars and \$342.1 million when discounted using a 4 percent discount factor. The additional value of travel time saved due to stoppages is estimated as \$836.9 million in undiscounted 2022 dollars and \$342.1 million when discounted using a 4 percent discount factor.

**Table 2** through **Table 5** detail the Travel Time Savings and annual VHT reduction calculations related to traffic flow and train stoppages, respectively.

### ***Residual Value of Improvements***

Because portions of the Project improvements are expected to have a useful life beyond the analysis timeframe, the residual value of structural improvements is included as a Project benefit, computed in **Table 7**. The value of the Project improvements is apportioned over the identified useful life for each Project component using a straight-line depreciation approach. The residual value of the improvements is calculated by subtracting accumulated depreciation at the end of the analysis period from the original Project cost.

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<sup>2</sup> Additional stoppages are assumed to be above and beyond typical traffic activity and are therefore assumed to not be accounted for in vehicle hour reductions included in the base travel time savings metrics.

At the end of the analysis period, the estimated residual value of the improvements is \$8.6 million in undiscounted 2022 dollars and \$2.0 million when applying a 4.0 percent discount factor.

### ***Improved Safety Benefit***

Completion of the Project will result in improved traffic flows, decreased vehicle crash incidents, and improved roadway safety. Estimates of the reduction in injury and property damage incidents along the Project from the No Build Scenario to the Build Scenario were estimated using incident data provided by the City modified with CMF Clearinghouse Crash Mitigation Factor #459, for Conversion of At-Grade Intersections into Grade-Separated Interchanges (CMF = 0.58).

Using the methodology as defined in the BCA Guidance, the annual incident reduction was multiplied by the monetized unit value for a fatal or injury crash for incidents resulting in fatalities or injury, respectively, and property damage only (PDO) monetized values were applied to property damage incidents.

The total safety benefit is estimated at \$56.1 million in undiscounted 2022 dollars and \$24.6 million when discounted using a 4.0 percent discount factor. **Table 8** details the safety benefit calculations.

### ***Reduction in Vehicle Emissions***

Vehicle emissions are anticipated to decrease due to Project development. Calculation of the change in emissions in metric tons from the No Build Scenario to the Build Scenario was estimated using the parameter data and methodologies included in the Cal BC Model based on traffic data provided in the Traffic Study. Annual benefit per unit applied to the estimated annual change in metric tons of emissions is based on monetized benefit factors included in the BCA Guidance. The benefit related to the growth of annual emissions is computed in **Table 9**.

Reduced emissions anticipated to decrease due to the included EV charging stations. Calculation of the change in emissions in metric tons from the No Build Scenario to the Build Scenario was estimated using the parameter data and methodologies included in the Cal BC Model based on traffic data provided in the Traffic Study. Annual benefit per unit applied to the estimated annual change in metric tons of emissions is based on monetized benefit factors included in the BCA Guidance.

The total value of the benefit related to vehicle emissions is estimated at \$20,750 in undiscounted 2022 dollars and \$8,980 when discounted using a 4.0 percent discount factor.

### ***Proposed Project Costs***

Project costs consist of the one-time construction costs of the Project and the ongoing operations and maintenance costs incurred to maintain the new roadway and EV charging stations. As with the benefits of the Project, only costs that are particular to this Project are included in the BCA. **Table 10** summarizes the total construction costs for the



Project, which are estimated to total approximately \$74.7 million in 2022 dollars. It is assumed that these costs will be distributed over a 3-year construction period (2027-2029), except for EV charger construction/installation costs (\$1.0 million) which are all incurred in 2027.

**Table 11** summarizes the anticipated operation and maintenance costs throughout the analysis period. It is anticipated that the Project will require approximately \$1,200 in annual maintenance and repairs from 2028 to 2049, and \$6,010 in 2050 and beyond.

The total estimated Project cost is \$74.8 million in undiscounted 2022 dollars and \$59.1 million when applying a 4.0 percent discount factor.

### **BCA Conclusions**

Construction of the Project will generate benefits totaling \$903.5 million in undiscounted 2022 dollars and \$369.5 million using a 4.0 percent discount factor. Total Project costs, inclusive of operations and maintenance, amount to approximately \$74.8 million in undiscounted 2022 dollars, and \$59.1 million using a 4.0 percent discount factor.

After applying the 4.0 percent discount factor to both Project benefits and costs, the Project generates a BCA ratio of 6.25:1. If a 3.1 percent discount factor, consistent with the BCA guidance is applied, the Project is anticipated to generate a BCA ratio of 7.16:1. Because of the conservative nature of the benefits calculated in this analysis, it is anticipated that this ratio reflects the lower bounds of the achievable benefit:cost ratio and monetization of additional benefits would result in improved outcomes over this baseline.

## List of Tables

Table 1	Summary of Benefits and Costs.....	11
Table 2	Annual Vehicle Travel Time Savings .....	12
Table 3	Annual VMT Estimates .....	13
Table 4	Annual VHT Reduction by User Type .....	14
Table 5	Annual Vehicle Travel Time Savings .....	15
Table 6	Train Stoppage Assumptions.....	16
Table 7	Residual Value of Project in 2057 .....	17
Table 8	Annual Reduced Incident Safety Savings .....	18
Table 9	Estimated Change in Vehicle Emissions .....	19
Table 10	Estimated Change in Emissions Due to Electric Vehicle Charging .....	20
Table 11	Project Cost Estimates .....	21
Table 12	Estimated Annual Maintenance Costs .....	22
Table 13	Cost and Benefit Discount Factors.....	23

Table 1  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Summary of Benefits and Costs

		PROJECT BENEFITS							PROJECT COSTS			Discounted at 4%		Discounted at 3.1%	
Year	Project Year	Travel Time Savings - Traffic Flow	Travel Time Savings - Train Stoppages	Residual Value of Improvements	Safety Benefits	Reduced Vehicle Emissions - Traffic	Reduced Vehicle Emissions - EV Charging	Total Benefits	Construction	Operations and Maintenance	Total Project Costs	Benefits	Costs	Benefits	Costs
Table Reference:	Table 2	Table 5	Table 7	Table 8	Table 9	Table 10			Table 11	Table 12					
2022	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2024	2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2025	3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2026	4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2027	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,566,667	\$1,200	\$25,567,867	\$0	\$21,014,923	\$0	\$21,948,314
2028	6	\$0	\$0	\$0	\$0	\$0	\$1,166	\$1,166	\$24,566,667	\$1,200	\$24,567,867	\$921	\$19,416,342	\$971	\$20,455,752
2029	7	\$0	\$0	\$0	\$0	\$0	\$1,187	\$1,187	\$24,566,667	\$1,200	\$24,567,867	\$902	\$18,669,560	\$958	\$19,840,691
2030	8	\$18,501,703	\$37,758	\$0	\$1,871,066	\$697	\$1,207	\$20,412,431	\$0	\$1,200	\$1,200	\$14,915,164	\$877	\$15,989,151	\$940
2031	9	\$19,149,562	\$39,173	\$0	\$1,871,066	\$706	\$1,210	\$21,061,716	\$0	\$1,200	\$1,200	\$14,797,682	\$843	\$16,001,687	\$912
2032	10	\$19,797,420	\$40,588	\$0	\$1,871,066	\$707	\$1,211	\$21,710,992	\$0	\$1,200	\$1,200	\$14,667,169	\$811	\$15,999,007	\$884
2033	11	\$20,445,279	\$42,003	\$0	\$1,871,066	\$711	\$1,213	\$22,360,272	\$0	\$1,200	\$1,200	\$14,524,806	\$779	\$15,982,024	\$858
2034	12	\$21,093,138	\$43,418	\$0	\$1,871,066	\$709	\$1,215	\$23,009,547	\$0	\$1,200	\$1,200	\$14,371,695	\$750	\$15,951,594	\$832
2035	13	\$21,740,997	\$44,833	\$0	\$1,871,066	\$706	\$1,217	\$23,658,819	\$0	\$1,200	\$1,200	\$14,208,874	\$721	\$15,908,543	\$807
2036	14	\$22,388,856	\$46,248	\$0	\$1,871,066	\$699	\$1,218	\$24,308,088	\$0	\$1,200	\$1,200	\$14,037,315	\$693	\$15,853,658	\$783
2037	15	\$23,036,715	\$47,663	\$0	\$1,871,066	\$693	\$1,221	\$24,957,358	\$0	\$1,200	\$1,200	\$13,857,935	\$666	\$15,787,691	\$759
2038	16	\$23,684,574	\$49,078	\$0	\$1,871,066	\$679	\$1,222	\$25,606,619	\$0	\$1,200	\$1,200	\$13,671,583	\$641	\$15,711,353	\$736
2039	17	\$24,332,433	\$50,493	\$0	\$1,871,066	\$664	\$1,224	\$26,255,880	\$0	\$1,200	\$1,200	\$13,479,066	\$616	\$15,625,333	\$714
2040	18	\$24,980,292	\$51,908	\$0	\$1,871,066	\$648	\$1,226	\$26,905,141	\$0	\$1,200	\$1,200	\$13,281,134	\$592	\$15,530,280	\$693
2041	19	\$25,628,151	\$53,323	\$0	\$1,871,066	\$628	\$1,228	\$27,554,396	\$0	\$1,200	\$1,200	\$13,078,485	\$570	\$15,426,814	\$672
2042	20	\$26,276,010	\$54,738	\$0	\$1,871,066	\$606	\$1,230	\$28,203,650	\$0	\$1,200	\$1,200	\$12,871,778	\$548	\$15,315,529	\$652
2043	21	\$26,923,869	\$56,153	\$0	\$1,871,066	\$578	\$1,232	\$28,852,898	\$0	\$1,200	\$1,200	\$12,661,621	\$527	\$15,196,986	\$632
2044	22	\$27,571,728	\$57,568	\$0	\$1,871,066	\$550	\$1,234	\$29,502,146	\$0	\$1,200	\$1,200	\$12,448,589	\$506	\$15,071,725	\$613
2045	23	\$28,219,587	\$58,983	\$0	\$1,871,066	\$570	\$1,235	\$30,151,442	\$0	\$1,200	\$1,200	\$12,233,234	\$487	\$14,940,282	\$595
2046	24	\$28,867,446	\$60,398	\$0	\$1,871,066	\$592	\$1,238	\$30,800,740	\$0	\$1,200	\$1,200	\$12,016,030	\$468	\$14,803,118	\$577
2047	25	\$29,515,305	\$61,813	\$0	\$1,871,066	\$615	\$1,240	\$31,450,039	\$0	\$1,200	\$1,200	\$11,797,438	\$450	\$14,660,695	\$559
2048	26	\$30,163,164	\$63,229	\$0	\$1,871,066	\$638	\$1,242	\$32,099,338	\$0	\$1,200	\$1,200	\$11,577,886	\$433	\$14,513,454	\$543
2049	27	\$30,811,023	\$64,644	\$0	\$1,871,066	\$659	\$1,244	\$32,748,636	\$0	\$1,200	\$1,200	\$11,357,770	\$416	\$14,361,812	\$526
2050	28	\$31,458,882	\$66,059	\$0	\$1,871,066	\$683	\$1,246	\$33,397,936	\$0	\$6,010	\$6,010	\$11,137,459	\$2,004	\$14,206,170	\$2,556
2051	29	\$32,106,741	\$67,474	\$0	\$1,871,066	\$706	\$1,248	\$34,047,234	\$0	\$6,010	\$6,010	\$10,917,294	\$1,927	\$14,046,902	\$2,480
2051	30	\$32,754,600	\$68,889	\$0	\$1,871,066	\$728	\$1,249	\$34,696,532	\$0	\$6,010	\$6,010	\$10,697,589	\$1,853	\$13,884,368	\$2,405
2053	31	\$33,402,459	\$70,304	\$0	\$1,871,066	\$751	\$1,251	\$35,345,831	\$0	\$6,010	\$6,010	\$10,478,634	\$1,782	\$13,718,909	\$2,333
2054	32	\$34,050,318	\$71,719	\$0	\$1,871,066	\$766	\$1,251	\$35,995,120	\$0	\$6,010	\$6,010	\$10,260,695	\$1,713	\$13,550,844	\$2,263
2055	33	\$34,698,177	\$73,134	\$0	\$1,871,066	\$782	\$1,251	\$36,644,409	\$0	\$6,010	\$6,010	\$10,044,019	\$1,647	\$13,380,482	\$2,195
2056	34	\$35,346,036	\$74,549	\$0	\$1,871,066	\$797	\$1,251	\$37,293,698	\$0	\$6,010	\$6,010	\$9,828,832	\$1,584	\$13,208,115	\$2,129
2057	35	\$35,993,895	\$75,964	\$0	\$1,871,066	\$812	\$1,251	\$37,942,988	\$0	\$6,010	\$6,010	\$9,615,340	\$1,523	\$13,034,016	\$2,065
2058	36	\$36,641,754	\$77,379	\$0	\$1,871,066	\$827	\$1,251	\$38,592,277	\$0	\$6,010	\$6,010	\$9,403,731	\$1,464	\$12,858,445	\$2,002
2059	37	\$37,289,613	\$78,794	\$8,640,000	\$1,871,066	\$842	\$1,251	\$47,881,566	\$0	\$6,010	\$6,010	\$11,218,500	\$1,408	\$15,473,827	\$1,942
Total		\$836,869,728	\$1,748,276	\$8,640,000	\$56,131,982	\$20,748	\$39,359	\$903,450,093	\$74,700,000	\$87,700	\$74,787,700	\$369,459,170	\$59,130,123	\$445,994,743	\$62,281,411
Discounted Total (4.0% discount rate)		\$342,108,743	\$712,362	\$2,024,325	\$24,586,789	\$8,983	\$17,968	\$369,459,170	\$59,097,977	\$32,146	\$59,130,123				
Benefit to Cost Ratio													6.25		7.16

Source: EPS.

**Table 2**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Annual Vehicle Travel Time Savings (Traffic)**

Year	Passenger Vehicles				Commercial Vehicles			
	Daily Vehicle Hour Reduction [1]	Annual Vehicle Hour Reduction	Total Annual Person Hours Saved	Monetized Value	Daily Vehicle Hour Reduction [1]	Annual Vehicle Hour Reduction	Total Annual Person Hours Saved	Monetized Value
<b>Travel Days per Year</b>		365				365		
<b>Vehicle Occupancy [2]</b>			1.67				1.00	
<b>Hourly Value per Person Hour [2]</b>				\$ 19.60				\$ 33.50
<b>2022</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2023</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2024</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2025</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2026</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2027</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2028</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2029</b>	0	0	0	\$ 0	0	0	0	\$ 0
<b>2030</b>	1,391	507,533	847,579	\$ 16,612,554	155	56,393	56,393	\$ 1,889,149
<b>2031</b>	1,439	525,304	877,258	\$ 17,194,262	160	58,367	58,367	\$ 1,955,300
<b>2032</b>	1,488	543,076	906,937	\$ 17,775,970	165	60,342	60,342	\$ 2,021,450
<b>2033</b>	1,537	560,848	936,616	\$ 18,357,678	171	62,316	62,316	\$ 2,087,601
<b>2034</b>	1,585	578,620	966,295	\$ 18,939,387	176	64,291	64,291	\$ 2,153,752
<b>2035</b>	1,634	596,392	995,974	\$ 19,521,095	182	66,266	66,266	\$ 2,219,903
<b>2036</b>	1,683	614,164	1,025,653	\$ 20,102,803	187	68,240	68,240	\$ 2,286,053
<b>2037</b>	1,731	631,935	1,055,332	\$ 20,684,511	192	70,215	70,215	\$ 2,352,204
<b>2038</b>	1,780	649,707	1,085,011	\$ 21,266,219	198	72,190	72,190	\$ 2,418,355
<b>2039</b>	1,829	667,479	1,114,690	\$ 21,847,928	203	74,164	74,164	\$ 2,484,506
<b>2040</b>	1,877	685,251	1,144,369	\$ 22,429,636	209	76,139	76,139	\$ 2,550,657
<b>2041</b>	1,926	703,023	1,174,048	\$ 23,011,344	214	78,114	78,114	\$ 2,616,807
<b>2042</b>	1,975	720,795	1,203,727	\$ 23,593,052	219	80,088	80,088	\$ 2,682,958
<b>2043</b>	2,023	738,567	1,233,406	\$ 24,174,760	225	82,063	82,063	\$ 2,749,109
<b>2044</b>	2,072	756,338	1,263,085	\$ 24,756,469	230	84,038	84,038	\$ 2,815,260
<b>2045</b>	2,121	774,110	1,292,764	\$ 25,338,177	236	86,012	86,012	\$ 2,881,410
<b>2046</b>	2,170	791,882	1,322,443	\$ 25,919,885	241	87,987	87,987	\$ 2,947,561
<b>2047</b>	2,218	809,654	1,352,122	\$ 26,501,593	246	89,962	89,962	\$ 3,013,712
<b>2048</b>	2,267	827,426	1,381,801	\$ 27,083,301	252	91,936	91,936	\$ 3,079,863
<b>2049</b>	2,316	845,198	1,411,480	\$ 27,665,009	257	93,911	93,911	\$ 3,146,013
<b>2050</b>	2,364	862,970	1,441,159	\$ 28,246,718	263	95,886	95,886	\$ 3,212,164
<b>2051</b>	2,413	880,741	1,470,838	\$ 28,828,426	268	97,860	97,860	\$ 3,278,315
<b>2052</b>	2,462	898,513	1,500,517	\$ 29,410,134	274	99,835	99,835	\$ 3,344,466
<b>2053</b>	2,510	916,285	1,530,196	\$ 29,991,842	279	101,809	101,809	\$ 3,410,617
<b>2054</b>	2,559	934,057	1,559,875	\$ 30,573,550	284	103,784	103,784	\$ 3,476,767
<b>2055</b>	2,608	951,829	1,589,554	\$ 31,155,259	290	105,759	105,759	\$ 3,542,918
<b>2056</b>	2,656	969,601	1,619,233	\$ 31,736,967	295	107,733	107,733	\$ 3,609,069
<b>2057</b>	2,705	987,372	1,648,912	\$ 32,318,675	301	109,708	109,708	\$ 3,675,220
<b>2058</b>	2,754	1,005,144	1,678,591	\$ 32,900,383	306	111,683	111,683	\$ 3,741,370
<b>2059</b>	2,803	1,022,916	1,708,270	\$ 33,482,091	311	113,657	113,657	\$ 3,807,521

Source: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023); I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; EPS.

[1] Refer to Table 6 for details. Vehicle hour reductions are due primarily to railroad crossing grade separation.

[2] Obtained from the Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023).

**Table 3**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Annual VMT Estimates**

Year	Average Daily Trips [1]			Daily Vehicle Miles Traveled (VMT) [1]		
	No Build	Build	Growth	No Build	Build	Growth
<b>Segment Length:</b>						
2022	0	0	0	0	0	0
2023	0	0	0	0	0	0
2024	0	0	0	0	0	0
2025	0	0	0	0	0	0
2026	0	0	0	0	0	0
2027	0	0	0	0	0	0
2028	0	0	0	0	0	0
2029	0	0	0	0	0	0
2030	16,090	16,090	0	9,010	9,010	0
2031	16,693	16,693	0	9,348	9,348	0
2032	17,296	17,296	0	9,685	9,685	0
2033	17,899	17,899	0	10,023	10,023	0
2034	18,502	18,502	0	10,361	10,361	0
2035	19,105	19,105	0	10,699	10,699	0
2036	19,708	19,708	0	11,036	11,036	0
2037	20,311	20,311	0	11,374	11,374	0
2038	20,914	20,914	0	11,712	11,712	0
2039	21,517	21,517	0	12,049	12,049	0
2040	22,120	22,120	0	12,387	12,387	0
2041	22,723	22,723	0	12,725	12,725	0
2042	23,326	23,326	0	13,062	13,062	0
2043	23,929	23,929	0	13,400	13,400	0
2044	24,532	24,532	0	13,738	13,738	0
2045	25,135	25,135	0	14,076	14,076	0
2046	25,738	25,738	0	14,413	14,413	0
2047	26,341	26,341	0	14,751	14,751	0
2048	26,944	26,944	0	15,089	15,089	0
2049	27,547	27,547	0	15,426	15,426	0
2050	28,150	28,150	0	15,764	15,764	0
2051	28,753	28,753	0	16,102	16,102	0
2052	29,356	29,356	0	16,439	16,439	0
2053	29,959	29,959	0	16,777	16,777	0
2054	30,562	30,562	0	17,115	17,115	0
2055	31,165	31,165	0	17,453	17,453	0
2056	31,768	31,768	0	17,790	17,790	0
2057	32,371	32,371	0	18,128	18,128	0
2058	32,974	32,974	0	18,466	18,466	0
2059	33,577	33,577	0	18,803	18,803	0

Source: I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; EPS.

[1] Daily Trip, VMT, and VHT reductions were provided by Fehr and Peers based on traffic modeling completed on July 1, 2022. The traffic performance metrics were provided for the build year of 2030 and forecast year, 2050. This analysis assumes linear growth in trips, miles traveled, and hours travels over the analysis period.

**Table 4**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Annual VHT Reduction by User Type**

Year	Existing Users				
	Daily Vehicle Hours (VHT) [1]		Increase/(Decrease) in VHT		
	No Build	Build	Passenger Vehicles	Commercial Vehicles	Total
Percent of All Users [2]:			90.0%	10.0%	
2022	0	0	0	0	0
2023	0	0	0	0	0
2024	0	0	0	0	0
2025	0	0	0	0	0
2026	0	0	0	0	0
2027	0	0	0	0	0
2028	0	0	0	0	0
2029	0	0	0	0	0
2030	1,802	257	(1,391)	(155)	(1,545)
2031	1,870	270	(1,439)	(160)	(1,599)
2032	1,937	284	(1,488)	(165)	(1,653)
2033	2,005	297	(1,537)	(171)	(1,707)
2034	2,072	311	(1,585)	(176)	(1,761)
2035	2,140	324	(1,634)	(182)	(1,816)
2036	2,207	337	(1,683)	(187)	(1,870)
2037	2,275	351	(1,731)	(192)	(1,924)
2038	2,342	364	(1,780)	(198)	(1,978)
2039	2,410	378	(1,829)	(203)	(2,032)
2040	2,477	391	(1,877)	(209)	(2,086)
2041	2,545	404	(1,926)	(214)	(2,140)
2042	2,612	418	(1,975)	(219)	(2,194)
2043	2,680	431	(2,023)	(225)	(2,248)
2044	2,747	445	(2,072)	(230)	(2,302)
2045	2,815	458	(2,121)	(236)	(2,357)
2046	2,882	471	(2,170)	(241)	(2,411)
2047	2,950	485	(2,218)	(246)	(2,465)
2048	3,017	498	(2,267)	(252)	(2,519)
2049	3,085	512	(2,316)	(257)	(2,573)
2050	3,152	525	(2,364)	(263)	(2,627)
2051	3,220	538	(2,413)	(268)	(2,681)
2052	3,287	552	(2,462)	(274)	(2,735)
2053	3,355	565	(2,510)	(279)	(2,789)
2054	3,422	579	(2,559)	(284)	(2,843)
2055	3,490	592	(2,608)	(290)	(2,898)
2056	3,557	605	(2,656)	(295)	(2,952)
2057	3,625	619	(2,705)	(301)	(3,006)
2058	3,692	632	(2,754)	(306)	(3,060)
2059	3,760	646	(2,803)	(311)	(3,114)

Source: I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; EPS.

[1] Daily Trip, VMT, and VHT reductions were provided by Fehr and Peers based on traffic modeling completed on July 1, 2022. The traffic performance metrics were provided for the build year of 2030 and forecast year, 2050. This analysis assumes linear growth in trips, miles traveled, and hours travels over the analysis period.

[2] Percentage of commercial users based on average share of commercial vehicles along Pennsylvania

Table 5  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Annual Vehicle Travel Time Savings (Train Stoppage Delays)

Year	Passenger Vehicles (90% of Vehicles)						Commercial Vehicles 10% of Vehicles)						Total Benefits
	Average Daily Trips	Average Daily Train Stoppage Hours	Daily Vehicle Stoppage Hours	Annual Vehicle Hour Reduction	Total Annual Person Hours Saved	Monetized Value	Average Daily Trips	Average Daily Train Stoppage Hours	Daily Vehicle Stoppage Hours	Annual Vehicle Hour Reduction	Total Annual Person Hours Saved	Monetized Value	
Percent Trips Impacted [1]			0.29%						0.29%				
Travel Days per Year				365						365			
Vehicle Occupancy [2]					1.67						1.00		
Hourly Value per Person Hour [2]						\$ 19.60						\$ 33.50	
formula	$a = ADT * 0.95$	$b$	$c = a * B * 0.29\%$	$d = c * 365$	$e = d * 1.67$	$f = e * \$19.60$	$a = ADT * 0.05$	$b$	$c = a * B * 0.29\%$	$d = c * 365$	$e = d * 1.00$	$f = e * \$33.50$	
2022	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2023	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2024	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2025	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2026	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2027	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2028	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2029	0	0.00	0.00	0	0	\$ 0	0	0.00	0.00	0	0	\$ 0	\$0
2030	14,481	0.07	2.96	1,082	1,806	\$ 35,402	1,609	0.07	0.33	120	120	\$ 2,355	\$37,758
2031	15,024	0.07	3.07	1,122	1,874	\$ 36,729	1,669	0.07	0.34	125	125	\$ 2,444	\$39,173
2032	15,566	0.07	3.19	1,163	1,942	\$ 38,056	1,730	0.07	0.35	129	129	\$ 2,532	\$40,588
2033	16,109	0.07	3.30	1,203	2,009	\$ 39,383	1,790	0.07	0.37	134	134	\$ 2,620	\$42,003
2034	16,652	0.07	3.41	1,244	2,077	\$ 40,709	1,850	0.07	0.38	138	138	\$ 2,709	\$43,418
2035	17,195	0.07	3.52	1,284	2,145	\$ 42,036	1,911	0.07	0.39	143	143	\$ 2,797	\$44,833
2036	17,737	0.07	3.63	1,325	2,212	\$ 43,363	1,971	0.07	0.40	147	147	\$ 2,885	\$46,248
2037	18,280	0.07	3.74	1,365	2,280	\$ 44,690	2,031	0.07	0.42	152	152	\$ 2,973	\$47,663
2038	18,823	0.07	3.85	1,406	2,348	\$ 46,016	2,091	0.07	0.43	156	156	\$ 3,062	\$49,078
2039	19,365	0.07	3.96	1,446	2,415	\$ 47,343	2,152	0.07	0.44	161	161	\$ 3,150	\$50,493
2040	19,908	0.07	4.07	1,487	2,483	\$ 48,670	2,212	0.07	0.45	165	165	\$ 3,238	\$51,908
2041	20,451	0.07	4.18	1,527	2,551	\$ 49,997	2,272	0.07	0.46	170	170	\$ 3,326	\$53,323
2042	20,993	0.07	4.30	1,568	2,619	\$ 51,324	2,333	0.07	0.48	174	174	\$ 3,415	\$54,738
2043	21,536	0.07	4.41	1,609	2,686	\$ 52,650	2,393	0.07	0.49	179	179	\$ 3,503	\$56,153
2044	22,079	0.07	4.52	1,649	2,754	\$ 53,977	2,453	0.07	0.50	183	183	\$ 3,591	\$57,568
2045	22,622	0.07	4.63	1,690	2,822	\$ 55,304	2,514	0.07	0.51	188	188	\$ 3,680	\$58,983
2046	23,164	0.07	4.74	1,730	2,889	\$ 56,631	2,574	0.07	0.53	192	192	\$ 3,768	\$60,398
2047	23,707	0.07	4.85	1,771	2,957	\$ 57,957	2,634	0.07	0.54	197	197	\$ 3,856	\$61,813
2048	24,250	0.07	4.96	1,811	3,025	\$ 59,284	2,694	0.07	0.55	201	201	\$ 3,944	\$63,229
2049	24,792	0.07	5.07	1,852	3,092	\$ 60,611	2,755	0.07	0.56	206	206	\$ 4,033	\$64,644
2050	25,335	0.07	5.18	1,892	3,160	\$ 61,938	2,815	0.07	0.58	210	210	\$ 4,121	\$66,059
2051	25,878	0.07	5.30	1,933	3,228	\$ 63,264	2,875	0.07	0.59	215	215	\$ 4,209	\$67,474
2052	26,420	0.07	5.41	1,973	3,295	\$ 64,591	2,936	0.07	0.60	219	219	\$ 4,297	\$68,889
2053	26,963	0.07	5.52	2,014	3,363	\$ 65,918	2,996	0.07	0.61	224	224	\$ 4,386	\$70,304
2054	27,506	0.07	5.63	2,054	3,431	\$ 67,245	3,056	0.07	0.63	228	228	\$ 4,474	\$71,719
2055	28,049	0.07	5.74	2,095	3,499	\$ 68,571	3,117	0.07	0.64	233	233	\$ 4,562	\$73,134
2056	28,591	0.07	5.85	2,135	3,566	\$ 69,898	3,177	0.07	0.65	237	237	\$ 4,651	\$74,549
2057	29,134	0.07	5.96	2,176	3,634	\$ 71,225	3,237	0.07	0.66	242	242	\$ 4,739	\$75,964
2058	29,677	0.07	6.07	2,217	3,702	\$ 72,552	3,297	0.07	0.67	246	246	\$ 4,827	\$77,379
2059	30,219	0.07	6.18	2,257	3,769	\$ 73,879	3,358	0.07	0.69	251	251	\$ 4,915	\$78,794
Total													\$ 1,748,276

Source: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023); I-10 Pennsylvania Avenue Grade Separation; Mark Thomas; Fehr and Peers; City of Beaumont; EPS.

[1] See Table 6.

[2] Obtained from the Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023).

**Table 6**  
**Beaumont I-10 Pennsylvania Avenue Interchange BCA**  
**Benefit Cost Analysis**  
**Train Stoppage Assumptions**

Time Period [1]	Months	Total Intersection Stoppage	Stoppage Hours / Month	Stoppage Hours / Year	Daily Train Stoppage Hours	Trips Impacted
	$\underline{a}$	$\underline{b}$	$\underline{c = a / b}$	$\underline{d = c * 12}$	$\underline{e = d / 365}$	$\underline{f = e / 24}$
2023	19.00	40.50	2.13	25.58	0.0701	0.29%

Source: City of Beaumont; Fehr and Peers; EPS.

- [1] Unplanned train stoppage assumptions based on document received from Beaumont Police, "Train Incidents Blocking Streets" August 2021 - February 2023.
- [2] Daily planned train crossing stoppages are not included in this analysis to avoid double-counting of travel time savings from increased vehicle speeds along Pennsylvania Avenue, likely driven by avoiding train stoppages.



**Table 7**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Residual Value of Project in 2057**

Item	Formula	Project Costs				
		Pennsylvania Avenue/ I-10 Improvements		EV Improvements	Design	Total
		Roadway Improvements	Bridge Improvements			
Assumptions						
Installation Year	a	2029	2029	2027	2029	2029
End of Analysis Period	b	2059	2059	2059	2059	2059
Useful Service Life (Years)	c	20	75	20	25	
Remaining Useful Life at End of Analysis Period (Years)	d = c - (b -a)	0	45	0	0	
Project Cost (2022\$)	e	\$56,600,000	\$14,400,000	\$1,000,000	\$1,700,000	\$73,700,000
Annual Depreciation	f = e / c	\$2,830,000	\$192,000	\$50,000	\$68,000	\$3,140,000
Accumulated Depreciation in 2058	g = f * (b - a)	\$56,600,000	\$5,760,000	\$1,000,000	\$1,700,000	\$65,060,000
Residual Value in 2059	h = e - g	\$0	\$8,640,000	\$0	\$0	\$8,640,000

Source: Mark Thomas; EPS.

Table 8  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Annual Reduced Incident Safety Savings

Year	Annual Fatalities				Annual Injuries				Annual Property Damage Only Events				Total Monetized Benefit
	Events per Year [1]			Monetized Benefit	Events per Year [1]			Monetized Benefit	Events per Year [1]			Monetized Benefit	
	No Build	Build [2]	Annual Reduction		No Build	Build [2]	Annual Reduction		No Build	Build [2]	Annual Reduction		
Monetized Benefit [2] Events/Year	0.21	0.09		\$ 14,022,900	0.64	0.27		\$ 313,000	2.18	0.92		\$ 9,100	
2022		0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2023	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2024	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2025	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2026	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2027	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2028	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2029	0.00	0.00	0.000	\$ 0	0.00	0.00	0.00	\$ 0	0.00	0.00	0.00	\$ 0	\$ 0
2030	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2031	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2032	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2033	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2034	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2035	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2036	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2037	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2038	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2039	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2040	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2041	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2042	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2043	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2044	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2045	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2046	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2047	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2048	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2049	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2050	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2051	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2052	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2053	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2054	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2055	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2056	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2057	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2058	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
2059	0.21	0.09	0.124	\$ 1,742,846	0.64	0.27	0.37	\$ 116,704	2.18	0.92	1.27	\$ 11,516	\$ 1,871,066
Total				\$ 52,285,384				\$ 3,501,129				\$ 345,469	\$ 56,131,982

Source: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023); I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; California Department of Transportation California Life-Cycle Benefit/Cost Analysis Model for 2021 INFRA Applications; EPS.

[1] Events per year estimates calculated using data provided by City of Beaumont, using UC Berkeley Transportation Injury Mapping System (TIMS).

[2] Obtained from the Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023).

[3] Crash mitigation factor ID #459, Convert At-Grade Intersection Into Grade-Separated Interchange. CMF = 0.58.

Table 9  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Estimated Change in Vehicle Emissions

Year	Emissions Reductions [1] [2]												Total Monetized Value of All Reductions
	Carbon Dioxide (CO <sub>2</sub> )			Nitrogen Oxides (NO <sub>x</sub> )			Particulate Matter (PM <sub>2.5</sub> )			Sulfur Dioxide (SO <sub>2</sub> )			
	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	
Unit of Measure	Short Ton			Short Ton			Short Ton			Short Ton			
2022	0.00000	\$0	\$0	0.00		\$0	0.00	\$0	\$0	0.000000	\$0	\$0	\$0
2023	0.00000	\$228	\$0	0.00	\$19,800	\$0	0.00	\$951,000	\$0	0.000000	\$52,900	\$0	\$0
2024	0.00000	\$233	\$0	0.00	\$20,100	\$0	0.00	\$963,200	\$0	0.000000	\$53,800	\$0	\$0
2025	0.00000	\$237	\$0	0.00	\$20,300	\$0	0.00	\$975,500	\$0	0.000000	\$54,800	\$0	\$0
2026	0.00000	\$241	\$0	0.00	\$20,600	\$0	0.00	\$993,500	\$0	0.000000	\$56,100	\$0	\$0
2027	0.00000	\$245	\$0	0.00	\$21,000	\$0	0.00	\$1,011,900	\$0	0.000000	\$57,400	\$0	\$0
2028	0.00000	\$250	\$0	0.00	\$21,300	\$0	0.00	\$1,030,600	\$0	0.000000	\$58,700	\$0	\$0
2029	0.00000	\$253	\$0	0.00	\$21,700	\$0	0.00	\$1,049,600	\$0	0.000000	\$60,100	\$0	\$0
2030	2.39323	\$257	\$615	0.00	\$22,000	\$18	0.00	\$1,069,000	\$62	0.000024	\$61,500	\$1	\$697
2031	2.38534	\$262	\$625	0.00	\$22,000	\$18	0.00	\$1,069,000	\$62	0.000024	\$61,500	\$1	\$706
2032	2.37039	\$265	\$628	0.00	\$22,000	\$17	0.00	\$1,069,000	\$60	0.000023	\$61,500	\$1	\$707
2033	2.34840	\$270	\$634	0.00	\$22,000	\$16	0.00	\$1,069,000	\$59	0.000023	\$61,500	\$1	\$711
2034	2.31936	\$274	\$636	0.00	\$22,000	\$15	0.00	\$1,069,000	\$57	0.000023	\$61,500	\$1	\$709
2035	2.28326	\$278	\$635	0.00	\$22,000	\$14	0.00	\$1,069,000	\$55	0.000023	\$61,500	\$1	\$706
2036	2.24012	\$282	\$632	0.00	\$22,000	\$13	0.00	\$1,069,000	\$53	0.000022	\$61,500	\$1	\$699
2037	2.18992	\$287	\$629	0.00	\$22,000	\$12	0.00	\$1,069,000	\$51	0.000022	\$61,500	\$1	\$693
2038	2.13267	\$290	\$618	0.00	\$22,000	\$10	0.00	\$1,069,000	\$48	0.000021	\$61,500	\$1	\$679
2039	2.06837	\$294	\$608	0.00	\$22,000	\$9	0.00	\$1,069,000	\$46	0.000021	\$61,500	\$1	\$664
2040	1.99702	\$299	\$597	0.00	\$22,000	\$7	0.00	\$1,069,000	\$43	0.000020	\$61,500	\$1	\$648
2041	1.91862	\$303	\$581	0.00	\$22,000	\$6	0.00	\$1,069,000	\$39	0.000019	\$61,500	\$1	\$628
2042	1.83317	\$308	\$565	0.00	\$22,000	\$4	0.00	\$1,069,000	\$36	0.000019	\$61,500	\$1	\$606
2043	1.74066	\$312	\$543	0.00	\$22,000	\$2	0.00	\$1,069,000	\$32	0.000018	\$61,500	\$1	\$578
2044	1.64111	\$317	\$520	0.00	\$22,000	\$0	0.00	\$1,069,000	\$28	0.000017	\$61,500	\$1	\$550
2045	1.68145	\$321	\$540	0.00	\$22,000	\$0	0.00	\$1,069,000	\$29	0.000017	\$61,500	\$1	\$570
2046	1.72179	\$326	\$561	0.00	\$22,000	\$0	0.00	\$1,069,000	\$29	0.000018	\$61,500	\$1	\$592
2047	1.76213	\$331	\$583	0.00	\$22,000	\$0	0.00	\$1,069,000	\$30	0.000018	\$61,500	\$1	\$615
2048	1.80247	\$336	\$606	0.00	\$22,000	\$0	0.00	\$1,069,000	\$31	0.000019	\$61,500	\$1	\$638
2049	1.84281	\$340	\$627	0.00	\$22,000	\$0	0.00	\$1,069,000	\$31	0.000019	\$61,500	\$1	\$659
2050	1.88315	\$345	\$650	0.00	\$22,000	\$0	0.00	\$1,069,000	\$32	0.000019	\$61,500	\$1	\$683
2051	1.92350	\$349	\$671	0.00	\$22,000	\$0	0.00	\$1,069,000	\$33	0.000020	\$61,500	\$1	\$706
2052	1.96384	\$353	\$693	0.00	\$22,000	\$0	0.00	\$1,069,000	\$34	0.000020	\$61,500	\$1	\$728
2053	2.00418	\$357	\$715	0.00	\$22,000	\$0	0.00	\$1,069,000	\$34	0.000021	\$61,500	\$1	\$751
2054	2.04452	\$357	\$730	0.00	\$22,000	\$0	0.00	\$1,069,000	\$35	0.000021	\$61,500	\$1	\$766
2055	2.08486	\$357	\$744	0.00	\$22,000	\$0	0.00	\$1,069,000	\$36	0.000022	\$61,500	\$1	\$782
2056	2.12520	\$357	\$759	0.00	\$22,000	\$0	0.00	\$1,069,000	\$36	0.000022	\$61,500	\$1	\$797
2057	2.16554	\$357	\$773	0.00	\$22,000	\$0	0.00	\$1,069,000	\$37	0.000022	\$61,500	\$1	\$812
2058	2.20589	\$357	\$788	0.00	\$22,000	\$0	0.00	\$1,069,000	\$38	0.000023	\$61,500	\$1	\$827
2059	2.24623	\$357	\$802	0.00	\$22,000	\$0	0.00	\$1,069,000	\$38	0.000023	\$61,500	\$1	\$842
Total	61		\$19,307	0.01		\$168	0.00		\$1,235	0.000624		\$38	\$20,748

Source: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023); I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; California Department of Transportation California Life-Cycle Benefit/Cost Analysis Model for 2021 INFRA Applications; EPS.

[1] Emissions calculations estimated using the California Life-Cycle Benefit/Cost Analysis Model for Corridors as provided by the California Department of Transportation (CAL-B/C Sketch) Version 8.1. Negative Annual Emissions reductions equate to an increase in annual emissions and a negative benefit to the project.  
[2] Assumes 95% passenger vehicles and 5% commercial vehicles.  
[3] Annual monetized values based on Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023). For analysis years beyond 2044, values remain constant to be conservative.

Table 10  
Pennsylvania Avenue Grade Separation Project  
Benefit Cost Analysis  
Estimated Change in Emissions Due to Electric Vehicle Charging

Year	Emissions Reductions [1] [2]												Total Monetized Value of All Reductions
	Carbon Dioxide (CO <sub>2</sub> )			Nitrogen Oxides (NO <sub>x</sub> )			Particulate Matter (PM <sub>2.5</sub> )			Sulfur Dioxide (SO <sub>2</sub> )			
	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	Annual Reduction	Annual Benefit per Unit Reduction [3]	Monetized Value	
Unit of Measure	Short Ton			Short Ton			Short Ton			Short Ton			
2022	0.00000	\$0	\$0	0.00000	\$0	\$0	0.00000	\$0	\$0	0.000000	\$0	\$0	\$0
2023	0.00000	\$228	\$0	0.00000	\$19,800	\$0	0.00000	\$951,000	\$0	0.000000	\$52,900	\$0	\$0
2024	0.00000	\$233	\$0	0.00000	\$20,100	\$0	0.00000	\$963,200	\$0	0.000000	\$53,800	\$0	\$0
2025	0.00000	\$237	\$0	0.00000	\$20,300	\$0	0.00000	\$975,500	\$0	0.000000	\$54,800	\$0	\$0
2026	0.00000	\$241	\$0	0.00000	\$20,600	\$0	0.00000	\$993,500	\$0	0.000000	\$56,100	\$0	\$0
2027	0.00000	\$245	\$0	0.00000	\$21,000	\$0	0.00000	\$1,011,900	\$0	0.000000	\$57,400	\$0	\$0
2028	0.43724	\$250	\$109	0.01000	\$21,300	\$213	0.00081	\$1,030,600	\$832	0.000192	\$58,700	\$11	\$1,166
2029	0.43724	\$253	\$111	0.01000	\$21,700	\$217	0.00081	\$1,049,600	\$848	0.000192	\$60,100	\$12	\$1,187
2030	0.43724	\$257	\$112	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,207
2031	0.43724	\$262	\$115	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,210
2032	0.43724	\$265	\$116	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,211
2033	0.43724	\$270	\$118	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,213
2034	0.43724	\$274	\$120	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,215
2035	0.43724	\$278	\$122	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,217
2036	0.43724	\$282	\$123	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,218
2037	0.43724	\$287	\$125	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,221
2038	0.43724	\$290	\$127	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,222
2039	0.43724	\$294	\$129	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,224
2040	0.43724	\$299	\$131	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,226
2041	0.43724	\$303	\$132	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,228
2042	0.43724	\$308	\$135	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,230
2043	0.43724	\$312	\$136	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,232
2044	0.43724	\$317	\$139	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,234
2045	0.43724	\$321	\$140	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,235
2046	0.43724	\$326	\$143	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,238
2047	0.43724	\$331	\$145	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,240
2048	0.43724	\$336	\$147	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,242
2049	0.43724	\$340	\$149	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,244
2050	0.43724	\$345	\$151	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,246
2051	0.43724	\$349	\$153	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,248
2052	0.43724	\$353	\$154	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,249
2053	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2054	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2055	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2056	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2057	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2058	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
2059	0.43724	\$357	\$156	0.01000	\$22,000	\$220	0.00081	\$1,069,000	\$863	0.000192	\$61,500	\$12	\$1,251
Total	14		\$4,373	0.32		\$7,033	0.03		\$27,576	0.006145		\$377	\$39,359

Source: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023); I-10/Pennsylvania Avenue Expanded Interchange Project PA/ED – Auxiliary Lane Evaluation, Fehr and Peers, dated July 1, 2022; Mark Thomas; California Department of Transportation California Life-Cycle Benefit/Cost Analysis Model for 2021 INFRA Applications; EPS.

[1] Emissions calculations estimated by Mark Thomas using the AFLEET Charging and Fueling Infrastructure (CFI) Emissions Tool. Negative Annual Emissions reductions equate to an increase in annual emissions and a negative benefit to the project.  
[2] Assumes 95% passenger vehicles and 5% commercial vehicles.  
[3] Annual monetized values based on Benefit-Cost Analysis Guidance for Discretionary Grant Programs (US Department of Transportation, December 2023). As a conservative assumption, for analysis years beyond 2044, values remain constant.

**Table 11**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Project Cost Estimates**

Item	Annual Construction Costs			Total
	2027	2028	2028	
<b>Cost Category</b>				
<b>Design</b>	<b>\$566,667</b>	<b>\$566,667</b>	<b>\$566,667</b>	<b>\$1,700,000</b>
<b>Construction</b>				
Roadway	\$9,600,000	\$9,600,000	\$9,600,000	\$28,800,000
Bridge	\$14,400,000	\$14,400,000	\$14,400,000	\$43,200,000
<b>Construction Total</b>	<b>\$24,000,000</b>	<b>\$24,000,000</b>	<b>\$24,000,000</b>	<b>\$72,000,000</b>
<b>EV Charging</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>Total Project Costs</b>	<b>\$25,566,667</b>	<b>\$24,566,667</b>	<b>\$24,566,667</b>	<b>\$74,700,000</b>

Source: Mark Thomas & Company; EPS.

**Table 12**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Estimated Annual Maintenance Costs**

Item	Assumption	Estimated Annual Maintenance Expenditures
Total Roadway Lane Miles	1.3 Miles	
Annual Maintenance Cost per Lane Mile	\$3,700	
<b>Total Roadway Maintenance</b>		<b>\$4,810</b>
EV Chargers	3	
Annual Maintenance Cost EV Charger	\$400	
<b>Total EV Charger Maintenance</b>		<b>\$1,200</b>
<b>Estimated Annual Maintenance Costs</b>		<b>\$6,010</b>

Source: Mark Thomas & Company; California Department of Transportation; City of Beaumont; EPS.

**Table 13**  
**Pennsylvania Avenue Grade Separation Project**  
**Benefit Cost Analysis**  
**Cost and Benefit Discount Factors**

Year	Project Year	Discount Factor			
		4.0%		3.1%	
		Value	Factor	Value	Factor
2022	0	1.00	<b>1.00</b>	1.00	<b>1.00</b>
2023	1	1.04	<b>0.96</b>	1.03	<b>0.97</b>
2024	2	1.08	<b>0.92</b>	1.06	<b>0.94</b>
2025	3	1.12	<b>0.89</b>	1.10	<b>0.91</b>
2026	4	1.17	<b>0.85</b>	1.13	<b>0.89</b>
2027	5	1.22	<b>0.82</b>	1.16	<b>0.86</b>
2028	6	1.27	<b>0.79</b>	1.20	<b>0.83</b>
2029	7	1.32	<b>0.76</b>	1.24	<b>0.81</b>
2030	8	1.37	<b>0.73</b>	1.28	<b>0.78</b>
2031	9	1.42	<b>0.70</b>	1.32	<b>0.76</b>
2032	10	1.48	<b>0.68</b>	1.36	<b>0.74</b>
2033	11	1.54	<b>0.65</b>	1.40	<b>0.71</b>
2034	12	1.60	<b>0.62</b>	1.44	<b>0.69</b>
2035	13	1.67	<b>0.60</b>	1.49	<b>0.67</b>
2036	14	1.73	<b>0.58</b>	1.53	<b>0.65</b>
2037	15	1.80	<b>0.56</b>	1.58	<b>0.63</b>
2038	16	1.87	<b>0.53</b>	1.63	<b>0.61</b>
2039	17	1.95	<b>0.51</b>	1.68	<b>0.60</b>
2040	18	2.03	<b>0.49</b>	1.73	<b>0.58</b>
2041	19	2.11	<b>0.47</b>	1.79	<b>0.56</b>
2042	20	2.19	<b>0.46</b>	1.84	<b>0.54</b>
2043	21	2.28	<b>0.44</b>	1.90	<b>0.53</b>
2044	22	2.37	<b>0.42</b>	1.96	<b>0.51</b>
2045	23	2.46	<b>0.41</b>	2.02	<b>0.50</b>
2046	24	2.56	<b>0.39</b>	2.08	<b>0.48</b>
2047	25	2.67	<b>0.38</b>	2.15	<b>0.47</b>
2048	26	2.77	<b>0.36</b>	2.21	<b>0.45</b>
2049	27	2.88	<b>0.35</b>	2.28	<b>0.44</b>
2050	28	3.00	<b>0.33</b>	2.35	<b>0.43</b>
2051	29	3.12	<b>0.32</b>	2.42	<b>0.41</b>
2052	30	3.24	<b>0.31</b>	2.50	<b>0.40</b>
2053	31	3.37	<b>0.30</b>	2.58	<b>0.39</b>
2054	32	3.51	<b>0.29</b>	2.66	<b>0.38</b>
2055	33	3.65	<b>0.27</b>	2.74	<b>0.37</b>
2056	34	3.79	<b>0.26</b>	2.82	<b>0.35</b>
2057	35	3.95	<b>0.25</b>	2.91	<b>0.34</b>
2058	36	4.10	<b>0.24</b>	3.00	<b>0.33</b>
2059	37	4.27	<b>0.23</b>	3.09	<b>0.32</b>

*factors*

Source: Discount Factors - OMB Circular A-94,  
Revised November 2023