



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, July 10, 2024
LOCATION: BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

COMMISSIONERS

Chair – Lloyd White
Vice Chair – Karen Spiegel
Second Vice Chair – Raymond Gregory

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Yxstian Gutierrez, County of Riverside, District 5
David Happe / Rick Minjares, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Jennifer Dain, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Stephanie Virgen, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Malcolm Lilienthal, City of Hemet
Dana Reed / Ty Peabody, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Armando Carmona, City of Jurupa Valley
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lori Stone, City of Murrieta
Berwin Hanna / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Grace Garner, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Meg Marker / Lynn Mallotto, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Valerie Vandever / Alonso Ledezma, City of San Jacinto
James Stewart / Brenden Kalfus, City of Temecula
Joseph Morabito / Ashlee DePhillippo, City of Wildomar
Catalino Pining, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, July 10, 2024

Board Room

**County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside, CA**

This meeting is being conducted in person as well as via teleconference. Please visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip and receive further instructions to participate via teleconference. For members of the public wishing to submit written comments, please email comments to the Clerk of the Board at lmobley@rctc.org prior to July 10, 2024, and your comments will be made part of the official record of proceedings.

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

- 4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. ADDITIONS / REVISIONS – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

6. CONSENT CALENDAR – *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

6A. APPROVAL OF MINUTES – JUNE 12, 2024

Page 1

6B. MONTHLY INVESTMENT REPORT

Page 20

Overview

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended May 31, 2024.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 23

Overview

This item is for the Commission to:

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

6D. EXPRESS LANES ROAD PAVEMENT ANALYSIS SERVICES

Page 50

Overview

This item is for the Commission to:

- 1) Award Agreement No. 24-31-088-00 to Kimley-Horn and Associates for Express Lanes Road Pavement Analysis Services for a six-year term in the amount of \$1,072,613 plus a contingency in the amount of \$107,261, for a not to exceed amount of \$1,179,874; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

6E. 91 EXPRESS LANES OCCUPANCY DETECTION SYSTEM CHANGE ORDER AND RESOLUTION FOR OCCUPANCY CORRECTION FEE

Page 90

Overview

This item is for the Commission to:

- 1) Authorize Change Order No. 036 to the Kapsch TrafficCom Agreement No. 16-31-043-00 for installation, operations and maintenance of the lane system Occupancy Detection System (ODS) in the amount of \$7,788,289;
- 2) Authorize Change Order No. 07 to the Cofiroute USA Agreement No. 19-31-059-00 for the enforcement of the Occupancy Detection System in an amount not to exceed \$642,953; and
- 3) Adopt Resolution No. 24-004, *“Regarding the Revised 91 Express Lanes Transponder and Customer Account Plan Fee Policies.”*

6F. DEPARTMENT OF CALIFORNIA HIGHWAY PATROL AGREEMENT FOR EXPRESS LANES ENFORCEMENT

Page 133

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 24-31-082-00 with the Department of California Highway Patrol (CHP) for enforcement on the express lanes for six-year term in the amount of \$9,000,000; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

6G. 2024 STATE ROUTE 91 IMPLEMENTATION PLAN

Page 146

Overview

This item is for the Commission to:

- 1) Approve the 2024 State Route 91 Implementation Plan.

7. SENATE BILL 125 FORMULA-BASED FUNDING FOR THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM AND ZERO-EMISSION TRANSIT CAPITAL PROGRAM

Page 204

Overview

This item is for the Commission to:

- 1) Approve the funding recommendations for the Senate Bill 125 (SB 125) Formula-Based Funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) apportionments for Fiscal Years (FYs) 2024/25 - 2027/28, contingent upon the adopted state budget, availability of funds, and eligibility by fund type;
- 2) Direct staff to prepare and execute funding agreements with the project sponsors outlining the project scope, schedule, and local funding commitments; and
- 3) Authorize the Executive Director to execute the funding agreements with the project sponsors, pursuant to legal counsel review.

8. PRESENTATION OF ORDINANCE AND EXPENDITURE PLAN

Page 214

Overview

This item is for the Commission to:

- 1) Review, discuss, and consider an ordinance adopting a transactions and use tax (sales tax) at the rate of one percent (1%) to fund transportation improvements, an accompanying expenditure plan directing the spending of revenues generated from said tax measure, and a Resolution placing it on the 2024 General Election ballot;
- 2) Review, discuss, and consider an ordinance adopting technical provisions for the collection and administration of a transactions and use tax (sales tax) at the rate of one percent (1%) by the California Department of Tax and Fee Administration to fund transportation improvements, programs and services; and
- 3) Review and adopt the recommendation of the Projects and Funding Strategies Ad Hoc Committee to not seek voter approval for a new transportation sales tax measure in the November 2024 General Election.

9. 2024 TRAFFIC RELIEF PLAN PUBLIC OUTREACH SUMMARY

Page 285

Overview

This item is for the Commission to:

- 1) Receive and file the public outreach and engagement summary of the Traffic Relief Plan and data from the recent public opinion survey.

10. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

11. EXECUTIVE DIRECTOR REPORT

12. COMMISSIONER COMMENTS

Overview

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

13. CLOSED SESSION

13A. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: One case

14. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, August 14, 2024.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, June 12, 2024

1. CALL TO ORDER

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

2. ROLL CALL

Commissioners/Alternates Present

Brian Berkson
Ulises Cabrera
Chuck Conder
Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Yxstian Gutierrez
Raymond Gregory
Berwin Hanna
David Happe
Jan Harnik
Kevin Jeffries
Linda Krupa
Clint Lorimore*
Bob Magee
Meg Marker
Linda Molina

Joseph Morabito
Catalino Pining
Dana Reed
Jeremy Smith
Karen Spiegel
Wes Speake
James Stewart
Valerie Vandever
Michael M. Vargas
Cindy Warren
Chuck Washington
Lloyd White
Bill Zimmerman

Commissioners Absent

Steven Hernandez
Scott Matas
Lisa Middleton
V. Manuel Perez

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Commissioner Linda Molina 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.

At this time, Commissioner Clint Lorimore joined the meeting.

Chair White announced that the Public Hearing for the Fiscal Year 2024/25 Proposed Budget remains open from the May 8 Commission meeting.

6. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2024/25

Sergio Vidal, Chief Financial Officer, presented an update for the proposed budget for Fiscal Year 2024/25, highlighting the following:

- FY 2024/25 Budget summary
- Revenues/sources detail and by comparison
- FY 2024/25 Measure A Revenue allocation
- Summary expenditures, expenses, and uses
- Management Services expenditures and uses
- Regional Programs expenditures and uses
- Capital Project development and delivery expenditures/uses
- Capital Project highlights
- Toll operations
- Measure A cap on administrative costs
- Next steps

Sergio Vidal thanked Deputy Director of Finance Michele Cisneros and the finance team who has diligently worked throughout this process.

Chair White asked if there were any comments from the public. Chair White closed the public hearing. He then asked if there were any comments from the Commissioners.

Commissioner Wes Speake thanked Sergio Vidal for a good report and asked when he anticipated that payment on Interstate 15 tolling project will start. Sergio Vidal replied that it will start in FY 2025/26 specifically in December 2025.

In response to Commissioner Speake's question how much the payment is, Sergio Vidal replied it is slightly under \$5 million for the fiscal year and \$2.5 million that first year and it is an interest only payment.

In response to Commissioner Speak's clarification the remaining payments for the State Route 91 tolls are \$22 million a year, Sergio Vidal replied yes, the payment for the upcoming year is \$22 million and that is interest only as well for the 91.

In response to Commissioner Speake's question what the outstanding loan for both of those are, Sergio Vidal replied on the 91 it is about \$700 million and that is from the 2021 refinance and on the 15 it is projected to be \$170 million, so they are not making payment, interest is accruing as they go.

In response to Commissioner Speake's question if there is a reason why they are only making interest payments, Sergio Vidal replied on the 91 that was the approved structure of the deal. The consensus was to allow the performance of the toll lanes to ramp up pay for its operation and maintenance, require repair and rehabilitation, maintain those reserves that are required with the bond covenants, and then start making those principal payments.

In response to Commissioner Speake's question about the reserve amount that is in the bond does it meet that requirement, Sergio Vidal replied yes for both the express lanes and that is the amount for both combined.

In response to Commissioner Speake's question what the amount was for using excess toll revenue for the 241/91 connector, Sergio Vidal replied that amount is \$94,000.

Commissioner Speake expressed one of the great things about the 91 Project is that the toll revenue is supposed to go back into the corridor. Related to the 241/91 there was a lot of concern about how it is going to impact the mainline and the toll lanes. He is aware part of the 71/79 solves some of that issue and then the 91 eastbound auxiliary lane is still far away from being funded but Congressman Ken Calvert had gotten some money last year which he is thankful for but is still concerned about the impacts of the 241/91 and knows that it needs to happen.

Commissioner Dana Reed expressed concern that Sergio Vidal is projecting Measure A revenues are going to be flat this year and Mr. Vidal had indicated one of the reasons was because of increased costs and asked with increased costs why does that not increase the Commission's sales tax revenue why is it flat.

Sergio Vidal replied that they are projecting \$280 million in the current fiscal year and \$282 million in the upcoming fiscal year, so they are starting to see a slowing down of consumer demand. There are various components of Measure A as costs are increasing the level of construction that has occurred the last few years has not continued that push up it is still at a great level but in terms of this plateau they are in they are starting to see a normalization or just flattening out.

In response to Commissioner Reed's question do other governmental entities recognize that same flattening or is the Commission unique, Sergio Vidal replied they are unique from a sense they are countywide, and are unique from a comparison of other counties, and are made up obviously of their various jurisdictions. One big component of the

Commission's Measure A is the online sales so that was the biggest driver of the growth for Measure A, and they are starting to see a natural slowdown.

In response to Commissioner Reed's question when this will be reviewed for an update, Sergio Vidal replied they are looking to close their books for the current fiscal year for their revenue estimate of \$280 million in November 2024. Staff will come back to the Commission in January or February 2025 for an update on the current FY 2023/24 and for the upcoming fiscal year of where the Commission is heading.

Aaron Hake concurred that Sergio Vidal is correct, the recent increases in their sales tax revenue are due mostly to the online retail sales that occurred here in this county. He has conferred with his colleagues at the Self-Help Counties Coalition and other counties are seeing the same trend over the last year of a flattening of the increases they saw beginning around 2020.

M/S/C (Vargas/Vandever) to:

- 1) Receive input on the proposed FY 2024/25 Budget;**
- 2) Approve the salary schedule effective July 11, 2024, located in Appendix B of the proposed FY 2024/25 Budget;**
- 3) Authorize the expenditure of \$94,300 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements specific to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the State Route 241 toll road to the 91 Express Lanes (241/91 Connector);**
- 4) Close the public hearing on the proposed FY 2024/25 Budget on June 12, 2024; and**
- 5) Adopt the proposed FY 2024/25 Budget.**

7. CONSENT CALENDAR

**M/S/C (Washington/Smith) to approve the following Consent Calendar items.
Speake Abstained: Agenda Item 7B**

7A. APPROVAL OF MINUTES – MAY 8, 2024

7B. RECURRING CONTRACTS FOR FISCAL YEAR 2024/25

- 1) Approve the single-year recurring contracts in an amount not to exceed \$16,549,059 for Fiscal Year 2024/25;**
- 2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed \$5,976,524 in FY 2024/25**

and \$8,622,398 in FYs 2025/26 – 2029/30;

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

7C. QUARTERLY FINANCIAL STATEMENTS

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2024.

7D. APPROPRIATIONS LIMIT FISCAL YEAR 2024/25

- 1) Adopt Resolution No. 24-005 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”* for Fiscal Year 2024/25.

7E. QUARTERLY SALES TAX ANALYSIS

- 1) Receive and file the sales tax analysis for the Quarter 4, 2024 (4Q 2023).

7F. FEDERAL TRANSIT ADMINISTRATION PROPOSED TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL FISCAL YEARS 2025-2027

- 1) Approve 6.4 percent as the Commission’s Federal Transit Administration (FTA) proposed triennial overall Disadvantaged Business Enterprise (DBE) race-neutral goal for Federal Fiscal Years (FFY) 2025-27 for the period October 1, 2024 to September 30, 2027; and
- 2) Adopt Resolution No. 24-007, *“Resolution of the Riverside County Transportation Commission Adopting Its Triennial Overall Disadvantaged Business Enterprise Program Goal (49 CFR Part 26) as it Applies to Funding Received Directly from the Federal Transit Administration”*.

7G. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended April 30, 2024.

7H. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended March 31, 2024.

7I. FISCAL YEARS 2024/25 – 2028/29 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

- 1) Approve the Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

7J. FISCAL YEAR 2024/25 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

- 1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$1,278,750 for Western Riverside Council of Governments (WRCOG) and \$697,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year (FY) 2024/25 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

7K. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY - MARCH 2024

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January - March 2024.

7L. AMENDMENT TO PROJECT AND CONSTRUCTION MANAGER SERVICES FOR THE INTERSTATE 15/STATE ROUTE 91 EXPRESS LANES CONNECTOR PROJECT

- 1) Approve Agreement No. 15-31-001-15, Amendment No. 15 to Agreement No. 15-31-001-00, with Parsons Transportation Group, Inc. (Parsons) to provide additional project and construction management (PCM) services for the Interstate 15 (I-15)/State Route 91 (SR-91) Express Lanes project (15/91 ELC) in the amount of \$1,638,976, plus a contingency of \$163,898, for an additional amount of \$1,802,874;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for the Project.

7M. 15 EXPRESS LANES MONTHLY STATUS REPORTS

- 1) Receive and file the 15 Express Lanes Monthly Reports for January, February and March 2024.

7N. 91 EXPRESS LANES MONTHLY STATUS REPORTS

- 1) Receive and file the 91 Express Lanes monthly reports for January, February and March 2024.

7O. FISCAL YEAR 2024/25 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

- 1) Approve the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs;
- 2) Approve FY 2024/25 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill (SB) 125 funds for the cities of Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$330,741,781;
- 3) Adopt Resolution No. 24-006, *“Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2024/25”*;
- 4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators’ SRTP aggregating \$62,286,111; and
- 5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

7P. FISCAL YEAR 2023/24 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATIONS

- 1) Approve the allocation of \$6,460,992 related to Fiscal Year (FY) 2023/24 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;
- 2) Authorize the Executive Director, or designee, to review the transit operators’ projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents for LCTOP; and
- 3) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2024/25 Short Range Transit Plans (SRTPs) for incorporation of the LCTOP funds, as necessary.

7Q. COMMUTER ASSISTANCE PROGRAM CONTRACTS

- 1) Approve Agreement No. 24-41-092-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission in an amount not to exceed \$4,500,000 for commuter/employer rideshare and vanpool programs administered by the Commission, on behalf of both agencies;
- 2) Approve Agreement No. 24-41-096-00 between the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), the Commission, SBCTA, and the Ventura County Transportation Commission (VCTC) for a total amount of \$2,355,826 and a total not to exceed amount of \$436,694 for the Commission for regional rideshare and vanpool software/database services;
- 3) Approve Agreement No. 18-45-063-05, Amendment No. 05 to Agreement No. 18-45-063-00, with Commute with Enterprise (Enterprise) for vanpool vehicle leasing services for an additional amount of \$427,800, and a total amount not to exceed \$1,783,800;
- 4) Approve Amended and Restated CalVans' Agreement to Form Joint Powers Authority for continued CalVans' vanpool services in Riverside County; and
Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

8. MEASURE A SPECIALIZED TRANSIT AWARD RECOMMENDATIONS FOR FISCAL YEARS 2024/25 – 2026/27

Monica Morales, Senior Management Analyst, presented an update for the Measure A Specialized Transit Program for Fiscal Years 2024/25 – 2026/27, highlighting the following:

- Program overview
- Call for projects applications
- A preview of some of the specialized transit providers who are recipients of Measure A Specialized Transit funds
- Measure A recommended awards for Operating and Capital Projects

Jessica Munoz, President and CEO at Voices for Children, the Court Appointed Special Advocate (CASA) program serving Riverside County, addressed the Commission. She expressed appreciation to have been recommended for RCTC Measure A program funding again this year and are grateful for the funds they have received in the past. She described how this funding makes an incredible difference to the children CASA serves and to be able to reimburse the CASA volunteers mileage expenses through

Measure A. In speaking with her counterparts throughout the state that lead the CASA programs many of them do not have the support like they do in Riverside County. She thanked the Commissioners also RCTC staff who have helped them throughout the year.

Commissioner Karen Spiegel referred to the slides about the recommended awards for Operating and Capital Projects and noted whenever there is an asterisk to put it on the slide, so they know what it was for. She clarified both Forest Folk and Independent Living Partnership had a waiver to operations as well as maintenance.

Monica Morales replied their specific waiver was for capital with a zero percent match and only Forest Folk requested a 20 percent match for operating. Independent Living Partnership will maintain the traditional 34 percent match. In response to Commissioner Spiegel's clarification there was an asterisk on the first slide too, Monica Morales replied they were, and she apologized.

Commissioner Jan Harnik thanked CASA because they truly make a difference in their communities and an important service to their foster programs. She thanked on behalf of the Coachella Valley for the Angel View funding which is another important program in their community.

Commissioner Bill Zimmerman clarified he is in full support, recognizes the need and appreciative, but is a member of the Menifee Boys and Girls Club and will be abstaining on this item. In response to Steve DeBaun's question to Commissioner Zimmerman if he is on the board for that, Commissioner Zimmerman replied yes, and Mr. DeBaun asked that he leave the room while this item is being discussed.

In response to Commissioner Chuck Washington's clarification since the Commission has more money if they have considered increasing the amount awarded to individual applicants, Monica Morales replied they always have a preapplication workshop and provide one on one meetings with agencies before they submit their applications. Staff really drives home to submit the request of what is needed so currently this is what is needed for the agencies to provide service. They can continue to outreach and let them know should there be a need to come back to staff and they can reevaluate if there is funding available and bring it back to the Commission. Commissioner Washington stated for the Supervisors that are distributing their grant funds sometimes it is hard for a nonprofit to guess at what they might get awarded but Ms. Morales explained that very well if they had the funding and as they discussed earlier about their budget, they see costs going up and these are very important programs they want to see continue. He would anticipate their costs are going up and they might want to consider awarding them additional funds.

Commissioner Spiegel expressed appreciation for a great presentation and concurred with Commissioner Washington because she appreciates seeing these nonprofits get some help. She asked if there is money left is it only for those that have applied.

Monica Morales replied the proposal is for additional applications whether that is a new agency, or an existing agency staff would just request per the Commission approved guidelines they go through the application process to ensure they are qualified recipients of funding.

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

- 1) Approve the Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249;**
- 2) Direct staff to prepare contract agreements with the award recipients outlining the project scope, schedules, and local funding commitments;**
- 3) Authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review; and**
- 4) Authorize the Western Riverside County Measure A Specialized Transit Program Call for Projects to remain open for additional applications during the three-year period for the remaining funding authorized up to \$13,127,000.**

Commissioner Zimmerman abstained

9. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2024/25 AND RELATED ACTION ITEMS

Sheldon Peterson, Rail Manager, presented an update for the approval of the Metrolink's Fiscal Year 2024/25 Budget, highlighting the following areas:

- A map was displayed of the Metrolink Regional Rail system
 - Metrolink is funded by five-county JPA
 - Three RCTC routes: Riverside, IEOC, and 91/Perris Valley
 - Nine stations in Riverside County
- FY24 highlights
- A graphic of the ridership actual vs. forecast by month
- FY25 budget goals
- Schedule optimization
- Metrolink overall budget FY25
 - Operating Expenses FY19- FY25
 - Operating Revenues FY 19 – FY25
 - Proposed FY25 Budget support required by the member agency
- Financial impact
 - Operating subsidy requirement with contingency \$34,000,000
 - Capital funding requirement \$21,381,360
 - ✓ FTA 5337 & 5307 Grants (managed by Metrolink)
- Low Carbon Transit Operations Program (LCTOP) Resolution No. 24-003

- The Student Adventure Pass Video that was prepared to help share with their local colleges and universities was played

Sheldon Peterson thanked the Metrolink Board Members for all they do in supporting the program.

Commissioner Spiegel thanked Sheldon Peterson for the presentation and stated there are four Commissioners that serve on the Metrolink Board. Commissioner Brian Berkson is on the Metrolink Executive Committee and is inline to be the chair during the Olympics, Commissioner Michael Vargas is an alternate as well as Commissioner Lisa Middleton and herself as a delegate with Commissioner Berkson they all attend the meetings and are abreast of what has been going on. She clarified about the student pass that it is not just to and from school. Sheldon Peterson replied correct.

Commissioner Spiegel clarified anytime a student wants to ride it they have that pass available. She referred to slide nine and stated that San Bernardino County is not that much more of a contributor then Riverside County with Arrow on their line and they also have more stations. Sheldon Peterson replied in this Metrolink budget there is a separate Arrow budget that they are paying on the side to get the Arrow system.

In response to Commissioner Spiegel's question with this increase that does not consider some of the changes for the Olympics, Sheldon Peterson concurred. Metrolink is trying to position itself with the schedule optimization to offer more service and over a variety of times. The goal will allow to better serve the system when the Olympics get here there will be challenges as far as trying to get new equipment or trying to expand the service significantly, but Metrolink is doing everything they can to try to target improvements in time for the Olympics.

Commissioner Spiegel referred to the ridership actual vs. forecast by month slide and clarified the only month below the target was in December and asked Sheldon Peterson to provide more information. Sheldon Peterson replied in December Metrolink had a four-day system closure and did a phenomenal amount of capital construction work and it was very challenging to get the word out, but they did a fantastic job, and it did affect the ridership and projections for that month. Commissioner Spiegel thanked Sheldon Peterson and his team for everything they do.

Aaron Hake thanked Commissioners Berkson, Spiegel, Vargas, and Middleton for their leadership in representing RCTC at Metrolink. He commended Metrolink for pushing forward with an optimized service plan. This is an attempt to get that ridership back through better connection times, running more trains throughout the midday, and focusing on more densely populated areas and the Commission is supportive of that. RCTC is still working out this optimize schedule as the schedule assumes Orange County will have trains that utilize rail slots that RCTC owns the rights to and purchased back in 1992 between OCTA and RCTC where they agreed who would have how many trains

operating so that Riverside County's service was protected. This optimized schedule looks to rebalance that, yet this agreement is still in place, staff is looking to the leadership of Metrolink as well as OCTA and RCTC to work this out. The budget being presented today may be adjusted in the coming weeks as they figure out what the terms are of making sure there is a good balance of Orange County and Riverside County in this schedule.

Commissioner Berkson thanked Sheldon Peterson and the rail team as they make their jobs much easier as they represent RCTC for Metrolink. Regarding the importance of the optimized schedule there were some examples discussed about how long it takes to take a Metrolink train from Ventura County to Riverside and it was about five to seven hours since the way the current schedule is there are transfers and wait times. The optimized schedule is going to basically have trains coming in about the same time and going out about the same time so their trip will be cut in a few hours to get from one end to the other.

Sheldon Peterson stated on the chart of the scheduled optimization it showed how the trains show up at Union Station all at the same time and then the departure trains are either 15, 20, or 30 minutes after that. Once it is fully implemented there will be all these great connections that will make a big difference.

Chair White welcomed Commissioner David Happe to the Commission. Commissioner Happe thanked the Commissioners and stated that Metrolink has really been maturing as a service and across counties it is a complex system and asked when the stop in Banning is coming. Sheldon Peterson replied it is part of the Coachella Valley Rail Program, but it will be an intercity rail service that will get them out to the Coachella Valley.

In response to Commissioner Happe's clarification it is not actually a Metrolink project, Sheldon Peterson replied no and that will be the challenge because it is outside the bounds of where Metrolink is currently available to go to Coachella Valley. Since that is such a long trip, they have been focusing on trying to make it an intercity rail service where there are more comfortable trains, more leg room, also funded by the state as opposed to being funded by RCTC which would be a challenge funding a Metrolink type service all the way to Coachella Valley. He offered scheduling an RCTC 101 meeting. Chair White stated to Commissioner Happe the stop in the Pass Area has not been determined yet.

Commissioner Linda Molina noted she had worked on the first three miles of L.A. Metro Rail.

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

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;**
- 2) Approve RCTC's share of the Fiscal Year 2024/25 SCRRA operating and capital budget, which results in an operating subsidy of \$30,289,196, with a contingency of \$3,710,804, for a not to exceed total of \$34,000,000, and a capital subsidy of \$21,381,360;**
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 24-25-094-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and**
- 4) Adopt Resolution No. 24-003 for "*Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$1,507,200.*"**

At this time, Commissioner Berwin Hanna left the meeting.

10. SATELLITE MEETING LOCATIONS

Lisa Mobley, Administrative Services Director/Clerk of the Board, provided an overview about having a one-year pilot program for expanding satellite meeting locations to include the Commission meeting.

In response to Commissioner Speake's question this is being done as a pilot and what is the success criteria, Lisa Mobley replied staff is ready to take any comments from the Commissioners after the one year as to how it is going and will implement any direction given by Commissioners. Commissioner Speake noted that everyone has a different idea of what the success would be and is not sure how they will measure that. He does not like it but is open to see what happens and after a year what are they going to be evaluating.

In response to Commissioner Chuck Conder's question if there will be video or just audio, Lisa Mobley replied they have video currently, and asked Commissioner Washington for confirmation they have video at the French Valley satellite location. Commissioner Washington replied absolutely; it is full teleconference capability.

Commissioner Conder concurred with Commissioner Speake's comments because his entire time on the Commission he does not think Commissioner DeConinck has missed a meeting coming from Blythe and he appreciates that.

Commissioner Harnik stated in that Commissioner Speake is open to a one-year pilot program, she then moved staff recommendation.

Commissioner Washington seconded the motion. He reiterated his support that the remote location is not for his benefit, it is for his constituents. He is here but if they were to have this meeting in French Valley at a remote location there might be some of his constituents that would attend instead of just staff.

In response to Commissioner Speake's question to Commissioner Washington that the measure of success would be that he has people show up at those remote locations, Commissioner Washington replied maybe as many as they get here. Commissioner Speake stated when there are issues there are people that show up. Commissioner Washington stated they all know the more opportunity they give people to attend a public meeting the better.

Commissioner Zimmerman stated about the measuring of success, he serves on the Western County Riverside Programs and Projects Committee, and they do allow for satellite meetings, and it has been successful. Their chair is Commissioner Berkson, and he does a good job of calling upon him from the satellite location. He is optimistic it will workout with the full Commission.

In response to Commissioner Cindy Warren's question that they would not be expected to all be here it is satellite or here at any meeting, Lisa Mobley replied the current recommendation is to start the satellite program in September 2024 and offer the two satellite locations in addition to this location for one year and come back and evaluate.

Commissioner Washington asked for legal counsel to weigh in because if this program moves forward it is expected to conform with the Brown Act at remote locations and believes it may require a certain number of people to be here for that meeting.

Steve DeBaun, Legal Counsel, replied for this form of teleconferencing the only requirement with regards to geographic locations is that a majority of the board members have to be within the jurisdiction.

In response to Chair White's clarification the Executive Committee meeting would still be held here in person, Aaron Hake replied yes.

Commissioner Conder asked Mr. DeBaun regarding closed session how are they going to ensure those areas are secure enough that people are out.

Steve DeBaun replied since there are only two satellite locations, he believes there will be some sort of staff there to mind the door and expects they will be able to handle that. During the pandemic it seemed they were able to deal with confidential communications even with folks at their home.

Commissioner Washington clarified at the French Valley location for closed session the door can be closed during open session the door is left open, the door can be locked, and there are blinds to pull down to not allow people from the outside to see in.

Commissioner Spiegel stated Steve DeBaun had mentioned there is other opportunities for board members to attend a meeting prior to covid and asked how that will play into two satellite the main facility and then that opportunity for the other option.

Steve DeBaun replied the Commission decided a few years ago or so that they are not going to offer that opportunity for Commissioners if Commissioner Spiegel is referring to an emergency and the immediate needs rules, so that would continue not to be offered. There were several differences between the format they are using here and that format one of which is that emergency format did not require the publication of the teleconference location. They are just doing two public locations, and this will be under the current policy as the only form of teleconferencing the board would permit.

Yxstian Gutierrez clarified due to that last comment is that board members can still call in if they post the agenda because that is state law and they have done that before. He clarified if someone was at a conference, and they needed to post that agenda somewhere state law allows to do that.

Steve DeBaun replied that it does allow them to do it. Under the rules even that were applicable prior to the pandemic if the agency allows it the board can allow the person to list their hotel and can post it there in the hotel lobby and that person can participate from there.

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

- 1) Establish a one-year pilot program providing satellite meeting locations for Commission meetings in French Valley and the Coachella Valley beginning in September 2024.**

No: Speake, Lorimore, Conder, Morabito, and Vandever

At this time, Commissioners Gutierrez, Magee, and Smith left the meeting.

11. STATE AND FEDERAL LEGISLATIVE UPDATE

Tyler Madary, Legislative Affairs Manager, presented an update for the state and federal legislative activities.

Commissioner Jeffries asked if they have looked into AB 2557 as Commissioner Washington just coauthored a statewide op-ed piece about the impact it will have on all local government. It is basically a bill that a local government entity will not be able to contract unless there are certain exceptions and wanted to know if there was a

provision that it did not apply to transportation commissions. Tyler Madary replied he does not have immediate recall of that legislation, but they will analyze it.

Aaron Hake stated he has not heard of that bill but they will analyze it immediately and this sounds like something that falls within the Commission's adopted platform so they can take action right away.

At this time, Commissioner Stewart left the meeting.

In response to Commissioner Spiegel's question related to ACA 1 local bond measures only if the Commission is a local bond measure, Tyler Madary replied no.

Commissioner Spiegel stated about how the state is not allowing the expansion on their freeways, more concrete, or making it easier on their drivers because they are sprawled. She clarified at the same time, they are mandating housing and encouraging growth and is trying to get a grasp on the fact that now they have all these electric vehicles they are mandating they are still going to take up freeway space, so it is not cutting down, yet they will not let them expand.

Tyler Madary replied that proponents of some of the legislation that they have opposed the supporters of vehicle miles traveled does not consider what type of vehicle. The author of AB 6 for example would not care if it were an electric vehicle they believe that they need to reduce traffic on freeways entirely, so in their view that would necessitate shifts alternative modes of transportation and the Commission's challenge is how do they ensure Riverside County has the resources to institute those services and build them.

Commissioner Harnik asked if Commissioner Washington could send that opinion piece to all the Commissioners.

Steve DeBaun asked that the opinion piece be provided to the clerk of the board and then she can distribute it to the Commissioners.

M/S/C to:

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

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

There were no items pulled from the Consent Calendar.

13. EXECUTIVE DIRECTOR'S REPORT

Aaron Hake announced:

- Related to the Traffic Relief Infrastructure Improvement Plan (TRIIP) there is no ballot measure on the agenda today as was previously discussed and based on the update that Mr. Madary had mentioned about the anticipated amendments that will be made in the legislature on ACA 1 by the June 27th deadline, they anticipate that the environment will change regarding their ballot measure so in the best interest of the Commission and after conferring with some members of the Projects and Funding Strategies Ad Hoc Committee they have decided to defer putting a ballot measure on the agenda until the July Commission when they know what the legislature has done. He reminded the Commission at their February Commission Workshop where they had discussed ACA 1 it was discussed that this was a risk, but the legislature could take action like this and knowing that could happen staff did have some cushion in their schedule to adjust. Under the leadership of the Commission, they are preparing an amendment to what they have drafted under the ACA 1 compliant ballot measure to put features that they could not in an ACA 1 ballot measure in and he listed those transportation services. This also does mean they no longer could put a ballot measure forward with a 55 percent threshold for passage RCTC's statute remain and allow to put forward a ballot measure that would have a two-thirds threshold for passage. They are conducting public opinion research on both scenarios and will bring back a recommendation based on the research and what the legislature has done at the July Commission. Their goal with the Commissioners' leadership is to continue to provide them the best information possible recognizing this Commission has done a great deal of work over many years to develop a solution to the transportation and traffic challenges their region faces today and will continue pushing forward the best they can in this environment.

At this time, Commissioner Jeffries left the meeting.

14. COMMISSIONER COMMENTS

- 14A.** Commissioner Berkson announced they have a new shopping center that just had its first store open which is an In-N-Out Burger off State Route 60 and Pyrite Street. An Aldi, a Quick Quack Car Wash, and Raising Caines are scheduled to open later this month, it is anchored by a Target which started grading about a month ago and will be open next summer. In representing the Mobile Source Air Pollution Reduction Review Committee (MSRC) for RCTC and Commissioner Krupa also sits on that committee, he was given the honor of throwing out that first pitch at the May 8 Dodgers game against the Florida Marlins and only got to do that because he represents RCTC on the MSRC.

- 14B.** Commissioner Warren request to Aaron Hake for a wrap up sheet from the RCTC staff after their Commission meetings to make reports at their cities. Aaron Hake replied yes.

15. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair White adjourned the meeting at 11:00 a.m. The next Commission meeting is scheduled to be held on Wednesday, July 10, 2024.

Respectfully submitted,

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

Lisa Mobley
Administrative Services Director /
Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Megan Kavand, Senior Financial Analyst Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Monthly Investment Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended May 31, 2024.

BACKGROUND INFORMATION:

The Commission’s investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bond debt service payments.

As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013, the I-15 ELP and 91 Project completion financing (2017 Financing) in July 2017 and the 2021 91 Project refinancing (2021 Financing) in October 2021. Consistent with financing expectations, the Commission expended all 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. Additionally, the Commission has fully expended the 2017 Financing bond proceeds for the I-15 ELP except for the Ramp Up Fund which is required to be maintained until the second anniversary of the TIFIA debt service payment commencement date.

The monthly investment report for May 2024, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, 2021 Financing and available operating cash. As of May 31, 2024, the Commission’s cash and investments were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS ¹
Operating	\$ 941,038,633
Trust	337,329,835
Commission-managed	291,650,588
STAMP for 91 CIP	60,151,478
STAMP for 2017 Financing	16,165,991
Total	\$ 1,646,336,525
Note: ¹ Unreconciled and unaudited	

As of May 31, 2024, the Commission’s cash and investments are in compliance with both the Commission’s investment policy adopted on October 11, 2023, and permitted investments described in the indenture for the Commission’s sales tax revenue bonds and the master indentures for the Commission’s toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

FISCAL IMPACT:

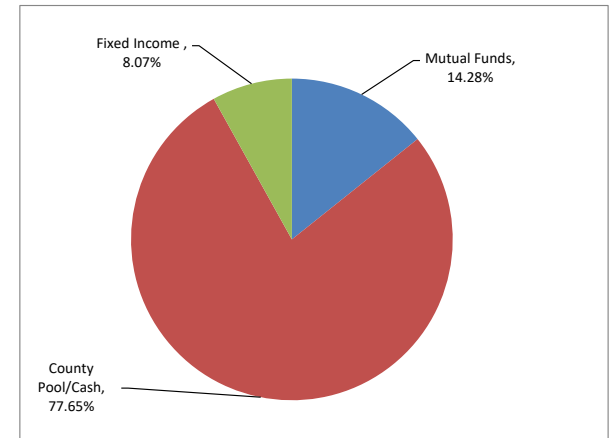
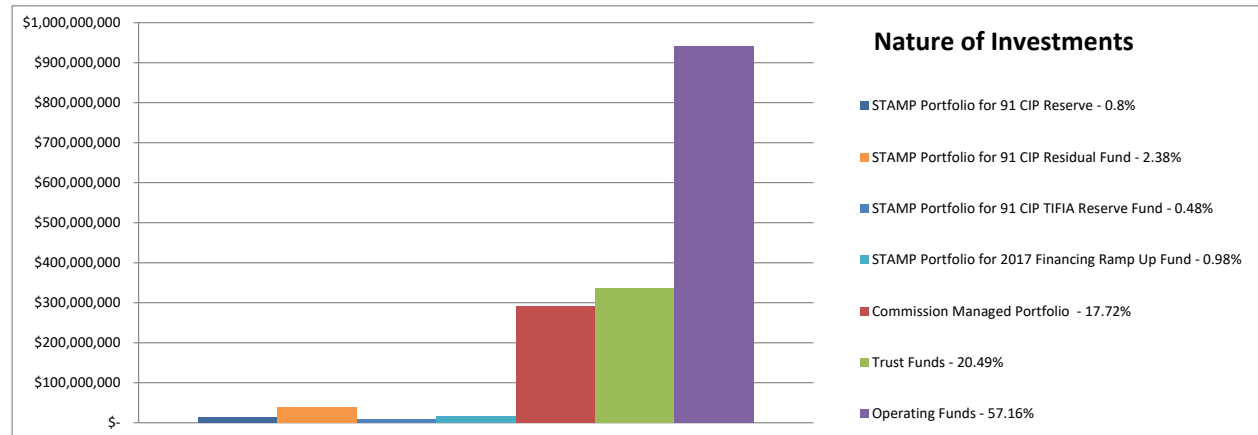
This is an information item. There is no fiscal impact.

Attachment: Investment Portfolio Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: May 31, 2024

	STATEMENT BALANCE ¹	FINANCIAL INSTUTION	STATEMENTS	RATING MOODY'S / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	15,172,396	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	925,866,237	County Treasurer	Available upon request					Available upon request				
Subtotal Operating Funds	941,038,633											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund: Local Transportation Fund	337,329,835	County Treasurer	Available upon request					Available upon request				
Subtotal Funds Held in Trust	337,329,835											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	56,597,512	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	235,053,076	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	291,650,588											
STAMP PORTFOLIO for 91 CIP												
2013 Series A & Series B Reserve Fund	13,100,150	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	39,147,665	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,903,664	US Bank	Available upon request					Available upon request				
Subtotal STAMP Portfolio - 91 CIP	60,151,478											
STAMP PORTFOLIO for 2017 Financing												
Ramp Up Fund	16,165,991	US Bank	Available upon request					Available upon request				
Subtotal STAMP Portfolio - 2017 Financing	16,165,991											
TOTAL All Cash and Investments	\$ 1,646,336,525											

Notes:
¹ Unreconciled and unaudited



AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Andrew Sall, Senior Management Analyst, Legislative Affairs Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

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

BACKGROUND INFORMATION:

State Update

Fiscal Year 2024-25 Budget

The Legislature met their statutory obligation to pass a budget bill for Fiscal Year 2024-25 by June 15, which was signed by Governor Newsom. However, the bill only reflected agreed upon spending priorities between the Legislature and the Governor, with the remaining items to be finalized in budget trailer bills and budget bills junior to implement a final budget. On June 22, the Governor and Legislature reached an agreement on the budget, including the following investments:

- Rejects proposed \$148 million in cuts to the competitive TIRCP Cycle 6 funds.
- Rejects \$600 million in proposed cuts to the Active Transportation Program, providing funding over six years, subject to future appropriation.
- Preserves \$150 million for grade separation projects, rather than fully cut the \$350 million in awards in FY 2023-24 and directs the state to prioritize funding for other grade separations that had awards clawed back.
- Restores \$260 million of the \$300 million in proposed cuts to the Regional Early Action Planning (REAP 2.0) program, which seeks to integrate housing and climate goals while allowing broad planning and implementation investments at the regional and local levels.

Staff understands that overall funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) under SB 125 is preserved and are awaiting

details regarding how funds may be spread out across multiple years, as well as any shift in funding from the General Fund to the Greenhouse Gas Reduction Fund.

SB 125 Transit Funding Advocacy

Freezing the SB 125 funds, as indicated in previous updates to the Commission, in the first year of the program could cause delay to projects across Riverside County. Looking forward, it is critically important that the second year of the SB 125 funding distribution is not delayed because of further impacts to projects. In particular, staff is recommending to program SB 125 funds for the McKinley Street Grade Separation project, where construction costs continue to increase. The McKinley Street Grade Separation project is counting on \$10 million of the second year of SB 125 formula TIRCP funds to be programmed to the city of Corona for the project. RCTC and the city of Corona have coordinated efforts to communicate with the region's state elected officials, including to Assemblymember Sabrina Cervantes (Riverside), Assemblymember Bill Essayli (Corona), and Senator Seyarto (Murrieta) to demonstrate how any cuts or delays to the second year of SB 125 formula TIRCP funding could impact RCTC's ability to program funding for the McKinley Street Grade Separation project. RCTC's letters to Assemblymember Cervantes, Assemblymember Essayli, and Senator Seyarto are attached.

Senate Bill 768 (Caballero) – Support via Platform

On June 4, RCTC took a support position on Senate Bill 768 by Senator Anna Caballero (Stockton), which requires the California State Transportation Agency, in consultation with stakeholders such as RCTC, to conduct a study by 2028 highlighting how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts across rural, suburban, and urban regions. This good governance proposal aims to better understand VMT policy impacts on transportation projects in regions such as Riverside County, which is experiencing rapid population growth, significant housing construction mandates, and an increased role in goods movement. Staff submitted a letter of support for SB 768 to the Assembly Natural Resources Committee ahead of the bill's hearing on June 10. SB 768 passed the committee and was referred to the Assembly Appropriations Committee.

Supporting this legislation is consistent with the Commission's adopted 2024 State and Federal Legislative Platform, including:

Equity and Fairness

- Ensure that rural, low-income, and disadvantaged communities in Riverside County benefit from equity-based transportation planning and implementation policies.
- Policies should be developed and implemented with regional variance to limit disproportionate impacts on regions with fast-growing populations, including low-income and disadvantaged communities priced out of coastal urban centers.

Regional Control

- State and federal rulemakings, administrative processes, program guidelines, and policy development activities should include meaningful collaboration from regional transportation agencies.
- Policies should be sensitive to each region's unique needs and avoid "one size fits all" assumptions, over-reliance on single modes of transportation that would disadvantage regional mobility, and lack of distinction between urban, suburban, and rural needs.

Climate Action and Air Quality

- Support alternative metrics to VMT that more accurately account for environmental impacts. Support use of per capita measurements when mitigating transportation sector impacts in growing regions.

Assembly Bill 6 (Friedman)

Assembly Bill 6 by Assemblymember Laura Friedman (Glendale) was amended on May 30 after having been held in the Senate since June 2023. The Commission previously opposed the bill in May 2023, as it provides significant oversight to the California Air Resources Board (CARB) in the approval process of a metropolitan planning organization's (MPO) Sustainable Community Strategy (SCS) and the methodology used to estimate greenhouse gas emissions (GHG). The latest amendments to AB 6 provide additional oversight to CARB in approving any amendments to an MPO's Regional Transportation Plan – even those technical in nature – and requires CARB to quantify GHG emissions reduced as a result of the amendments. The bill also sets new GHG reduction targets of 2045, which does not reflect current and future cost constraints, particularly as revenue sources such as state gasoline taxes continue to diminish. While the amendments removed language requiring projects funded by the Solutions for Congested Corridors Program established under SB 1 (2017) to demonstrate how they would help achieve the state's GHG targets, the new authorities provided to CARB, including the ability to veto an MPO's SCS, upend transportation planning and jeopardize the delivery of projects, including those in inland regions with less capacity to transition to other modes of transportation.

Staff submitted a letter of opposition on AB 6 to the Senate Transportation Committee, which heard the bill on June 11. As a result of RCTC's advocacy in coordination with partner agencies and stakeholders, AB 6 was pulled from the Senate Transportation Committee by the author and is considered dead.

Assembly Bill 2645 (Lackey) – Letter of Concern

Assembly Bill 2645 by Assemblymember Tom Lackey (Palmdale) requires transportation agencies with toll operations, including RCTC, to notify law enforcement agencies if a vehicle involved in an emergency alert activated by the California Highway Patrol (CHP) is identified by the toll's camera-based or electronic system. RCTC currently works with law enforcement agencies in emergency situations when information is requested via search warrant. Understanding Assemblymember Lackey's interest in coordinated emergency response, staff, together with the

California Toll Operators Committee (CTOC) Legislative Committee, met with representatives of the bill's author and sponsor to discuss potential challenges and costs associated with implementation. Following this discussion, staff submitted a letter of concern to the author on June 6, highlighting the following challenges:

- RCTC's camera-based system only captures the license plate numbers of vehicles without a transponder, representing approximately 25 percent of vehicles in the toll lanes. However, only 30 percent of those license plates are identifiable within 24 hours due to current operational capabilities, creating a challenge in providing a response time sufficient to meet the intent of the bill.
- RCTC does not maintain an automated system to send and receive alert information to CHP. Implementing such a system will take upwards of 12 months and cost \$200,000 per toll facility. Toll operators are limited regarding how toll revenue is spent, and developing an automated system amounts to an unfunded mandate.
- The bill lacks safeguards regarding the sharing of personally identifiable information, raising legal concerns for toll operators, who have been subject to litigation.

RCTC will continue to work with the author, CTOC, and other stakeholders to identify amendments that address concerns as the bill progresses.

Assembly Constitutional Amendment 10 (Aguiar-Curry)

As previously reported to the Commission, RCTC staff anticipated that the Legislature would amend Assembly Constitutional Amendment (ACA) 1 (2023) to remove the 55% vote approval threshold needed to pass local sales tax measures. ACA 10 was introduced as a gut-and-amend bill on June 13, removing the above provisions in ACA 1 and instead allowing local agencies and municipalities to lower the vote approval threshold to 55% only for bond measures. ACA 10 passed out of the Assembly on June 24 and must be approved with a two-thirds vote by the Senate by June 27 for the changes to ACA 1 to appear on the November General Election ballot.

Federal Update

Congress is beginning to markup the first set of budget bills for Fiscal Year 2025, including RCTC's Community Project Funding (CPF)/Congressionally Directed Spending (CDS) requests:

- \$4 million for the State Route 91 Eastbound Corridor Operations Project, submitted by Representative Young Kim;
- \$3 million for the Mid County Parkway: Ramona Expressway Project, submitted by Senator Alex Padilla and Senator Laphonza Butler;
- \$3 million for the Interstate 15 Express Lanes Project Southern Extension, submitted by Representative Ken Calvert; and
- \$2.5 million for the Metrolink Double Track Project: Moreno Valley to Perris, submitted by Representative Mark Takano.

Discussions will continue between the House and Senate over the coming months as they seek to pass a federal budget bill before September 30. Staff will keep Commissioners apprised as the federal appropriations process continue.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

Attachments:

- 1) Legislative Matrix – July 2024
- 2) RCTC Letter to Assemblymember Cervantes – State Budget Impacts to the McKinley Street Grade Separation
- 3) RCTC Letter to Assemblymember Essayli – State Budget Impacts to the McKinley Street Grade Separation
- 4) RCTC Letter to Senator Seyarto – State Budget Impacts to the McKinley Street Grade Separation
- 5) RCTC SB 768 Support letter
- 6) RCTC AB 6 Oppose Letter
- 7) RCTC AB 2645 Letter of Concern

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – JULY 2024

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 6 (Friedman)	This bill provides significant new oversight to the California Air Resources Board in the approval process of a metropolitan planning organization's Sustainable Communities Strategy, methodology used to estimate greenhouse gas emissions (GHG), and amendments to a Regional Transportation Plan. AB 6 also sets new GHG reduction targets of 2045, which does not reflect future cost constraints and diminishing revenue from the state's gasoline taxes. These new burdensome requirements will likely result in significant delays to transportation projects.	Amended on May 30, 2024. Pulled from Senate Transportation Committee. June 11, 2024	<i>Oppose Based on Platform</i>	5/24/2023
AB 7 (Friedman)	This bill requires the California State Transportation Agency, California Department of Transportation, and California Transportation Commission to consider specific goals as part of their processes for project development, selection, and implementation. AB 7 may impact the allocation of billions of dollars in state transportation funding, infringing on RCTC's ability to deliver critically needed transportation infrastructure in Riverside County.	Ordered to the inactive file. Two-year bill. September 11, 2023	<i>Oppose Based on Platform</i>	5/25/2023
AB 558 (Arambula)	This bill restructures the Fresno County Transportation Authority (FCTA) by increasing its board membership from nine to thirteen members. This restructuring is done without the consensus and support from regional stakeholders and sets a concerning precedent for RCTC and other regional transportation agencies that rely upon a collaborative process to be effective. Additionally, the bill was amended on April 18 to subject a county transportation expenditure plan prepared by the Fresno County Transportation Authority (FCTA) to the requirements of the California Environmental Quality Act.	Failed deadline. January 31, 2024	<i>Oppose Based on Platform</i>	4/10/2023
AB 1385 (Garcia)	This bill would raise RCTC's maximum tax rate authority from 1% to 1.5%.	Approved by the Governor. October 8, 2023	<i>Support</i>	3/8/2023
AB 1525 (Bonta)	This bill significantly narrows the location and types of projects eligible to receive state transportation funding by requiring 60% of funds to be allocated to priority populations.	Failed deadline. January 31, 2024	<i>Oppose Based on Platform</i>	4/11/2023

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1957 (Wilson)	This bill extends the sunset date to 2030 on a pilot program allowing for specified counties to utilize the best value procurement process for construction projects in excess of \$1 million. The bill additionally expands the program to all counties.	Passed Senate Appropriations Committee. Ordered to Senate Floor Consent Calendar. June 11, 2024	<i>Support Based on Platform</i>	2/15/2024
AB 2535 (Bonta)	This bill prohibits the programming of funding under the Trade Corridor Enhancement Program (TCEP) established under Senate Bill 1 (2017) from projects that expand the physical footprint of a highway in communities with high impacts from international trade and goods movement. The bill also sets a target of expending 15% of TCEP funds towards zero-emission freight infrastructure, with increases in each funding cycle until reaching 50%.	Failed deadline. May 16, 2024	<i>Oppose Based on Commission Action</i>	3/13/2024
SB 617 (Newman)	This bill, until January 1, 2029, would authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5 million for each project. The bill would specify that the authority to use the progressive design-build process.	Approved by the Governor. October 4, 2023	<i>Support Based on Platform</i>	4/5/2023
SB 768 (Caballero)	This bill requires the California State Transportation Agency, in consultation with stakeholders such as RCTC, to conduct a study by 2028 highlighting how vehicle miles traveled (VMT) is used as a metric for measuring transportation impacts pursuant to CEQA. The bill would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures for vehicle miles traveled in rural, suburban, and urban areas.	Passed Assembly Natural Resources Committee. Pending in Assembly Appropriations Committee. June 10, 2024	<i>Support Based on Platform</i>	6/4/2024



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

May 31, 2024

The Honorable Sabrina Cervantes
 California State Assembly
 1021 O Street, Suite 4240
 Sacramento, CA 95814

Subject: State Budget Impacts on the McKinley Street Grade Separation Project

Dear Assemblymember Cervantes:

On behalf of the Riverside County Transportation Commission (RCTC), I write to express concern regarding potential state budget cuts that could jeopardize RCTC's ability to provide needed funding for the McKinley Street Grade Separation Project. This project would not be under construction today if it were not for your courageous leadership to secure funding through SB 132 (2017). This project is well on its way to delivering tangible safety, air quality, and congestion relief benefits for your constituents and Riverside County residents. The City of Corona requested RCTC's assistance to identify an additional \$20 million to complete the project (see attached). The Western Riverside Council of Governments, in collaboration with RCTC, identified approximately \$11 million in Transportation Uniform Mitigation Fee funds, and RCTC identified \$10 million in SB 125 (2023) formula Transit and Intercity Rail Capital Program (TIRCP) funds to address the City of Corona's funding gap. However, SB 125 funds are at risk.

SB 125 allocated \$4 billion in one-time TIRCP funds, with \$2 billion disbursed in Fiscal Year 2023-24 and \$2 billion prescribed for disbursement in Fiscal Year 2024-25. The Legislature wisely directed these funds to be distributed by formula to regional transportation agencies such as RCTC to fund high-priority projects that enhance public transit ridership and directly benefit local communities. RCTC approved the first-year allocation of approximately \$123 million. RCTC staff was poised to recommend the Commission allocate \$10 million in second-year funding to the McKinley Street Grade Separation until the Department of Finance issued a budget freeze on April 29, 2024, for Fiscal Years 2021-23, which impacts the \$123 million in funding disbursed by RCTC for vital projects. Between the freeze and ongoing budget deliberations, all years of SB 125 funds hang under a cloud of uncertainty.

RCTC respectfully urges your support to fully fund formula TIRCP programs under SB 125 and prevent future cuts and freezes. While RCTC is optimistic that the recent legislative budget agreement appears to preserve SB 125 funding for now, we understand that additional details must be negotiated and request your continued diligence. Thank you for your continued leadership to ensure the county receives its fair share of transportation investments. If you have any questions, please contact me at (951) 212-3636 or ahake@rctc.org.

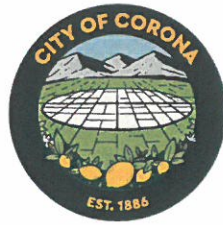
Sincerely,

A handwritten signature in blue ink, appearing to read 'Aaron Hake', is written over a light blue background.

Aaron Hake
 Executive Director

Enclosure: City of Corona letter to RCTC on March 28, 2024

CC: Corona City Council
 Jacob Ellis, City Manager, City of Corona



March 28, 2024

Anne Mayer
 Executive Director
 Riverside County Transportation Commission
 4080 Lemon Street
 Riverside, CA 92501

SUBJECT: REQUEST FOR ADDITIONAL FUNDING – MCKINLEY STREET GRADE SEPARATION

Dear Ms. Mayer,

The City of Corona (“City”) is nearing completion of the construction phase for the McKinley Street Grade Separation Project (“Project”). The Project includes the construction of a 4-lane overhead grade separation with substantial pre-cast panel/ Mechanically Stabilized Earth (MSE) retaining wall systems over the Burlington Northern Santa Fe Railway (BNSF) railroad crossing and Arlington Channel south of Sampson Avenue. Additional improvements include loop on-ramp, slip on-ramp, new loop road and modifications to the State Route 91 eastbound off-ramp. The Project is funded by the State Senate Bill 132 (SB 132) along with several other state and local sources of funding. Table 1 below illustrates the allocated funding for the project.

Table 1 – McKinley Street Grade Separation Project Funding Summary:

Funding Source	Amount
State Senate Bill 132	\$84,450,000
Trade Corridor Enhancement Program (TCEP)	\$10,300,000
Measure A Western County Regional Arterial (MARA)	\$9,889,692
City of Corona Measure X Funds	\$5,001,956
Section 190 Grade Separation Program	\$5,000,000
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Burlington Northern Santa Fe Railway (BNSF) Contributions	\$3,810,000
Highway Railroad Crossing Safety Crossing Account (HRCSA)	\$2,876,960
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Western Municipal Water District (WMWD) Utility Contributions	\$1,439,143
Developer Impact Fees (DIF) - Drainage	\$1,000,000
Developer Impact Fees (DIF) - Streets/Signals	\$1,000,000
Gas Tax	\$729,724
Road Maintenance Rehabilitation Accountability (RMRA)	\$500,000
Total	\$133,648,559

The Riverside County Transportation Committee approved \$9.89 million of funding to the City of Corona on November 10, 2021, under the 2009 Measure A Western County Regional Arterial (MARA) for the McKinley Grade Separation project. Since then, the City continued its efforts to accelerate the Project to construction completion by its original schedule.

During the course of construction, the City has encountered structural steel shortages and unforeseen delays in the fabrication process of the bridge. These delays created an approximate 210 working-day delay to the overall schedule. Thus, the construction completion was extended to November 2024 with the following increased costs:

- **Construction Management:** Due to the delayed project schedule, additional efforts of construction management are required to provide inspections, contract administration, and quality assurance oversight. Effectively, the 210 working day delay increased the original schedule of 460 days by nearly 45%. The construction management consultant has worked diligently to identify efficiencies in their operations and several value engineering efforts including alternative approaches to traffic handling, deck construction, over-excavation of MSE walls, and reinforced concrete box construction that have presented some reduction to the schedule impacts and construction costs savings. However, the increase in the overall schedule requires an additional \$2.5 million to account for these efforts, which represents approximately 20% increase to their original awarded contract.
- **Right of Way:** As a result of the delay, Temporary Construction Easements (TCEs) extensions are required to complete this project thus creating substantial claims for lost business goodwill and damages to businesses/property values that were recently settled through mediation. In several cases, the City received tenant rent tolls and profit loss statements from owners throughout mediation that are substantially higher than expected numbers beyond original available market information. Additionally, in two cases, properties were sold during the development of the project for substantially higher than normal market values that also influenced market data and comparable sales / business information.
- **Construction Contingency:** The time impact created change orders necessary to facilitate the completion of this project. As a result of these impacts, the construction contingency is fully exhausted and will need to be replenished for future potential impacts.

Due to other unforeseen utility impacts, the project has also experienced additional schedule delays expenditures including:

- Southern California Edison: Additional service requests for temporary and permanent power in various locations previously not identified during our utility coordination phases with other stakeholders.
- Burlington Northern Santa Fe Railway: BNSF has identified additional needs for flagging and relocation of signal equipment that were identified after the Contractor established their means and methods for the bridge move resulting in higher railroad coordination costs.
- Utility Relocation: Several unidentified utilities were encountered during construction that resulted in additional efforts needed to relocate these conflicts.

Over the past several months, the City and its Consultants have assessed the cost to complete construction for the Project and has identified a deficit of \$20,641,971 between the allocated funding and estimated cost of completion (as illustrated in Table 2).

Table 2 – Current and Estimated Project Budget (As of March 25, 2024)

Expenditure Source	Approved Budget	Estimated Cost to Complete	Shortfall
Construction	\$ 60,432,290	\$ 68,500,000	\$ 8,067,710
Right of Way & Utilities Expenditures	\$ 38,734,728	\$ 47,280,000	\$ 8,545,272
Staff/Consulting Services (Design, Acquisition, Legal, and Project Management)	\$ 22,080,533	\$ 23,321,000	\$ 1,240,467
Construction Management Consulting Services	\$ 10,494,620	\$ 13,002,000	\$ 2,507,380
BNSF Railroad	\$ 1,718,858	\$ 2,000,000	\$ 281,142
Building Demolition	\$ 187,530	\$ 187,530	\$ 0
Total	\$ 133,648,559	\$ 154,290,530	\$ 20,641,971

The City recognizes the McKinley Street Grade Separation as a much-needed project to provide safety enhancements and congestion reliefs. The Project falls within a Disadvantaged Community (DAC) and aims to provide improved emergency response time, improved circulation for rail crossing, reduction in noise, reduction in collisions, improved air quality, and improved mobility and safety for both motorists and pedestrians. The material and labor availability issues were unprecedented and has led to complications that could not have been previously identified. In response to these challenges, the City has utilized over \$12 million in local funds and pursued all available funding opportunities eligible for this project.

As such, the City of Corona hereby respectfully and formally requests the Riverside County Transportation Commission to provide the remaining funding needed in the amount of **\$20,641,971**. The City will continue its efforts to limit cost overruns and expedite the Project

schedule to substantial completion by April 2025. Specifically, the following practices will be implemented:

- 1) Closely monitoring construction costs and the schedule while working with the Contractor as necessary to identify value engineering and changes to minimize delays or potential for change orders.
- 2) Provide necessary studies, expert services, and eminent domain counsel services to minimize exposure for remaining properties that have not been settled or received a final order of condemnation.
- 3) Continue to coordinate with Project stakeholders as potential challenges and risks develop.

Thank you in advance for your consideration in this request for additional funds to the McKinley Street Grade Separation Project. Should you have any questions please do not hesitate to contact Public Works Director, Savat Khamphou, through email at [Savat Khamphou@CoronaCA.gov](mailto:Savat.Khamphou@CoronaCA.gov) or phone at (951) 279-3604.

Sincerely,



Jacob Ellis
City Manager

CC: Brett Channing, Assistant City Manager
Savat Khamphou, Public Works Director/City Engineer
Kenny Nguyen, CIP Manager/Assistant City Engineer



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

June 10, 2024

The Honorable Bill Essayli
 California State Assembly
 P.O. Box 942849
 Sacramento, CA 94249-0063

Subject: State Budget Impacts on the McKinley Grade Separation Project

Dear Assemblymember Essayli:

On behalf of the Riverside County Transportation Commission (RCTC), I write to express concern regarding potential state budget cuts that could jeopardize RCTC's ability to provide needed funding for the McKinley Street Grade Separation Project in Corona. This regionally significant project is under construction and well on its way to delivering tangible safety, air quality, and congestion relief benefits for Riverside County residents. The City of Corona requested RCTC's assistance to identify an additional \$20 million to complete the project (see attached). The Western Riverside Council of Governments, in collaboration with RCTC, identified approximately \$11 million in Transportation Uniform Mitigation Fee funds, and RCTC identified \$10 million in SB 125 (2023) formula Transit and Intercity Rail Capital Program (TIRCP) funds to address the City of Corona's funding gap. However, SB 125 funds are at risk.

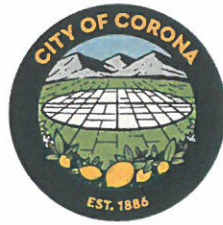
SB 125 allocated \$4 billion in one-time TIRCP funds, with \$2 billion disbursed in Fiscal Year 2023-24 and \$2 billion prescribed for disbursement in Fiscal Year 2024-25. The Legislature wisely directed these funds to be distributed by formula to regional transportation agencies such as RCTC to fund high-priority projects that enhance public transit ridership and directly benefit local communities. RCTC approved the first-year allocation of approximately \$123 million. RCTC staff was poised to recommend the Commission allocate \$10 million in second-year funding to the McKinley Street Grade Separation until the Department of Finance issued a budget freeze on April 29, 2024, for Fiscal Years 2021-23, which impacts the \$123 million in funding disbursed by RCTC for vital projects. Between the freeze and ongoing budget deliberations, all years of SB 125 funds hang under a cloud of uncertainty.

RCTC respectfully urges your support to fully fund formula TIRCP programs under SB 125 and prevent future cuts and freezes. While RCTC is optimistic that the recent legislative budget agreement appears to preserve SB 125 funding for now, we understand that additional details must be negotiated and request your continued diligence. Thank you for your continued leadership to ensure the county receives its fair share of transportation investments. If you have any questions, please contact me at (951) 212-3636 or ahake@rctc.org.

Sincerely,

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Aaron Hake
 Executive Director



March 28, 2024

Anne Mayer
 Executive Director
 Riverside County Transportation Commission
 4080 Lemon Street
 Riverside, CA 92501

SUBJECT: REQUEST FOR ADDITIONAL FUNDING – MCKINLEY STREET GRADE SEPARATION

Dear Ms. Mayer,

The City of Corona (“City”) is nearing completion of the construction phase for the McKinley Street Grade Separation Project (“Project”). The Project includes the construction of a 4-lane overhead grade separation with substantial pre-cast panel/ Mechanically Stabilized Earth (MSE) retaining wall systems over the Burlington Northern Santa Fe Railway (BNSF) railroad crossing and Arlington Channel south of Sampson Avenue. Additional improvements include loop on-ramp, slip on-ramp, new loop road and modifications to the State Route 91 eastbound off-ramp. The Project is funded by the State Senate Bill 132 (SB 132) along with several other state and local sources of funding. Table 1 below illustrates the allocated funding for the project.

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The Riverside County Transportation Committee approved \$9.89 million of funding to the City of Corona on November 10, 2021, under the 2009 Measure A Western County Regional Arterial (MARA) for the McKinley Grade Separation project. Since then, the City continued its efforts to accelerate the Project to construction completion by its original schedule.

During the course of construction, the City has encountered structural steel shortages and unforeseen delays in the fabrication process of the bridge. These delays created an approximate 210 working-day delay to the overall schedule. Thus, the construction completion was extended to November 2024 with the following increased costs:

- **Construction Management:** Due to the delayed project schedule, additional efforts of construction management are required to provide inspections, contract administration, and quality assurance oversight. Effectively, the 210 working day delay increased the original schedule of 460 days by nearly 45%. The construction management consultant has worked diligently to identify efficiencies in their operations and several value engineering efforts including alternative approaches to traffic handling, deck construction, over-excavation of MSE walls, and reinforced concrete box construction that have presented some reduction to the schedule impacts and construction costs savings. However, the increase in the overall schedule requires an additional \$2.5 million to account for these efforts, which represents approximately 20% increase to their original awarded contract.
- **Right of Way:** As a result of the delay, Temporary Construction Easements (TCEs) extensions are required to complete this project thus creating substantial claims for lost business goodwill and damages to businesses/property values that were recently settled through mediation. In several cases, the City received tenant rent tolls and profit loss statements from owners throughout mediation that are substantially higher than expected numbers beyond original available market information. Additionally, in two cases, properties were sold during the development of the project for substantially higher than normal market values that also influenced market data and comparable sales / business information.
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- Southern California Edison: Additional service requests for temporary and permanent power in various locations previously not identified during our utility coordination phases with other stakeholders.
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Over the past several months, the City and its Consultants have assessed the cost to complete construction for the Project and has identified a deficit of \$20,641,971 between the allocated funding and estimated cost of completion (as illustrated in Table 2).

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Sincerely,



Jacob Ellis
City Manager

CC: Brett Channing, Assistant City Manager
Savat Khamphou, Public Works Director/City Engineer
Kenny Nguyen, CIP Manager/Assistant City Engineer



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

June 10, 2024

The Honorable Kelly Seyarto
 California State Senate
 1021 O Street, Room 7120
 Sacramento, CA 95814

Subject: State Budget Impacts on the McKinley Grade Separation Project

Dear Senator Seyarto:

On behalf of the Riverside County Transportation Commission (RCTC), I write to express concern regarding potential state budget cuts that could jeopardize RCTC's ability to provide needed funding for the McKinley Street Grade Separation Project in Corona. This regionally significant project is under construction and well on its way to delivering tangible safety, air quality, and congestion relief benefits for Riverside County residents. The City of Corona requested RCTC's assistance to identify an additional \$20 million to complete the project (see attached). The Western Riverside Council of Governments, in collaboration with RCTC, identified approximately \$11 million in Transportation Uniform Mitigation Fee funds, and RCTC identified \$10 million in SB 125 (2023) formula Transit and Intercity Rail Capital Program (TIRCP) funds to address the City of Corona's funding gap. However, SB 125 funds are at risk.

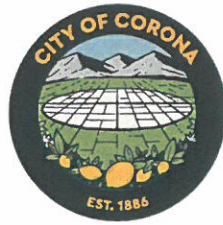
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Aaron Hake
 Executive Director



March 28, 2024

Anne Mayer
 Executive Director
 Riverside County Transportation Commission
 4080 Lemon Street
 Riverside, CA 92501

SUBJECT: REQUEST FOR ADDITIONAL FUNDING – MCKINLEY STREET GRADE SEPARATION

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Right of Way & Utilities Expenditures	\$ 38,734,728	\$ 47,280,000	\$ 8,545,272
Staff/Consulting Services (Design, Acquisition, Legal, and Project Management)	\$ 22,080,533	\$ 23,321,000	\$ 1,240,467
Construction Management Consulting Services	\$ 10,494,620	\$ 13,002,000	\$ 2,507,380
BNSF Railroad	\$ 1,718,858	\$ 2,000,000	\$ 281,142
Building Demolition	\$ 187,530	\$ 187,530	\$ 0
Total	\$ 133,648,559	\$ 154,290,530	\$ 20,641,971

The City recognizes the McKinley Street Grade Separation as a much-needed project to provide safety enhancements and congestion reliefs. The Project falls within a Disadvantaged Community (DAC) and aims to provide improved emergency response time, improved circulation for rail crossing, reduction in noise, reduction in collisions, improved air quality, and improved mobility and safety for both motorists and pedestrians. The material and labor availability issues were unprecedented and has led to complications that could not have been previously identified. In response to these challenges, the City has utilized over \$12 million in local funds and pursued all available funding opportunities eligible for this project.

As such, the City of Corona hereby respectfully and formally requests the Riverside County Transportation Commission to provide the remaining funding needed in the amount of **\$20,641,971**. The City will continue its efforts to limit cost overruns and expedite the Project

schedule to substantial completion by April 2025. Specifically, the following practices will be implemented:

- 1) Closely monitoring construction costs and the schedule while working with the Contractor as necessary to identify value engineering and changes to minimize delays or potential for change orders.
- 2) Provide necessary studies, expert services, and eminent domain counsel services to minimize exposure for remaining properties that have not been settled or received a final order of condemnation.
- 3) Continue to coordinate with Project stakeholders as potential challenges and risks develop.

Thank you in advance for your consideration in this request for additional funds to the McKinley Street Grade Separation Project. Should you have any questions please do not hesitate to contact Public Works Director, Savat Khamphou, through email at [Savat Khamphou@CoronaCA.gov](mailto:Savat.Khamphou@CoronaCA.gov) or phone at (951) 279-3604.

Sincerely,



Jacob Ellis
City Manager

CC: Brett Channing, Assistant City Manager
Savat Khamphou, Public Works Director/City Engineer
Kenny Nguyen, CIP Manager/Assistant City Engineer



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

June 4, 2024

The Honorable Isaac Bryan
 Chair, Assembly Natural Resources Committee
 1020 N Street, Room 164
 Sacramento, CA 95814

Subject: Support for SB 768 (Caballero), as Amended on May 29, 2024

Dear Chair Bryan:

On behalf of the Riverside County Transportation Commission (RCTC), I write in support of Senate Bill (SB) 768 by Senator Anna Caballero, to be heard in the Assembly Natural Resources Committee on June 10. SB 768 is a good governance measure to evaluate aspects of the State's Vehicle Miles Traveled (VMT) policies and their implementation. SB 768 will help identify how current VMT policies impact the design and construction of transportation infrastructure across rural, suburban, and urban regions that affect mobility and access to opportunity and prosperity for disadvantaged communities.

Riverside County sits at the crossroads of the State's transportation, housing, and climate action policies. Difficulty in achieving the State's goals in these areas is exacerbated by continuous population growth and the explosion of goods movement in our region. Forty percent of the nation's goods travel from the Ports of Los Angeles and Long Beach through our region to the rest of the country, generating substantial goods and freight traffic. The Southern California Association of Governments estimates that Riverside County's population will grow to 3 million, adding 500,000 more residents in the next 25 years. Additionally, state mandates require Riverside County to build over 165,000 new housing units by 2029. As a result, transportation mobility represents a steep challenge – balancing the need for resilient, multimodal infrastructure with functional highways that move people safely.

The process to analyze VMT impacts of transportation projects and determine suitable mitigation requires transparency and partnership and should recognize the diversity of community needs, built environment, and economies across regions. Projects intended to reconnect communities and strengthen access to employment and education centers are often delayed, downsized, or abandoned because VMT reduction or required mitigation cannot be met. As a result, disparities in transportation access are escalating, particularly in underserved areas without the necessary resources and rights-of-way to implement reliable and far-reaching transit alternatives.

SB 768 pragmatically proposes the California State Transportation Agency to collaboratively study these challenges. Together, we could chart a path to sustainability and set up inland regions for success as the State advances its climate goals. For these reasons, RCTC supports SB 768. If you have any questions, please contact me at (951) 787-7141 or ahake@rctc.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake".

Aaron Hake
 Executive Director

CC: Members, Assembly Natural Resources Committee
 Senator Anna Caballero, 14th Senate District
 Riverside County Legislative Delegation



4080 Lemon St. 3rd Fl. Riverside, CA 92501
Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
951.787.7141 • rctc.org

June 4, 2024

The Honorable David Cortese
Chair, Senate Transportation Committee
1021 O Street, Suite 6630
Sacramento, CA 95814

Subject: Opposition to AB 6 (Friedman), as Amended on May 30, 2024

Dear Senator Cortese:

On behalf of the Riverside County Transportation Commission (RCTC), I write in opposition to Assembly Bill (AB) 6, to be heard in the Senate Transportation Committee on June 11. Riverside County sits at the crossroads of the State's transportation, housing, and climate action policies. Difficulty in achieving the State's goals in these areas is exacerbated by continuous population growth and the explosion of goods movement in our region from the Ports of Los Angeles and Long Beach. RCTC strives to balance the need for resilient, multimodal infrastructure with functional roads and highways that move people and goods safely, but AB 6 as amended would upend transportation planning in a manner that disproportionately impacts inland regions with less capacity to transition to alternative modes of transportation.

In partnership with state and federal agencies, metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) engage in a thorough process to review and approve long-term planning documents to ensure projects delivered meet current and future transportation needs while aligning with state climate goals. AB 6 challenges this process by providing the California Air Resources Board (CARB) with unilateral discretion and oversight in the approval process of an MPO's Sustainable Communities Strategy (SCS) and the methodology used to estimate greenhouse gas (GHG) emissions.

Under the bill, CARB would be given broad authority to reject an SCS if it is determined that the strategy is unlikely to be implemented. Federal law already requires that an MPO's SCS be considered reasonable in reducing GHG emissions, deeming this provision in AB 6 as an unnecessary overreach with potential for catastrophic effects. The bill adds further red tape by subjecting to CARB's approval any amendments to a regional transportation plan (RTP) – even those technical in nature – and requiring CARB to quantify GHG emissions reduced as a result of the amendments. Collectively, these provisions are burdensome and add new conformity requirements that increase the likelihood of major delays for critical transportation projects.

AB 6 sets a new GHG emissions reduction target of 2045, which does not reflect current and future cost challenges, particularly as revenue sources such as gasoline taxes continue to diminish. The SCS is a fiscally constrained document and new funding sources must be provided to achieve the State's multimodal transportation targets across California. Is the State prepared to fund these transformational improvements, particularly for residents in Riverside County and across the state that lack reliable alternatives to driving? Without a just transition that maintains or improves access to jobs and education centers, under-resourced and disadvantaged communities will be left behind.

The Honorable David Cortese
June 4, 2024
Page 2

RCTC maintains its support for collaborative approaches to reimagining how we effectively, equitably, and sustainably move people and goods across the state. We remain concerned that the new duties imposed on MPOs, CARB, RTPAs, and others require meaningful engagement from these very entities. To date, these entities and stakeholders – who wish to be a part of the solution – have not been sufficiently consulted in the development of the bill.

For these reasons, RCTC opposes AB 6. If you have any questions, please contact me at (951) 787-7141 or ahake@rctc.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Hake". The signature is fluid and cursive, with a large initial "A" and "H".

Aaron Hake
Executive Director

CC: Members, Senate Transportation Committee
Assemblymember Laura Friedman, 44th Assembly District
Riverside County Legislative Delegation



4080 Lemon St. 3rd Fl. Riverside, CA 92501
 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

June 6, 2024

The Honorable Tom Lackey
 California State Assembly
 1021 O Street, Suite 5340
 Sacramento, CA 95814

Subject: Letter of Concern – Cost and Ability to Implement Intent of AB 2645

Dear Assemblymember Lackey:

On behalf of the Riverside County Transportation Commission (RCTC), I write to share concerns regarding our ability to implement Assembly Bill (AB) 2645 and its associated costs. We join in your commitment to public safety and recognize the laudable goal of improving response times during an emergency alert activated by the California Highway Patrol (CHP).

RCTC, which owns and operates the 91 Express Lanes and 15 Express Lanes toll facilities in Riverside County, currently works with law enforcement agencies in emergency situations when information is requested via search warrant. However, AB 2645 imposes several cost and systematic challenges for toll operators that, even once addressed, may still not achieve the underlying goal of the bill.

We would like to thank your team for meeting with RCTC and the California Toll Operators Committee Legislative Committee on May 14 to discuss AB 2645 and hear from toll operators directly regarding challenges associated with the bill. To further specify, RCTC has identified the following cost and implementation challenges:

- **Implementation of AB 2645 is not Feasible with RCTC’s Existing System** – The bill requires toll operators to notify CHP if a license plate number or vehicle involved in an emergency alert is identified using the toll agency’s camera-based or electronic systems and requires review of prior “footage” within a reasonable timeframe. This suggests that all toll systems use video to capture license plates which is not the case. The RCTC operated express lanes require the use of a transponder for toll payment. Thus, license plates are only captured for vehicles that do not have a transponder, which is less than 25% of all vehicles in the express lanes. Only 30% of the plates associated with those images are available within 24 hours and the remaining are available within 72 hours. Currently, the standard practice is to respond to search warrants for vehicle plate data with a manual search conducted by RCTC employees during business hours. Without improvements to its existing system, RCTC would need to conduct similar manual searches in response to emergency alerts as described in the bill. RCTC is concerned that this response time may not be sufficient to meet the intent of AB 2645.
- **Time and Cost to Implement an Automated System** – There is currently no automated system between the law enforcement and RCTC’s toll systems to send and receive alert information. Developing an automated system will take more than 12 months to implement, with initial costs to RCTC anticipated to surpass \$200,000 for each of its toll facilities as well as additional costs that will be incurred for ongoing management. This is significant, as revenue that RCTC and other agencies generate from tolls are heavily restricted and pay for the financing, development, maintenance, and operations of the existing toll facilities.

The Honorable Tom Lackey
June 6, 2024
Page 2

- **Unfunded Mandate for Financially Restrained Facilities** – It is important to note that these toll facilities provide vital improvements to highway corridors across the state, which due to insufficient funding, would not have been constructed without this financing. As such, RCTC is limited by state law in its discretion as to how toll revenue is expended and developing an automated notification system, as may be necessary under AB 2645, would amount to an unfunded mandate.
- **Limitations of an Automated System** – Even with an automated system, the limitations identified above regarding the number of images captured and delay in availability of the images would still impact the efficacy of a search of toll system generated images in response to an emergency alert.
- **Exposure to Litigation** – The California Legislature has enacted some of the most stringent privacy protections in the country, particularly related to the sharing of personally identifiable information (PII). The bill raises legal concerns for RCTC, as tolling agencies across the state have been subject to costly litigation related to the sharing of PII for legitimate and necessary purposes. For reasons previously outlined, transportation agencies with financed facilities cannot afford this risk.

Thank you for taking an interest in RCTC’s concerns about our ability to implement AB 2645 as written. These issues are significant for RCTC, and we look forward to our continued discussion.

Should you have any questions, please do not hesitate to contact Legislative Affairs Manager Tyler Madary at (951) 787-7141 or tmadary@rctc.org.

Sincerely,



Aaron Hake
Executive Director

AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Reinland Jones, Toll Technology Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Express Lanes Road Pavement Analysis Services

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Award Agreement No. 24-31-088-00 to Kimley-Horn and Associates for Express Lanes Road Pavement Analysis Services for a six-year term in the amount of \$1,072,613 plus a contingency in the amount of \$107,261, for a not to exceed amount of \$1,179,874; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

The 91 Express Lanes, constructed in 2017, were built on pavement with a service life ending in 2030. The financial plan for the 91 Express Lanes includes the cost for a complete replacement of the 91 Express Lanes pavement in 2030. The heavy rains over the past few years, construction of the 15/91 Express Lanes Connector, and other projects in the area have shortened the pavement life in some sections of the 91 Express Lanes. A review of the pavement, performed in 2023, indicated that 128 slabs require immediate replacement.

The 2030 full pavement replacement project planning is underway, but the Express Lanes require pavement maintenance until that time. The Commission contracts with Caltrans for maintenance of the Express Lanes, but Caltrans has indicated that they do not have the resources to perform the slab replacements. The Commission will be issuing a request for proposal for pavement maintenance until the full pavement replacement in 2030.

DISCUSSION:

To better understand the pavement maintenance needs, a request for proposal was issued for pavement analysis services. The statement of work for the pavement analysis RFP, includes biennial pavement surveys in 2024, 2026 and 2028 for both the 91 and 15 Express Lanes. These surveys will allow staff to adequately plan for pavement maintenance while ensuring the Express Lanes are maintained in a condition which is safe and enjoyable.

The pavement analysis firm will inspect the pavement visually and using specialized survey equipment. Once the data is collected, they will provide a pavement analysis report indicating which slabs require repair and rehabilitation. They will also provide plans for staff to use when engaging the pavement maintenance firm to perform the work.

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement, as it allows the Commission to identify the most advantageous proposal with price and other factors considered. Non-price factors include elements such as qualifications of firm, personnel, and the ability to respond to the Commission’s needs for express lanes road pavement analysis services as set forth under the terms of the Request for Proposals (RFP) No. 24-31-088-00.

RFP No. 24-31-088-00 for express lanes road pavement analysis services was released by staff on April 29, 2024. The RFP was posted on the Commission’s PlanetBids website, which is accessible through the Commission’s website. Through the PlanetBids site, 45 firms downloaded the RFP; six of these firms are located in Riverside County. A pre-proposal conference was held on May 6, 2024 and attended by two firms. Staff responded to all questions submitted by potential proposers prior to the May 13, 2024 clarification date. Two firms – Applied Research Associates (Albuquerque, NM); and Kimley-Horn and Associates (Riverside, CA) – submitted a proposal prior to the 2:00 p.m. submittal deadline on May 28, 2024. Utilizing the evaluation criteria set forth in the RFP, the proposal was evaluated and scored by an evaluation committee comprised of Commission staff.

As a result of the evaluation committee’s assessment of the written proposals, the evaluation committee recommends contract award to Kimley-Horn and Associates to perform the express lanes road pavement analysis services for a six-year term, in the amount of \$1,072,613, plus a ten percent contingency amount of \$107,261, for a total amount not to exceed \$1,179,874, as this firm earned the highest total evaluation score. Contingency work, which will be subject to Executive Director or designee approval, includes additional service needs.

The overall evaluation ranking, based on highest to lowest total evaluation score, and the total price are presented in the following table.

Firm	Price	Overall Ranking
Kimley-Horn and Associates	\$1,072,613	1
Applied Research Associates	\$2,164,150	2


The Commission’s model professional services agreement will be entered into with Kimley-Horn and Associates subject to any changes approved by the Executive Director, and pursuant to legal counsel review. Staff oversight of the contract will maximize the effectiveness of the firm and minimize costs to the Commission.

STAFF RECOMMENDATION:

Pavement maintenance is an important part of the Express Lanes on-going maintenance program. The Express Lanes pavement analysis firm will provide critical information as to what pavement requires maintenance. Staff recommends the award of Agreement No. 24-31-088-00 to Kimley-Horn and Associates for Express Lanes Pavement Analysis Services for a six-year term in the amount of \$1,072,613 plus a contingency in the amount of \$107,261, for a not to exceed amount of \$1,179,874.

FISCAL IMPACT:

The Fiscal Year 2024/25 budget includes the required amount for Express Lanes Road Pavement Analysis Services for the first year. The funding source is both I-15 and SR-91 toll revenue.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25 FY 2025/26+	Amount:	FY 2024/25: \$337,942 FY 2025/26+: \$841,932
Source of Funds:	15 and 91 Toll Revenues			Budget Adjustment:	N/A
GL/Project Accounting No.:	009199 73305 00000 0000 591 31 73301			\$589,937	
	001599 73305 00000 0000 515 31 73301			\$589,937	
Fiscal Procedures Approved:				Date:	06/07/2024

Attachment: Draft Agreement No. 24-31-088-00 with Kimley-Horn and Associates

<i>Approved by the Toll Policy and Operations Committee on June 24, 2024</i>					
In Favor:	5	Abstain:	0	No:	0

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR EXPRESS LANES PAVEMENT MANAGEMENT
SERVICES WITH KIMLEY-HORN AND ASSOCIATES**

1. PARTIES AND DATE.

This Agreement is made and entered into this __ day of _____, 2024, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and **KIMLEY-HORN AND ASSOCIATES** ("Consultant"), a **CORPORATION**.

2. RECITALS.

2.1 Consultant desires to perform and assume responsibility for the provision of certain professional consulting services required by Commission on the terms and conditions set forth in this Agreement. Consultant represents that it is a professional consultant, experienced in providing express lanes pavement management services to public clients, is licensed in the State of California, and is familiar with the plans of Commission.

2.2 Commission desires to engage Consultant to render certain consulting services for the **Express Lanes Pavement Management Services** Project ("Project") as set forth herein.

3. TERMS.

3.1 General Scope of Services. Consultant promises and agrees to furnish to Commission all labor materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately provide professional consulting services and advice on various issues affecting the decisions of Commission regarding the Project and on other programs and matters affecting Commission, hereinafter referred to as "Services". The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state, and federal laws, rules and regulations.

3.2 Term. The term of this Agreement shall be from the date first specified above to _____, unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines.

3.3 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, the Commission shall respond to Consultant's submittals in a timely manner. Upon request of the Commission, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.4 Independent Contractor; Control and Payment of Subordinates. The Services shall be performed by Consultant under its supervision. Consultant will determine the means, method and details of performing the Services subject to the requirements of this Agreement. Commission retains Consultant on an independent contractor basis and Consultant is not an employee of Commission. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall not be employees of Commission and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

3.5 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of Commission.

3.6 Substitution of Key Personnel. Consultant has represented to Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence and experience upon written approval of Commission. In the event that Commission and Consultant cannot agree as to the substitution of key personnel, Commission shall be entitled to terminate this Agreement for cause, pursuant to provisions of Section 3.16 of this Agreement. The key personnel for performance of this Agreement are as follows: _____.

3.7 Commission's Representative. Commission hereby designates **Executive Director**, or his or her designee, to act as its representative for the performance of this Agreement ("Commission's Representative"). Commission's representative shall have the power to act on behalf of Commission for all purposes under

this Agreement. Consultant shall not accept direction from any person other than Commission's Representative or his or her designee.

3.8 Consultant's Representative. Consultant hereby designates **Darren J. Adrian, P.E.** or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his or her best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.9 Coordination of Services. Consultant agrees to work closely with Commission staff in the performance of Services and shall be available to Commission's staff, consultants and other staff at all reasonable times.

3.10 Standard of Care; Licenses. Consultant shall perform the Services under this Agreement in a skillful and competent manner, consistent with the standard generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services and that such licenses and approvals shall be maintained throughout the term of this Agreement. Consultant shall perform, at its own cost and expense and without reimbursement from Commission, any Services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein, and shall be fully responsible to the Commission for all damages and other liabilities provided for in the indemnification provisions of this Agreement arising from the Consultant's errors and omissions.

3.11 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to Commission, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold Commission, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.12 Insurance.

3.12.1 Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section, in a form and with insurance companies acceptable to the Commission. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.12.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subcontractors. Consultant shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability:* Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability:* Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability:* Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability:* \$2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* \$1,000,000 per accident for bodily injury and property damage; and (3) *if Consultant has an employees, Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of \$1,000,000 per accident.

3.12.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than \$1,000,000 [per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

3.12.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent consultants coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give the Commission, its directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be “primary and non-contributory” and will not seek contribution from the Commission’s insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant’s scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant’s insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability

Coverage.

(i) Consultant certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against the Commission, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

(D) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to the Commission, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission (if agreed to in a written contract or agreement) before the Commission's own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(iv) Consultant shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Consultant shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Consultant shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the Commission at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Consultant shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Consultant shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the Commission, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Commission has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Commission will be promptly reimbursed by Consultant or Commission will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither the Commission nor any of its directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

Each insurance policy required by this Agreement shall be endorsed to state that:

3.12.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Consultant shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or, (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.12.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the Commission.

3.12.7 Verification of Coverage. Consultant shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this

Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.12.8 Subconsultant Insurance Requirements. Consultant shall not allow any subcontractors or subconsultants to commence work on any subcontract until they have provided evidence satisfactory to the Commission that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subconsultants shall be endorsed to name the Commission as an additional insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Consultant, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

3.13 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.14 Fees and Payment.

3.14.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto. The overhead rates included in the attached Exhibit "C" shall be fixed for the term of the Master Agreement, and shall not be subject to adjustment, unless required by the applicable funding source. The total compensation shall not exceed **one million seventy-two thousand six hundred thirteen (\$1,072,613.00)** without written approval of Commission's Executive Director ("Total Compensation"). Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.14.2 Payment of Compensation. Consultant shall submit to Commission a monthly statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. Commission shall, within 45

days of receiving such statement, review the statement and pay all approved charges thereon.

3.14.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by Commission.

3.14.4 Extra Work. At any time during the term of this Agreement, Commission may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by Commission to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from Commission's Executive Director.

3.15 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred and fees charged under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of Commission during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.16 Termination of Agreement.

3.16.1 Grounds for Termination. Commission may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof. Upon termination, Consultant shall be compensated only for those services which have been fully and adequately rendered to Commission through the effective date of the termination, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.16.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Consultant to provide all finished or unfinished Documents and Data, as defined below, and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.16.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, Commission may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.17 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

CONSULTANT:

Kimley-Horn and Associates
3801 University Avenue
Ste.300
Riverside, CA 92501
Attn: Darren J. Adrian, P.E.

COMMISSION:

Riverside County
Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501
Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.18 Ownership of Materials/Confidentiality.

3.18.1 Documents & Data. This Agreement creates an exclusive and perpetual license for Commission to copy, use, modify, reuse, or sub-license any and all copyrights and designs embodied in plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement (“Documents & Data”).

Consultant shall require all subcontractors to agree in writing that Commission is granted an exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement.

Consultant represents and warrants that Consultant has the legal right to grant the exclusive and perpetual license for all such Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the Commission.

Commission shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at Commission’s sole risk.

3.18.2 Intellectual Property. In addition, Commission shall have and retain all right, title and interest (including copyright, patent, trade secret and other proprietary rights) in all plans, specifications, studies, drawings, estimates, materials, data, computer programs or software and source code, enhancements, documents, and any and all works of authorship fixed in any tangible medium or expression, including but not limited

to, physical drawings or other data magnetically or otherwise recorded on computer media ("Intellectual Property") prepared or developed by or on behalf of Consultant under this Agreement as well as any other such Intellectual Property prepared or developed by or on behalf of Consultant under this Agreement.

The Commission shall have and retain all right, title and interest in Intellectual Property developed or modified under this Agreement whether or not paid for wholly or in part by Commission, whether or not developed in conjunction with Consultant, and whether or not developed by Consultant. Consultant will execute separate written assignments of any and all rights to the above referenced Intellectual Property upon request of Commission.

Consultant shall also be responsible to obtain in writing separate written assignments from any subcontractors or agents of Consultant of any and all right to the above referenced Intellectual Property. Should Consultant, either during or following termination of this Agreement, desire to use any of the above-referenced Intellectual Property, it shall first obtain the written approval of the Commission.

All materials and documents which were developed or prepared by the Consultant for general use prior to the execution of this Agreement and which are not the copyright of any other party or publicly available and any other computer applications, shall continue to be the property of the Consultant. However, unless otherwise identified and stated prior to execution of this Agreement, Consultant represents and warrants that it has the right to grant the exclusive and perpetual license for all such Intellectual Property as provided herein.

Commission further is granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

3.18.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

3.18.4 Infringement Indemnification. Consultant shall defend, indemnify and hold the Commission, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by Commission of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.19 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.20 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and costs of such actions.

3.21 Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of Commission's choosing), indemnify and hold Commission, its directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse Commission and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, its directors, officials officers, employees, consultants, agents, or volunteers.

If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by

a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

Consultant's obligations as set forth in this Section shall survive expiration or termination of this Agreement.

3.22 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be supplemented, amended, or modified by a writing signed by both parties.

3.23 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.24 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.25 Commission's Right to Employ Other Consultants. The Commission reserves the right to employ other consultants in connection with this Project.

3.26 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties, and shall not be assigned by Consultant without the prior written consent of Commission.

3.27 Prohibited Interests and Conflicts.

3.27.1 Solicitation. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, Commission shall have the right to rescind this Agreement without liability.

3.27.2 Conflict of Interest. For the term of this Agreement, no member, officer or employee of Commission, during the term of his or her service with Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.27.3 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is

caused by and or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

3.27.4 Employment Adverse to the Commission. Consultant shall notify the Commission, and shall obtain the Commission's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against the Commission during the term of this Agreement.

3.28 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related Commission programs or guidelines currently in effect or hereinafter enacted.

3.29 Subcontracting. Consultant shall not subcontract any portion of the work or Services required by this Agreement, except as expressly stated herein, without prior written approval of the Commission. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.30 Prevailing Wages. By its execution of this Agreement, Consultant certified that it is aware of the requirements of California Labor Code Sections 1720 et seq. and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is \$1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. The Commission shall provide Consultant with a copy of the prevailing rate of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the Commission, its elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.30.1 DIR Registration. If the Services are being performed as part of an applicable "public works" or "maintenance" project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants must be registered with the Department of Industrial Relations. If applicable, Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants. This Project may also be subject to compliance monitoring and enforcement by the Department of

Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

3.31 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

If California Labor Code Section 1777.5 applies to the Services, Consultant and any subcontractor hereunder who employs workers in any apprenticeable craft or trade shall apply to the joint apprenticeship council administering applicable standards for a certificate approving Consultant or any sub-consultant for the employment and training of apprentices. Upon issuance of this certificate, Consultant and any sub-consultant shall employ the number of apprentices provided for therein, as well as contribute to the fund to administer the apprenticeship program in each craft or trade in the area of the work hereunder.

The parties expressly understand that the responsibility for compliance with provisions of this Section and with Sections 1777.5, 1777.6 and 1777.7 of the California Labor Code in regard to all apprenticeable occupations lies with Consultant.

3.32 No Waiver. Failure of Commission to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

3.33 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless Consultant or the Services are not subject to the Eight-Hour Law. Consultant shall forfeit to Commission as a penalty, \$50.00 for each worker employed in the execution of this Agreement by him, or by any sub-consultant under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless Consultant or the Services are not subject to the Eight-Hour Law.

3.34 Subpoenas or Court Orders. Should Consultant receive a subpoena or court order related to this Agreement, the Services or the Project, Consultant shall

immediately provide written notice of the subpoena or court order to the Commission. Consultant shall not respond to any such subpoena or court order until notice to the Commission is provided as required herein, and shall cooperate with the Commission in responding to the subpoena or court order.

3.35 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, and the obligations related to receipt of subpoenas or court orders, shall survive any such expiration or termination.

3.36 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.37 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.38 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.39 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

3.40 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.41 Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services.

3.42 Headings. Article and Section Headings, paragraph captions or marginal headings contained in this Agreement are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.43 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein, without the prior written consent of the Commission. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.44 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.45 Electronically Transmitted Signatures. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. This Agreement may be signed using an electronic signature.

[Signatures on following page]

DRAFT

**SIGNATURE PAGE
TO
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR [__ DESCRIPTION OF SERVICES __] SERVICES
WITH [__ CONSULTANT __]**

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**CONSULTANT
KIMLEY-HORN AND ASSOCIATES**

By: _____
**Aaron Hake
EXECUTIVE DIRECTOR**

By: _____
Signature

Name

Title

Approved as to Form:

Attest:

By: _____
Best Best & Krieger LLP
General Counsel

By: _____
Its: _____

* A corporation requires the signatures of two corporate officers.

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

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

EXHIBIT "A"
SCOPE OF SERVICES

[INSERT]

DRAFT

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1 Glossary of Terms

Term	Definition
15/91 Express Connector	Connector linking the Interstate 15 (I-15) Express Lanes to the State Route 91 (SR 91) Express Lanes. The connector provides a connection from the eastbound SR 91 Express Lanes to the northbound I-15 Express Lanes and from the southbound I-15 Express Lanes to the westbound SR 91 Express Lanes.
AC	Asphalt Concrete
Automated Pavement Condition Survey (APCS)	A systematic assessment of the condition of road surfaces and pavements conducted utilizing instruments such as lasers, cameras, and sensors mounted on vehicles or drones to collect data on various pavement distresses, including cracks, potholes, rutting, and surface roughness.
Caltrans	California Department of Transportation.
Consultants	HNTB is the consultant hired by the Riverside County Transportation Commission (RCTC) to provide engineering support services.
Coring	Process of extracting cylindrical samples from concrete. The extracted cores provide valuable information about the composition, structure, properties, and integrity of the concrete being sampled.
DMS	Document Management System.
Dynamic Core Penetrometer (DCP)	A portable soil testing device used to assess soil strength and compaction characteristics. The resistance encountered during penetration indicates soil density, strength, and load-bearing capacity.
Falling Weight Deflectometer (FWD)	A portable device used in pavement analysis to assess the structural capacity and condition of road pavements.
Fugro Consultants	Consultant contracted by RCTC to perform the initial automated condition distress survey on the State Route 91 (SR 91) Express Lanes in 2023.
Ground Penetrating Radar (GPR)	A geophysical technique for subsurface exploration via the use of electromagnetic pulses to create subsurface images.

Term	Definition
Interstate 15 (I-15) Express Lanes	The I-15 Express Lanes are designated toll lanes I-15 that are physically separated from general traffic lanes by barriers or markings. These lanes operate in the median of I-15, covering an approximate 15-mile segment between State Route (SR) 60 in the north and Cajalco Road in the south. RCTC owns and operates these lanes.
JPCP	Jointed Plane Concrete Pavement
Nondestructive Deflection Testing (NDT)	A pavement testing method that assesses the strength and stability of structures without causing damage. It involves applying a load and measuring the resulting deflection. Devices like falling weight deflectometer and dynamic cone penetrometer are commonly used. This method provides insights into the structure's condition, aiding in maintenance decisions.
Notice to Proceed (NTP)	Formal document issued by RCTC to the Proposer, authorizing them to begin work on a Project.
Pavement Data Collection and Analysis Approach Document(s)	Document(s) provided by the Proposer detailing the proposed methods of pavement analyses and pavement preservation methods. The Proposer will provide these documents to RCTC prior to data collection and analysis.
Pavement Management Plan(s) (PMPs)	Document provided by the Proposer detailing the recommended pavement management strategies for the I-15 and SR 91 Express Lanes. The PMP includes the prioritization of maintenance and rehabilitation activities and recommended rehabilitation strategy.
Pavement Management Report(s) (PMR[s])	Document(s) provided by the Proposer detailing the analysis of the condition and performance of the pavement along the I-15 and SR 91 Express Lanes.
Progress Report	Report prepared by the Proposer detailing the progress of the Project. The report includes a written narrative and an updated bar-chart format of the Project Schedule.
Project	The total work set forth in this Statement of Work and Requirements. Work encompasses the pavement analysis of the RCTC I-15 and SR 91 Express Lanes and accompanying deliverables.
Project Schedule	The detailed schedule developed and maintained by the Proposer that outlines the Project tasks, milestones, and timelines. The Project Schedule is subject to approval by RCTC

Term	Definition
Proposer	An entity that has submitted a Proposal on this Request for Proposal (RFP).
Quality and Safety Program	Document prepared by the Proposer defining methodologies, standards, criteria, activities, tools, and resources for managing work products. The program addresses early Project activities, quality assurance, and review procedures.
RCTC	Riverside County Transportation Commission.
RFP	Request for Proposals
State Route 91 (SR 91) Express Lanes	The SR 91 Express Lanes are designated toll lanes running along State Route 91 that are physically separated from the main traffic arteries by barriers or markings. RCTC owns and operates the 8--mile stretch of lanes between the Orange County / Riverside County line in the west and ending approximately a mile past the I-15 in the east.
Subcontractor	Any person, firm, or corporation, other than the Proposer's employees, who contracts to furnish labor, or labor and materials in connection with the Project, whether directly or indirectly, on the Proposer's behalf and whether or not in privity with the Proposer.
Work Plan	Detailed plan provided by the Proposer specifying steps, resources, schedule, permits and any other tasks required to perform the specified work.

2 Project Description

2.1 Introduction

The Riverside County Transportation Commission (RCTC) is seeking qualified professionals to perform pavement analyses of the Interstate 15 (I-15) Express Lanes and State Route 91 (SR 91) Express Lanes to assess the current condition of pavement in the Express Lanes.

Descriptions for each express lane are as follows:

- I-15 Express Lanes:
 - I-15 Express Lanes operate in the median of I-15, covering an approximate 15-mile segment between Cajalco Road in the south and State Route 60 (SR 60) in the north.
 - The nearest post mile markers for the south and north ends of the I-15 Express Lanes are 36 and 51, respectively.
 - Located within I-15, the I-15 Express Lanes consist primarily of two travel lanes but varies from one to three travel lanes in both northbound and southbound directions. All lanes including ingress only, egress only, ingress/egress, connectors, auxiliary lanes shall be included.
 - These lanes primarily feature Jointed Plain Concrete Pavement (JPCP) and are separated from the adjacent, general-purpose travel lanes by three-foot high plastic delineators, placed at 12-foot intervals within striped buffers that vary from 2 to 12 feet in width.
 - The travel lanes are generally 11 to 12 feet wide, covering a cumulative length of approximately 60 lane-miles. Shoulder widths vary from 2 to 10 feet in both directions.
 - The lane adjacent to the general-purpose lanes includes channelizers, which serve as a buffer between the express lanes and general-purpose lanes. RCTC maintains these channelizers.
- SR 91 Express Lanes:
 - The RCTC-owned portion of the SR 91 Express Lanes operates in the median of SR 91, spanning an 8-mile stretch from the Orange County / Riverside County line in the west and ending approximately a mile past the I-15 in the east.
 - The nearest post mile markers for the west and east ends of the SR 91 Express Lanes are 1 and 7, respectively.
 - Located within SR 91, the SR 91 Express Lanes consist of one to four travel lanes in both eastbound and westbound directions. All lanes including ingress only, egress only, ingress/egress, connectors, auxiliary lanes shall be included. The predominant pavement type is JPCP with portions of Asphalt Concrete (AC) pavement.

- Similar to the I-15 Express Lanes, these lanes are separated from the adjacent concrete pavement, general-purpose travel lanes by three-foot high, plastic delineators, placed at 12-foot intervals within striped buffers that range from 2 to 12 feet in width.
- The travel lanes are generally 11 to 12 feet wide, spanning a cumulative length of approximately 32 lane-miles. Shoulder widths range from 2 to 10 feet in both directions.
- The lane adjacent to the general-purpose lanes includes channelizers, which serve as a buffer between the express lanes and general-purpose lanes. RCTC maintains these channelizers.

In addition to the I-15 and SR 91 Express Lanes, the Proposer shall consider the 15/91 Express Connector to be within Project limits. Any required rehabilitation work for the connector shall be reported to and performed by Caltrans.

In December of 2023 RCTC had a consultant conduct a distress survey revealing certain areas of the SR 91 Express Lanes require repair or replacement. No such assessment has been done for the I-15 Express Lanes. The pavement life for the 91 Express Lanes is estimated to end around 2030. RCTC is undergoing a separate effort for replacement of all pavement. This RFP is for bi-annual pavement analysis to support the repair and replacement of pavement as needed beginning in 2023 and ending in 2029.

Figure 1 below illustrates the limits of the I-15 Express Lanes in Riverside County in orange. The limits of SR 91 Express Lanes in both Orange County and Riverside County are shown in blue.

Figure 1 - Project Limits Map



2.2 Statement of Intent

The Proposer shall participate in a six-year pavement analysis program that provides qualified personnel to perform technical pavement analyses for the I-15 and SR 91 Express Lanes. The analyses are intended to enable RCTC to make appropriate financial and decisions concerning pavement rehabilitation options. Data should be obtained every two years to compare with previous data to be able to reevaluate the rehabilitation. An analysis shall be provided for each of the Express Lanes which includes an assessment in a Pavement Management Report (PMR) and provides a recommended pavement rehabilitation strategy in a Pavement Management Plan (PMP). The PMP shall include prioritization of work within specified sections of each Express Lane and shoulders., as well as life expectancy courses of action for the existing pavement. The Proposer shall provide updated assessments on a biennial basis for the program's six-year period. It is possible the 91 Express Lanes pavement analysis in Package 3 may not be required if the 91 Express Lanes full pavement replacement program occurs prior to 2031. The recommended rehabilitation strategy must be organized by year, with subsequent revisions made following the biennial updated assessment for each of the Express Lanes.

The timeline will be as follows:

Package 1 - Year 1, (Projected September 2024) – Collect data and develop separate PMRs and PMPs for both the SR 91 Express Lanes and I-15 Express Lanes. In year 1, the 91 Express Lanes should be prioritized.

Package 2 - Year 3 (Projected May 2027) – Collect new data and update the PMRs and PMPs for both the SR 91 Express Lanes and I-15 Express Lanes.

Package 3 - Year 5 (Projected May 2029) – Collect new data and update the PMRs and PMPs for both the SR 91 Express Lanes and I-15 Express Lanes. The SR91 Express Lanes work may not be needed.

All analyses shall conform to current Caltrans pavement maintenance and rehabilitation manuals and practices. Analyses shall include both field sampling and testing, as well as Nondestructive Testing Methods (coring, sampling of base/subgrade, Dynamic Cone Penetrometer (DCP)). Nondestructive testing methods can include Ground Penetrating Radar (GPR) or Falling Weight Deflectometer (FWD) to evaluate pavement strength, surface roughness and smoothness testing to evaluate rideability, friction testing to evaluate skid resistance, and pavement surface and subsurface condition evaluation. The Automated Pavement Condition Survey (APCS) Vehicle and associated reports are required as part of the data collection.

3 Statement of Services

3.1 Project Management

The Proposer shall provide overall execution of the Project, including coordination with RCTC, Consultants, and Caltrans, tracking progress of the work, preparing invoices, and conducting Project meetings.

The Proposer shall provide an experienced Project Manager that shall provide overall Project management, coordination, and supervision of Project staff to facilitate the performance of the work in accordance with the scope and requirements of RCTC. The Proposer shall maintain coordination with regulatory agencies impacted by the Project.

3.1.1 Coordination and Administration

The Proposer shall coordinate a Project kick-off meeting within fourteen (14) calendar days after execution of the contract to review Project objectives and requirements, receive initial information from agencies, establish communication protocols, and address other issues as necessary to ensure a successful Project initiation. Thereafter, meetings with RCTC and Consultants shall be conducted as frequent as necessary to discuss progress and general Project issues, to obtain direction, and to exchange information. Meetings shall be held with RCTC personnel and Consultants to ensure satisfactory progress of the work. Proposer team meetings shall be held as necessary to coordinate activities, review assignments, monitor progress, and identify issues to resolve.

Deliverables: Meeting Agendas and Minutes (electronic PDF)

3.1.2 Invoicing and Progress Reports

At the completion of each subtask, as detailed in the Work Plan, the Proposer shall provide a progress report to RCTC. The narrative portion of the monthly Progress Report shall describe overall progress of the work, discuss significant problems and present proposed corrective action for these problems, as well as show the status of major changes.

At the completion of each biennial pavement analysis, including submittal of required documentation in acceptable form, the Proposer shall submit an invoice. The invoice shall separate costs incurred directly for the 91 Express Lanes from those incurred for the 15 Express Lanes. The Proposer shall submit the invoice to RCTC's Project Manager for pre-approval prior to submitting to ap@rctc.org for payment. The invoice shall contain all information required by RCTC.

Deliverables: Invoices and Progress Reports (electronic PDF)

3.1.3 Quality and Safety Program

The Proposer shall develop a Quality and Safety Program for the Project detailing their approach toward quality assurance and safety. The program shall demonstrate the Proposers commitment to performing the work in accordance with the requirements and with a high level of accuracy. The program shall demonstrate the Proposers commitment to the safety of those performing the work and the motoring public.

Within fourteen (14) calendar days of receiving the NTP, the Proposer shall submit a complete Quality and Safety Program for review and approval by RCTC. The Quality and Safety Program shall identify whether Subcontractors will follow their own Quality and Safety Program for their work. The Proposer's Quality and Safety Program must be approved by RCTC prior to all submittals.

Deliverable: Quality and Safety Program (electronic PDF)

3.1.4 Document Management

The Proposer shall provide all required documents for review and approval of RCTC. The Proposer shall submit all Project documents, reports, and data to RCTC as set forth in this Statement of Work. The Proposer shall maintain a complete set of documents provided under this Contract through the duration of the Contract. At the term of the Contract the Proposer shall reconcile the documents produced and delivered with the RCTC Project Manager ensuring RCTC has a complete set of documentation. It is explicitly understood that RCTC shall have full ownership of all data collected and documents provided under this Contract.

The Proposer may provide RCTC access to their working documents, reports, and other related test results if they are stored on a separate cloud/server.

Deliverable: All Project documents (electronic Microsoft Word and PDF)

3.2 Inspection, Testing, Data Collection & Analysis for Pavement Management Report (PMR) AND Pavement Management Plan (PMP)

3.2.1 Pavement Data Collection and Analysis Approach Document

Prior to performing data collection, the Proposer shall deliver a document which details the proposed methods of data collection, data analysis and approach to pavement preservation.

Deliverable: Pavement Data Collection and Analysis Approach Document (electronic Microsoft Word and PDF)

3.2.2 Inspection and Data Collection

The Proposer shall collect necessary pavement inventory data and perform field pavement surveys pertinent to developing the PMRs and PMPs.

The Proposer shall collect available information from RCTC and Caltrans and perform field investigations as necessary. All Express Lanes closures require RCTC approval prior to commencement of work. The Proposer is responsible for obtaining all necessary permits and ensuring proper coordination with Caltrans and RCTC's I-15 and SR 91 Express Lanes operators during the physical investigation of lane pavement. Proposer is responsible for toll charges and/or fees if applicable.

Any planned shoulder work or work within the travel lanes of I-15 or SR 91 Express Lanes will require the full closure of the Express Lanes along with all ingress/egress points and direct connectors. At RCTC's sole discretion, RCTC may review any shoulder work requests that do not require closures but is not obligated for approval. Express Lanes closure hours are limited to 10 PM to 4 AM (Monday, Tuesday, Wednesday, and Sunday nights) and 11 PM to 6 AM (on Friday and Saturday nights). If hours are needed beyond the closure limits for field investigations, weekend morning hours will be considered by RCTC and will require coordination and approval. RCTC Contracts with Caltrans for routine maintenance and the RCTC Project Manager will inform the proposer of any planned maintenance closures the explore the possibility of working within the maintenance closure. If the Proposer does not comply with the approved closure window, RCTC will seek reimbursement of lost toll revenues based on historical revenues. Tolls are suspended for all motorist during closures.

The data collection may consist of, but is not limited to, the following items:

- 1) Automated condition distress survey performed by Fugro Consultants.
- 2) Existing corridor plans for both the SR 91 and I-15 Express Lanes.
- 3) An inventory of existing records of physical pavement features, including the number of lanes, length, width, surface type, functional classification, and shoulder information. This can be accomplished through an Automated Pavement Condition Survey (APCS).
- 4) A history of dates and types of construction, reconstruction, rehabilitation, pavement maintenance activities, and preventive maintenance along the length of the two Express Lanes.
- 5) Pavement structure sampling and testing performed previously.
- 6) Condition assessments that include cracking, IRI profile data, rutting, surface distress, structural capacity, roughness, and surface friction. The corresponding measurements/metrics for these assessments should be typical of those used on pavement assessments performed by Caltrans.

Deliverable: An electronic database that contains all data related to the I-15 and SR 91 Express Lanes pavement analyses. The database shall be the source of pavement-related information reported to RCTC and utilized to prepare the PMRs and PMPs.

3.2.3 Data Analysis

The Proposer shall provide analyses of the data collected from the I-15 and SR 91 Express Lanes and make recommendations that enable RCTC to prioritize needed rehabilitation work and compile a task detailing the work to be performed by the pavement contractor to be selected under a separate RFP.

The Proposer shall perform, but is not limited to, the following analyses:

- 1) Pavement performance analyses of the I-15 and SR 91 Express Lanes that include an estimate of present and predicted performance along sections, an estimate of the remaining service life of each lane, and pavement rehabilitation recommendations based on the severity of issues identified.
 - a. The section analysis must be organized by existing pavement structural section type such as: AC, JPCP, or rehabilitated areas.
 - b. Report must distinguish bridge and connector areas.
- 2) An evaluation of various maintenance and rehabilitation strategies based on severity. The evaluation shall include the approaches to construction, rehabilitation, materials, mix designs, and preventive maintenance as they relate to pavement performance.
- 3) An estimated cost for each recommendation.

Deliverables: Analysis results to be utilized in the preparation of the PMRs and PMPs.

3.3 PMRs and PMPs

3.3.1 Work Plan

A detailed Work Plan for each of the three-pavement analysis shall be provided to RCTC. The Proposer shall monitor and update Work Plan, revising as appropriate, with approval from RCTC. The Work Plan shall include, but is not limited to, the following items:

- A detailed Project Schedule, including all subtasks
- A logical sequence of tasks and deliverables described in this Statement of Work and Requirements
- A clear definition of each task and deliverable
- Staff and subcontractor requirements for each task and deliverable
- Resource, including equipment, requirements
- Permit requirements
- A specific target completion date for each task
- Task and deliverable relationships and dependencies

Deliverables: Project Schedule and Work Plan (P6 Schedule or similar)

3.3.2 Prepare PMRs and PMPs

Proposer shall provide RCTC PMR and PMP documents for review and approval. The PMRs and PMPs shall include analyses to allow appropriate decision-making concerning the ongoing pavement management for the I-15 and SR 91 Express Lanes.

The PMRs and PMPs shall conform to the requirements set forth in this Statement of Work and Requirements and be in general compliance with the methodologies and practices stated in Caltrans Design Information Bulletin 79-04: Design Guidance and Standards for Roadway Rehabilitation Projects, Caltrans Design Information Bulletin 81-02: Capital Preventative Maintenance (CAPM) Guidelines, Caltrans Concrete Pavement Guide, American Association of State Highway and Transportation Officials Pavement Management Guide, and other relevant reference sources.

Additionally, the PMRs and PMPs shall answer the following questions:

- 1) Is the pavement structurally adequate for future traffic volumes and mix?
- 2) Is the pavement functionally adequate now and in the future, when evaluated on an annual basis?
- 3) Are the pavement materials durable?
- 4) Does the pavement provide adequate friction and drainage?
- 5) Does the pavement pose any imminent safety concerns?
- 6) Do pavement conditions vary substantially along the length of the Project or between lanes?
- 7) What geometric factors will impact pavement solution?
- 8) Are there locations of weak or soft subgrade conditions?
- 9) Are there areas of significant distress or require special consideration?
- 10) Are there locations that will require removal of the existing pavement?
- 11) From the field testing, what are the resilient modulus values?

Furthermore, the PMP will include recommended pavement rehabilitation strategies that shall consider RCTC's available funding and propose construction packages of sufficient scale to ensure commercial viability of the work. The plan must prioritize the recommended sections for rehabilitation according to the severity of distress identified during the pavement analyses.

The Proposer shall provide separate PMR and PMP documents for both the I-15 and SR 91 Express Lanes. These documents shall be delivered on a biennial schedule as shown in Section 4.0.

The Proposer shall update all analyses included in the Final PMR and PMP documents to reflect updated pavement conditions and pavement rehabilitation strategies for the corresponding year.

A total of eight updated documents are included in this Statement of Work and Requirements: three PMRs and PMPs for the SR 91 Express Lanes, as well as three PMRs and PMPs for the I-15 Express Lanes.

Deliverables: Two hardcopies and one electronic (Microsoft Word and PDF) file of the PMR and PMP documents for both the I-15 Express Lanes and SR 91 Express Lanes. All documentation shall be complete and supported with technical analysis consisting of text, charts, tables, and graphs designed to be easily understood and used by RCTC.

3.3.3 Field Markings

Prior to the performance of the pavement rehabilitation, the Proposer shall conduct field markings on the I-15 and SR 91 Express Lanes. These markings shall indicate sections of pavement that require repair as outlined in the PMP. The Proposer may coordinate with contractors performing the rehabilitation work during the activity; however, it is the sole responsibility of the Proposer to mark the pavement in preparation for the rehabilitation work to be performed. Additionally, the Proposer must be available for field walks with contractors to provide the necessary guidance for pavement rehabilitation activities.

It is the contractor's responsibility to oversee traffic control management during the field markings.

4 Project Schedule (estimated based on award of Contract)

TASKS	DATE
A. Project Kickoff	July 2024
B. Package 1 Complete data collection, data analysis, and PMRs and PMPs for the I-15 and SR 91 Express Lanes	November 2024
C. Package 2 Complete First PMR and PMP updates for both the I-15 and SR 91 Express Lanes	May 2027
D. Package 3 Complete Second PMR and PMP updates for both the I-15 and SR 91 Express Lanes. Note the 91 Express Lanes work will not be required if the 91 long-term pavement project is scheduled for work before 2031.	May 2029

DRAFT

EXHIBIT "B"

SCHEDULE OF SERVICES

[INSERT]

DRAFT

Project Schedule (estimated based on award of Contract)

TASKS	DATE
A. Project Kickoff	July 2024
B. Package 1 Complete data collection, data analysis, and PMRs and PMPs for the I-15 and SR 91 Express Lanes	November 2024
C. Package 2 Complete First PMR and PMP updates for both the I-15 and SR 91 Express Lanes	May 2027
D. Package 3 Complete Second PMR and PMP updates for both the I-15 and SR 91 Express Lanes. Note the 91 Express Lanes work will not be required if the 91 long-term pavement project is scheduled for work before 2031.	May 2029

EXHIBIT "C"
COMPENSATION

[INSERT]

DRAFT

EXHIBIT "C"

COMPENSATION SUMMARY¹

Fixed Price Per Payment Milestone

Payment Milestones	Milestone Description	Cost	Amount
Document Approval	Quality and Safety Program and Pavement Data Collection and Approach Document	\$15,600.46	\$15,600.46
Completion of Pavement Analysis and required documentation for Package 1	91 Express Lanes	\$101,433.07	\$291,620.09
	15 Express Lanes	\$190,187.02	
Completion of Pavement Analysis and required documentation for Package 2	91 Express Lanes	\$104,092.70	\$299,266.52
	15 Express Lanes	\$195,173.82	
Completion of Pavement Analysis and required documentation for Package 3	91 Express Lanes	\$109,408.42	\$314,549.21
	15 Express Lanes	\$205,140.79	
SUBTOTAL			\$921,036.28
Post Analysis Field Visits and Pavement Parkings (up to 9 visits) 2		\$16,841.91	\$151,577.19
TOTAL COSTS			\$1,072,613.47

¹ Commission authorization pertains to total contract award amount. Compensation adjustments between consultants may occur; however, the maximum total compensation authorized may not be exceeded.

² Post Analysis Field Visits and Pavement Parkings will be reimbursed based on actual field visits. Up to 9 were used for the purposes of calculating contract authority

AGENDA ITEM 6E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Jennifer Crosson, Director of Toll Operations
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	91 Express Lanes Occupancy Detection System Change Order and Resolution for Occupancy Correction Fee

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Authorize Change Order No. 036 to the Kapsch TrafficCom Agreement No. 16-31-043-00 for installation, operations and maintenance of the lane system Occupancy Detection System (ODS) in the amount of \$7,788,289;
- 2) Authorize Change Order No. 07 to the Cofiroute USA Agreement No. 19-31-059-00 for the enforcement of the Occupancy Detection System in an amount not to exceed \$642,953; and
- 3) Adopt Resolution No. 24-004, *“Regarding the Revised 91 Express Lanes Transponder and Customer Account Plan Fee Policies.”*

BACKGROUND INFORMATION:

The 91 Express Lanes in Riverside County is a popular route for motorists, especially during peak travel periods. However, at times, the demand for the 91 Express Lanes exceeds capacity, and the facility does not meet the Commission’s speed goals which are 65 miles per hour (mph), or the federally mandated speed of 45 mph. Caltrans and the Federal Highways Administration (FHWA) refer to the instances where 45 mph are not met on a HOT Lane as “degraded.” Each year Caltrans reports degraded conditions to FHWA and the Commission is required to provide an action plan for improving the degraded condition. Currently, the location near the westbound entrance is extremely congested during peak travel times and falls below both the Commission’s and federally mandated speed goals.

Although several actions have been taken to improve traffic flow in the 91 Express Lanes and improve demand management since they opened in 2017, this staff report is intended to provide information regarding the options available that could help improve traffic flow and resolve the degraded issues.

DISCUSSION:

Degradation of the Express Lanes occurs when the number of vehicles in the Express Lanes exceed the level of capacity at which the Express Lanes can no longer provide travel speeds greater than 45 mph. When this occurs, the following are evaluated:

1. Changes to the physical elements of the Express Lanes
2. Changes to the 91 Express Lanes Toll Policy
3. Increase in toll rates
4. Changes to discount policy

Since the opening of the 91 Express Lanes in 2017, the eastbound 91 Express Lanes during peak travel times have been considered degraded resulting from the high demand for usage. Several physical changes were made to the eastbound diverge point where motorists make the decision to continue through to the 91 eastbound or to take the express connector to the south Interstate 15. Staff and RCTC's consultants continually monitored the traffic conditions and oversaw several additional improvements including additional signage to assist motorists with decision making, restriping, and changing the placement of channelizers. In addition to the physical improvements, the toll rate setting policy was changed to provide for rate setting based on the single lane volumes and toll rates were increased to nearly \$28 during Friday afternoons. These changes shortened the length of the degradation but did not eliminate it entirely.

Prior to the opening of the 15/91 Express Lanes Connector (ELC) and the addition of a second lane for the eastbound McKinley exit customers using the eastbound 91 Express Lanes through movement to McKinley Street would regularly be delayed due to high demand coupled with limited express lane capacity. During Friday afternoons when demand was especially elevated, vehicles traveling eastbound toward McKinley Street would be moving at speeds less than 25 mph, while tolls ranged from \$18 to \$28 from 1:00 p.m. to 5:00 p.m. The Commission widened the segment of the eastbound 91 Express Lanes east of the exit to the 15 Express Lanes from 1 to 2-lanes and extended the terminus by approximately half a mile. The improvement project improved capacity and allowed more Express Lanes traffic to flow with little to no delay. As a result of the improved operations, the RCTC's dynamic pricing policy reduced tolls for the eastbound 91 trip to McKinley Street to less than \$10 during peak Friday afternoons.

The westbound direction near the entrance to the Express Lanes has also experienced degradation during the peak travel times. The new ELC added a third lane of traffic which now merges with the vehicles entering from the 91 general purpose lanes and those coming from the 15 North via the south ELC.

During the morning high peak demand period for the westbound 91 Express Lanes results in heavy congestion at the east end of the facility. Extensive queues are regularly observed for two to three hours on the south ELC and on the westbound 91 approaching the Express Lanes entrance. Toll rates for the trip from McKinley Street are \$23 while the toll from 15 northbound are nearly \$18.

As required by FHWA, staff is working on an action plan to improve the degraded condition in westbound direction during the morning peak period. After implementing the previously highlighted projects, further evaluation has determined:

1. There are no physical improvements to the Express Lanes that can be made at this time to improve the condition at the westbound entrance.
2. The Commission approved the change from time-of-day tolls to dynamic pricing. The dynamic pricing is allowing the tolls to vary more readily with demand to avoid overpricing during hours where the demand is ramping up or decreasing.
3. The highest toll is \$23.00. Toll rates escalated to this level from the prior high of \$20.45, however, the increases have been ineffective and reducing demand and congestion.
4. The 91 Express Lanes offers several discounts to customers. The HOV3+ and Zero Emission Vehicle (ZEV) discounts are the most frequently utilized discounts.

HOV3+ Discount

In order to receive the HOV3+ discount (100 percent discount except for eastbound Monday through Friday between 4:00 p.m. and 6:00 p.m.), customers must drive through a dedicated lane marked HOV3+ Only. On average 24 percent of the vehicles using the 91 Express Lanes drive through the HOV3+ Only lane and receive the carpool discount. The percent of vehicles using the HOV3+ lane during the morning peak period reaches as high as 28 percent during some hours.

ZEV Discounts

Like the HOV3+ discount 91 Express Lanes customers who qualify as a ZEV also receive a 100 percent discount except for eastbound Monday through Friday between 4:00 p.m. and 6:00 p.m. On Average 6 percent of the vehicles using the 91 Express Lanes receive the ZEV discount. The percentage of vehicles receiving the ZEV discount during the morning peak period reaches as high as 7 percent during some hours.

The customers receiving a 100 percent discount are not influenced by toll rate changes as they are not paying a toll and reduce the effectiveness of congestion pricing for use in controlling demand. Table 1 provides a summary of the HOV3+ and ZEV discount vehicles for the westbound direction during the morning peak period.

Hour Beginning	Total	HOV3+		ZEV	% of Transactions Discounted	SOV
		Compliant	Non-Compliant			
4:00 AM	1,490	290	190	80	38%	930
5:00 AM	3,010	490	320	160	32%	2,040
6:00 AM	2,900	410	270	180	30%	2,040
7:00 AM	2,830	350	230	180	27%	2,070
8:00 AM	2,630	240	160	180	22%	2,050
9:00 AM	2,240	210	140	110	21%	1,780
10:00 AM	1,750	170	120	70	21%	1,390

Table 1 91 Express Lanes Westbound Hourly Traffic

The westbound direction of the 91 Express Lanes is degraded between 5:00 p.m. and 9 a.m. most weekdays. The number of vehicles that choose to use the express lanes (demand) exceeds the available space (capacity) resulting in the formation of a slow-moving queue. In order to improve the speeds, it is estimated that demand in any one hour needs to be reduced by approximately 250 vehicles.

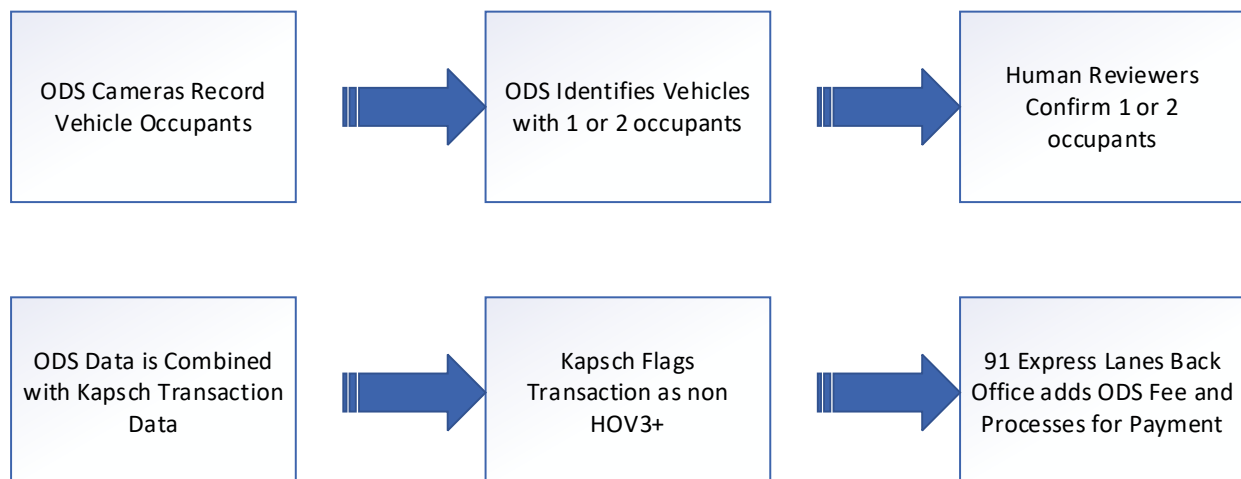
To help reduce demand and remedy the degradation staff is proposing the installation of an Occupancy Detection System to reduce the number of vehicles using the HOV3+ lane without three or more occupants.

Occupancy Detection System (ODS)

The Kapsch TrafficCom (Kapsch) agreement includes a requirement for Kapsch to propose an automated ODS for the purpose of identifying vehicles which do not have three or more occupants. Staff has been working with Kapsch since 2021 to identify an automated occupancy system solution. Kapsch and staff have identified a solution which staff believes will reduce the number of vehicles using the HOV3+ lane without three or more occupants.

The ODS provided by Invision, was tested in the westbound 91 Express Lanes in 2023. Staff worked alongside Kapsch and Invision to analyze the Invision system. The Invision system includes a set of cameras and software which analyzes the images and determines how many occupants are in rows one, two and three of vehicles using the HOV3+ lane. Through this process the ODS system detected up to 500,000 non-compliant vehicles using the HOV3+ lane each year. Not only do those 500,000 vehicles result in lost toll revenue of approximately \$3,000,000 annually, but they consume valuable Express Lanes capacity.

Kapsch has worked with Invision to provide a solution which allows for Kapsch to install the Invision System, determine which vehicles do not have three or more occupants, attach the information to the corresponding toll transaction, and prepare the transaction and supporting photos for transmission to the 91 Express Lanes Back Office. To protect the privacy of motorists the occupancy photos will be anonymized (faces removed). A graphic of the occupancy detection system flow of information is shown in figure 1 below:



Staff is proposing that the transactions which do not have three or more occupants, as determined by the Invision System and human reviewer confirmation, not be given the HOV3+ discount. Upon implementation, staff will analyze the systems performance, customer disputes and the change in non-compliance rate during the first six months of deployment. Staff is seeking approval of an Occupancy Correction fee of \$5.00 which will be added to the toll amount for customers that used the HOV3+ lane without three or more occupants after six months of successful operation. Staff believes the proposed system and process will change the behavior of motorists that are using the HOV3+ lane improperly.

Other Express Lanes operators in the state have spent considerable time evaluating ODS and the issuance of a toll evasion notice with a penalty rather than a toll adjustment with a processing fee as proposed by staff. Complications with integrating ODS data with current toll system data and the burden of managing the dispute process associated with the issuance of violations has prevented any California agencies to date from deploying an ODS. Kapsch has resolved the toll system integration challenge with their solution and staff's recommendation to charge a toll and processing fee greatly reduces the dispute processing efforts and risks.

Staff has negotiated a change order with Kapsch (roadside operator) to install the Invision System, integrate the occupancy data into the toll transaction and review the supporting photos. The one-time cost to design, install and test the occupancy detection system is \$4 million. The annual cost to operate and maintain the ODS is \$552,446.

Staff has negotiated a change order with Cofiroute (back-office operator) to change the back-office system to accept the new data that accompanies transactions found to be HOV3+ non-compliant, store the photos, override the HOV3+ discount and develop a dispute process for transactions disputed by customers. The change order also includes an on-going cost to process disputes related to the ODS program. The one-time cost to design, install and test the system changes is \$392,953 and the per unit dispute cost is \$4.33 per dispute for the first year.

Staff believes the negotiate cost for both the Kapsch and Cofiroute change orders are fair and reasonable. Staff is pleased with the partnership and commitment of both Kapsch and Cofiroute in the delivery of this solution.

One additional required item is the lowering of the height of the eastbound median barrier wall. Currently the wall is 59 inches high. For the ODS cameras to view the inside of the vehicles the wall needs to be lowered to 42 inches. Staff is currently working with designers to complete a design package for use in bidding the work related to the lowering of the wall. The engineer estimate for this work is \$150,000. Staff will return with a request for Commission approval with the contract to perform the barrier wall adjustment.

The total cost related the ODS work is provided in Table 2 below.

Contract	Design and Implementation	Operations and Maintenance	Total
Kapsch TrafficCom	\$4,473,611	\$3,314,678 (6 yrs)	\$7,788,289
Cofiroute	\$392,953	\$250,000 (2 yrs)	\$642,953
Median Wall (Estimated)	\$150,000		\$150,000
	Total		\$8,581,242

Staff has analyzed the return on investment for the proposed system and related operations costs and believes that after thirteen months the net revenue generated by the program will pay for the implementation costs. After year two it is estimated that the ODS program will provide additional estimated net revenue of \$4 million per year.


In order for the \$5.00 Occupancy Correction fee to be charged, the Commission must adopt an amended 91 Express Lanes Fee Policy resolution. The amended policy and resolution are attached to this report.

STAFF RECOMMENDATION:

Deployment of an ODS is important to assist with the management of the traffic demand. Staff recommends the approval of the Kapsch Change Order No. 036 to design, install, operate and maintain the ODS to the Agreement No. 16-31-043-00 in the amount of \$7,788,289. Staff recommends the approval of the Cofiroute Change order No. 07 to implement ODS policies and procedures to the Agreement No. 19-31-059-00 in the amount of \$642,953. Staff recommends adoption of Resolution No. 24-004 providing for the Occupancy Correction Fee in the amount of \$5 per incident.

FISCAL IMPACT:

The Fiscal Year 2024/25 budget includes the required amount for ODS deployment with Kapsch CCO No. 036 and Cofiroute Change Order No. 007. The funding source is 91 toll revenue. Costs associated with the median barrier wall is not included.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25 FY 2025/26+	Amount:	FY 2024/25: \$3,396,495 FY 2025/26+: \$5,034,747
Source of Funds:	91 Toll Revenues			Budget Adjustment:	N/A
GL/Project Accounting No.:	009199 73305 00000 0000 591 31 73301			\$8,431,242	
Fiscal Procedures Approved:				Date:	06/07/2024

Attachments:

- 1) Kapsch Change Order No. 36
- 2) Cofiroute Change Order No. 007
- 3) 91 Express Lanes Transponder and Account Plan Fee Policies Resolution No. 24-004

Approved by the Toll Policy and Operations Committee on June 24, 2024

In Favor: 5 Abstain: 0 No: 0



**Change Response / TSP Change Request
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
I-15 Toll Services Provider Contract**

Change Order No. 36

Pursuant to: (check appropriate box)

- Written Change Notice No. 46, dated May 10, 2024, submitted by RCTC to TSP pursuant to Section 20.4.1 of the Contract
- TSP Change Request No. _____, dated _____, submitted by TSP to RCTC pursuant to Section 20.6 of the Contract
- Directive Letter No. _____, dated _____, submitted by RCTC to TSP pursuant to Section 20.3 of the Contract

Reference is made to that certain Toll Services Contract (Contract No. 16-31-043-00) dated 26 January 2017, by and between Riverside County Transportation Commission (“RCTC”), a public entity of the State of California (“RCTC”), and Kapsch TrafficCom USA, Inc., f/k/a Kapsch TrafficCom Transportation NA, Inc. (“Kapsch”), a corporation organized under the laws of Delaware (“TSP”), as amended, together with all Exhibits and prior amendments (the “Contract”).

This Change Order amends the Contract.

Capitalized terms used, but not defined, in this Change Order have the meanings given in, and all Section and Exhibit references shall be to the Contract.



SECTION I – Narrative, Discussion of Additions, Deletions, Modifications to the Requirements of the Toll Services Contract

A. Evaluation of Change including whether TSP considers any RCTC-Initiated Change to constitute a Change and the specific provision(s) of this Contract which permit a Change Order (Section 20.4.3(a)(i)):

N/A – RCTC Initiated Change Order

B. Overview of scope of Change (Section 20.4.3(a)(iii)). For detailed scope of Change, please complete the Change Response Price Form:

All capitalized terms used in this Change Order No. 36 and not defined herein have the meanings given to such terms in the Toll Services Contract dated January 26, 2017 (as amended by this Change Order and the previous Change Orders), between the Riverside County Transportation Commission (“**RCTC**”) and Kapsch TrafficCom USA, Inc. (“**TSP**”) (together the “**Contract**”).

RCTC plans to develop and implement an Occupancy Detection System (“**ODS**”) to be deployed on the SR-91 Express Lanes. The design of the transaction processing shall take into consideration of expanding to other RCTC Express Lanes.

Part 1: Occupancy Detection System

Attachment 3 shall include the details of the scope of work which include the procurement, installation, testing, operations, and maintenance of ODS.

Part 2: Impacts on Existing Definitions and Contract Provisions

Attachment 4 shall include the modifications to the Technical Provision

C. Analysis of (impact of the Change on the performance of other aspects of the D&D Work, O&M Work, RCTC or RCTC’s toll operations (as applicable); (Section 20.4.3(a)(v)):

All impacts of the Change are reflected in this Change Order No. 36, and there are no other impacts of the Change on the performance of other aspects of the D&D Work, O&M Work, RCTC or RCTC’s toll operations.

D. Proposed plan for mitigating impacts of the Change (Section 20.4.2(a)(x)):



N/A

E. Additions / deletions / modifications to the requirements of the Contract including KPIs (if any) (Section 20.4.3(a)(viii)):

See Attachment 3 for additional Statement of Work ("SOW").



SECTION II – Cost Impact(s)

A. Summary

Compensation under this Change Order is to be paid (check the applicable boxes below):

- n/a¹ \$0.00 (“no cost”) Change Order.
- as a lump sum adjustment to the Contract Price in the amount of _____ dollars (\$ _____).
- as a series of milestone payments in accordance with Attachment 1B to develop and implement ODS, in the amount of four million four hundred seventy-three thousand six hundred eleven dollars (\$4,473,611).
- as a series of monthly payments in accordance with Attachment 2A through 2F – ODS O&M – Price Sheet – Monthly Payments
- as an adjustment to Total O&M Years 1 and 2 Cost or Total O&M Years 3, 4 and 5 Cost
- as a Unit Price Change Order for increases or decreases in the Contract Price [not to exceed] / [in the amount of] _____ dollars (\$ _____)
- as a Time and Materials Change Order, [not to exceed _____ dollars (\$ _____)]
- as is set forth below, under Section II(B)([2] / [3]). **[select the proper reference]**
- If more than one box has been checked, also check this box and summarize terms here:

Documentation supporting the Change Order is attached as Annex[es] _____ [through _____].

B. Special Considerations

1. Delay and disruption damages for Excusable Delay (Section 20.10). n/a

Compensation available for Change Orders are (only) extra Work Costs and delay Costs directly attributable to the proposed Change and exclude certain costs and expenses.

- Total extra Work Costs: \$ _____

¹ If \$0 (i.e., a “no cost” Change Order), leave remainder of Section II blank.



- Total delay and disruption damages: \$ _____

Discussion (if any):

2. Deductive RCTC Changes. n/a

If this Change Order is a deductive change

Net Cost² Savings attributable to the deductive change \$ _____

Amount due to RCTC attributable to the deductive Change (or which can be used by RCTC, in its sole discretion, to offset payment to TSP) \$ _____

Discussion (if any):

² When both additions and reductions are involved in any one Change Order, the adjustment shall be determined on the basis of net increase or decrease. TSP Margin will be allowed only for the net increase in labor Cost in order to establish the amount to be added to the Contract Price. In determining a deductive change order, any deduction will include the amount of TSP Margin and Audited Overhead which would have been payable on such amounts by RCTC in accordance with Section 20.



SECTION III – Completion Deadline Impacts (Applicable to All Change Orders)

The status of the CSC Commencement Deadline is as follows:

- Unaffected by this Change Order
- Affected by [extending] / [accelerating] the date of the CSC Commencement Deadline by _____ calendar days to _____ calendar days prior to Revenue Service Commencement.

The status of the Revenue Service Commencement Deadline is as follows:

- Unaffected by this Change Order
- Affected by [extending] / [accelerating] the date of the Revenue Service Deadline by _____ calendar days to _____ Days after the Package 4 Turnover Date.

The status of the total Float is as follows:

- Unaffected by this Change Order
- Affected by this Change Order as follows:

If this Change Order is issued as a result of, or relating to, an Excusable Delay or a shortening time, TSP’s Critical Path time impact delay analysis is attached as Annex _____ (Section 20.4.3(a)(vi)). n/a



SECTION IV - (Reviewed and recommended agreed by TSP's [Project Manager-D&D Work] or [Project Manager-O&M Work])

By: _____

Name: Lovelyn George

Title: Project Manager

Date: _____

Comments:



SECTION V - (Reviewed and agreed by TSP)

The undersigned Authorized Representative of TSP hereby certifies, under penalty of perjury, as follows:

1. Sections I, II and III of this Change Order, including all Worksheets and Annexes, collectively represent a true, accurate and complete summary of all aspects of this Change Order.
2. The amounts of time and/or compensation set forth in this Change Order (a) are, in each case, justified as to entitlement and amount, (b) reflect all changes to compensation for and scheduling of the Project (inclusive of all Subcontractor and Supplier amounts, impacts), (c) is complete, accurate and current and (d), in each case, the amounts of time, if any, and/or compensation, if any, agreeable to, and is hereby agreed by, TSP.
3. This Change Order includes all known and anticipated impacts or amounts, direct, indirect and consequential, which have been and may be incurred, as a result of the event, occurrence or matter giving rise to this Change Order. This Change Order constitutes a full and complete settlement of all Losses, Claims, matters, issues and disputes existing as of the effective date of this Change Order, of whatever nature, kind or character relating to the event, occurrence or matter giving rise to this Change Order and the performance of any extra Work that this Change Order documents or relates, including all direct and indirect costs for services, equipment, manpower, materials, overhead, profit, financing, delay and disruption arising out of, or relating to, the issues set forth herein. TSP acknowledges that it shall not be entitled to assert any Claim for relief under the Contract for delay, disruption costs or any other adverse financial or Project Schedule impacts existing as of the effective date of this Change Order and arising out of, or relating to, the event, occurrence or matter giving rise to this Change Order or such extra Work.
4. If the foregoing Change Order includes claims of Subcontractors or Suppliers, TSP represents that authorized representatives of each Subcontractor and Supplier, if any, reviewed such claims, this Change Order and accept this Change Order as dispositive on the same, subject to separate Contract between TSP and each such Subcontractor and Supplier, as applicable. Furthermore, TSP has determined in good faith that such claims are justified as to both entitlement and amount.
5. The cost and pricing data forming the basis for the Change Order is complete, accurate and current, with specific reference to the California False Claims Act (Government Code section 12650 et. seq.) and the U.S. False Claims Act (31 USC § 3729 et seq.)
6. It is understood and agreed that this Change Order shall not alter or change, in any way, the force and effect of the Contract, including any previous amendment(s) thereto, except insofar as the same is expressly altered and amended by this Change Order.
7. This Change Order supersedes all prior commitments, negotiations, correspondence, conversations, Contracts or understanding applicable to the issues addressed herein. No deviation from the terms hereof shall be predicated upon any prior representations or Contracts, whether oral or written, other than the Contract, as amended in accordance with its terms.



8. This Change Order is binding upon, and shall insure to the benefit of, each of the parties and their respective heirs, personal representatives, successors and assigns.

IN WITNESS, WHEREOF, TSP, intending to be legally bound, has executed this Change Order as of the date below.

TSP:
Kapsch TrafficCom USA, Inc.

Date: _____

By: _____
Name: Jim Kirwin
Title: Vice President,
Tolling Delivery



SECTION VI - (Reviewed and recommended by RCTC)

By: _____

Name: Jennifer Crosson

Title: Toll Operations Director

Date: _____

Comments:



SECTION VII - (Agreed by RCTC's Authorized Representative)

IN WITNESS WHEREOF, RCTC, intending to be legally bound, has executed this Change Order as of the date first written above.

Date: _____
(the effective date of this Change Order)

RCTC
RIVERSIDE COUNTY TRANSPORTATION
COMMISSION

By: _____
Name: Aaron Hake
Title: Executive Director

ATTACHMENT 1A
ODS DEPLOYMENT AND IMPLEMENTATION MILESTONE PAYMENTS

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	Development of ODS Design, Documentation, Installation, System Testing, and BOS Testing for ODS	Lot	1	\$2,565,227	\$2,656,227
2	Subcontractors	Invision ODS solution, Maintenance of Traffic Contracts, Lane Closures	Lot	1	\$1,245,400	\$1,245,400
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Travel, tolls, Bonding, etc.	Lot	1	\$133,718	\$133,718
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$148,204	\$148,204
TSP Margin 10%						\$381,063
Total D&D Costs for ODS						\$4,473,611



**ATTACHMENT 1B
ODS DEPLOYMENT AND IMPLEMENTATION MILESTONE PAYMENTS**

Milestone	Description	Percentage	Amount
1	Upon execution of the Change Order - Mobilization Payment	30%	\$ 1,342,083.30
2	Upon Acceptance of FAT Test Report	30%	\$ 1,342,083.30
3	Upon installation completion and SCT approval	30%	\$ 1,342,083.30
4	Upon Approval of vFAT, TCSOT, TCSAT and As-Built Documentation	10%	\$ 447,361.10
	Total Deploy and Implement ODS	100%	\$ 4,473,611.00

ATTACHMENT 2A
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 5 – MAY 2025 THROUGH APRIL 2026

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$88,479	\$88,479
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$384,529	\$384,529
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,252	\$6,252
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$9,075	\$9,075
5	TSP Margin	10%	Lot	1	\$47,301	\$47,301
Total O&M Costs – Year 5						\$535,636.00
12 months @ per month						\$44,636.33



ATTACHMENT 2B
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 6 – MAY 2026 THROUGH APRIL 2027

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$93,130	\$91,130
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$385,073	\$385,073
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,375	\$6,375
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$18,147	\$18,147
5	TSP Margin	10%	Lot	1	\$47,620	\$47,620
Total O&M Costs – Year 5						\$548,345.00
12 months @ per month						\$45,695.42



ATTACHMENT 2C
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 7 – MAY 2027 THROUGH APRIL 2028

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$93,866	\$93,866
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$385,617	\$385,617
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,408	\$6,408
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$18,147	\$18,147
5	TSP Margin	10%	Lot	1	\$47,948	\$47,948
Total O&M Costs – Year 5						\$551,986.00
12 months @ per month						\$45,998.83

ATTACHMENT 2D
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 8 – MAY 2028 THROUGH APRIL 2029

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$96,683	\$96,683
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$386,161	\$386,161
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,441	\$6,441
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$18,147	\$18,147
5	TSP Margin	10%	Lot	1	\$48,285	\$48,285
Total O&M Costs – Year 5						\$555,717.00
12 months @ per month						\$46,309.75

ATTACHMENT 2E
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 9 – MAY 2029 THROUGH APRIL 2030

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$99,581	\$99,581
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$386,705	\$386,705
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,476	\$6,476
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$18,147	\$18,147
5	TSP Margin	10%	Lot	1	\$48,629	\$48,629
Total O&M Costs – Year 5						\$559,538.00
12 months @ per month						\$46,628.17

ATTACHMENT 2F
ODS O&M – PRICE SHEET – MONTHLY PAYMENTS
YEAR 10 – MAY 2030 THROUGH APRIL 2031

#	Item	Description	Unit	Qty	Unit Price	Total
1	Labor – Kapsch	ODS O&M Work	Lot	1	\$102,566	\$102,566
2	Subcontractors	Invision Maintenance Service Contracts, Equipment Rental, Image Review Services	Lot	1	\$387,250	\$387,250
3	ODCs	Technician ODCs – Vehicle Lease, Fuel, Maintenance, tolls, Bonding, etc.	Lot	1	\$6,511	\$6,511
4	Materials	Spares, Consumables, RMA and Repair	Lot	1	\$18,147	\$18,147
5	TSP Margin	10%	Lot	1	\$48,982	\$48,982
Total O&M Costs – Year 5						\$563,456.00
12 months @ per month						\$46,954.67

ATTACHMENT 3 **ADDITIONAL STATEMENT OF WORK**

Phase 1 – Design and Delivery

Kapsch will scope, design and implement an Occupancy Detection System (ODS) at the eastbound (EB01) and westbound (WB01) lane one (HOV3) read points 91 Express Lanes. Kapsch will process the ODS information according to the business rules agreed to with RCTC. Based on the established business rules Kapsch will provide human review of ODS images for which the ODS system does not detect three or more occupants. Where the ODS business rules determines occupancy does not meet the requirements, that information will be incorporated into the lane transaction data per the agreed upon ICD and be transmitted to the 91 back office.

Kapsch will work with RCTC to establish the business rules required to process ODS information and to update the transaction ICD to include the ODS information. The confidence level for the artificial intelligence processing the ODS information shall be configurable providing for an adjustment in the images requiring human image review. ODS will be operational 24/7.

The ODS images transmitted for human review and attached to individual transactions shall have the faces anonymized to protect the privacy of the vehicle occupants. Kapsch shall store the raw ODS images for x days but restrict access to authorized personnel, approved by RCTC. When ODS and/or human review have determined that the HOV3 occupancy level has not been met the anonymized ODS images shall be attached to the transaction as a unique data set and the transaction shall include a flag which indicates the toll was not discounted due to ODS information. Up to three (3) anonymized ODS images shall be available for the 91 back office.

Kapsch will develop drawings and test plans to include the ODS changes described in this Change Order and update existing documentation listed below. Once the design is approved, Kapsch will conduct a FAT at a test site to verify ODS transaction correlation to lane transactions and transmission to the Toll Host. Kapsch will procure and install ODS equipment including spares for the two locations on the existing gantry infrastructure. After configuration and tuning is completed at the two read sites, Site Commissioning Test (SCT) will be performed at each location to verify integration of ODS data and images and fully formed lane transactions.

Kapsch will also update its separate development and test environments to configure VIP for occupancy review and verify transaction workflow updates by way of a Virtual Factory Acceptance Test (vFAT). The primary goal of the vFAT will be to test handling of ODS information and VIP software to ensure trip build workflow supports Manual Occupancy Review and the data is included for the trip posting process.

Kapsch will work with the 91 Back office team to develop test scenarios and conducts test to validate the transmission of the updated ICD.

After concluding vFAT, the ODS Host enhancements will be upgraded in production. A Toll Collection System Operations Test (TCSOT) will be performed to verify the changes made in production system and a Toll Collection System Acceptance Test (TCSAT) will be performed for 30 days to verify ODS operation. As part of TCSAT, ODS data will be uploaded to the Data Mart.



Kapsch expects to perform the following key tasks as part of this scope:

- FAT Test
 - Installation of ODS equipment at the test site
 - Verification that Zone Controller transactions are formed and ODS data is captured and transmitted to the Host
- Installation and SCT
 - Installation and configuration of equipment at the EB01 and WB01 read points to capture HOV lanes only
 - Conduct SCT to verify ODS data is captured and transactions are formed at the Zone controller and transmitted to the Host
- vFAT Test:
 - Simulated transactions will be used to test workflow
 - Testing VIP and trip build workflow supports Manual Occupancy Review
 - Confirm via sample file that the 91 BOS can consume the necessary changes to support ODS
 - Verification of reports
- TCSOT
 - Verify ODS system changes in production and monitor the system
 - Confirm if trip transactions with ODS attributes are built properly and sent to 91 BOS
 - Verification of reports in production
- TCSAT
 - Verify operations of System for 30 days

List of documentation deliverables Kapsch will update:

1. Business Rules Document
2. Final Design Document Addendum
3. Host IOP ICD
4. Maintenance Plan - Roadside
5. VIP Procedures / SOP
6. Data Dictionary

List of new documentation deliverables Kapsch will develop:

1. Installation Checklist and Site QA/QC Sheets
2. FAT Test Plan
3. FAT Test Report
4. Site Commissioning Test (SCT) Plan
5. Site Commissioning Test (SCT) Report
6. Toll Collection System Operations Test (TCSOT) Plan
7. Toll Collection System Operations Test (TCSOT) Report
8. Toll Collection System Acceptance Test (TCSAT) Plan
9. Toll Collection System Acceptance Test (TCSAT) Report
10. ODS SOP Manual
11. ODS Transition Plan



- 12. Design Drawings for the hardware installed under this Change Order
- 13. As-Built Design Drawings

Assumptions-

- The existing network can handle ODS changes and will not need to be upgraded.
- No new hardware or upgrades to existing hardware for storage is needed for the additional images.

Payment Terms:

30% Upon execution of the Change Order

30% Upon Acceptance of FAT Test Report

30% Upon installation completion and SCT approval.

10% Upon Approval of vFAT, TCSOT, TCSAT and As-Built Documentation

Phase 2 – Operations and Maintenance

Kapsch will operate and maintain the ODS systems and devices in accordance with the agreed upon technical provisions. Kapsch will store the ODS images according to the agreed upon business rules. Kapsch will perform human manual review of all images requiring human review according to the agreed upon business rules. The Parties agree to review the accuracy of the ODS automated review process and adjust the confidence level to minimize the number of images requiring human review while maintain a high level of accuracy. Kapsch will support the transmission of the ODS data to the 91 back office provider.

Kapsch will perform routine quarterly audits of the ODS performance and ODS manual image review.

Phase 2 monthly payments shall begin upon acceptance of Phase 1.

ATTACHMENT 4

MODIFICATIONS TO THE TECHNICAL PROVISIONS

7.2.7 Occupancy Detection System

Section 7.2.7 of the Technical Provisions shall be replaced in its entirety with:

The intent of the ODS is to meet the following italicized requirements.

The TCS shall include an Occupancy Detection System (ODS) for the purpose of capturing occupancy count in one lane of a toll point that is determined to be an HOV-only lane. Any future implementation to expand this capture to other toll points where HOV determination is done by transponder switch setting will require additional scoping. Any future implementation to expand this capture to multiple lanes will be considered & scoped accordingly as long as the ODS can delineate by lane.

The captured occupancy counts will include the quality and confidence of the persons captured within a vehicle. The ODS will also capture occupancy counts and confidence for up to three rows within a vehicle. A configurable threshold shall be set to require manual review of transactions in which a low occupancy transaction was detected. As part of the ODS process, vehicles that travel in the HOV-only lane and determined not to meet the specified count required to earn a discount, an attribute in the transaction building process will indicate non-compliance for the CSC to consume. The images captured from ODS will be anonymized.

The ODS shall have an operational up-time of 98%.

8.5 Occupancy Detection Review (ODR)

Section 8.5 of the Technical Provisions shall be replaced in its entirety with:

As stated in Section 7.2.7, RCTC is interested in the implementation of an ODS to assist in vehicle occupancy verification and enforcement. The TSP shall work with RCTC to scope and design an ODS. The intent of the ODS is to meet the following italicized requirements.

If the automated ODS determines that a vehicle does not have the proper number of occupants to receive an HOV discount, the transaction will be submitted for review by a human to verify the occupancy count. This human review will be done by trained personnel who will have the ability to see obfuscated images provided by the ODS system. This ODR queue will be given appropriate priority so that detected violators can be validated prior to the transaction being sent via SDR transmission to the billing office. TSP shall make best effort to process all ODR within 3 calendar days. This review, however, will not impede the building or sending of trips. TCS will measure how many transactions that required occupancy review were not processed prior to trip transmission to the back office systems. TCS will also measure false-positives: transactions deemed unqualified where the manual reviewer did not agree.

When trips are transmitted to the billing agency, transactions designated and confirmed as unqualified will be flagged as such so that the agency can withhold the HOV discount. The



billing agency will have the ability to retrieve the reviewed image(s) to manage customer disputes.

ODR shall result in one of three outcomes which will be used to determine transaction postings in Section 8.7.6:

- 1) *Reviewer is able to identify the presence of three (3) or more occupants;*
- 2) *Reviewer is able to confirm the presence of fewer than (3) occupants; or*
- 3) *Review is not able to determine the number of occupants with the data available.*

8.7.6 Occupancy Based Trip Processing

Section 8.7.6 of the Technical Provisions shall be replaced in its entirety with:

As stated in Section 7.2.7 and Section 8.5, RCTC is interested in the implementation of an ODS to assist in vehicle occupancy verification and enforcement. The TSP shall work with RCTC to design an ODS process. The intent of the ODS is to meet the following italicized requirements.

Transactions detected, confirmed and flagged as unqualified to receive the HOV discount will be dispositioned by the billing agency

8.7.6.1 HOV Trip Processing

Section 8.7.6.1 of the Technical Provisions shall be deleted in its entirety.

8.7.6.2 Occupancy Review Results

Section 8.7.6.2 of the Technical Provisions shall be replaced in its entirety with:

Transactions resulting from the ODR process in Section 8.5 shall be processed in the following manner:

- 1) *Reviewer is able to identify the presence of three (3) or more occupants:*
 - a. *Trip transaction is posted to the CSC without a non-compliant indicator.*
- 2) *Reviewer is able to confirm the presence of fewer than (3) occupants:*
 - a. *Trip transaction is posted to the CSC with a non-compliant indicator at the transaction level.*
- 3) *Review is not able to determine the number of occupants with the data available:*
 - a. *Trip transaction is posted to the CSC without a non-compliant indicator.*

14.5.1 Auditing Reports

The following shall be added to Section 14.5.1 of the Technical Provisions:

The TCS shall provide reports to support the audit of the System. At a minimum, these reports will allow users to:



Determine that the ODS captured images and collected data for each Lane Transaction equipped for such detection, false positive counts and abandoned occupancy reviews; and

All ODS data will be available within the RCTC Datamart.



91 Express Lanes

*CR 20240501 – Occupancy Detection System
Revised June 7, 2024*

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1 INTRODUCTION

Riverside County Transportation Commission (RCTC), Orange County Transportation Authority (OCTA) and Cofiroute USA, LLC (Cofiroute) have entered into a three-party agreement for Back Office System and Customer Service Center for the 91 Express Lanes in Orange and Riverside Counties, dated as of January 27, 2020, and identified by RCTC Agreement No. 19-31-059-00, as subsequently amended (Master Agreement). RCTC has requested changes to its Back-Office System. This Change Order outlines the scope of these enhancements and agreed upon compensation. Any terms not defined in this Change Order will have the meanings defined in the Master Agreement between RCTC and Cofiroute. This Change Order is subject to the terms of the Master Agreement, including without limitation its provisions regarding obligations, variations, coordination, delay, and force majeure, warranties, insurance and indemnification.

This Change Order incorporates changes to Exhibit “D” of the Master Agreement, the COMMISSION Only Scope of Work and Requirements. The work and services to be completed under this Change Order shall be considered Work, as that term is defined under the Master Agreement, to be completed for RCTC only.

2 PURPOSE

RCTC seeks to implement new functionality to support their lane side Occupancy Detection System (ODS). Changes described herein impact the Lane Interface Control Document (ICD) integration, Transaction Processing Engine (TPE), Backoffice Application, Self-Service Website and Operational processes. Additional design and cost impacts may be found through a collaborative design phase. RCTC provided Cofiroute with a change request dated April 22, 2024, seeking to implement new functionality to support its ODS. This Change Order (CO) is issued in response to RCTC’s request. Changes described herein impact the ICD integration, Transaction Processing Engine (TPE), Back-office Application, Self-Service Website and Operational processes. Additional design and cost impacts may be found through a collaborative design phase.

3 SCOPE

Application Changes:

The following application, UI and correspondence changes will be made pursuant to this Change Order to incorporate the following functionalities:

1. Transaction Validation (This includes Impact analysis and Design changes)
 - a. Once the SDR structure is received from the lane system, the system shall identify the ODS flag fields inside it.
 - b. The system shall record new field data into the database along with ODS Flag and Image Data after the system has verified the ODS-related information.
2. Image Download (This includes Impact analysis and Design changes)
 - a. The system shall implement the process to take the ODS image URL and Name from the BOS database and request to connect the lane system to download the images and store them into BOS separate location.
3. Transaction Processing (This includes Impact analysis and Design changes)

- a. New discounts logic based on the ODS flag, and ODS Fee assessment based on the configurable values shall be implemented. The system shall maintain the 2 configurable values.
 - i. Fee Amount
 - ii. Enable the Fee (Y/N).
 - iii. Order of the Discounts (Veterans, Special Access and HOV)
 - iv. Carpool Indicator - Counter for ODS
4. IOP Transactions
 - a. New discounts logic based on the ODS flag, and ODS Fee assessment based on the configurable values shall be implemented. The system shall maintain the 2 configurable values.
 - i. Fee Amount
 - ii. Enable the Fee (Y/N).
5. Trip History Page Changes Internal Portal and External Portal including images.
 - a. ODS flag and ODS images shall be displayed in Trip History page in Internal and ODS Flag in External Portal
6. New Case Creation flow (creation/approval/rejected) including correspondences for RCTC transactions for 91 EL and IOP Customers.
 - a. New ODS case type shall be set up in the system and case flow.
 - b. The system shall validate only eligible trips raise an ODS dispute in Internal and External Portal. Case approval and rejected shall be implemented with related Correspondences.
 - c. New Adjustment Reason shall be implemented for processing adjustments for the trips when the ODS dispute case is approved.
7. New IOP Case Creation flow (creation/approval/rejected) including correspondences.
 - a. Manually a CSR will create the IOP case when an email is received from IOP. Based on the IOP trip images reports REP can be approved/rejected the case.
8. Reports
 - a. Tolls and Fees Report
 - b. Toll Revenue Report
 - c. ODS Images/Trips - New Report
 - d. IOP Images Report
 - e. Case Reports
 - f. Correspondence Reports
9. Design Phase – RCTC anticipates a design phase will take place where ViaPlus and the lane side vendor will define business rules, finalize the ICD and make updates to the design were impacted by additional or changed requirements and/ or scope.
 - a. Project Management, vendor coordination, meeting participation, analysis and documentation effort associated with the Design Phase of this CO have been included in the cost of this CO.
 - b. At this time development and testing costs are unknown and have been included in the contingency cost of this CO. This will only be utilized if additional development and testing effort is required as a result of design phase:
 - i. Business Rule (BR) Definition
 - ii. ICD finalization
 - iii. Additional unknown requirements and/ or scope

Operations Process Changes:

1. Call Center Handling-

- a. The call center anticipates receiving additional calls from customers disputing trips.
- b. CSRs shall submit an ODS Dispute case on behalf of the customer.
2. ODS Dispute Handling
 - a. 91EL Customers via Phone
 - i. CSRs shall review trips with customers and submit an ODS Dispute case.
 - ii. CSR Case Processers shall review case details and determine if case should be approved or rejected.
 - a) Approved-Credit issued to the account, Case and Account is noted, and email correspondence is triggered.
 - b) Rejected-Case and Account is noted, and email correspondence is triggered.
 - b. 91EL Customers via Customer Portal
 - i. CSR Case Processers shall review case details and determine if case should be approved or rejected.
 - a) Approved-Credit issued to the account, Case and Account is noted, and email correspondence is triggered.
 - b) Rejected-Case and Account is noted, and email correspondence is triggered.
 - c) IOP Customer
 - i. The CSC Leadership Team receives ODS Trip Dispute request via email from IOP agency. CSC Lead/Supervisor shall create an ODS General case.
 - ii. The CSC Manager shall review the case details and images to determine if IOP customers should receive credit for trips.
 - a) The CSC Manager shall notify the IOP agency if credit is approved or rejected and close the case.
3. System Monitoring and Enhanced Application Monitoring –
 - a. Daily System Checks for:
 - i. Image download confirmation
 - ii. Verify appropriate discounting.
 - iii. Trend analysis and baseline establishment.
4. Finance Reconciliation –
 - a. Credit Reporting Process for Invoicing
 - b. Credit Reporting Process for All IOP Agencies for GL Reconciliation with the Trial Balance
 - c. IOP AR Accrual and Settlement Journal Entries for All IOP Agencies

Training:

1. The CSC Operations staff shall conduct the following Initial training:
 - a. Overview of ODS
 - b. How to Handle an ODS Call
 - c. Call Scripts
 - d. Reviewing the Image
 - e. Case Creation
 - f. Case Resolution
2. Optional Refresher Training to be held 1 month after launch.
3. Training material development

Image Storage:

Analysis was conducted based on the assumptions provided by RCTC and as detailed in Section 4.1 of this Change Order. Should those assumptions change, ViaPlus reserves the right to re-evaluate and issue a separate Change Order for additional storage or services to meet requirements not known to us.

At this time no additional storage is required to be added.

3.1 ACTIONS TO BE TAKEN AND IMPACTED AREAS:

1. Update associated as-built documentation, (SDD-01 Account Management, SDD-06 Transaction Processing, SDD-07 IOP, SDD-11 Reporting, SDD-14 SAC and SDD-17 Website)
2. CSC SOP changes.
3. Accounting Policies and Procedures SOP Changes.
4. Reports and Reconciliation Plan Updates.
5. Business Rules updates.
6. Develop and Implement functionality defined in this CO.
7. Validate and test integration per defined criteria.

4 ASSUMPTIONS

1. Changes will be limited to the functionality defined in this CO.
2. Any new requirements or changes exceeding the capacity of the effort scoped for the Design Phase will result in a separate CO with additional estimated hours, additional costs, and modifications to the project schedule.
3. All operational QA/QC processes will remain intact. No Additional scope will be added as described in this CO.
4. The Agency shall witness integration testing within a week of notification to RCTC that changes within this change order can be tested.
5. The implemented final design of this CO will be included in the applicable As-Built documentation.
6. The Agency will approve invoicing of the Acceptance Milestone after all work items described in this CO are in production for 3 months.
7. RCTC to complete the review and approve this CO within 10 days of receipt of the document.

4.1 Storage Assumptions:

1. 3 images in total will be received per OBS transaction.
2. Approximately 600KB (for three images) in storage is needed per ODS transaction.
3. Approximately 50,000 monthly transactions are anticipated.
4. ODS Images will follow the same data retention rules as other transactions images and will be retained for 5 years.

5 REPRESENTATIONS

RCTC agrees that:

1. The ongoing SDDD approval process will not be impacted in any way due to the implementation of the functionality within this Change Order.
2. The 30 calendar days following the release of the functionality as described in this Change Order will be considered a stabilization period. During this stabilization period, BOS faults related to

functionality described in this Change Order shall be properly documented on the appropriate scorecard with the associated penalty as zero. KPI failures qualifying for this exception will be proposed by ViaPlus and approved by RCTC.

6 COSTS

- 6.1 Milestone Payments Schedule:
 Notice to Proceed (NTP) – 30%
 Approval to Deploy – 50%
 Acceptance – 20%

- 6.2 Cost Breakdown

Implementation:

<i>Implementation Firm-fixed price</i>	\$ 392,952.65
Training Cost	\$ 0 (included in implementation firm-fixed price)
Image Storage	\$ 0 (based on assumptions listed in Section 4.1)
Total Amount Due	\$392,952.65

Monthly Recurring Costs:

ViaPlus will invoice on a monthly recurring basis for costs associated with processing ODS disputes. The total number of ODS disputes handled will be billed at the specified rate per dispute stated below.

<i>Contract Year</i>	3	4	5	6	7	8	9	10	11
<i>O&M Cost per ODS Dispute-</i>	\$4.33	\$4.46	\$4.59	\$4.73	\$4.87	\$5.01	\$5.17	\$5.32	\$5.48

Total Change Order Cost

<i>Implementation Firm-fixed price</i>	\$ 392,952.65
*Estimated aggregate monthly recurring costs through February 28, 2027	\$250,000.00
Total Amount Due	\$642,952.65

*RCTC estimates that aggregate monthly recurring costs through February 28, 2027, for processing ODS disputes will be less than \$250,000. If ViaPlus believes that this amount will be exceeded, ViaPlus will promptly notify RCTC and the parties will work together to receive necessary authorization so that ViaPlus can continue the processing.

7 ESTIMATED TIME TO COMPLETION

Final Design: no later than October 31, 2024
 Integration Testing: TBD



Current estimated delivery is targeted for: Q1 2025

This Change Order must be fully executed by **September 30, 2024**, in order to meet stated delivery timelines. Failure to execute this Change Order by the stated date will result in a delivery delay.

8 DEFINED TERMS AND ACRONYMS

Acceptance	The Change Order is fully deployed, tested, verified, and accepted by RCTC
BOS	Back Office System
BR	Business Rule
CO	Change Order
CUSA	Cofiroute USA
ICD	Interface Control Document
NTP	Execution of the Change Order
ODS	Occupancy Detection System
RCTC	Riverside County Transportation Commission
TPE	Transaction Processing Engine
Vendor	Cofiroute USA

This Change Order may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. A manually signed copy of this Change Order which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Change Order for all

Except as modified and amended herein, the Master Agreement shall remain unchanged and in full force and effect. This Change Order only impacts the COMMISSION Only Scope of Work and Requirements.

9 APPROVALS

Jennifer Crosson, Toll Operations Director (RCTC)

Date

Crystal Hannemann, COO (CUSA DBA ViaPlus Operations)

Date

10 APPENDICES

RESOLUTION NO. 24-004**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION
COMMISSION REGARDING THE
REVISED 91 EXPRESS LANES
TRANSPONDER AND CUSTOMER ACCOUNT PLAN FEE POLICIES**

WHEREAS, the Riverside County Transportation Commission (the Commission) adopted transponder and customer account plan fee policies for the 91 Express Lanes (Account Fee Policies), originally established by the Orange County Transportation Commission (OCTA), as part of adoption of the Cooperative Agreement for State Route 91 Express Lanes and Corridor Improvements between the Commission and OCTA (ORCA).

WHEREAS, in order to address state mandated changes to California's toll transponder technology which required transition to 6C technology by January 1, 2019, the Commission adopted Resolution No. 18-02, on July 11, 2018, amending the Account Fee Policies.

WHEREAS, the Commission and OCTA currently offer free or reduced tolls to customers who use the 91 Express Lanes with three or more occupants in their vehicle (HOV3+), with HOV3+ status declared by use of the 3+ carpool verification lane when traveling through the toll points on the 91 Express Lanes.

WHEREAS, the Commission will be installing an Occupancy Detection System for the purpose of verifying that vehicles driving through the 3+ carpool verification lane have three or more occupants in their vehicle, and qualify for free or discounted use of the 91 Express Lanes.

WHEREAS, an Occupancy Correction Fee of \$5 will be added to the toll amount for customers who drive through the 3+ carpool verification lane without three or more

occupants in their vehicle.

WHEREAS, the intent is to revise the Account Fee Policies as follows: by adding the \$5 Occupancy Correction Fee.

WHEREAS, the Commission retains the authority to modify the Account Fee Policies as described herein, but must do so cooperatively with OCTA, per the terms of the ORCA.

NOW, THEREFORE, be it resolved by the Riverside County Transportation Commission as follows.

Section 1. The recitals set forth above are true and correct and are incorporated by reference as if fully set forth herein.

Section 2. The Riverside County Transportation Commission hereby adopts the revised Account Fee Policies attached as Exhibit A to this Resolution.

APPROVED AND ADOPTED this 10th day of July, 2024.

Lloyd White, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

Exhibit A

Revised 91 Express Lanes Transponder and Customer Account Plan Fee Policies

	Adopted from OCTA 12/16/2011	Revised 07/xx/18
Transponder Fees		
6C Sticker Transponders	Not applicable	\$5 per transponder at time of issuance
Legacy Title 21 Standard and Switchable Transponders	\$35 lost/damaged fee	Not applicable
6C Switchable Transponders	Not applicable	\$15 per transponder at time of issuance
Account Plan Fees		
Convenience Plan	One-time \$75 per transponder	\$100 per account
Express Club Plan	\$20 per transponder per month, \$1 discount per 91 Express Lanes transaction	Not applicable (no longer offered)
Standard Plan	\$7 per transponder per month, offset by toll usage	\$2 per account per month, \$1 per tolled 91 Express Lane transaction exceeding 30 transactions per month up to \$50 per month
Special Access Plan	No fees	No fees
Other Fees		
Account Deactivate Fee	\$25 per occurrence	\$25 per occurrence
Printed Statement Fee	\$2 per occurrence	\$2 per occurrence
Non-Sufficient Check Fee	\$25 per occurrence	\$25 per occurrence
Occupancy Correction Fee	Not applicable	\$5 per occurrence

AGENDA ITEM 6F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Toll Policy and Operations Committee Anthony Parada, Senior Management Analyst Jennifer Crosson, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Department of California Highway Patrol Agreement for Express Lanes Enforcement

TOLL POLICY AND OPERATIONS COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 24-31-082-00 with the Department of California Highway Patrol (CHP) for enforcement on the express lanes for six-year term in the amount of \$9,000,000; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND INFORMATION:

In March 2017, the CHP began supporting the Commission’s 91 Express Lanes operation by providing on-road toll enforcement and maintenance closures under a three-year agreement. In September 2020, the Commission approved a five-year agreement to provide services for the 91 Express Lanes and the 15 Express Lanes that expires in December 2024. This item is to enter into a new six-year agreement.

The Toll Facility Agreements (TFA) between RCTC and Caltrans, which granted a lease to the Commission to use the State Route 91 median for the operation of the 91 Express Lanes and Interstate 15 median for the 15 Express Lanes, provides the Commission with the option to engage the services of the CHP. CHP is designated by the state of California as the agency to perform enforcement on the state highways. The TFA and state designation of CHP as the agency to provide policing services on the 91 Express Lanes and 15 Express Lanes and the use of CHP across the state by toll agencies makes CHP the best choice for the performance of enforcement and maintenance zone enhanced enforcement program (MAZEEP) at this time.

The CHP plays an important role in the success of the express lanes. The CHP assists with enforcement of express lanes policies, the removal of debris and disabled vehicles from the express lanes and MAZEEP for required express lanes maintenance.

Express Lane Policy Enforcement

The CHP enforcement of express lanes policies related to the collection of toll revenue is important to ensure the collection of toll revenue sufficient to support the operation of the express lanes and the repayment of debt.

The CHP provides enforcement of the HOV3+ discount by visually observing the number of occupants in the vehicle self-declaring to have three or more occupants. To identify vehicles that are eligible for the HOV3+ discount, motorists on the 91 Express Lanes drive through a dedicated HOV3+ lane and customers on the 15 Express Lanes will set their switchable transponder to 3+. To discourage vehicles with less than three occupants from driving through the dedicated HOV3+ lane or setting their transponder to 3+ and thereby receiving free or discounted tolls, staff proposes the CHP continue to provide on-road enforcement.

The Commission's express lanes policies and California Vehicle Code 23302(a) include a requirement for users of the express lanes to have a FasTrak™ transponder associated with a valid account properly mounted in their vehicle. Customers without a transponder trigger the on-road violation enforcement cameras capturing an image of the license plate. Some customers using the express lanes without a FasTrak™ transponder will also not have a plate on their vehicle or a plate for which the on-road cameras can capture a legible image. These transactions result in uncollectible transactions and a loss of toll revenue. The CHP officers are provided with a web-based portal to allow them to identify vehicles passing through a toll point without a valid transponder as well as the transponder occupancy setting. By observing the overhead light, officers can identify vehicles without a transponder and license plate and issue a citation.

Safety

The removal of debris and disabled vehicles from the express lanes is important to provide a reliable and safe travel option for customers. The CHP assists the express lanes freeway service patrol with the removal of disabled vehicles, the clearing of accidents and the removal of large debris from the express lanes.

Maintenance Support

The proposed agreement also includes the use of CHP to perform MAZEPP for maintenance work performed by Caltrans under the Commission's maintenance agreement and other maintenance projects.

The CHP agreement is a time and materials agreement that will be managed through the scheduling of CHP activity to ensure the express lanes receive services during operating hours for which the loss of revenue is the highest and for all maintenance activities which involve Caltrans. The estimated annual contract value of up to \$1,500,000 per year provides for enforcement, safety, and MAZEPP support as scheduled.


CHP has been a valued partner of the Commission as the operator of the 91 Express Lanes and 15 Express Lanes in Riverside County. It has worked with the Commission to develop on-road enforcement tactics that serve as a deterrent to customers who do not follow the carpool rules required to get the HOV3+ discount and/or transponder requirement. The CHP has also supported all maintenance efforts by assisting with developing methods to shorten the length of the closures and with the safety of the maintenance personnel.

The Commission’s Procurement Policy Manual allows for the non-competitive procurement of non-federally funded services if the services are to be provided by a government or other public entity.

STAFF RECOMMENDATION:

Toll enforcement and MAZEPP services on the express lanes are essential to the collection of toll revenue and the safety of maintenance personnel. Staff recommends that the Commission approve Agreement No. 24-31-082-00 with CHP for a term of six years at a cost not to exceed \$9,000,000.

FISCAL IMPACT:

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25+	Amount:	\$9,000,000
Source of Funds:	SR-91 and I-15 Toll Revenue			Budget Adjustment:	N/A
GL/Project Accounting No.:	009199 77114 00000 0000 591 31 73003 001599 77114 00000 0000 515 31 73003				
Fiscal Procedures Approved:				Date:	06/07/2024

Attachment: CHP Agreement No. 24-31-082-00

<i>Approved by the Toll Policy and Operations Committee on June 24, 2024</i>					
In Favor:	5	Abstain:	0	No:	0

SCO ID:

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

STANDARD AGREEMENT

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER

DRAFT

PURCHASING AUTHORITY NUMBER (If Applicable)

1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME

Department of California Highway Patrol

CONTRACTOR NAME

Riverside County Transportation Commission

2. The term of this Agreement is:

START DATE

01/01/2025

THROUGH END DATE

12/31/2030

3. The maximum amount of this Agreement is:

\$9,000,000.00 (Nine Million and Zero Cents)

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	2
Exhibit B	Budget Detail and Payment Provisions	1
Exhibit C	General Terms and Conditions	4
Exhibit D	Special Terms and Conditions	2

Items shown with an asterisk (), are hereby incorporated by reference and made part of this agreement as if attached hereto.**These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>***IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.****CONTRACTOR**

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.)

Riverside County Transportation Commission

CONTRACTOR BUSINESS ADDRESS

4080 Lemon Street, 3rd Floor

CITY

Riverside

STATE

CA

ZIP

92502

PRINTED NAME OF PERSON SIGNING

TITLE

CONTRACTOR AUTHORIZED SIGNATURE

DATE SIGNED

STATE OF CALIFORNIA

CONTRACTING AGENCY NAME

Department of California Highway Patrol

CONTRACTING AGENCY ADDRESS

601 N. 7th Street

CITY

Sacramento

STATE

CA

ZIP

95811

PRINTED NAME OF PERSON SIGNING

TITLE

CONTRACTING AGENCY AUTHORIZED SIGNATURE

DATE SIGNED

CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL

EXEMPTION (If Applicable)

**EXHIBIT A
(Standard Agreement)**

SCOPE OF WORK

1. Riverside County Transportation Commission (RCTC) agrees to reimburse the Department of California Highway Patrol (CHP), Riverside Area office for costs associated with traffic control related services on the SR-91 and I-15 Express Lanes during peak commute hours, support from uniformed and non-uniformed personnel for the gathering, preparation, processing and submission of enforcement related documents, statistical data, billing and additional documents as required, and court overtime costs related to enforcement and other documents/reports provided by the CHP Riverside Area office during peak commute hours and during state highway maintenance activities within the Riverside County SR-91 and I-15 Express Lanes.

2. The services shall be provided during:

The hours of duty performed by CHP officer(s) under this Agreement are those mutually agreed upon by the Project Representatives listed below, or designees. Any changes to the proposed plan such as additional hours, dates, and sites for traffic control can be requested and/or on an “as needed” basis and must be mutually agreed upon by the local CHP command and RCTC.

3. The project representatives during the term of this agreement will be:

STATE AGENCY	
Department of California Highway Patrol	
NAME	
Jeff McKee, Riverside Area Office	
TELEPHONE NUMBER	FAX NUMBER
(951) 637-8000	(951) 637-8003

Direct all inquiries to:

STATE AGENCY		RCTC	
Department of California Highway Patrol		Riverside County Transportation Commission	
SECTION/UNIT		SECTION/UNIT	
Business Services Section/Contract Services Unit			
ATTENTION		ATTENTION	
Contract Analyst		Jennifer Crosson, Toll Operations Manager	
ADDRESS		ADDRESS	
P.O. Box 942898, Sacramento, CA 94298-0001		4080 Lemon Street, 3rd Floor, Riverside, CA 92502	
TELEPHONE NUMBER	FAX NUMBER	TELEPHONE NUMBER	OFC MGR-TELEPHONE NUMBER
(916) 843-3610	(916) 322-3166	(951) 280-6314	JCrosson@rctc.org

**EXHIBIT A
(Standard Agreement)**

SCOPE OF WORK (Continued)

4. Detailed description of work to be performed:
- A. The CHP Riverside Area office shall provide CHP officer(s) with vehicles and coordinate all traffic control. Should the CHP Riverside Area office be unable to fill the necessary staffing for enforcement of the SR-91 and I-15 Express Lanes, the shortage of CHP Officers will be utilized from out-of-Area uniformed personnel.
 - B. The traffic control service to be performed by CHP officer(s) under this Agreement, including the standards of performance, discipline and control thereof, shall be the responsibility of CHP.
 - C. It is understood by RCTC that billing of CHP officer(s) time shall be from portal to portal (CHP Area office to the service location and return to CHP Area office) except as specified in Item D.
 - D. If the CHP officer(s) has reported to the assigned location and has worked less than four (4) hours, RCTC agrees to pay every assigned CHP officer(s) a minimum of four (4) hours overtime. Exception: This does not apply to those cases when the hours worked is part of an extended shift.
 - E. If the CHP officer(s) report(s) to the assigned service location and if for any reason CHP reassigns the officer(s) away from the service location, RCTC will be billed only for the officer(s) actual time incurred from the CHP Area office to the service location and for the time spent at the assigned service location covered under this Agreement.
 - F. CHP shall provide Maintenance Zone Enhanced Enforcement Program "MAZEEP" for maintenance efforts within the Riverside County SR-91 and I-15 Express Lanes Toll Facility upon request by the RCTC. CHP shall coordinate MAZEEP services with the RCTC designated facility maintenance provider.
 - G. CHP shall provide Construction Zone Enhanced Enforcement Program "COZEEP" for construction efforts within the Riverside County SR-91 and I-15 Express Lanes Toll Facility upon request by the RCTC. CHP shall coordinate COZEEP services with the RCTC designated facility maintenance provider.
 - H. **Cancellation of Services**

RCTC shall not be charged for service cancellations made more than twenty-four (24) hours prior to the scheduled assignment.

- 1) RCTC agrees that if service cancellation is made within twenty-four (24) hours prior to the scheduled assignment and the assigned CHP officer(s) cannot be notified of such service cancellation, a minimum of four (4) hours overtime shall be charged for each assigned CHP officer.
- 2) RCTC agrees that if service cancellation is made within twenty-four (24) hours prior to the scheduled assignment and CHP officer(s) is notified of such service cancellation, RCTC shall only be charged a short notice service cancellation fee of fifty dollars (\$50.00) per assigned CHP officer(s).
- 3) All service cancellation notices to CHP must be made during normal CHP business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding state holidays.
- 4) The CHP agrees to make reasonable efforts to notify the assigned CHP officer(s) of the service cancellation.

**EXHIBIT B
(Standard Agreement)**

BUDGET DETAIL AND PAYMENT PROVISIONS

1. Invoicing and Payment

- A. The CHP shall provide RCTC with an itemized invoice which details all CHP costs for traffic control services under this Agreement.

Monthly itemized invoices will be submitted in duplicate to:

Riverside County Transportation Commission
ATTN: Jennifer Crosson, Toll Operations Manager
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

RCTC agrees to pay CHP within thirty (30) days after the date of the invoice. If payment is not submitted because of a dispute, RCTC shall submit the reasons for the dispute to CHP within thirty (30) days of receiving the invoice charges

In consideration for the traffic control services contained herein, RCTC agrees to reimburse the CHP upon receipt of an itemized invoice. RCTC agrees to reimburse the CHP for **the actual costs incurred** at the time services are provided. The rates indicated in this agreement are for estimate purposes only. It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, RCTC agrees to pay the increased rate. The following information are the CHP overtime rates effective Fiscal Year 2024/2025, until superseded:

<u>CLASSIFICATION</u>	<u>OVERTIME RATE</u>
CHP Officer	\$122.51 per hour
CHP Sergeant	\$149.05 per hour
CHP M/C Sergeant	\$154.95 per hour
Office Assistant	\$ 31.69 per hour
Office Services Supervisor I	\$ 36.92 per hour
CHP Vehicle	\$ 1.66 per mile
CHP Motorcycle	\$ 1.60 per mile

**EXHIBIT C
(Standard Agreement)**

GENERAL TERMS AND CONDITIONS

1. APPROVAL: This Agreement is of no force or effect until signed by both parties and approved by the Department of General Services, if required. Contractor may not commence performance until such approval has been obtained.

2. AMENDMENT: No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or Agreement not incorporated in the Agreement is binding on any of the parties.

3. ASSIGNMENT: This Agreement is not assignable by the Contractor, either in whole or in part, without the consent of the State in the form of a formal written amendment.

4. AUDIT: Contractor agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. Contractor agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Contractor agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).

5. INDEMNIFICATION: ~~Contractor agrees to indemnify, defend and save harmless the State, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by Contractor in the performance of this Agreement. See Exhibit D, Special Terms and Conditions, Item 8 and 9.~~

6. DISPUTES: Contractor shall continue with the responsibilities under this Agreement during any dispute.

7. TERMINATION FOR CAUSE: The State may terminate this Agreement and be relieved of any payments should the Contractor fail to perform the requirements of this Agreement at the time and in the manner herein provided. In the event of such termination the State may proceed with the work in any manner deemed proper by the State. All costs to the State shall be deducted from any sum due the Contractor under this Agreement and the balance, if any, shall be paid to the Contractor upon demand.

8. INDEPENDENT CONTRACTOR: Contractor, and the agents and employees of Contractor, in the performance of this Agreement, shall act in an independent capacity and not as officers or employees or agents of the State.

**EXHIBIT C
(Standard Agreement)**

GENERAL TERMS AND CONDITIONS

9. **RECYCLING CERTIFICATION**: The Contractor shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of post consumer material as defined in the Public Contract Code Section 12200, in products, materials, goods, or supplies offered or sold to the State regardless of whether the product meets the requirements of Public Contract Code Section 12209. With respect to printer or duplication cartridges that comply with the requirements of Section 12156(e), the certification required by this subdivision shall specify that the cartridges so comply (Pub. Contract Code §12205).

10. **NON-DISCRIMINATION CLAUSE**: During the performance of this Agreement, Contractor and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. Contractor shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.)

Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.

11. **CERTIFICATION CLAUSES**: The CONTRACTOR CERTIFICATION CLAUSES contained in the document CCC 04/2017 are hereby incorporated by reference and made a part of this Agreement by this reference as if attached hereto.

12. **TIMELINESS**: Time is of the essence in this Agreement.

13. **COMPENSATION**: The consideration to be paid Contractor, as provided herein, shall be in compensation for all of Contractor's expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided.

14. **GOVERNING LAW**: This contract is governed by and shall be interpreted in accordance with the laws of the State of California.

**EXHIBIT C
(Standard Agreement)**

GENERAL TERMS AND CONDITIONS

15. ANTITRUST CLAIMS: The Contractor by signing this agreement hereby certifies that if these services or goods are obtained by means of a competitive bid, the Contractor shall comply with the requirements of the Government Codes Sections set out below.

a. The Government Code Chapter on Antitrust claims contains the following definitions:

1) "Public purchase" means a purchase by means of competitive bids of goods, services, or materials by the State or any of its political subdivisions or public agencies on whose behalf the Attorney General may bring an action pursuant to subdivision (c) of Section 16750 of the Business and Professions Code. 2) "Public purchasing body" means the State or the subdivision or agency making a public purchase. Government Code Section 4550.

b. In submitting a bid to a public purchasing body, the bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the bidder. Government Code Section 4552.

c. If an awarding body or public purchasing body receives, either through judgment or settlement, a monetary recovery for a cause of action assigned under this chapter, the assignor shall be entitled to receive reimbursement for actual legal costs incurred and may, upon demand, recover from the public body any portion of the recovery, including treble damages, attributable to overcharges that were paid by the assignor but were not paid by the public body as part of the bid price, less the expenses incurred in obtaining that portion of the recovery. Government Code Section 4553.

d. Upon demand in writing by the assignor, the assignee shall, within one year from such demand, reassign the cause of action assigned under this part if the assignor has been or may have been injured by the violation of law for which the cause of action arose and (a) the assignee has not been injured thereby, or (b) the assignee declines to file a court action for the cause of action. See Government Code Section 4554.

16. CHILD SUPPORT COMPLIANCE ACT: For any Agreement in excess of \$100,000, the contractor acknowledges in accordance with Public Contract Code 7110, that:

a. The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and

b. The contractor, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.

**EXHIBIT C
(Standard Agreement)**

GENERAL TERMS AND CONDITIONS

17. UNENFORCEABLE PROVISION: In the event that any provision of this Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.

18. PRIORITY HIRING CONSIDERATIONS: If this Contract includes services in excess of \$200,000, the Contractor shall give priority consideration in filling vacancies in positions funded by the Contract to qualified recipients of aid under Welfare and Institutions Code Section 11200 in accordance with Pub. Contract Code §10353.

19. SMALL BUSINESS PARTICIPATION AND DVBE PARTICIPATION REPORTING REQUIREMENTS:

a. If for this Contract Contractor made a commitment to achieve small business participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) report to the awarding department the actual percentage of small business participation that was achieved. (Govt. Code § 14841.)

b. If for this Contract Contractor made a commitment to achieve disabled veteran business enterprise (DVBE) participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) certify in a report to the awarding department: (1) the total amount the prime Contractor received under the Contract; (2) the name and address of the DVBE(s) that participated in the performance of the Contract; (3) the amount each DVBE received from the prime Contractor; (4) that all payments under the Contract have been made to the DVBE; and (5) the actual percentage of DVBE participation that was achieved. A person or entity that knowingly provides false information shall be subject to a civil penalty for each violation. (Mil. & Vets. Code § 999.5(d); Govt. Code § 14841.)

20. LOSS LEADER:

If this contract involves the furnishing of equipment, materials, or supplies then the following statement is incorporated: It is unlawful for any person engaged in business within this state to sell or use any article or product as a "loss leader" as defined in Section 17030 of the Business and Professions Code. (PCC 10344(e).)

EXHIBIT D
(Standard Agreement)

SPECIAL TERMS AND CONDITIONS

1. The CHP and RCTC agree this Agreement may be canceled by either party with thirty (30) days advance written notice.
2. In the event of an emergency, this Agreement may be canceled by either party without prior notice.
3. The CHP and RCTC agree that this Agreement may be amended by written mutual consent of the parties hereto.
4. Unforeseen events may require CHP officer(s) to expend hours in excess of the original estimate. Any costs in excess of the original estimated amount will be processed by appropriate amendment to the Agreement, to reflect the actual costs incurred.
5. Additional charges may be assessed for CHP supplies, additional equipment utilized, damage to property repaired or replaced at state expense, which are directly related to the services provided herein, but only to the extent such supplies or additional equipment are specifically requested in writing by RCTC or such need for repair or replacement of property arises directly from RCTC gross misconduct or willful negligence with respect to the property.
6. Gifts, donations, or gratuities may not be accepted by CHP employees in their own behalf or in behalf of the Department, informal squad club, or other local funds.
7. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution.
8. As authorized by Government Code section 895.4, California Highway Patrol (CHP) shall defend, indemnify, and save harmless Riverside County Transportation Commission (RCTC) and all of RCTC appointees, officers, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) arising out of the negligent or intentional acts or omissions of CHP, or CHP's appointees, officers, employees, contractors, or subcontractors, during the course and scope of this Agreement. CHP shall reimburse RCTC for all expenses, including court costs and reasonable attorney fees, incurred by reason of such claims, suits or actions, or incurred in seeking indemnity or other recovery from CHP thereunder.
9. As authorized by Government Code section 895.4, RCTC shall defend, indemnify, and save harmless California Highway Patrol (CHP) and all of CHP's appointees, officers, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) arising out of the negligent or intentional acts or omissions of RCTC, or RCTC appointees, officers, employees, contractors, or subcontractors, during the course and scope of this Agreement. RCTC shall reimburse CHP for all expenses, including court costs and reasonable attorney fees, incurred by reason of such claims, suits or actions, or incurred in seeking indemnity or other recovery from RCTC thereunder.
10. Neither termination nor completion of this Agreement shall release either CHP or RCTC from the obligations of Article 8 and 9 of these Special Terms and Conditions, so long as the claim, suit, action, or expense is predicated upon an event that occurred subsequent to the effective date of this Agreement and prior to the effective date of termination or completion of this Agreement.

SPECIAL TERMS AND CONDITIONS *(Continued)*

11. RCTC agrees to provide CHP with a resolution, motion, order or ordinance of the governing body, which authorizes execution of this Agreement, and indicates the individual who is authorized to sign the Agreement on behalf of RCTC.

AGENDA ITEM 6G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	2024 State Route 91 Implementation Plan

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the 2024 State Route 91 Implementation Plan.

BACKGROUND INFORMATION:

In 2002, AB 1010 authored by former Assemblyman Lou Correa allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise from the California Private Transportation Company. OCTA completed the purchase agreement in January 2003, at a cost of \$207.5 million. AB 1010 also eliminated the existing non-compete clause in the franchise agreement that prohibited any capacity-enhancing improvements from being made to SR-91 until the year 2030. The purchase of the 91 Express Lanes and the elimination of the non-compete clause allowed much needed improvements to be planned and implemented within the SR-91 corridor. Caltrans Districts 8 and 12, the Commission, and OCTA have been coordinating these improvements.

In 2008, SB 1316’s passage authorized an extension of OCTA’s tolling authority to 2065 and for the Commission to impose tolls and fees for 50 years on transportation facilities and to use toll revenues to construct, operate, and maintain toll facilities on SR-91 in Riverside County. SB 1316 also required the creation of the State Route 91 Advisory Committee with specific responsibilities composed of board members from the Commission and OCTA.

SB 1316 also required the continuation of annual updates of an implementation plan of SR-91 improvements for the Legislature initially required under AB 1010. Consistent with the legislation, OCTA and the Commission in consultation with Caltrans completed the 2024 State Route 91 Implementation Plan (attached). The plan details proposed projects and completion schedules for transportation improvements to Metrolink, express bus, express lanes, freeways and interchanges, new east-west highway corridors, and high-speed rail.

SB 1316 grants the Commission the authority to expend tolls and fees on capital costs, operations and maintenance, repair and rehabilitation, debt financing costs, and administration. Any tolls

and fees generated in excess of the expenditure needs (i.e., surplus) previously listed may be spent on transportation needs within the State Route 91 corridor from the Orange County line to Interstate 15. These transportation needs include transit capital, transit operations, and State Highway capital improvements for both toll and non-tolled improvements. As part of its annual budget approval process, the Commission approved the use of tolls and fees generated from its 91 Express Lanes operations designated as surplus for various projects.

Lastly, staff posted on the Commission's website the SR-91 Implementation Plan for public review and comment on May 28, 2024, for 30 days per SB 1316.

Attachment: 2024 State Route 91 Implementation Plan

STATE ROUTE 91

IMPLEMENTATION PLAN

2024

DRAFT

Prepared By:

 **MARK
THOMAS**



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Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

B E N E F I T S

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: \$2.2 billion

COMPLETED EFFORTS

REGION	PROJECT	COST (MILLIONS)	COMPLETION
Orange County	Eastbound Lane Addition (SR-241 to SR-71)	\$52.1	2010
	Fifth Lane Addition (SR-55 to SR-241)	\$85.2	2013
	Westbound Lane at Tustin Avenue	\$43.3	2016
	Anaheim Canyon Metrolink Station Improvements	\$34.2	2023
Riverside County	Green River Road Overcrossing	\$24.3	2009
	North Main Street Corona Metrolink Parking Structure	\$25	2009
	91 Corridor Improvement Project (Initial Phase)	\$1,407	2017
	La Sierra Metrolink Parking Improvements	\$6.3	2019
	15/91 Express Lanes Connector	\$270	2023
	Eastbound 91 Express Lane Extension	\$10	2023
Bi-County	Metrolink Service Improvements	\$249	2016
	Express Bus Service	\$6	2019
	SR-91 Corridor Operations Project	\$38	2022

State Route 91 Implementation Plan 2024



ANTICIPATED PROJECTS	REGION	PROJECT	COST (MILLIONS)	CURRENT PHASE	
	Orange County	SR-91 Improvements (SR-57 to SR-55)		\$460	Final Design
		Placentia Metrolink Rail Station		\$34.8	Planning
		Metrolink Improvements		TBD	Planning
	Riverside County	Santa Ana River Trail		\$36.5+	Planning
		SR-71/SR-91 Interchange Improvements		\$137	Construction
		Improvements East of I-15		TBD	Preliminary Engineering
	Bi-County	SR-241/SR-91 Tolloed Express Connector		\$423	Final Design
		91 Eastbound Corridor Operations Project (SR-241 to SR-71)		\$150	Environmental Revalidation
		91 Westbound Improvements (SR-241 to SR-71)		TBD	Preliminary Engineering

CONCEPTS	LOCATION	COST (MILLIONS)
	Green River Road Bike Lane Gap Closure	TBD
	North Main Transit Connector	\$125
	Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
	WB SR-91 to SB SR-55 Connector Improvements	\$75-\$150
	EB SR-91 Fifth Lane Addition at SR-241	\$31
	Fairmont Boulevard Improvements	\$76.8



Introduction

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010

(Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from being implemented on SR-91. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of \$207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Introduction (continued)

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2024 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2023 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals listed here take into consideration the 91 Express Lanes as well as the SR-91 corridor at large.

These guiding principles include:

- Optimizing vehicle throughput at free flow speeds;
- Increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- Paying debt service and maintaining debt service coverage;
- Generating sufficient revenue to sustain the financial viability of the 91 express lanes; and
- When appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

Project Accomplishments



Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2024 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

Completed Construction/ Improvement Projects

- Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- Green River Road Overcrossing Replacement
- Metrolink Parking Structure at the North Main Street Corona Metrolink Station
- EB SR-91 lane addition from SR-241 to SR-71
- Additional SR-91 WB and EB travel lane between SR-55 and SR-241
- SR-91 WB bypass lane to Tustin Avenue at SR-55
- Metrolink Service Improvements
- Initial SR-91 Corridor Improvement Project (CIP)
- La Sierra Metrolink Parking Improvements
- Express Bus Service
- 91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lane Extension

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This \$1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

A \$2.8 billion U.S. Army Corps of Engineers (USACE) project called the Santa Ana River Mainstem project is ongoing and will provide flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees, and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, the Corps and Orange County Flood Control District amended a cooperative agreement which would allow the Corps to use federal funds under the Bipartisan Budget Act to complete select features of the project.

Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to coordinate and accommodate planned SR-91 improvements.

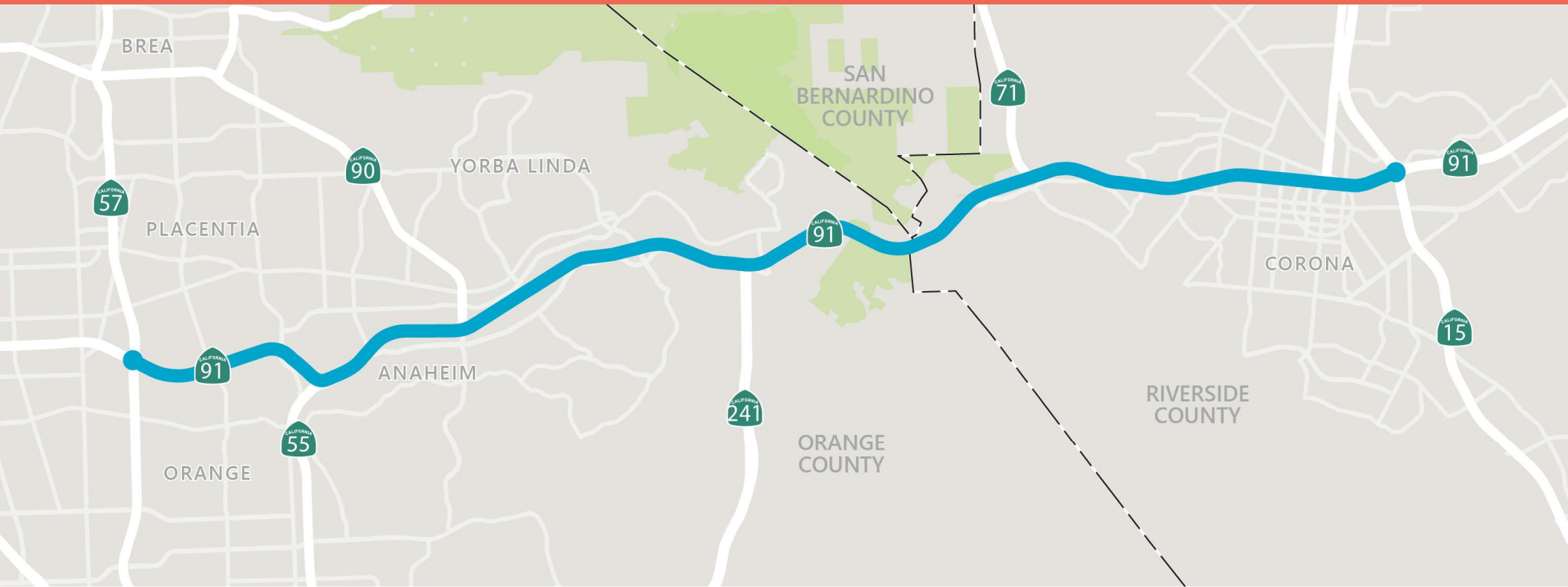
Completed Designs and Reports



There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- MIS – Final Project Report: Locally Preferred Strategy Report (January 2006)
- Renewed Measure M Transportation Investment Plan (November 2006)
- RCTC 10-Year Western County Highway Delivery Plan (December 2006)
- SR-91/Fairmont Boulevard Feasibility Study (December 2009)
- Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010)
- Renewed Measure M Capital Action Plan (April 2011)
- Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015)
- Project Report & Environmental Document for SR-241/SR-91 Tolloed Express Connector (April 2020)
- Project Report & Environmental Document for SR-91 Improvements Between SR-57 and SR-55 (July 2020)
- Environmental Documents for Santa Ana River Trail Phase 4 and Phase 6 (2021)
- Final Alternative Analysis Report for SR-91 Eastbound Corridor Operations Project from SR-241 to SR-71 (April 2022)
- 2023 Next 10 Delivery Plan (October 2023)

Project Limits



The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

For the 2024 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2022 and 2023 due to factors that influence the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the 15/91 Express Lanes Connector and SR-71/SR-91 Interchange Improvements projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database, collected traffic counts at on- and off-ramps, and weekday travel speed data collected from Inrix. All above data was obtained during the month of October 2023 for comparison purposes.

Analysis of the 2023 traffic data showed slight variations in travel patterns compared to the 2022 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2022 and 2023, showing the same bottleneck locations with a slightly different congestion period as a result of construction activities.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2022 and 2023 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2024 Plan will utilize the 2022 existing traffic analysis from the 2023 Plan. Traffic conditions will continue to

be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2023 Plan was developed using traffic data collected in 2022. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, the travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor in the month of October 2022.

Existing Traffic Conditions Summary

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles Counties. The corridor is generally most congested between the peak period of 6 a.m. to 9 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the recently completed 15/91 Express Lanes Connector, the SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.
- SR-71 traffic demand as well as physical and operational constraints for the EB SR-91 to NB SR-71 connector contribute to mainline and EB SR-91 corridor delays.
- Completion of the westbound 91 Corridor Operations Project improves the traffic operations in the westbound direction. However, traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps still contributes to mainline congestion during the morning peak period.
- High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.
- One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes.
- At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.
- WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.
- WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.
- A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolloed Express Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined to the right:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- 15/91 Express Lanes Connector (completed)
- SR-91 Corridor Operations Project (completed)
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolloed Express Connector*

*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

Project Summary

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, construction, or procurement and implementation, varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects, Appendix A for concepts, and Appendix B for selected completed projects.

- The Orange County projects have a total cost of approximately \$495 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over \$173 million. The improvements include: the Santa Ana River Trail, SR-71/SR-91 Interchange Improvements, and SR-91 improvements east of I-15.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$573 million. The improvements include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

Table 1 – SR-91 Implementation Plan Projects

Project	Cost (Millions)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	\$460
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$495+
Riverside County Projects	
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
Improvements East of I-15	TBD
SUBTOTAL	\$173.5+
Bi-County Projects	
SR-241/SR-91 Tolled Express Connector	\$423
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$573+

Project Summary

Table 1 – SR-91 Implementation Plan Projects (continued)	
Concept Projects	Cost (Millions)
Green River Road Bike Lane Gap Closure	TBD
North Main Transit Connector	\$175
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Improvements	\$75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$3,077.8 - \$3,152.8
Completed Project Summary Since 2006 (Completion Year)	Cost (Millions)
Green River Road Overcrossing Replacement (2009)	\$24.3
North Main Street Corona Metrolink Station Parking Structure (2009)	\$25
Eastbound Lane Addition from SR-241 to SR-71 (2010)	\$51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013)	\$85.2
SR-91 WB Lane at Tustin Avenue (2016)	\$43.2
Metrolink Service Improvements (2016)	\$249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	\$1,407
Express Bus Service (2019)	\$6
La Sierra Metrolink Parking Improvements (2019)	\$6.3
SR-91 Corridor Operations Project (2022)	\$38
Anaheim Canyon Metrolink Station Improvements (2023)	\$34.2
15/91 Express Lanes Connector (2023)	\$270
Eastbound 91 Express Lane Extension (2023)	\$10
SUBTOTAL	\$2,249.4

Traffic Analysis

For the 2024 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns of 2022 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on the study corridor, which both focus on operations for vehicles on SR-91.

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year 2022 analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

Year 2030

- SR-91 Improvements between SR-57 and SR-55
- 15/91 Express Lanes Connector
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector
- SR-91 Eastbound Corridor Operations Project

Year 2045

- Projects completed in 2030
- SR-91 Improvements East of I-15
- SR-91 Westbound Corridor Operations Project (remaining)
- Fairmont Boulevard Improvements

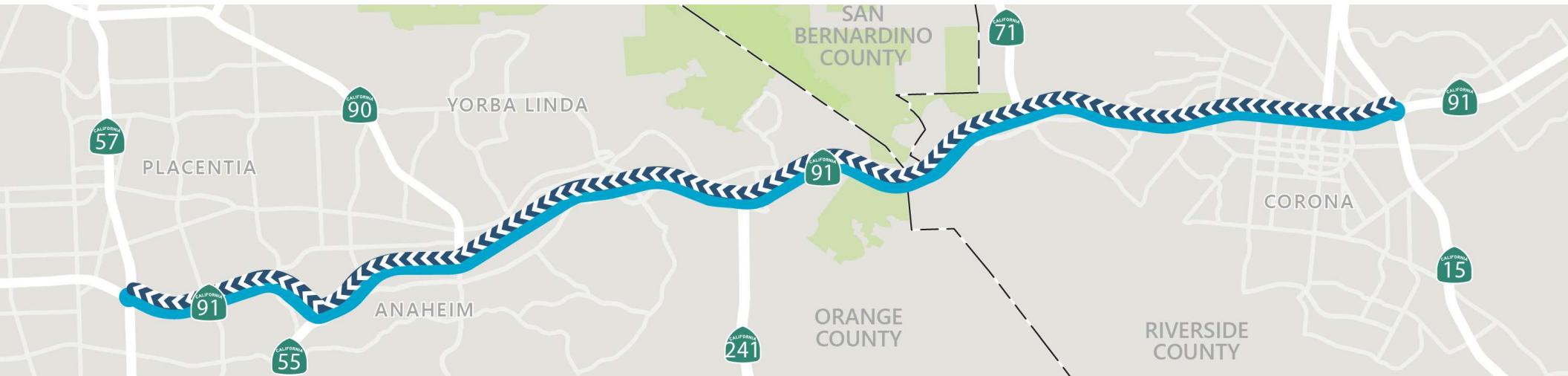
Westbound Analysis

The WB morning traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to exacerbate in Riverside County (by about 6 minutes) and maintain the same in Orange County. In addition to increasing travel time, overall vehicle hours of delay in the corridor will increase (by about 29 percent), while the entire system is able to serve more vehicles (by about 4 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area, which will continue a long queue on WB SR-91 extending to the I-15/SR-91 interchange. The bottleneck at the SR-55 interchange will be relieved.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 21 minutes) in Riverside County as implementation of the SR-91 Westbound Corridor Operations Project would improve operations. With more vehicles able to travel downstream, travel times in Orange County would increase (by about 16 minutes) when compared to 2030. Overall vehicle hours of delay will decrease (by about 10 percent) in the corridor,

and the number of vehicles the system is serving will also increase (by about 12 percent). There is a bottleneck at SR-71 due to a large increase of vehicles going to and from SR-71. Also, with more vehicles able to travel downstream, another bottleneck occurs at the Tustin Avenue and SR-55 area. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in 2030 and will experience a slowdown in 2045 in Riverside County where the 3-lane section merges back to two lanes. RCTC is planning to implement dynamic pricing for the SR-91 corridor in the near future, which will help to maintain satisfactory operation of the Express Lanes



Westbound Analysis

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Corridor Vehicle Hours of Delay

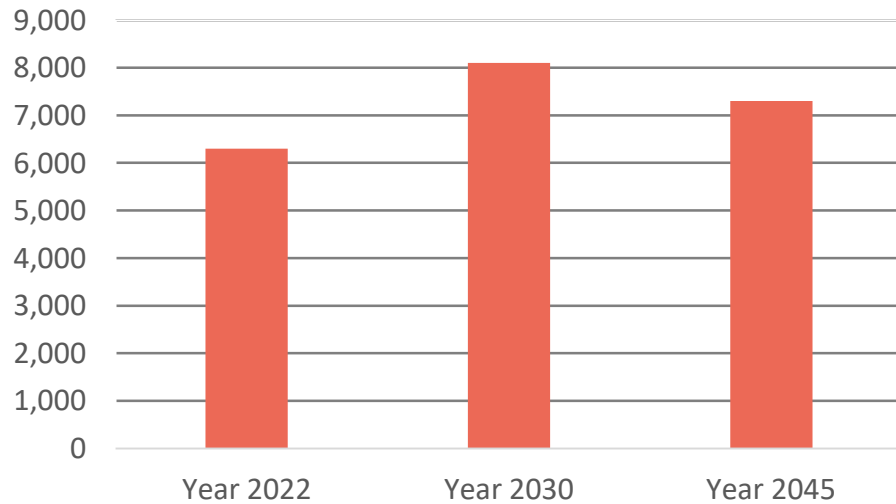
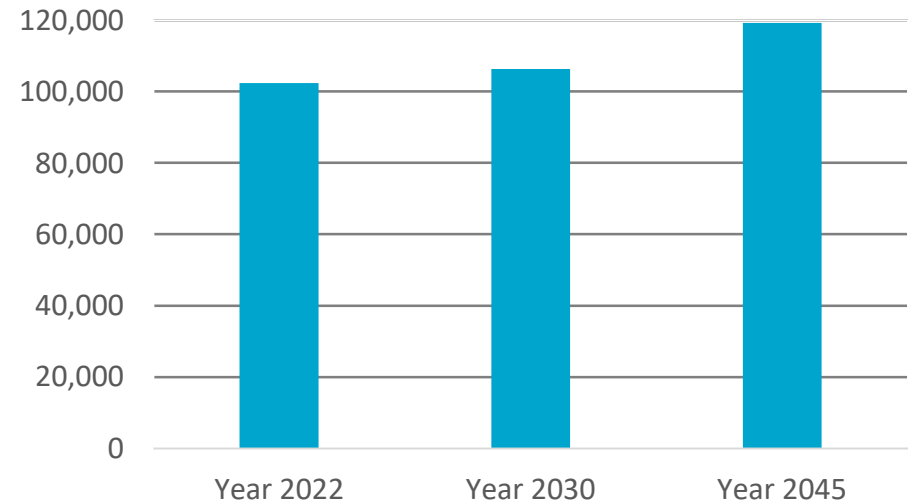


Figure 1-2 – Westbound SR-91 from I-15 to SR-57 A.M. Peak Period Systemwide Served Vehicles

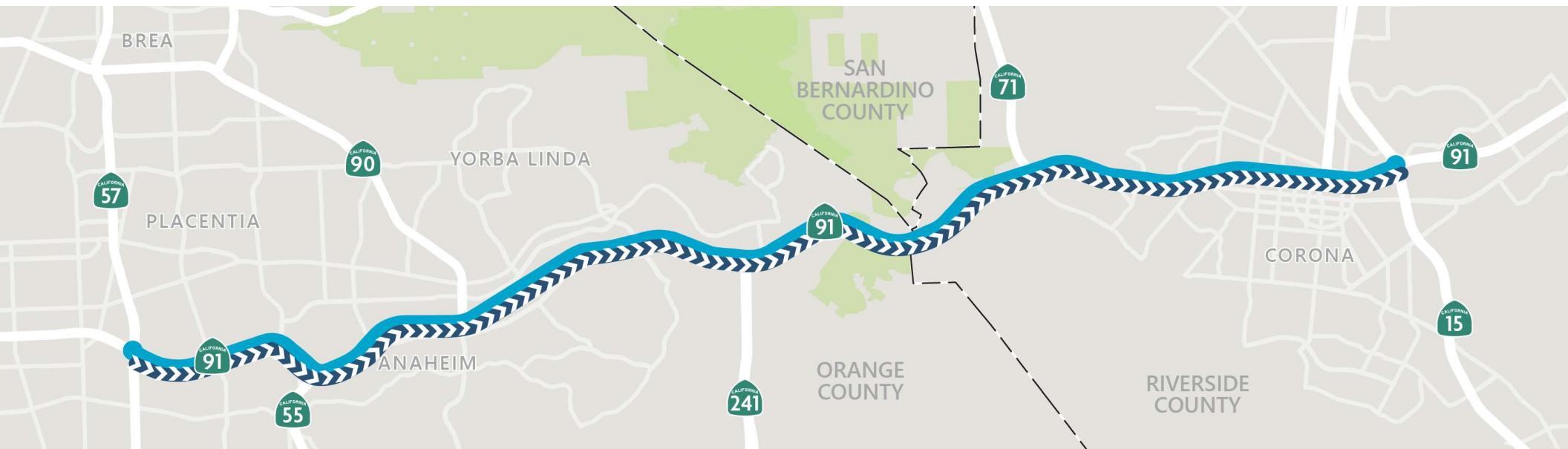


Eastbound Analysis

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease (by about 33 minutes) in Orange County. With the decrease of total travel time (by about 29 minutes) required to travel through the corridor, the vehicle hours of delay will also decrease (by about 38 percent) and the number of vehicles served by the system will increase (by about 3 percent). With the inclusion of the EB Corridor Operations Project, the congestion at the county line will be reduced. The improved conditions at the county line increases the amount of vehicles able to travel downstream and increases the bottleneck near the Main Street and I-15 area in Riverside County. Improvement projects near I-15 in the future should help to alleviate congestion in those areas.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 14 minutes) in Riverside County and increase in Orange County (by about 28 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 54 percent) and the number of vehicles the system is serving will be greater (by about 3 percent). The main bottleneck will occur at the county line as existing conditions.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.



Eastbound Analysis

Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

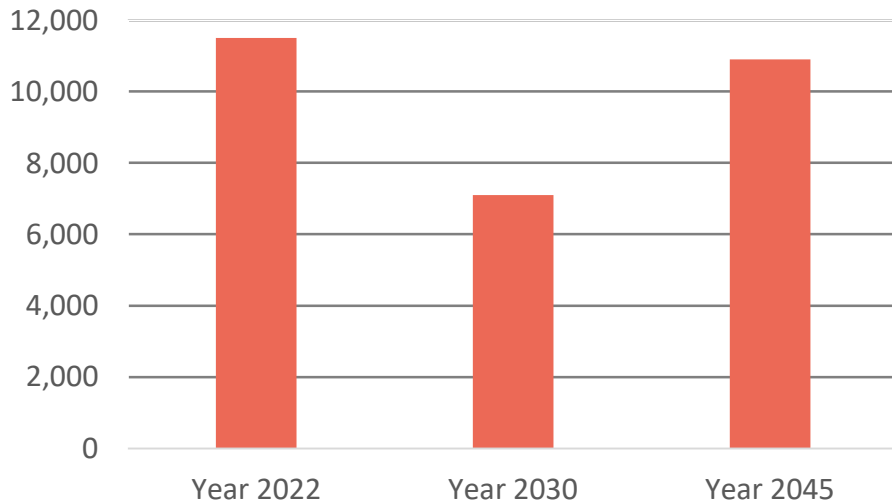
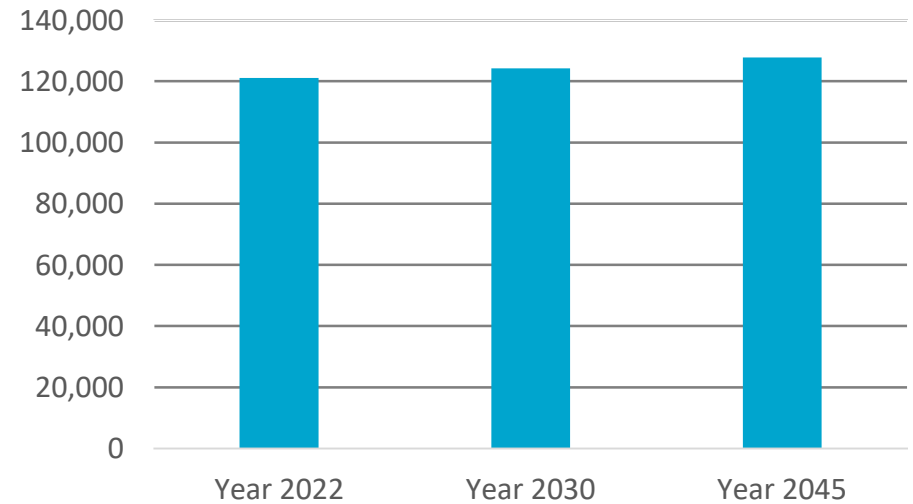


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



OVERVIEW

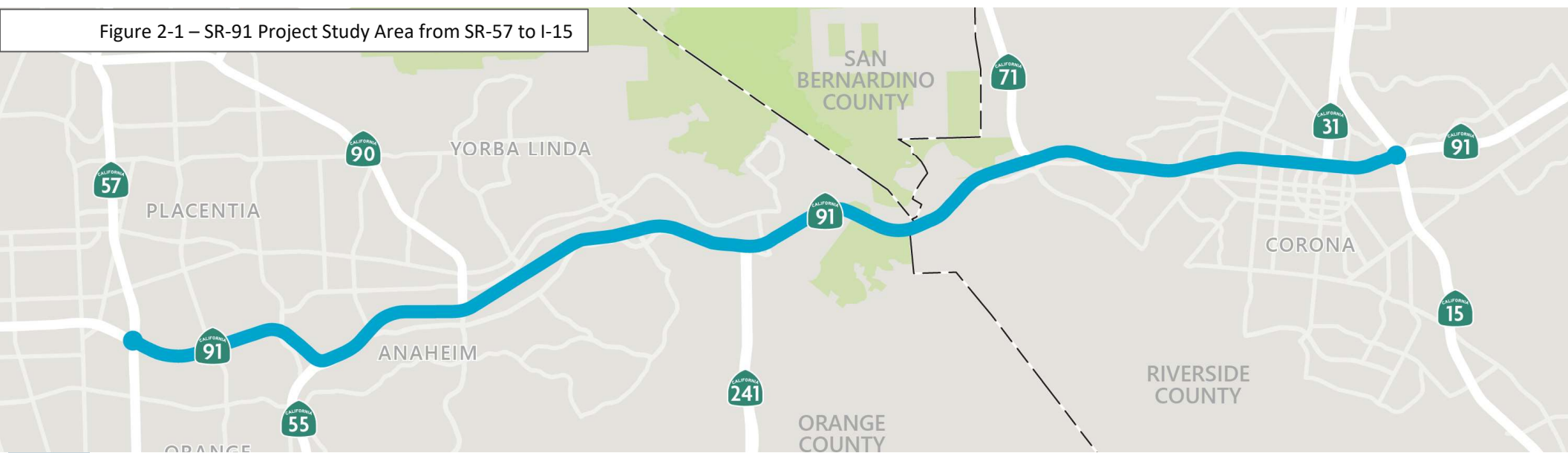
The 2024 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2024 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- Conceptual Engineering = Pre-Project Study Report (Pre-PSR) – Conceptual planning and engineering for project scoping and feasibility prior to initiating the PSR phase.
- Preliminary Engineering = Project Study Report (PSR) – Conceptual planning and engineering phase that allows for programming of funds.
- Environmental = Project Approval/Environmental Document (PA/ED) – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2 to 3 years.
- Design = Plans, Specifications, and Estimates (PS&E) – Provide detailed design to contractors for construction bidding and implementation.
- Construction = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15





Orange County Projects

The Orange County set of projects includes three improvements at a total cost of approximately \$495 million (in 2024 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

Orange County Project Summary	Cost (Millions)
SR-91 Improvements between SR-57 and SR-55	\$460
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$494.8+

Project Description



The project proposes to add EB capacity between SR-55 and SR-57, improve the SR-91/SR-57 and SR-91/SR-55 interchanges and local interchanges. In the SR-91/SR-57 interchange area, improvements identified in Project Approval/Environmental Document (PA/ED) phase include extending an additional lane on WB SR-91 from the NB SR-57 to WB SR-91 connector through State College Boulevard and terminating at the auxiliary lane to Raymond Avenue-East Street. At the SR-91/SR-55 interchange area, a drop on-ramp from Lakeview Avenue would be constructed between realigned WB SR-91 lanes for direct access to SB SR-55, allowing for the exit to SB SR-55 to be moved further east, separating WB SR-91 and SB SR-55 traffic west of the Lakeview Avenue bridge. The 91 Express Lanes will not be impacted by the project. In order to accommodate the improvements, the Lakeview, Tustin, Kraemer/Glassell, and La Palma bridges are proposed to be replaced. The improvements have been developed in cooperation with local jurisdictions and affected communities.

Key Considerations



The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits



The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will reduce congestion and delay and reduce weaving.

Schedule and Cost

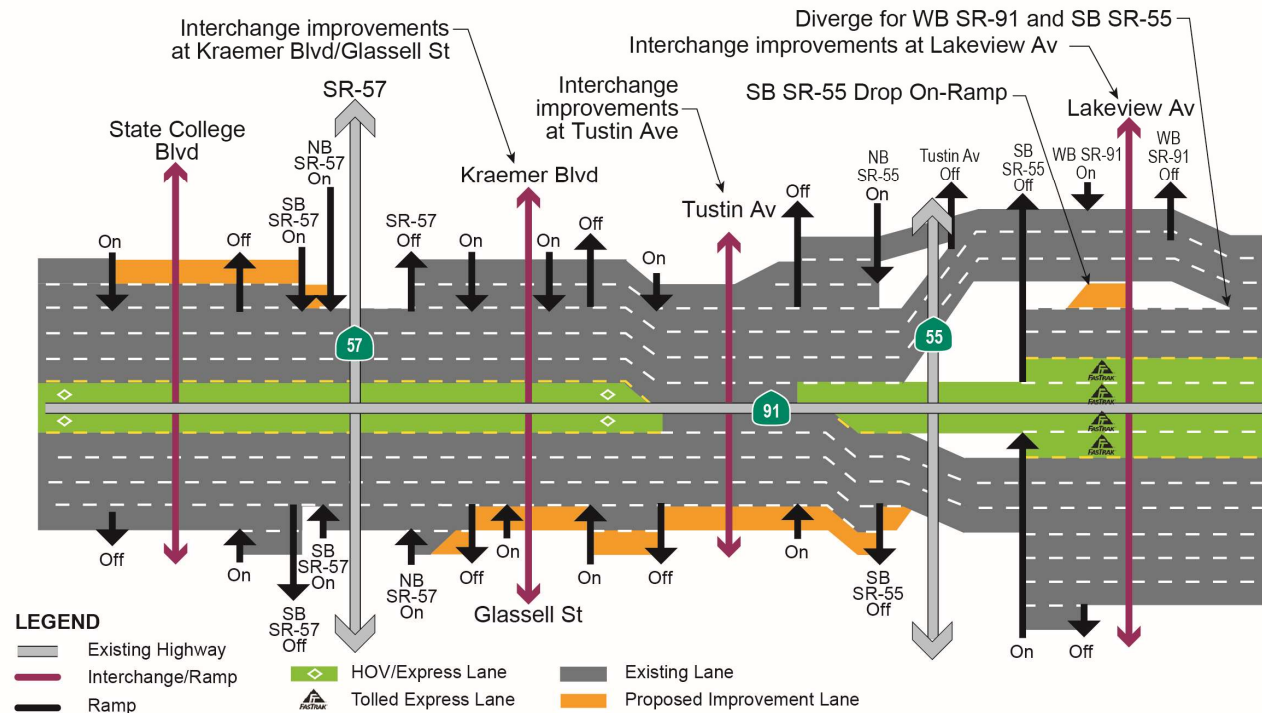


Construction is anticipated to be completed in 2029 and the total project cost is estimated to be approximately \$460,000,000.

Current Status



The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014 and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. The proposed improvements are included in the Measure M program.



Project Description



The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits



The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Schedule and Cost



Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

Current Status



The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, M2 (OC Go) and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), OC Go and City funds are programmed for the design and right-of-way costs. Project is currently on hold.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Project Description



There are 14 daily trains that run on the Inland Empire-Orange County (IEOC) Line and 12 trains running on the 91/Perris Valley (91/PV) line for a total of 26 daily trains. The Perris Valley portion of the 91/PV Line extends Metrolink service southeast by 25 miles, from Riverside to Perris via Moreno Valley. Metrolink is conducting a plan that would look at optimizing service and realize cost efficiencies throughout the region.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

Benefits

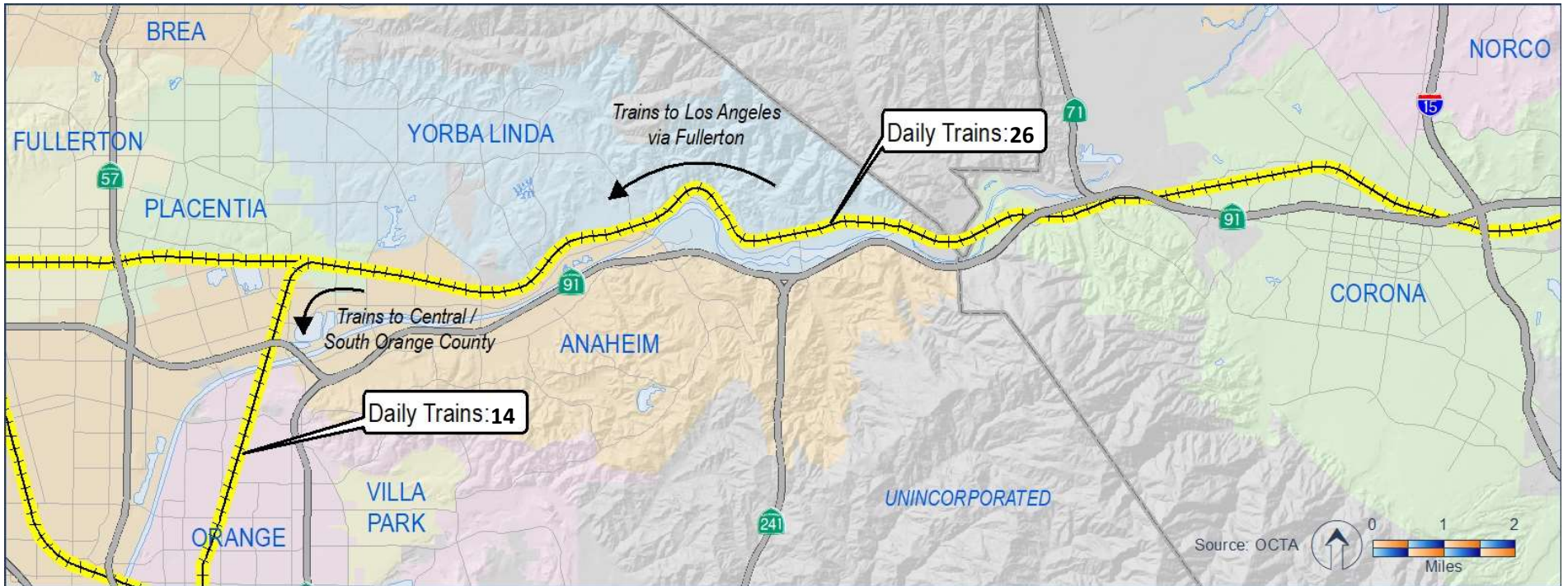


Enables development of Metrolink service, improved efficiency, and fosters train ridership growth in the region, contributing to congestion relief on the SR-91.

Current Status



Metrolink's is developing a service optimization plan which will help realize cost efficiencies related to crew and scheduling. Implementation timing of the plan is scheduled for October 2024, with daily trips increasing on the IEOC and 91/PV lines.



4/26/2023

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Riverside County Projects

The Riverside County set of projects includes three improvements: the Santa Ana River Trail, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost more than \$173 million (in 2024 dollars, or as noted).

Riverside County Project Summary	Cost (Millions)
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
SR-91 Improvements East of I-15	TBD
SUBTOTAL	\$173.5+

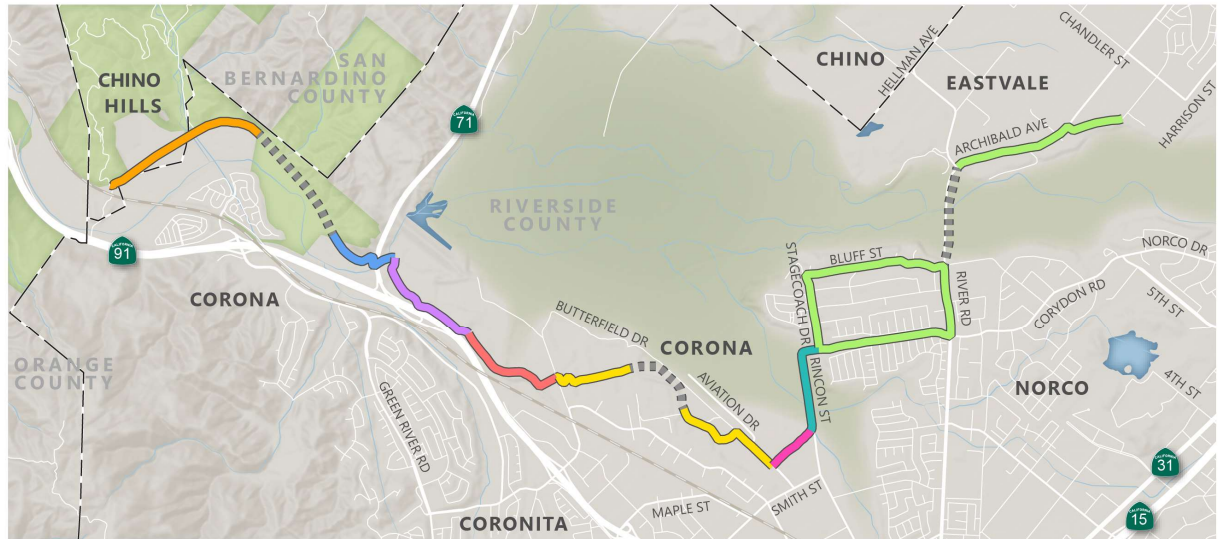
Project Description



The Santa Ana River Trail is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers. The Santa Ana River Trail is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

This project addresses the gap from Green River to the Hidden Valley Wildlife area and involves installing multi-use trails along local streets and in the Santa Ana River Trail (SART) located within the Prado Dam Flood Control Basin area of the Santa Ana River for the easterly portion of the trail and the Green River Golf Club for the westerly portion of the trail.

Phase	Schedule	Cost	Status
1	TBD	unknown	On hold pending funding
2,2A,3A	Env and Design complete end 2024	\$9 million – Phases 2/2A/3A	No construction funding
3B	Env and Design complete end 2024, construction by 2028	\$1 million	Funded and incorporated into USACE spillway project
3	TBD	unknown	On hold pending funding
4	Complete	\$1.5 million	Complete
6	Complete by 2026	\$25 million	Funded



	PHASE 1		PHASE 3A		EXISTING BIKE CONNECTION
	PHASE 2		PHASE 3B		
	PHASE 4		PHASE 3		
	PHASE 2A		PHASE 6		



Project Description



The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations



Project improvements must be coordinated with the following projects: the SR-91 Eastbound Corridor Operations Project and the SR-241/SR-91 Tolled Express Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits



The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Schedule and Cost

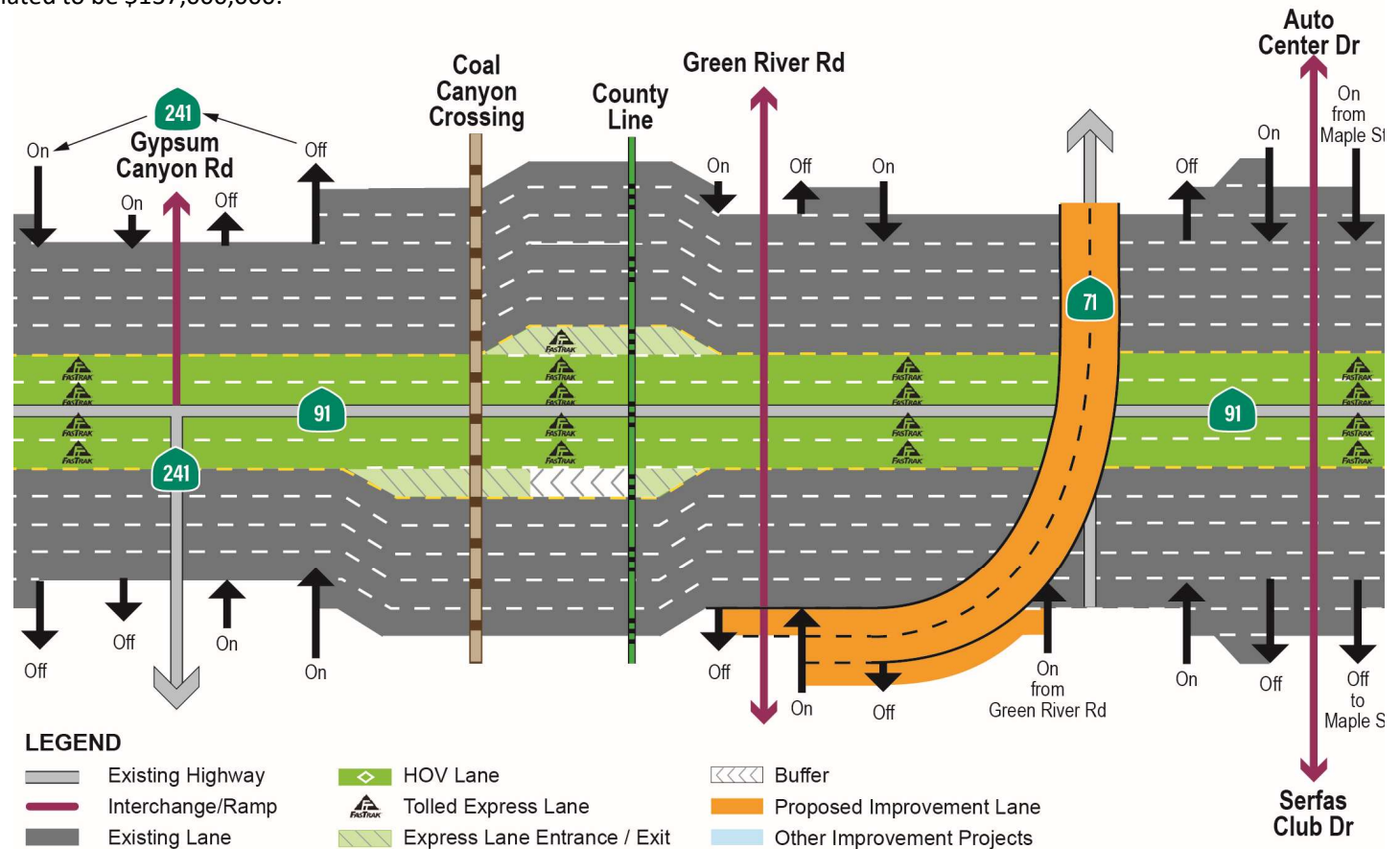


Construction is planned for completion in 2025. Construction cost is estimated to be \$137,000,000.

Current Status



The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design was completed in 2022. The project started construction in January 2023.



Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 improvements east of I-15, which includes extending an Express Lane east of McKinley Street and adding a general-purpose lane from I-15 to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, and the SR-241/SR-91 Tolled Express Connector.

Benefits



The SR-91 Improvements east of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

Schedule and Cost

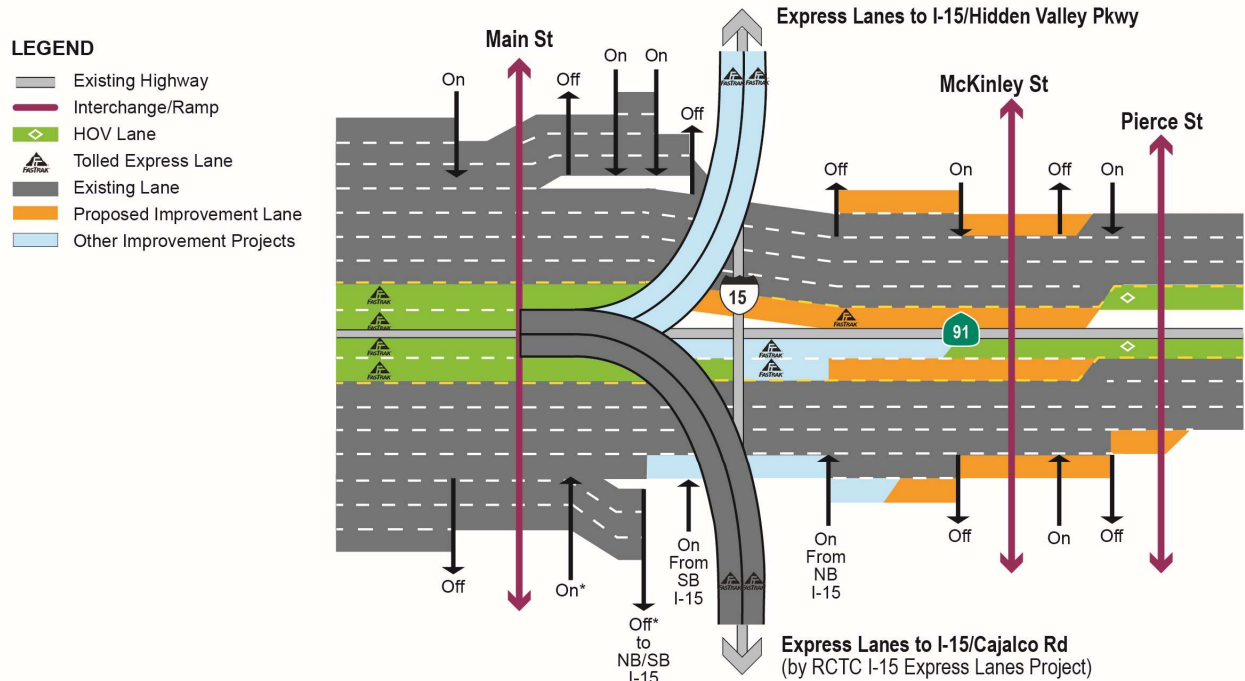




Anticipated project completion and cost are to be determined.

Current Status



Preliminary engineering is complete but may need to be revisited at a future date. The SR-91 Improvements east of I-15 is currently included in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.



Bi-County Projects

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than \$573 million (in 2024 dollars, or as noted).

Bi-County Project Summary	Cost (Millions)
SR-241/SR-91 Tolled Express Connector	\$423
Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$573+

Project Description

The SR-241/SR-91 Tolloed Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

Key Considerations

The purpose of the project is to implement the build out of the Eastern Transportation Corridor as approved in 1994 in order to improve traffic operations on the northbound 241 Toll Road and the SR-91 general-purpose lanes while also maintaining reliable travel times and free flow speeds during peak periods on the 91 Express Lanes which were all key considerations in Caltrans' approval of the project. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction is aligned with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project and SR-71/SR-91 Interchange Improvements. Coordination will be conducted with local agencies to ensure the project avoids impacts to planned bicycle and trail connections on Gypsum Canyon Road per the City of Anaheim General Plan and OCTA Commuter Bikeways Strategic Plan.

Benefits

The project will provide connectivity between the 91 Express Lanes and the 241 Toll Road, which will enhance operations along the SR-91 general purpose lanes while also improving traffic operations on the northbound 241 Toll Road.

Schedule and Cost

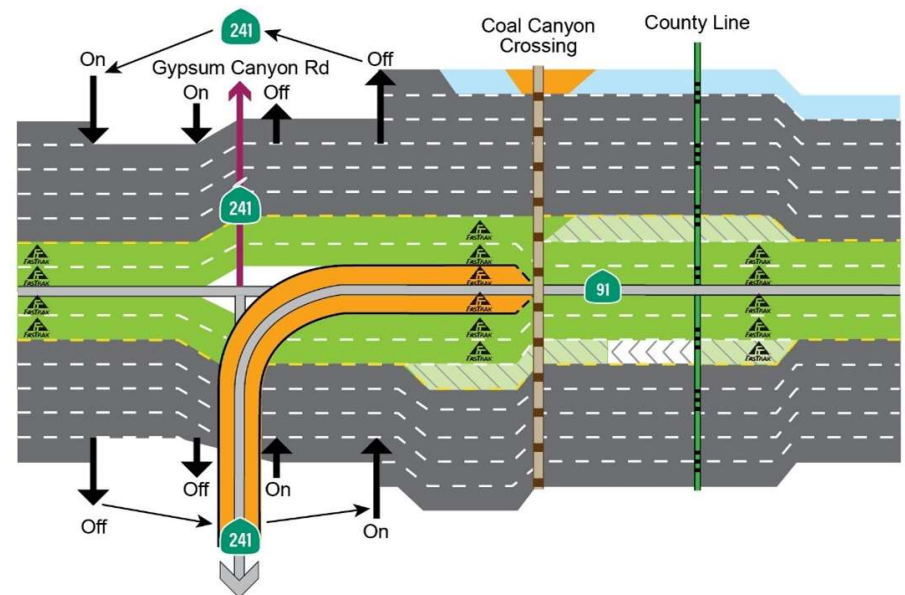
Final Design is expected to be completed in 2024. Construction is anticipated to last approximately 36 months beginning in 2025 with project opening in 2028. These milestones are contingent upon approval of interagency agreements between F/ETCA, Caltrans, RCTC, and OCTA on such matters as a Master Four Party Agreement, Operations Agreement, and F/ETCA receiving approval from the California Transportation Commission. The total cost of the project will be approximately \$423,000,000.

Current Status

Preliminary engineering concepts for a SR-241/SR-91 Tolloed Express Connector have been developed by the Foothill/Eastern Transportation Corridor Agency (F/ETCA) and Caltrans, which were utilized for the environmental analysis. A Project Study Report was initiated in January 2011 and was completed in January 2012. The Draft Environmental Document was circulated for public review from November 7, 2016, through January 9, 2017. Caltrans' approval of the project with the Record of Decision was completed in March 2020. Final design and development of interagency agreements are in progress.

LEGEND

-  Existing Highway
-  Interchange/Ramp
-  HOV Lane
-  Express Lane Entrance / Exit
-  Buffer
-  Tolloed Express Lane
-  Existing Lane
-  Proposed Improvement Lane
-  Other Improvement Projects



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Eastbound Corridor Operations Project between SR-241 and SR-71 (the subject project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolerated Express Connector.

Benefits

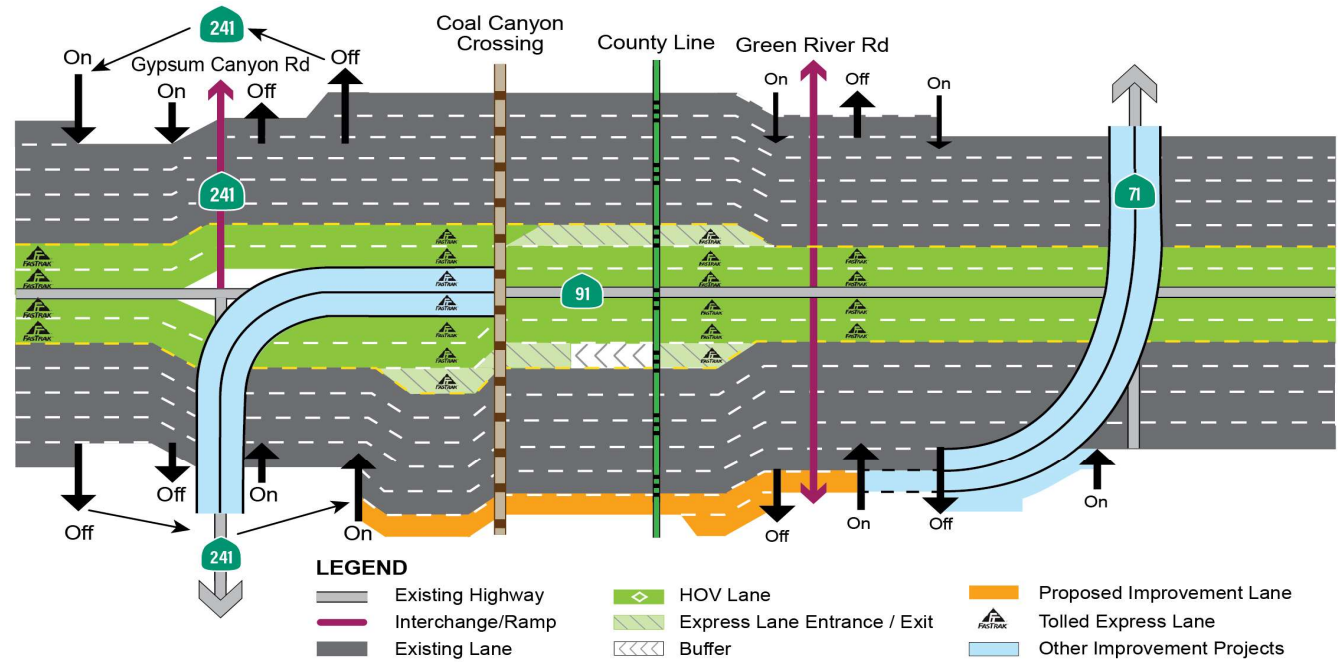
The 91 Eastbound Corridor Operations Project will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

With an estimated cost of \$150,000,000, the project is anticipated to be completed by 2030.

Current Status

The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023.



Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The 91 Westbound Improvements between SR-241 and SR-71 (the subject project) are a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange and the SR-241/SR-91 Tolled Express Connector.

Benefits

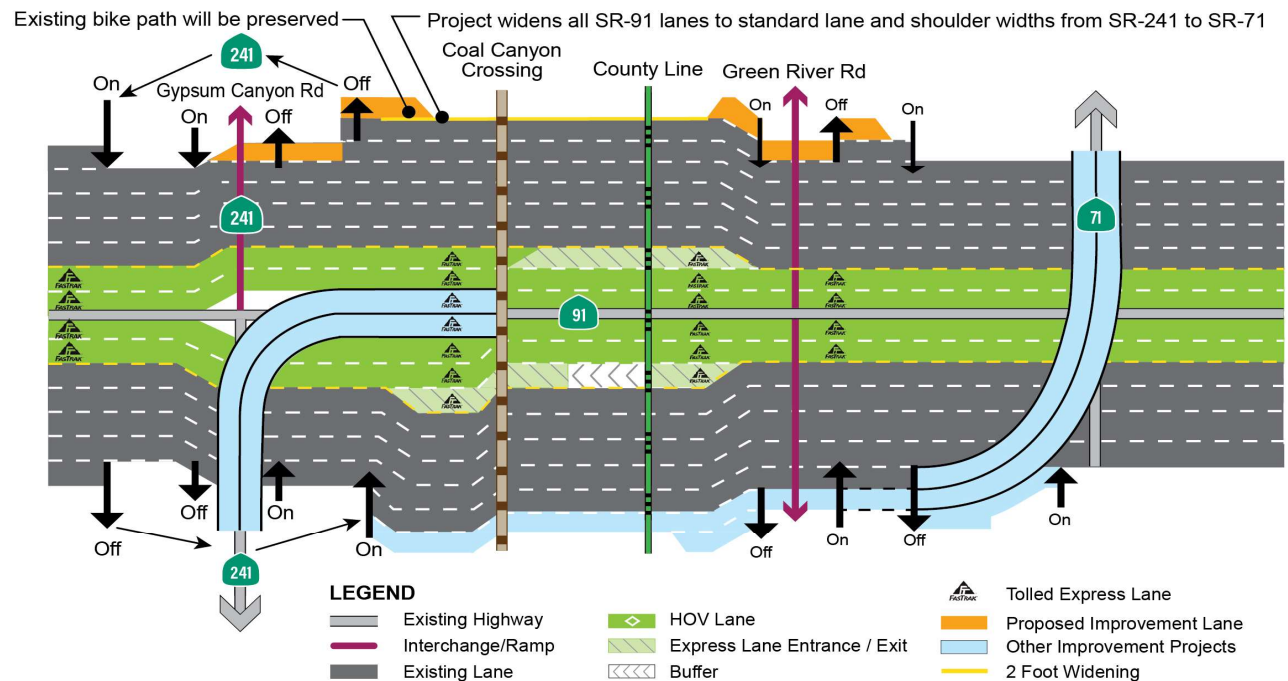
The 91 Westbound Improvements will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

Anticipated project completion and cost are to be determined.

Current Status

Preliminary engineering is complete but may need to be revisited at a future date. The 91 Westbound Improvements are Included in the SR-91 CIP environmental document that was completed in 2012.






Post-2035 and Conceptual Projects

Concepts for potential Post-2035 implementation focus on longer-lead time projects. This multi-billion dollar program may include: Green River Road Bike Lane Gap Closure, North Main Transit Connector, an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241, and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (Millions)
Green River Road Bike Lane Gap Closure	TBD
North Main Transit Connector	\$175
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Connector Improvements	\$75-\$150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$3,077.8 - \$3,152.8+

Green River Road Bike Lane Gap Closure

Project Description



The project consists of adding bike lanes along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Key Considerations

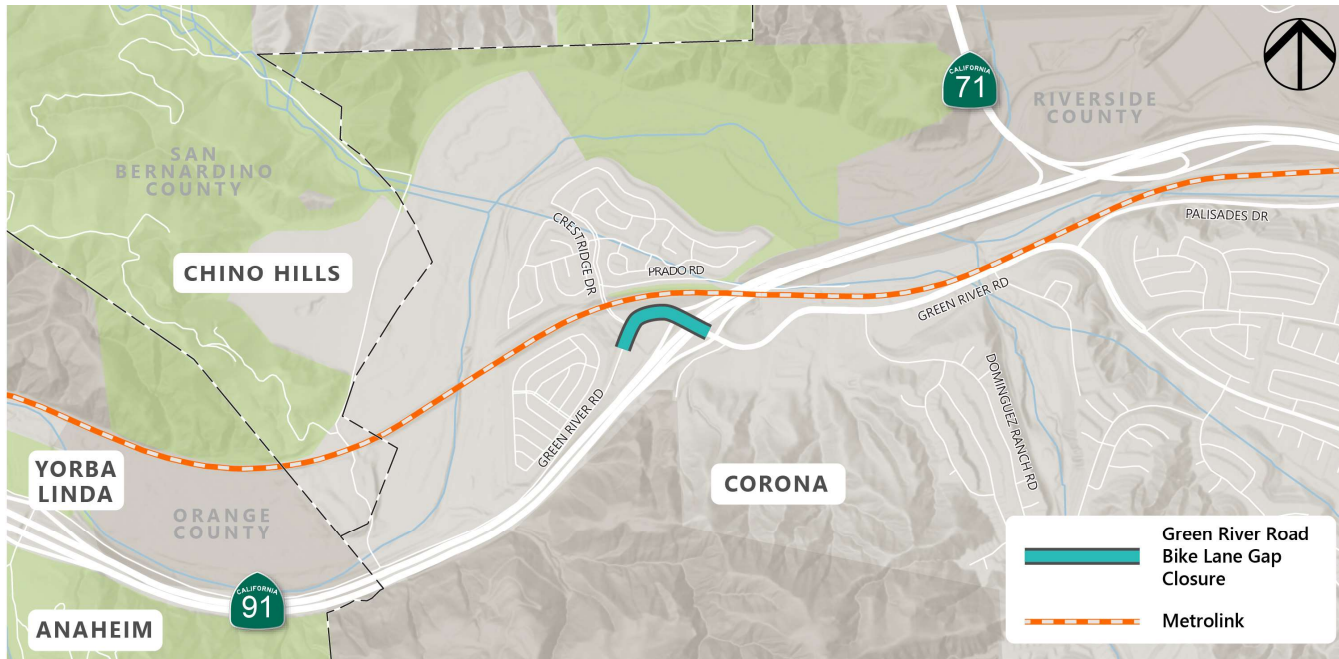
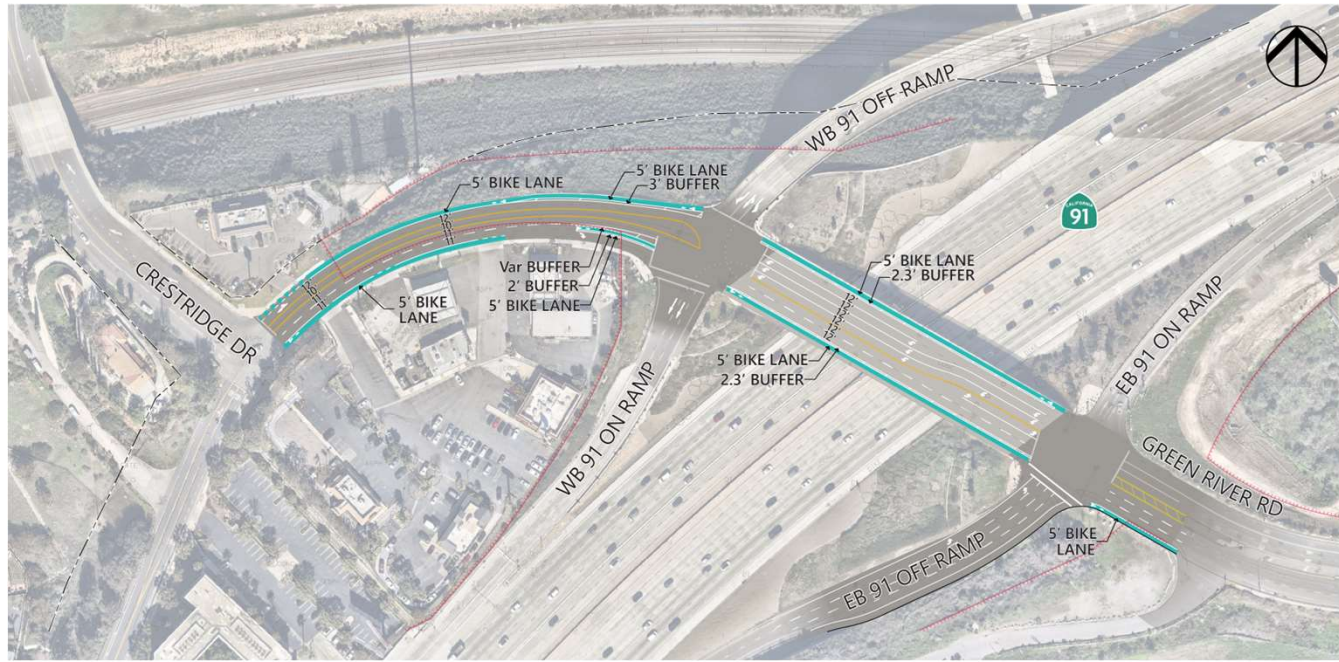


The project proposes to restripe the existing roadway to provide bike lanes in both directions along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Benefits



The project will provide bike lane connectivity between the existing Green River Road bike lanes to the east and the Santa Ana River Trail to the west, closing the existing bike lane gap along Green River Road. These lanes will support regional connectivity via the Santa Ana River Trail which, once completed, will connect San Bernardino, Riverside, and Orange counties on over 100 miles of multi-use trail.



Concept Description

The concept project consist of a transit connector between the RTA express bus route on SR-91 (Route 200) and the transit facilities at North Main in the City of Corona, specifically the North Main Metrolink Station, the Corona Transit Station, and the Caltrans park-n-ride facility.

Key Considerations

There are three design concepts currently under consideration:

- At-grade in-line bus station in the SR-91 express lanes
- Elevated in-line bus station in the SR-91 express lanes
- Direct Access Ramps for buses from the SR-91 express lanes to W Grand Blvd

Depending on the alternative that is chosen, this project may have impacts to freeway and local street right-of-way, freeway operations, and transit operations.

Schedule and Cost

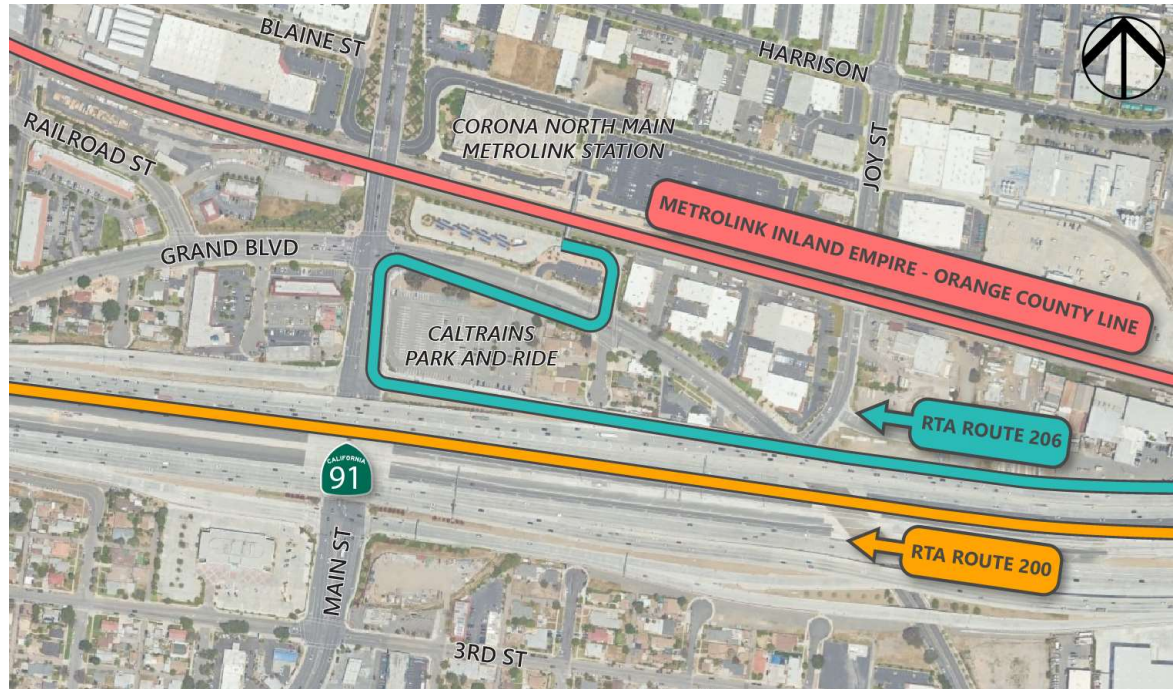
A feasibility study is underway. Preliminary design concepts have been developed, but construction is not yet approved or funded.

Benefits

The North Main Transit Connector would improve transit connectivity between the SR-91/I-15 Express Lanes and the North Main Metrolink and bus facilities, creating a regional transit hub. Connecting this missing link would yield both local and regional benefits such as improved transit access, increased ridership, and reduced vehicle miles traveled.

Current Status

The project team is currently assessing conceptual design alternatives. There are three conceptual design alternatives being evaluated. Preferred alternative(s) may be chosen for further study based on evaluation metrics and stakeholder input.



Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts.

Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. With Corridor A as managed lanes, and the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

Benefits

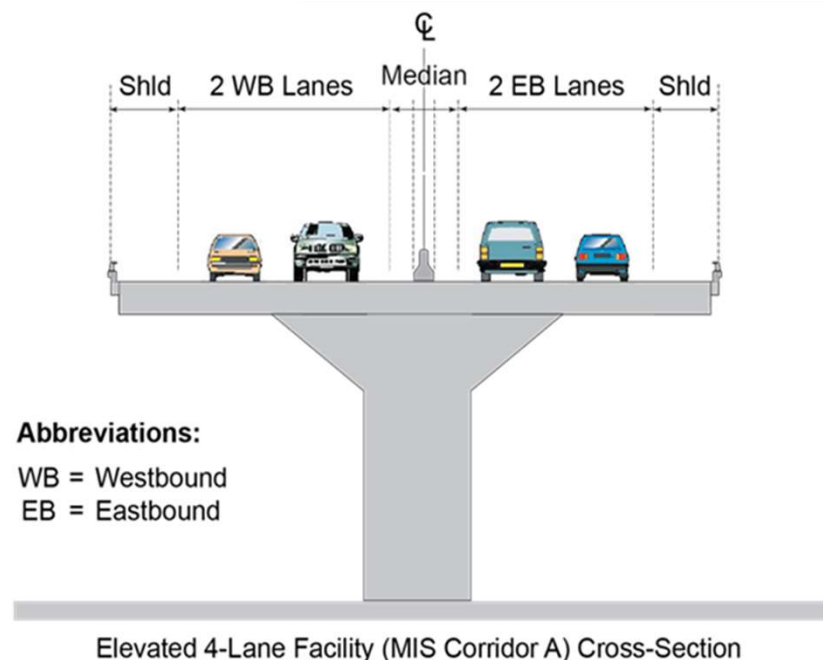
The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Schedule and Cost

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be \$2,720,000,000 (2005 dollars).



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview Avenue has been designed to accommodate three WB through lanes on either side in order to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

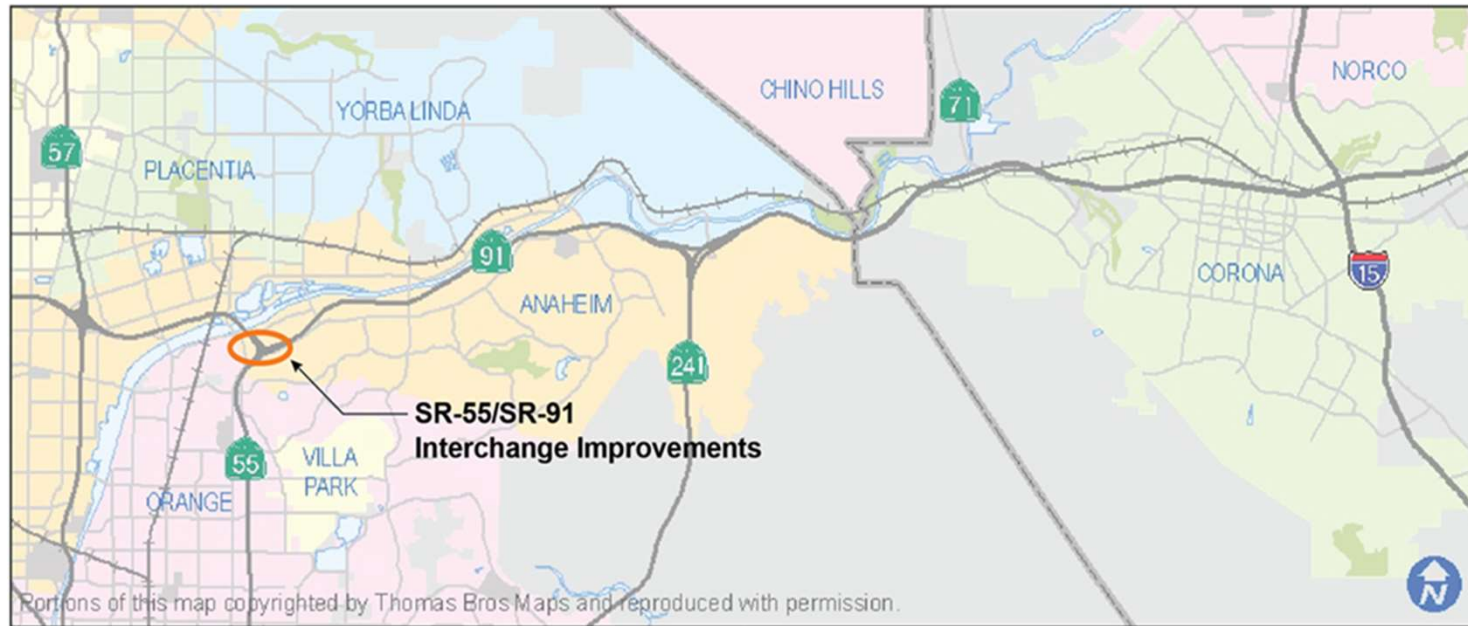
Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

Schedule and Cost

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).



Concept Description



The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations



This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits



- Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- Potentially provide balanced lane utilization at high traffic demand area.

Schedule and Cost

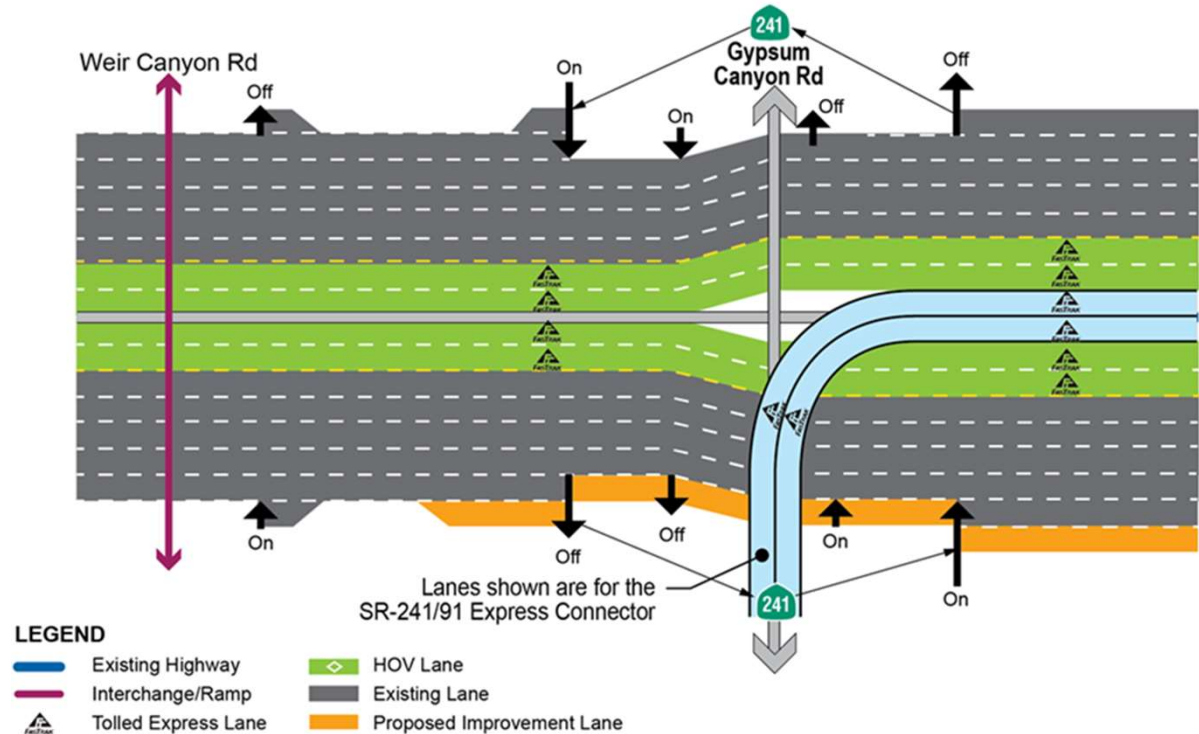


Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

Current Status



Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.



Concept Description



The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations



Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Schedule and Cost



The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Benefits

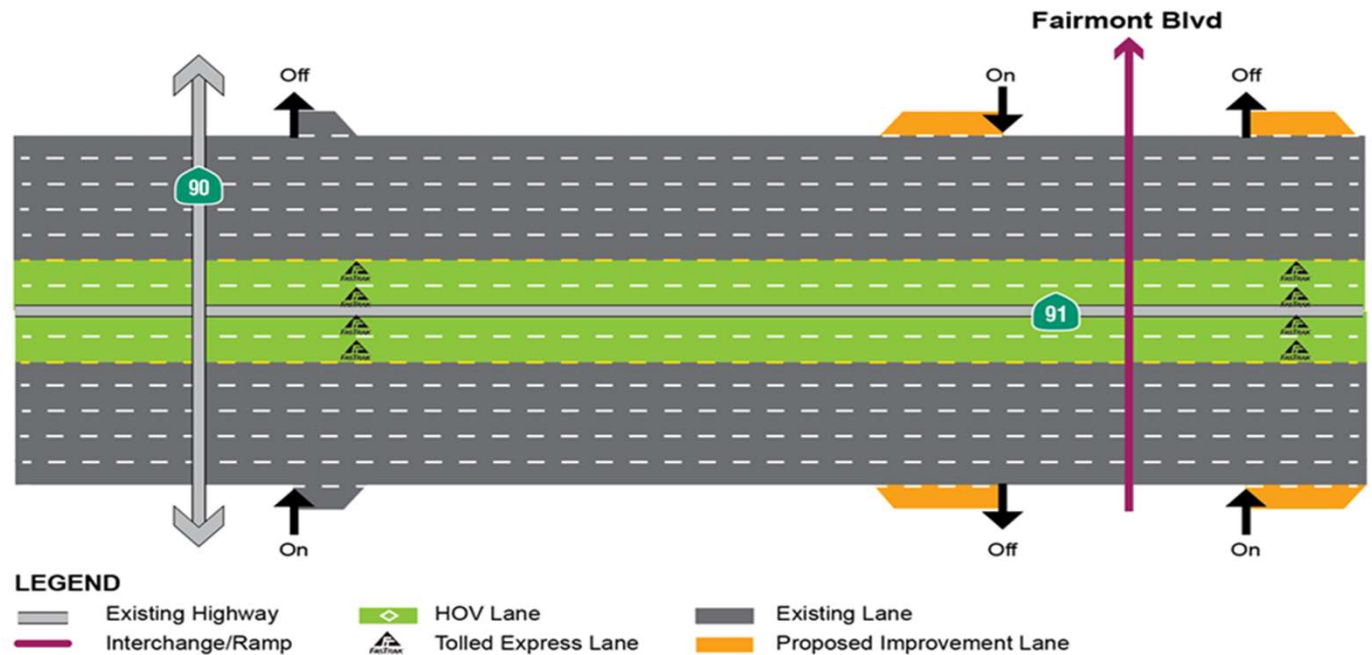




The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status



Anticipated project completion is post 2035 and construction cost is estimated to be \$76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.



Completed Projects

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	March 2009
North Main Street Corona Metrolink Station Parking Structure	June 2009
Eastbound Lane Addition from SR-241 to SR-71	September 2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction	December 2012
SR-91 WB Lane at Tustin Avenue	April 2016
Metrolink Service Improvements	June 2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	July 2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	February 2019
SR-91 Corridor Operations Project	February 2022
Anaheim Canyon Metrolink Station Improvements	January 2023
15/91 Express Lanes Connector	November 2023
Eastbound 91 Express Lane Extension	November 2023

Project Description



Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4 span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for Auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New Signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within the existing right of way.

Key Considerations



Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71. SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Current Status



The project began construction in March 2007 and was completed in March 2009.

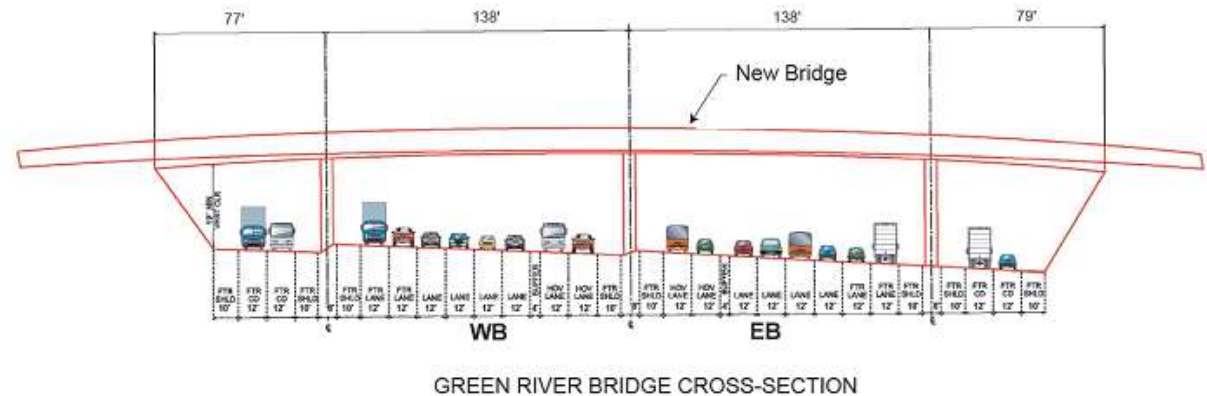
Benefits



The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general-purpose lanes, thus contributing to congestion relief on SR-91.

Project Costs	\$
Capital Cost	\$21,000,000
Support Cost	\$3,000,000
Right of Way Cost	\$301,000
Total Project Cost	\$24,301,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



North Main Street Corona Metrolink Station Parking Structure

Project Description



The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations



Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally, RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpools to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits



Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

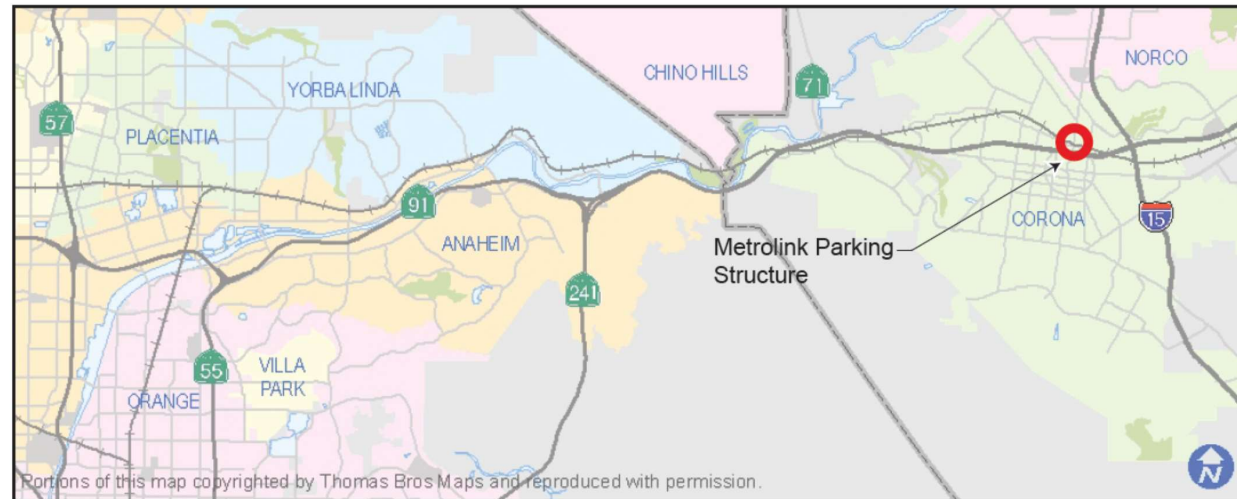
Current Status



Construction was initiated in January 2008 and was completed in June 2009. The Project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.

Project Costs	\$
Capital Cost	\$20,000,000
Support Cost	\$5,000,000
Right of Way Cost	\$0
Total Project Cost	\$25,000,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



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Eastbound Lane Addition from SR-241 to SR-71

Project Description



The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations



Coordination with the SR-91 Corridor Improvement Projects will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12-foot width to provide for future widening.

Benefits



The lane addition would help alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

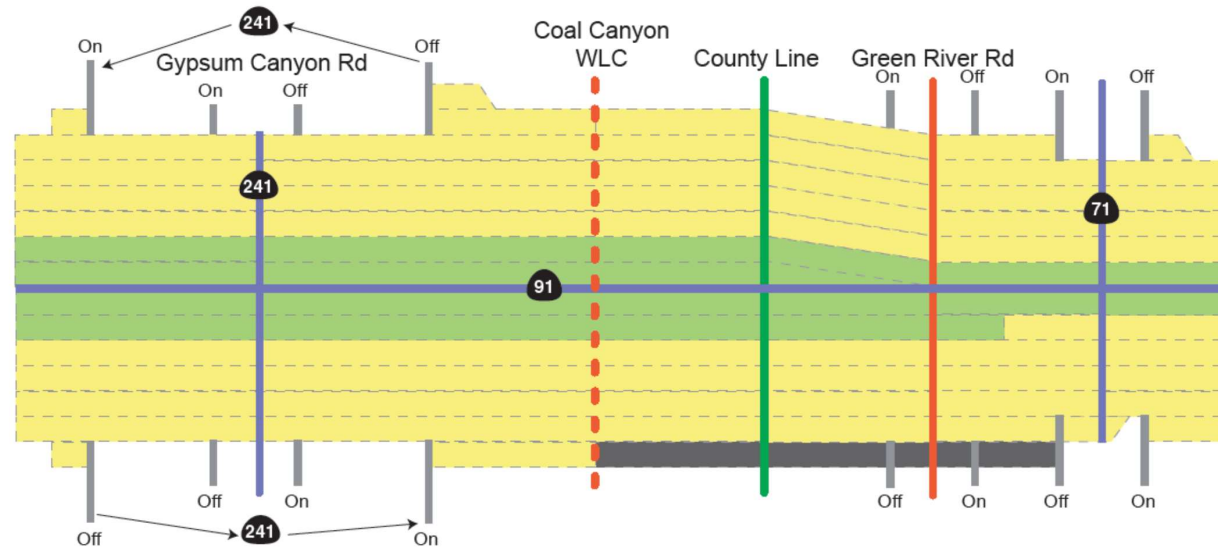
Current Status



Funding is from the American Recovery and Reinvestment Act (ARRA) with \$71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.

Project Costs	\$
Capital Cost	\$41,000,000
Support Cost	\$8,000,000
Right of Way Cost	\$2,200,000
Total Project Cost	\$51,200,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Project Description



The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations



Build alternative 3 was selected from the Project Study Report (PSR). On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange and requires additional right-of-way. City of Anaheim utilities are within proximity of the proposed widening section. Widening of the Santa Ana River Bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed early 2011.

Benefits



The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

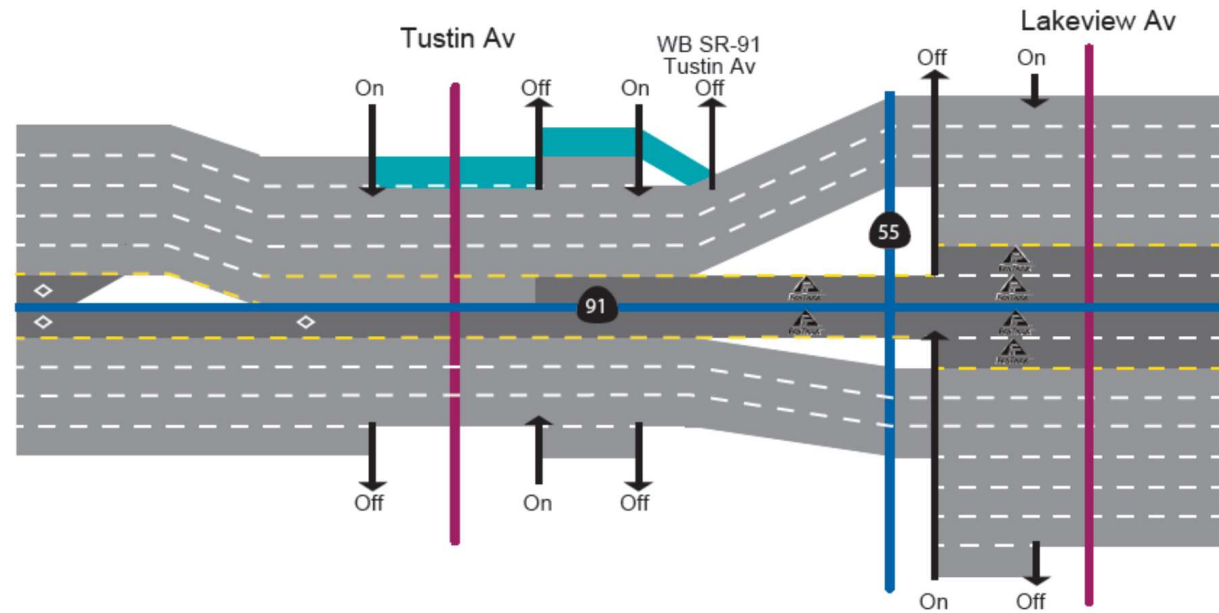
Current Status



Preliminary engineering was completed and approved by Caltrans. The environmental phases was completed in November 2010, and design was completed mid-2013. Construction was initiated in February 2014. The project received \$14M from the proposition 1B State-Local Partnership Program (SLPP), \$14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

Project Costs	\$
Capital Cost	\$22,218,000
Support Cost	\$16,382,000
Right of Way Cost	\$4,682,000
Total Project Cost	\$43,282,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Project Description



There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The Long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013. Cost approximately \$248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations



Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for the future expansion of the IEOC rail service.

Benefits



Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status



Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

Project Costs Estimates

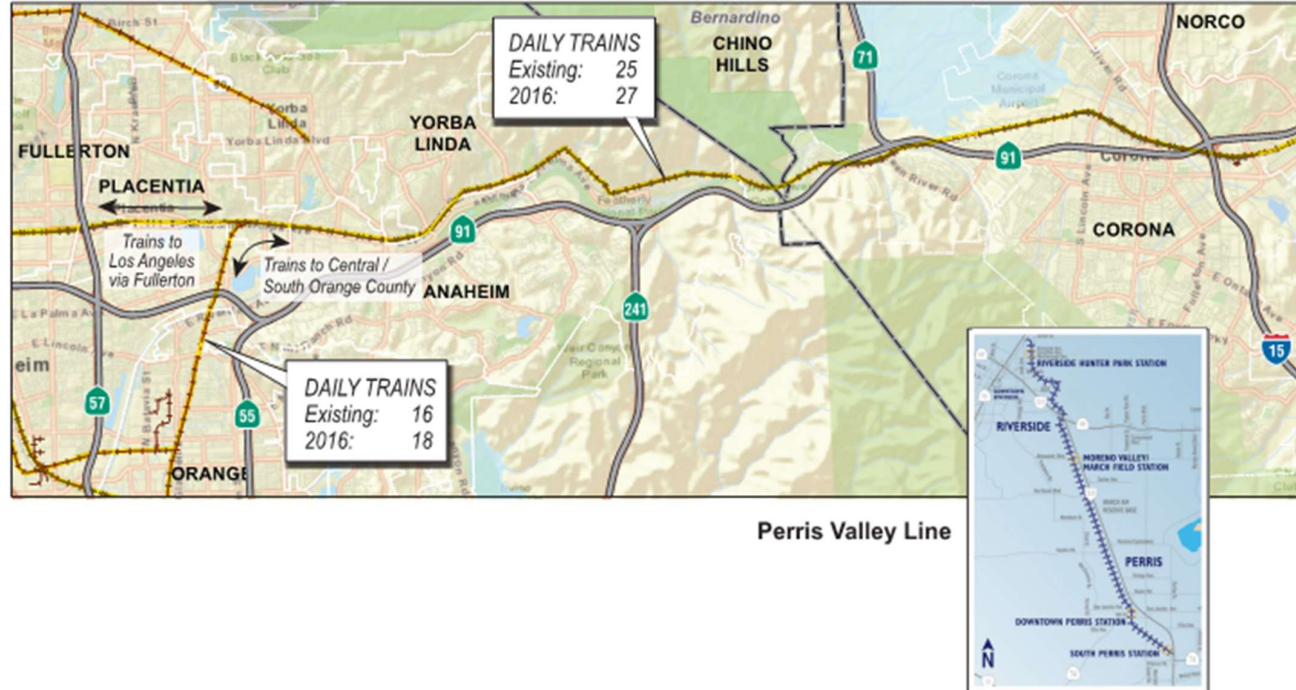
\$

IEOC Service Cost	\$1,160,000
Perris Valley Line Cost	\$248,000,000
Right of Way Cost	\$249,160,000

Costs from OCTA and RCTC (in 2015 dollars)

Project Schedule

Completed 2016

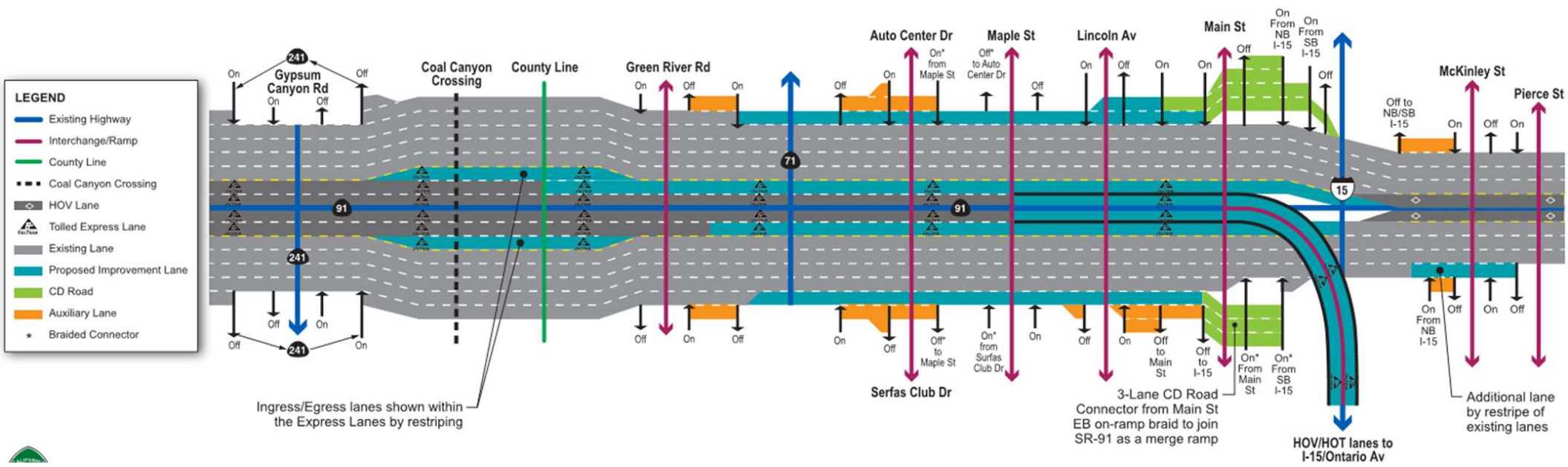


Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvements Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission’s (RCTC) 10 year Delivery Plan recommended the following addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/ Hidden Valley Parkway. An Express Lane ingress/egress lane is also planned near the county Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes to Hidden Valley Parkway (Project #9): general purpose lanes to Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC’s I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with a differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC’s I-15 Express Lane Project.



(Continued)

Current Status



The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.

Benefits



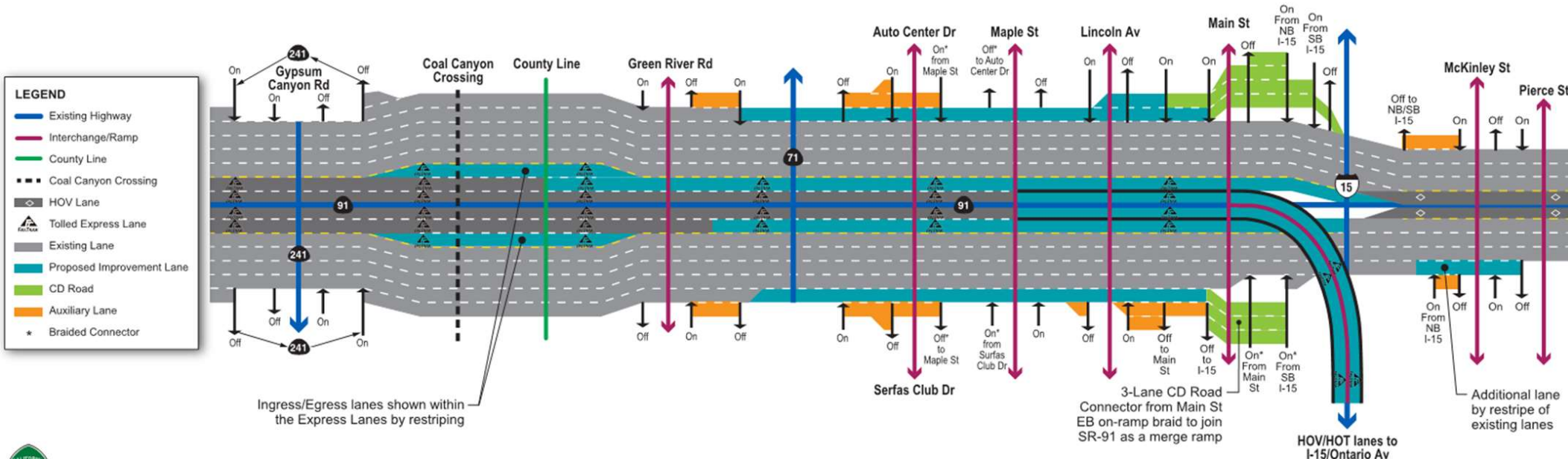
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Project Costs*	\$
Capital Cost	\$1,161,000,000
Support Cost	\$246,000,000
Total Project Cost	\$1,407,000,000

Project Schedule**	Status
Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent Phase for Ultimate Project anticipated in 2035



Project Description



Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service



OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90 to 120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service



The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations



Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits



The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Schedule and Cost



The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average \$4,892,000 per year and capital costs average \$1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

Current Status



Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.



Project Description



There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes for the future.

Schedule and Cost



Construction was completed in February 2019. The project cost is estimated to be \$6,260,000.

Current Status



Construction and project implementation has begun.

Benefits



The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking. RTA express service, commuter rail, and vanpool.



Project Description



The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations



The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets using retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits



The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Schedule and Cost

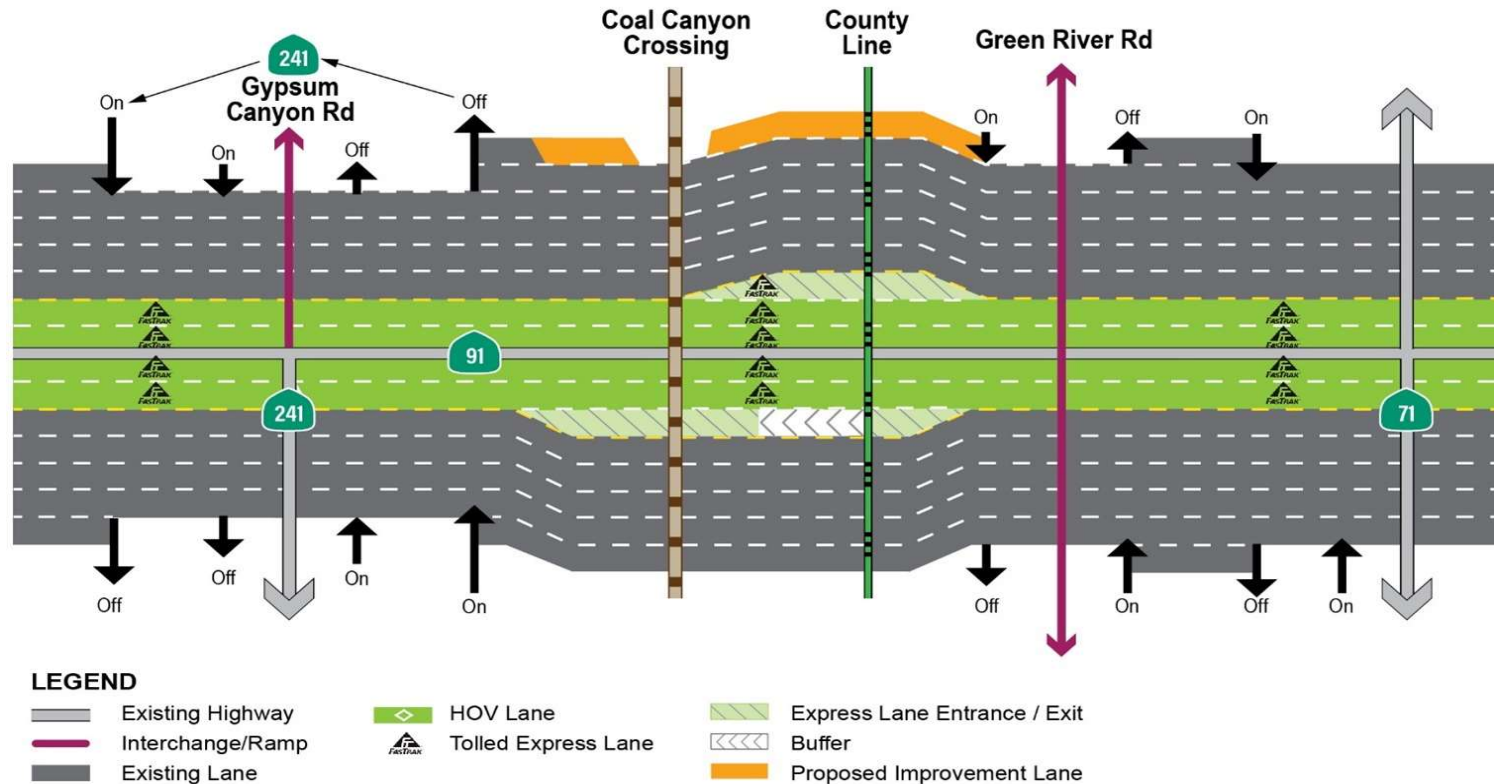


Construction is planned for completion in 2022. The total project cost is estimated to be \$38,000,000.

Current Status



This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.



Anaheim Canyon Metrolink Station Improvements

Project Description



The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

Schedule and Cost

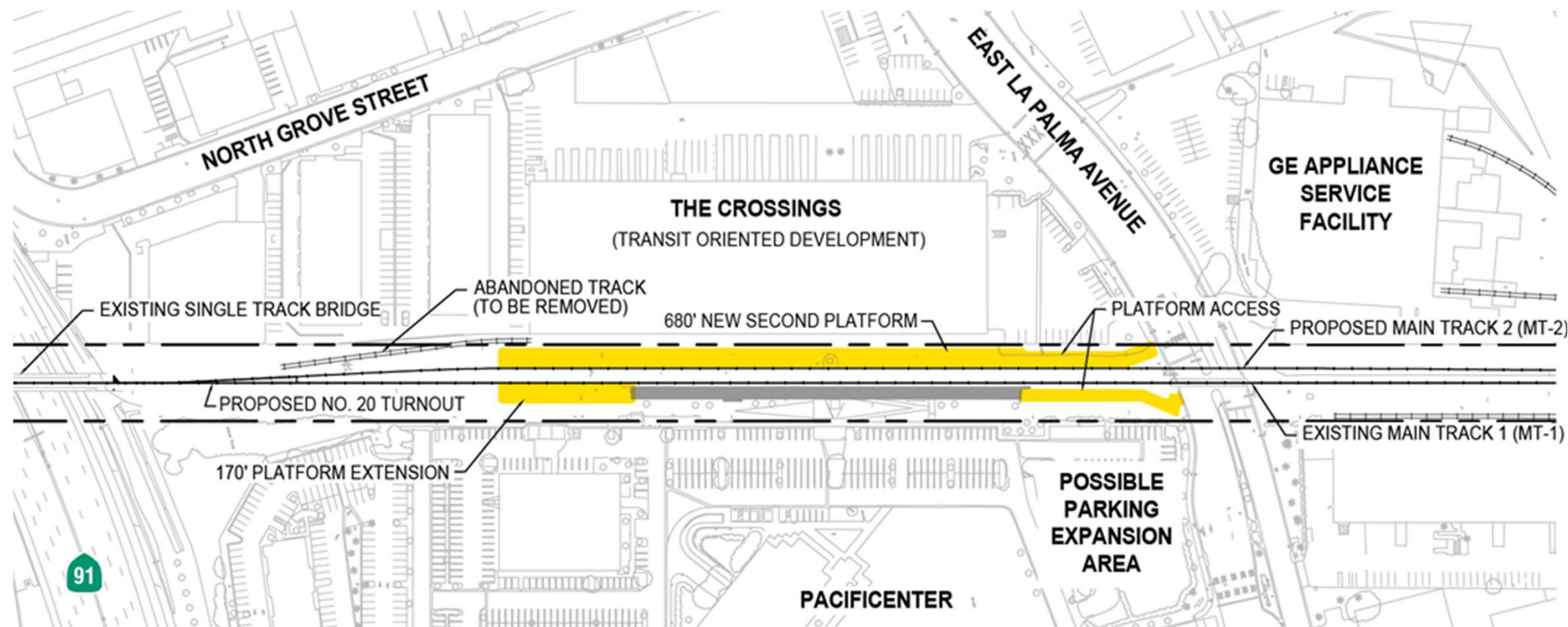


The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be \$34.2 million.

Benefits



The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.



Project Description



The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations



Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolloed Express Connector, and the Eastbound 91 Express Lane Extension.

Benefits



The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

Schedule and Cost



Construction is planned to be completed in late 2023. The total project cost is estimated to be \$270,000,000.

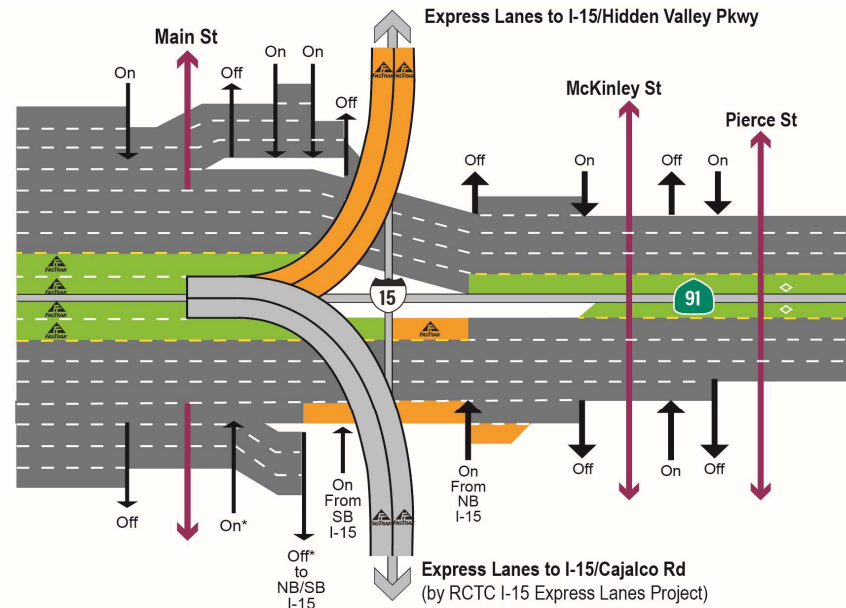
Current Status



The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.

LEGEND

- Existing Highway
- Interchange/Ramp
- HOV Lane
- Tolled Express Lane
- Existing Lane
- Proposed Improvement Lane



Project Description

The Eastbound 91 Express Lane Extension is a new project that was initiated in 2022. The scope of the project is to extend a second eastbound toll express lane from the exit to the express lane connectors (just east of the Main Street Undercrossing) to the beginning of the SR-91 HOV lane just east of Promenade Avenue Overcrossing.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the 15/91 Express Lanes Connector.

Benefits

The Eastbound 91 Express Lane Extension will reduce congestion and improve operations in the express lanes and general-purpose lanes by providing a gap closure lane between the existing express lanes and HOV lane reducing merging and weaving on eastbound 91 within the existing bottleneck of the I-15 interchange area.

Schedule and Cost

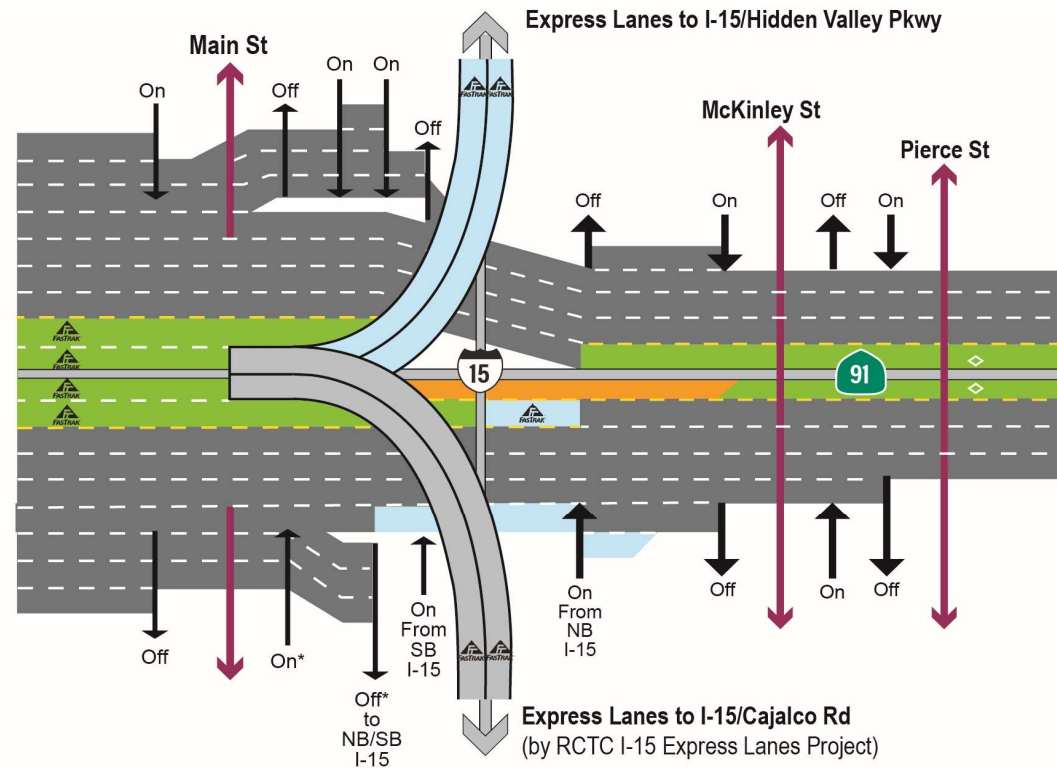
Construction is planned to be completed in late 2023. The total project cost is estimated to be \$10,000,000.

Current Status

The Project Approval and Environmental Document (PA/ED) phase is currently underway.

LEGEND

-  Existing Highway
-  Interchange/Ramp
-  HOV Lane
-  Tolled Express Lane
-  Existing Lane
-  Other Improvement Projects
-  Proposed Improvement Lane



The following documents and resources were used in the development of the Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.

Measure M Next 10 Delivery Plan (Next 10 Plan), November 14, 2016

Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015

PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014

PS&E for “Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange”, 2014

PS&E for Initial SR-91 CIP Project, 2014

California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012

M2020 Plan (Measure M), September 2012

PSR-PDS for SR-241/SR-91 Tolloed Express Connector, January 2012

Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012

PS&E “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2011

Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010

Project Study Report/Project Report “Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon”, May 2010

SR-91/Fairmont Boulevard Feasibility Study, December 2009

Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009

Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009

PSR “On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County”, April 2009

91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009

PSR/PR “On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)”, June 2008

Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006

Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006

Route Concept Reports for SR-91, Caltrans Districts 8 and 12

Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Lorelle Moe-Luna, Multimodal Services Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Senate Bill 125 Formula-Based Funding for the Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the funding recommendations for the Senate Bill 125 (SB 125) Formula-Based Funding for the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) apportionments for Fiscal Years (FYs) 2024/25 - 2027/28, contingent upon the adopted state budget, availability of funds, and eligibility by fund type;
- 2) Direct staff to prepare and execute funding agreements with the project sponsors outlining the project scope, schedule, and local funding commitments; and
- 3) Authorize the Executive Director to execute the funding agreements with the project sponsors, pursuant to legal counsel review.

BACKGROUND INFORMATION:

TIRCP was created by the state as a competitive program in 2014 to provide grants from the Greenhouse Gas Reduction Fund (GGRF) via cap-and-trade proceeds to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. In 2017, SB 1 gas tax funding added a substantial increase with funds directed to the TIRCP from the Public Transportation Account. Assembly Bill 398 (AB 398) extended the Cap-and-Trade Program that supports TIRCP from 2020 through 2030. TIRCP has awarded six cycles of funding totaling over \$10 billion for 132 projects throughout the state.

In July 2023, the Governor signed AB 102 and SB 125 amending the Budget Act of 2023 to appropriate about \$4 billion of general fund to TIRCP over FYs 2023/24 and 2024/25, and \$910 million of GGRF funding and \$190 million of Public Transportation Account funding over FYs 2023/24 – 2026/27 to establish the Zero-Emission Transit Capital Program (ZETCP). This created the formula-based TIRCP and ZETCP. SB 125 guides this process and requires that the

California State Transportation Agency (CalSTA) develop and administer the program to govern distribution of the funds.

CalSTA published the final SB 125 Formula-Based TIRCP and ZETCP Guidelines in September 2023. The objectives of the program are to reduce emissions of greenhouse gases; expand and improve transit service to increase ridership; integrate rail service of the state’s various rail operations; and improve transit safety. The guidelines identify the regional transportation planning agencies (RTPAs), such as RCTC, as the recipient of these funds. The guidelines give the Commission discretion to suballocate or distribute funds within their region based on local needs, existing priorities, policies, and procedures, as long as the SB 125 program requirements and goals are met.

TIRCP projects eligible to receive funding include transit operations and capital improvements, grade separations, and rail crossing improvements. ZETCP funding is only available to public transit operators already eligible to receive State Transit Assistance funds and can only be used for zero-emission capital and operating expenditures.

DISCUSSION:

RCTC is identified to receive about \$247.1 million of TIRCP and \$39.8 million of ZETCP, for a total of \$286.9 million over multiple years. Table 1 reflects the original programming years of SB 125 and is subject to change based on the Governor’s Budget Proposal and May Revision.

Table 1. RCTC share of SB 125 Formula-Based TIRCP and ZETCP Funding

Fund	Year 1 - FY24	Year 2 – FY25	Year 3 – FY26	Year 4 – FY27	Total
TIRCP	\$ 123,382,700	\$ 123,693,468	n/a	n/a	\$ 247,076,168
ZETCP	14,828,290	8,318,309	\$ 8,318,309	\$ 8,318,309	39,783,217
Total	\$ 138,210,990	\$ 132,011,777	\$ 8,318,309	\$ 8,318,309	\$ 286,859,385

Staff has reviewed the CalSTA SB 125 guidelines and has aligned them with Commission-approved plans, goals, and policies from documents such as the Traffic Relief Plan, Grade Separation Priority Study, Short Range Transit Plans, and Zero-Emission Bus Roll-out Plans to identify projects. Staff has also coordinated and consulted with each transit operator in the county as required in the guidelines.

At the December 2023 Commission meeting, the Commission approved Year 1 projects for TIRCP and ZETCP formula funding, which staff submitted to CalSTA before the December 30, 2023, deadline. The following categories for project selection were identified for the remaining years of TIRCP and ZETP funding:

1. Zero-Emission and Transit Capital Projects – includes projects such as zero-emission infrastructure and buses, facility upgrades, and integrated passenger fare systems.

2. Western Riverside County Rail Capital Improvements – examples of projects may include Metrolink’s Zero-Emission Pilot Project, locomotives, and/or track expansion; and grade separations that will support the expansion of future passenger rail service.

Contingent upon the adopted state budget, availability of funds, and that projects are eligible for funding based on the revised fund type, staff recommends that the Commission approve the list of projects in Attachment 1 for TIRCP and ZETCP formula funding and to direct staff to prepare and enter into agreements with the project sponsors.

Staff has emphasized to the project sponsors that their proposed projects should be completed by 2030. Although the funds do not have an expenditure deadline, this will help prevent funds from being programmed onto a project indefinitely when another project that can move forward could have the opportunity for funding. The Commission has the right to rescind funds if a project does not progress or complete the intended project phases within the timeframe. Any cost savings will also be returned to the SB 125 formula program for consideration of other projects. Should these situations occur, staff will return to the Commission for approval. Additionally, staff has encouraged project sponsors to continue seeking competitive funds to leverage this program and other formula programs and is committed to working with them to strategize and assist with future grants as appropriate. Staff will follow normal accounting procedures like the State Transit Assistance and State of Good Repair programs which are done on a reimbursement basis.

Jurupa Road Grade Separation

At the March 2024 Commission meeting, the Commission approved programming up to an additional \$35 million of 2009 Measure A Western County Regional Arterial (MARA) funding for the city of Jurupa Valley’s Jurupa Road Grade Separation Project (led by County of Riverside) and directed staff to explore other potential funding alternatives to minimize the impact on MARA. Staff has explored other funding alternatives as directed and has identified SB 125 TIRCP funds as a better option for the project. Mitigating the impact of MARA funds is critical because it provides the most flexibility for regional projects and is needed to meet other funding obligations. Programming SB 125 TIRCP funds on the Jurupa Road Grade Separation constitutes a swap of fund types, not additional funding.

McKinley Street Grade Separation

On March 28, 2024, the city of Corona submitted a letter (Attachment 2) to the Commission regarding cost increases on the McKinley Street Grade Separation project currently under construction. Due to structural steel shortages and unforeseen delays in the fabrication process of the bridge, there is an approximate 210 working-day delay to the overall schedule. This delay is resulting in additional costs to right of way, construction management, and construction. Staff recommends programming \$10 million of SB 125 TIRCP funds on the project to see it through to completion. The funding agreement will indicate this will be the Commission’s final contribution to the project.

SB 125 Legislative Update

When the Commission approved the first year of projects, it was expected that Year 1 funds would be approved by CalSTA and disbursed to RTPAs by April 30, 2024. In January 2024, the Governor released the Budget Proposal which reflected a portion of the second year (26 percent) of TIRCP funds would shift to GGRF instead of general funds and that the funds would be apportioned over two years, FY 2024/25 and 2025/26. On April 29, 2024, the California Department of Finance issued an expenditure freeze on one-time appropriations from the Budget Act of 2023 impacting SB 125 funds. On May 10, 2024, the Governor released the May Revision of the FY 2024/25 budget and reflects a shift of \$555.1 million of general funds from Year 1 of SB 125 funds to GGRF, thus, maintaining the formula TIRCP and ZETCP funding levels. The May Revision also reflects a shift in ZETCP funding from the original four years of programming to five years with PTA funding in the first year and GGRF funding over FY 2024/25 through 2027/28. If approved, overall funding in the first three years would be reduced and shifted to later years, but the total overall funding that RCTC is identified to receive would not change. Table 2 reflects updated programming amounts through FY 2027/28 based on the Governor’s Budget Proposal and May Revision and is subject to change pending the adopted state budget.


Table 2. Updated RCTC share of SB 125 Formula-Based TIRCP and ZETCP Funding

Fund	Year 1 - FY24	Year 2 – FY25	Year 3 – FY26	Year 4 – FY27	Year 5 – FY28	Total
TIRCP	\$ 123,382,700	\$ 61,846,734	\$ 61,846,734	n/a	n/a	\$ 247,076,168
ZETCP	6,871,647	7,956,643	-	\$ 8,318,309	\$ 16,636,618	39,783,217
Total*	\$ 130,254,347	\$ 69,803,377	\$ 61,846,734	\$ 8,318,309	\$ 16,636,618	\$ 286,859,385
*Based on the Governor’s Budget Proposal and May Revision. Subject to change pending the adopted state budget.						

As of the writing of this report, staff is still awaiting the final approval letter from CalSTA for Year 1 projects and has been working diligently with regional and state partners to urge the Legislature to continue to fully fund formula TIRCP and ZETCP programs as proposed in the Governor’s May Revision. If reductions are made, staff will return to the Commission for further action.

FISCAL IMPACT:

There is no financial impact for this item in the current or upcoming fiscal years. The funds anticipated to be received during FY 2023/24 were incorporated with the December 2023 Commission action and the FY 2024/25 TIRCP and ZETCP apportionments and associated expenditures are included in the Commission’s proposed FY 2024/25 budget. If the adopted state budget impacts the FY 2024/25 funding availability, staff will update the budget at the mid-year revision to document the changes. Funds anticipated to be received in FY 2025/26 and later will be accounted for in the respective year’s budget. Funds awarded to transit operators will be programmed and allocated in the annual Short Range Transit Plan updates.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25 FY 2025/26+	Amount:	\$69,803,377 \$86,801,661
Source of Funds:	SB 125 TIRCP and ZETCP			Budget Adjustment:	No
GL/Project Accounting No.:	<i>Revenue:</i> 002233 415 41501 0000 243-62-41501 <i>Budget Expenditure(s):</i> 002231 – 86102 – 00000 0000 Inter-agency support (Transit Capital) 002232 – 81301 – 00000 0000 Construction (Grade separation) 002232 – 81101 – 00000 0000 Preliminary Engineering (Grade separation)				
Fiscal Procedures Approved:				Date:	06/18/2024

Attachments:

- 1) SB 125 Formula-Based TIRCP and ZETCP Funding Recommendations
- 2) March 28, 2024, Letter from City of Corona

<i>Approved by the Budget and Implementation Committee on June 24, 2024</i>					
In Favor:	11	Abstain:	0	No:	0

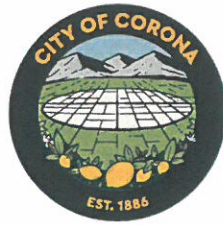
RCTC SB 125 Formula-Based TIRCP and ZETCP Funding Recommendations ¹

Project Type	Year 1 FY 2023/24	Years 2 - 5 FY 2024/25 - FY 2027/28	Total
Zero Emission and Transit Capital Projects ²			
Riverside Transit Agency	\$ 14,828,290	\$ 24,954,927	\$ 39,783,217
SunLine Transit Agency	16,000,000	24,000,000	40,000,000
Palo Verde Valley Transit Agency	16,010,000	2,966,440	18,976,440
City of Corona Transit	10,322,620	9,577,380	19,900,000
City of Banning Transit	2,489,413	4,095,390	6,584,803
City of Beaumont Transit	10,300,000	4,025,000	14,325,000
City of Riverside Transit	5,392,073	6,225,488	11,617,561
Passenger Rail Project Development			
RCTC - Coachella Valley Rail Tier 2 Environmental	40,000,000	-	40,000,000
City of Banning - Hargrave Ave Grade Separation	5,000,000	-	5,000,000
City of Beaumont - Pennsylvania Ave Grade Separation	5,000,000	-	5,000,000
County of Riverside - Broadway Grade Separation	10,000,000	-	10,000,000
Western Riverside County Rail Capital Improvements			
RCTC - Metrolink Double Track (Moreno Valley to Perris)	-	5,500,000	5,500,000
Southern California Regional Rail Authority	-	22,303,770	22,303,770
County of Riverside - Jurupa Rd Grade Separation	-	35,000,000	35,000,000
City of Corona - McKinley St Grade Separation	-	10,000,000	10,000,000
Program Administration (Maximum 1% of total) ³			
Grade Separation Study Update, Technical Assistance, Program Administration	2,868,594	-	2,868,594
Total	\$ 138,210,990	\$ 148,648,395	\$ 286,859,385

¹ Contingent upon adopted state budget, available funding, and project eligibility by revised fund type.

² Includes projects such as zero-emission infrastructure and buses, facility upgrades, and integrated passenger fare systems.

³ Year 1 administrative share was approved by the Commission on December 13, 2023 for \$791,214 and revised as requested by CalSTA to reflect the entire administrative share of \$2,868,594, or 1%. The difference of \$2,077,380 was reduced from the City of Corona Transit in Year 1 and reprogrammed in Years 2-5.



March 28, 2024

Anne Mayer
 Executive Director
 Riverside County Transportation Commission
 4080 Lemon Street
 Riverside, CA 92501

SUBJECT: REQUEST FOR ADDITIONAL FUNDING – MCKINLEY STREET GRADE SEPARATION

Dear Ms. Mayer,

The City of Corona (“City”) is nearing completion of the construction phase for the McKinley Street Grade Separation Project (“Project”). The Project includes the construction of a 4-lane overhead grade separation with substantial pre-cast panel/ Mechanically Stabilized Earth (MSE) retaining wall systems over the Burlington Northern Santa Fe Railway (BNSF) railroad crossing and Arlington Channel south of Sampson Avenue. Additional improvements include loop on-ramp, slip on-ramp, new loop road and modifications to the State Route 91 eastbound off-ramp. The Project is funded by the State Senate Bill 132 (SB 132) along with several other state and local sources of funding. Table 1 below illustrates the allocated funding for the project.

Table 1 – McKinley Street Grade Separation Project Funding Summary:

Funding Source	Amount
State Senate Bill 132	\$84,450,000
Trade Corridor Enhancement Program (TCEP)	\$10,300,000
Measure A Western County Regional Arterial (MARA)	\$9,889,692
City of Corona Measure X Funds	\$5,001,956
Section 190 Grade Separation Program	\$5,000,000
Local Measure A	\$4,025,000
Burlington Northern Santa Fe Railway (BNSF) Contributions	\$3,810,000
Highway Railroad Crossing Safety Crossing Account (HRCSA)	\$2,876,960
Transportation Development Act (TDA)	\$2,000,000
Transportation Uniform Mitigation Fees (TUMF)	\$1,626,084

Western Municipal Water District (WMWD) Utility Contributions	\$1,439,143
Developer Impact Fees (DIF) - Drainage	\$1,000,000
Developer Impact Fees (DIF) - Streets/Signals	\$1,000,000
Gas Tax	\$729,724
Road Maintenance Rehabilitation Accountability (RMRA)	\$500,000
Total	\$133,648,559

The Riverside County Transportation Committee approved \$9.89 million of funding to the City of Corona on November 10, 2021, under the 2009 Measure A Western County Regional Arterial (MARA) for the McKinley Grade Separation project. Since then, the City continued its efforts to accelerate the Project to construction completion by its original schedule.

During the course of construction, the City has encountered structural steel shortages and unforeseen delays in the fabrication process of the bridge. These delays created an approximate 210 working-day delay to the overall schedule. Thus, the construction completion was extended to November 2024 with the following increased costs:

- **Construction Management:** Due to the delayed project schedule, additional efforts of construction management are required to provide inspections, contract administration, and quality assurance oversight. Effectively, the 210 working day delay increased the original schedule of 460 days by nearly 45%. The construction management consultant has worked diligently to identify efficiencies in their operations and several value engineering efforts including alternative approaches to traffic handling, deck construction, over-excavation of MSE walls, and reinforced concrete box construction that have presented some reduction to the schedule impacts and construction costs savings. However, the increase in the overall schedule requires an additional \$2.5 million to account for these efforts, which represents approximately 20% increase to their original awarded contract.
- **Right of Way:** As a result of the delay, Temporary Construction Easements (TCEs) extensions are required to complete this project thus creating substantial claims for lost business goodwill and damages to businesses/property values that were recently settled through mediation. In several cases, the City received tenant rent tolls and profit loss statements from owners throughout mediation that are substantially higher than expected numbers beyond original available market information. Additionally, in two cases, properties were sold during the development of the project for substantially higher than normal market values that also influenced market data and comparable sales / business information.
- **Construction Contingency:** The time impact created change orders necessary to facilitate the completion of this project. As a result of these impacts, the construction contingency is fully exhausted and will need to be replenished for future potential impacts.

Due to other unforeseen utility impacts, the project has also experienced additional schedule delays expenditures including:

- Southern California Edison: Additional service requests for temporary and permanent power in various locations previously not identified during our utility coordination phases with other stakeholders.
- Burlington Northern Santa Fe Railway: BNSF has identified additional needs for flagging and relocation of signal equipment that were identified after the Contractor established their means and methods for the bridge move resulting in higher railroad coordination costs.
- Utility Relocation: Several unidentified utilities were encountered during construction that resulted in additional efforts needed to relocate these conflicts.

Over the past several months, the City and its Consultants have assessed the cost to complete construction for the Project and has identified a deficit of \$20,641,971 between the allocated funding and estimated cost of completion (as illustrated in Table 2).

Table 2 – Current and Estimated Project Budget (As of March 25, 2024)

Expenditure Source	Approved Budget	Estimated Cost to Complete	Shortfall
Construction	\$ 60,432,290	\$ 68,500,000	\$ 8,067,710
Right of Way & Utilities Expenditures	\$ 38,734,728	\$ 47,280,000	\$ 8,545,272
Staff/Consulting Services (Design, Acquisition, Legal, and Project Management)	\$ 22,080,533	\$ 23,321,000	\$ 1,240,467
Construction Management Consulting Services	\$ 10,494,620	\$ 13,002,000	\$ 2,507,380
BNSF Railroad	\$ 1,718,858	\$ 2,000,000	\$ 281,142
Building Demolition	\$ 187,530	\$ 187,530	\$ 0
Total	\$ 133,648,559	\$ 154,290,530	\$ 20,641,971

The City recognizes the McKinley Street Grade Separation as a much-needed project to provide safety enhancements and congestion reliefs. The Project falls within a Disadvantaged Community (DAC) and aims to provide improved emergency response time, improved circulation for rail crossing, reduction in noise, reduction in collisions, improved air quality, and improved mobility and safety for both motorists and pedestrians. The material and labor availability issues were unprecedented and has led to complications that could not have been previously identified. In response to these challenges, the City has utilized over \$12 million in local funds and pursued all available funding opportunities eligible for this project.

As such, the City of Corona hereby respectfully and formally requests the Riverside County Transportation Commission to provide the remaining funding needed in the amount of **\$20,641,971**. The City will continue its efforts to limit cost overruns and expedite the Project

schedule to substantial completion by April 2025. Specifically, the following practices will be implemented:

- 1) Closely monitoring construction costs and the schedule while working with the Contractor as necessary to identify value engineering and changes to minimize delays or potential for change orders.
- 2) Provide necessary studies, expert services, and eminent domain counsel services to minimize exposure for remaining properties that have not been settled or received a final order of condemnation.
- 3) Continue to coordinate with Project stakeholders as potential challenges and risks develop.

Thank you in advance for your consideration in this request for additional funds to the McKinley Street Grade Separation Project. Should you have any questions please do not hesitate to contact Public Works Director, Savat Khamphou, through email at [Savat Khamphou@CoronaCA.gov](mailto:Savat.Khamphou@CoronaCA.gov) or phone at (951) 279-3604.

Sincerely,



Jacob Ellis
City Manager

CC: Brett Channing, Assistant City Manager
Savat Khamphou, Public Works Director/City Engineer
Kenny Nguyen, CIP Manager/Assistant City Engineer

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	Projects and Funding Strategies Ad Hoc Committee David Knudsen, Deputy Executive Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Presentation of Ordinance and Expenditure Plan

PROJECTS AND FUNDING STRATEGIES AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Review, discuss, and consider an ordinance adopting a transactions and use tax (sales tax) at the rate of one percent (1%) to fund transportation improvements, an accompanying expenditure plan directing the spending of revenues generated from said tax measure, and a Resolution placing it on the 2024 General Election ballot;
- 2) Review, discuss, and consider an ordinance adopting technical provisions for the collection and administration of a transactions and use tax (sales tax) at the rate of one percent (1%) by the California Department of Tax and Fee Administration to fund transportation improvements, programs and services; and
- 3) ***Review and adopt the recommendation of the Projects and Funding Strategies Ad Hoc Committee to not seek voter approval for a new transportation sales tax measure in the November 2024 General Election.***

Traffic Relief Plan

At its April meeting, the Commission approved the 2024 Traffic Relief Plan (TRP or Plan) as an aspirational blueprint for transportation projects and services for Riverside County residents. The Plan identifies over \$30 billion in transportation improvements that will help reduce traffic congestion, improve roadway safety, enhance public transportation, and secure transportation infrastructure from natural disasters across Riverside County. In addition, the Commission also directed staff to develop an Assembly Constitutional Amendment 1 (ACA 1) compliant ordinance and expenditure plan to fund eligible projects in the TRP. During its May meeting, the Commission provided additional feedback on draft concepts used to develop an ACA 1 compliant ordinance and expenditure plan.

Exploration of an ACA 1 Compliant Ordinance and Expenditure Plan

At the direction of the Commission, staff were preparing to present the Commission in June with a draft ACA 1 compliant ordinance and expenditure plan, while adhering to RCTC's authorizing statutes.

An ACA 1 compliant expenditure plan would have been required to be focused on construction, reconstruction, rehabilitation, or replacement of public infrastructure and would have excluded transportation projects and services that were included in the 2024 Traffic Relief Plan, such as:

- Public Transit Operations and Fare Assistance Programs;
- Commuter Assistance Programs;
- Road Maintenance and Operations Enhancements; and
- Certain Types of Active Transportation Projects and Improvements.

Changes to ACA 1

On June 12, 2024, staff informed the Commission that discussions were underway in Sacramento among the author of ACA 1, Assemblymember Cecilia Aguiar-Curry of Yolo County, and stakeholders to make changes to ACA 1 before the June 27, 2024, deadline for legislative measures to qualify for the November 5, 2024, general election ballot. Those changes would remove the provision to lower the voter approval threshold for local sales tax measures, limiting ACA 1 to instead apply to local bond measures. Staff informed the Commission that based on the likelihood that amendments to ACA 1 would prohibit RCTC from seeking voter approval on a new ordinance and expenditure plan under ACA 1 authority, staff would proceed with preparing an ordinance and expenditure plan that only complied with RCTC's authorizing statutes. This would allow for the inclusion of transportation projects and services that are included in the TRP but would have otherwise been excluded from an ACA 1 compliant expenditure plan.

Assemblymember Aguiar-Curry thereafter introduced amendments to ACA 1 through a "gut and amend" process via Assembly Constitutional Amendment 10 (ACA 10) on June 13, 2024, removing eligibility of local sales tax measures for a 55 percent vote approval threshold. ACA 10 instead only allows local agencies and municipalities to lower the vote approval threshold to 55 percent for bond measures. ACA 10 passed out of the Assembly on June 24 and passed out of the Senate on June 27, sending ACA 10 to the Secretary of State so the adopted changes to ACA 1 may appear on the November General Election ballot.

Projects and Funding Strategies Ad Hoc Committee

On June 24, 2024, the Projects and Funding Strategies Ad Hoc Committee received an update on efforts to amend ACA 1, as well as recent public opinion surveys regarding voter interest in funding projects in the TRP through a new measure. Committee members determined that while community support for funding transportation improvements is overwhelming by most standards, the support does not confidently meet the high statutory voter-approval threshold

needed to pass a Commission-adopted sales tax measure under RCTC's authorizing statutes. ***Therefore, the Committee is unanimous in recommending that the Commission not seek voter approval in 2024.*** However, the Committee directed staff to present a final ordinance and expenditure plan to the Commission due to the significant investment of the Commission and community outreach dating back to 2016.

Ordinance and Expenditure Plan Requirements under RCTC's Statutes

Statutory Requirements

RCTC's authorizing statutes require the following provisions for an ordinance and expenditure plan:

- The ordinance shall state the nature of the tax to be imposed, the tax rate or the maximum tax rate, the purposes for which the revenue derived from the tax will be used, and shall set a term during which the tax will be imposed.
- The ordinance shall contain an expenditure plan.
- The ordinance shall specify that not more than 1 percent of the annual net amount of revenues raised by the tax may be used to fund the salaries and benefits of the staff of the Commission in administering the programs funded from that tax.

Ordinance and Expenditure Plan Goals and Objectives

An ordinance and an expenditure plan called the Traffic Relief Infrastructure Improvement Plan (TRIIP or Expenditure Plan) was developed in compliance with RCTC's authorizing statutes and maintains the Commission's key principles as outlined in the TRP.

Goals and Objectives: The goals and objectives of the TRIIP are to help reduce traffic congestion and provide adequate transportation facilities to accommodate population and economic growth in Riverside County now and in the future. The key objectives also include:

- Providing funding for adequate transportation infrastructure, capital acquisition, rolling stock, and services across seven investment categories, including Safe Streets and Roads, Highways, Public Transportation, Regional Connections, Active Transportation, Flood and Blowsand Control, and Environmental Mitigation for the benefit of residents, cities, and unincorporated communities of Riverside County.
- Enhancing Riverside County's ability to secure state and federal funding for transportation by offering local matching funds.

To achieve these goals, the TRIIP will include projects that:

- Improve traffic flow on highways, including Interstates and State Routes;
- Improve traffic flow and safety on major roads and arterials;

- Improve active transportation infrastructure such as bicycle lanes, pedestrian walkways, and trails;
- Increase frequency of and access to bus transit and passenger rail including bringing daily passenger rail service to Coachella Valley and San Geronio Pass, as well as service to the San Jacinto Valley and, where feasible, consider mass transit on the Interstate 15 corridor;
- Keep bus fares low for residents who rely on public transportation services, such as seniors, veterans, individuals living with disabilities, students, residents of rural communities, and those who choose to use it;
- Improve the condition of existing roads with pothole repairs, paving dirt roads, and synchronizing signals throughout Riverside County;
- Connect Riverside County by accelerating completion of regional corridors that support population growth and emergency response; and
- Use new technologies that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for the future.

Outline of the TRIIP Ordinance

As drafted, the TRIIP Ordinance incorporates the aforementioned statutory requirements to establish a sales tax rate; adoption date of the measure and operative date of the tax; a term for the ordinance and expenditure plan; return to source principles; and provisions for annual audits, bonding authority, maintenance of effort, participation in regional Transportation Uniform Mitigation Fee (TUMF) and Multiple Species Habitat Conservation Plan (MSHCP) programs, an independent taxpayers oversight committee, and limitations on expenditure for the salaries and benefits of staff of the Commission in administering the programs funded in the measure; among other provisions.

Sales Tax Rate, Adoption and Operative Dates, and Term of Ordinance and Expenditure Plan:

The Measure would authorize a one-cent sales tax, take effect after whichever election it is considered, and would be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the ordinance, pursuant to California Public Utilities Code §240304(a). The term of the Measure will be determined by Riverside County voters. While RCTC uses a 30-year planning horizon to forecast possible revenue collection and project delivery timelines, the Measure term could be shorter than 30 years should voters decide to end it, or the Measure could span more than 30 years. At least every 10 years following the Measure becoming operative, the Commission would be required to review and where necessary propose revisions to the TRIIP in a process consistent with RCTC’s authorizing statute.

Recognizing Geographical Regions and Return to Source Funding: The TRIIP recognizes and maintains the three geographical subregions of Riverside County as currently outlined in Measure A, including Palo Verde Valley (Blythe), Coachella Valley, and Western Riverside County areas. TRIIP measure revenue distribution shall be returned to the Palo Verde Valley, Coachella Valley, and Western County, geographic subregions proportionate to the funds generated in those areas. RCTC’s independent revenue forecast estimates that \$25 billion will be raised over the

next 30-year planning period. Table 1 outlines the approximate estimated proportional share of revenue for each of the three geographic subregions.

Table 1.

Estimated Share of Revenue by Region	
Region	Revenue Distribution
Palo Verde Valley (Blythe)	\$100 million
Coachella Valley	\$5 billion
Western County	\$20 billion

Independent Audits and Reviews: An annual independent financial audit will be conducted to ensure that funds have been expended pursuant to the TRIIP and performed in accordance with generally accepted auditing standards and Government Auditing Standards. In addition, an annual independent financial audit of the proceeds from the Measure during its lifetime will be conducted. The audits would be posted on the Commission’s website or by other local means/methods that are easily accessible to the public.

Bonding Authority: The Commission will have the power to sell or issue bonds to accelerate project delivery and to secure such indebtedness solely by way of future collection of revenues generated by the Measure, for capital outlay expenditures and for the purposes outlined in the TRIIP. Based on financial feasibility, the Commission will ultimately develop and approve a financial plan, including the use of bond proceeds, in a public meeting. The bonding authority cannot exceed the estimated proceeds of the Measure.

Maintenance of Effort: Any new Measure funds received by cities and the county shall supplement existing local revenues and require developer improvements used for transportation purposes. As a condition of receiving new Measure funds, cities and the county shall maintain their existing commitment of local funds for transportation purposes. Environmental mitigation funds provided for land conservation shall supplement and shall not supplant existing mitigation fees paid by developers. Measure funds will not be awarded to local jurisdictions unless the local jurisdiction has met its annual maintenance of effort requirement at the time of award.

Required MSHCP and TUMF Participation: To receive TRIIP funds, local jurisdictions are required to be certified by Coachella Valley Association of Governments (CVAG) in Coachella Valley or Western Riverside Council of Governments (WRCOG) in Western County, as applicable, as being in compliance with the applicable TUMF program and related impact fee requirements. In addition, local jurisdictions must be certified by the Coachella Valley Conservation Commission (CVCC) in Coachella Valley and Western Riverside County Regional Conservation Authority in Western County as being in compliance with the applicable MSHCPs and related impact fee program.

Independent Taxpayer Oversight Committee: An Independent Taxpayers Oversight Committee (Committee) will be created to meet at least twice per calendar year in accordance with the Brown Act. The purpose of the Committee is to review the implementation of the TRIIP and

receive information on annual financial audits. The Committee will be comprised of seven members, all residents of Riverside County. At least one member shall reside in each supervisorial district and the Commission shall strive to appoint at least one at-large individual from Coachella Valley or Palo Verde Valley and another from Western County geographic subregions. Members will serve in two-year terms up to a maximum of two terms.

Staff Salary and Benefits: The TRIIP is drafted to comply with the RCTC statutory requirements. RCTC’s authorizing statutes set a salary and benefits cap of 1 percent (1%) of the annual net amount of revenues raised through the Measure. Commission policy allows up to 4 percent (4%) of the annual net amount of revenues raised through the Measure to be for administration of the Plan.

Outline of the TRIIP Expenditure Plan

Per the TRIIP Ordinance and statutory requirements, the TRIIP Expenditure Plan categorizes the purposes of the Measure and the transportation investments to be funded per subregion of Riverside County. The TRIIP Expenditure Plan references various statutory requirements and transparency measures identified in the TRIIP Ordinance, and groups additional provisions, such as providing for flexibility to expedite projects, informing the public of local funding support, and estimating population and taxable sales for administration of the Measure.

Investing in Transportation Improvements Across Riverside County: The TRIIP implements the projects outlined in the TRP’s seven investment categories: Safe Streets and Roads, Highways, Regional Connections, Public Transportation, Environmental Mitigation, Flood and Blowsand Control, and Active Transportation. Below is a summary of how Measure funds will be invested across the three regions.

Western County

The distribution of funds for the purpose of implementing the TRIIP in the Western Riverside County, will be administered according to Table 2 and the following summary:

Table 2.

WESTERN RIVERSIDE COUNTY ALLOCATION OF FUNDS	
INVESTMENT CATEGORIES	PERCENT
Safe Streets and Roads (split 50%) <ul style="list-style-type: none"> • Local Share (10%) • Regional Share (10%) 	20%
Highways	34%
Regional Connections	8%
Public Transportation	24%

Environmental Mitigation	11%
Active Transportation	3%

Safe Streets and Roads: This category will receive 20 percent (20%) over a thirty-year planning horizon. Half of the 20 percent of the funds for Safe Streets and Roads, will be distributed by formula (based on population) to each city and the County of Riverside for unincorporated communities for their use, referred to as the Local Share. The other half of the funds will be distributed by RCTC to make available to cities and the county for regionally significant Safe Streets and Roads projects, referred to as the Regional Share. A Five-Year Capital Improvement Program (CIP) for the use of the Local Share will be prepared annually by each city and the county and submitted to RCTC. Additionally, eligibility for the Local Share funds shall be conditioned on participation in the TUMF and MSHCP programs, per the Ordinance. Funding which is not allocated to a city or the county because it is not a participant in the TUMF program or the MSHCP in the Western Riverside County area shall be allocated to the Regional Portion of Safe Streets and Roads, administered by RCTC.

Numerous local project types are eligible for funding in this category including, but not limited to: pothole repair and maintenance; sidewalks, bicycle, and pedestrian infrastructure; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks (grade separation projects); traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; and improvements to provide accessibility for persons with disabilities. The flexibility of these funds is intended to help cities and unincorporated communities meet their unique local needs with an equal mix of annual guaranteed funding and larger allocations for major infrastructure projects. Specific regional corridors identified for safety improvements include:

- Cajalco Road
- Gilman Springs Road
- Grand Avenue
- Ramona Expressway
- I-10 Bypass between Banning and Cabazon
- Van Buren Boulevard

Highways: The Highways category will receive 34 percent (34%) of Western Riverside County generated funds. State and federal funds will also be sought to address the total cost of the projects identified in the TRIIP. Projects in this investment category will help improve traffic flow on State Routes 60, 91, and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, and construction/installation of innovative technologies, as well as utilizing Freeway

Service Patrol to reduce delays by providing roving tow trucks to quickly assist motorists when accidents occur, or vehicles break down.

By law, the Expenditure Plan is required to outline the projects that may take place on the state highway system. For Western County, Table 3 identifies projects in the TRIIP including:

Table 3.

ROUTE	LIMITS	PROJECT
I-15	City of Corona	Construct auxiliary lanes
I-15	French Valley Parkway Interchange in Temecula	Construct the final phases, including: widening ramps at Winchester Road; constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15; constructing the French Valley Parkway from Jefferson Avenue to Ynez Road; and adding collector/distributor lanes for southbound I-15 from I-215 to Winchester Road
I-15	Cantu-Galleano Ranch Road in Eastvale and Jurupa Valley	Reconstruct interchange
I-15	Sixth Street in Norco	Reconstruct interchange
I-15	Nichols Road in Lake Elsinore	Reconstruct interchange
I-15	Central Avenue (SR-74) in Lake Elsinore	Reconstruct interchange
I-15	Lake Street in Lake Elsinore	Reconstruct interchange
I-15	Wildomar Trail (formerly Baxter Road) in Wildomar	Reconstruct interchange
I-15	Bundy Canyon Road in Wildomar	Reconstruct interchange
I-15	Campbell Ranch Road and Temescal Canyon Road in Temescal Valley	Construct or reconstruct interchanges
I-15	Franklin Street in Lake Elsinore	Construct new interchange
I-15	Cajalco Road in Corona and SR-74	Add Express Lanes in each direction
I-15	SR-74 and the San Diego County Line	Add at least one lane in each direction
I-215	SR-60 to Van Buren Boulevard	Add at least one lane in each direction

I-215	City of Moreno Valley to City of Murrieta	Construct auxiliary lanes
I-215	Keller Road in Murrieta	Construct new interchange
I-215	Garbani Road in Menifee	Construct new interchange
I-215	Columbia Avenue in Riverside	Reconstruct new interchange
I-215	Center Street near Riverside	Reconstruct new interchange
I-215	Harley Knox Boulevard in Perris and Mead Valley	Reconstruct interchange
I-215	SR-60/SR-91/I-215 Interchange to the SR-60/I-215 Junction	Add express lanes
SR-91	SR-241 to SR-71	Add at least one new lane in the eastbound direction
SR-91	I-15 in Corona and Pierce Street in Riverside	Add at least one new lane in both directions
SR-91	Adams Street in Riverside	Reconstruct interchange
SR-91	Tyler Street in Riverside	Reconstruct interchange
SR-91	City of Riverside	Construct auxiliary lanes
SR-91	91 Express Lanes in Corona	Construct a rapid transit connection
SR-60	City of Moreno Valley & Riverside	Add at least one lane in each direction
SR-60	Etiwanda Avenue in Jurupa Valley	Reconstruct interchange
SR-60	Rubidoux Boulevard in Jurupa Valley	Reconstruct interchange
SR-60	Redlands Boulevard in Moreno Valley	Reconstruct interchange
I-10	SR-79 (Beaumont Avenue) in Beaumont	Reconstruct interchange
I-10	Highland Springs Avenue in Beaumont and Banning	Reconstruct interchange
I-10	Pennsylvania Avenue in Beaumont	Reconstruct interchange
I-10	Morongo Parkway and Main Street in Cabazon	Reconstruct interchanges
I-10	County Line Road in Calimesa	Reconstruct interchange
I-10	Cherry Valley Boulevard in Calimesa	Reconstruct interchange
I-10	SR-60 in Beaumont to Highway 111 in Palm Springs	Add express lanes

SR-91, I-215, SR-60	Northbound weave between loop connectors	Interchange Improvement
I-10, SR-60	I-10 Westbound to SR-60 Westbound in Beaumont	Truck Bypass
I-15, SR-91, SR-60, I-10, I-215	Countywide Interconnected Highways	Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more efficiency in the entire transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.

The Commission may add additional Highway projects, should the Measure produce more revenue than now predicted or the Commission be more successful than anticipated in attracting state and federal matching funds, or obtaining other grants and funds for transportation purposes, or due to unforeseen circumstances.

Regional Connections: This category will receive 8 percent (8%) of Measure funds for new regional corridors necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another. Projects will be prioritized based on readiness, such as those with environmental approvals.

Projects include:

- State Route 79 Realignment (as a County road)
- Elsinore-Ethanac Expressway
- I-10 Bypass

Public Transportation: This category will receive 24 percent (24%) of Measure funds to increase frequency of and access to passenger rail and bus rapid transit across the county, including in rural and underserved communities, and keep bus fares low for seniors, veterans, students, individuals living with disabilities. Funds are eligible to be used, but limited to:

- Increasing train service frequency on existing commuter rail lines and expanding passenger rail service into new areas of Riverside County such as the San Geronio Pass area, the Coachella Valley, and Hemet and San Jacinto after appropriate technical and financial studies;

- Constructing new or additional railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains;
- Constructing new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area;
- Maintaining and enhancing security and safety at rail stations and bus transit
- Maintaining and enhancing rail stations and publicly owned railroad rights of way;
- Investing in zero-emission trains, buses, and associated capital, maintenance, and operation costs;
- Studying and implementing passenger rail and bus expansions and connections along the region's highway systems, such as I-15, I-215, SR-91, and SR-60, if determined to be feasible through appropriate technical and financial studies;
- Sustaining and expanding local fix-route bus services, including rapid/commuter bus services, that are safe and secure;
- Constructing, maintaining, and operating transit centers/hubs and bus stops/shelters;
- Implementing roadway technologies that improve bus travel times;
- Implementing Micro-transit (on-demand) public transit technologies; and
- Constructing a rapid transit connection between the SR-91 Express Lanes and the Corona Transit Center/North Main Corona Metrolink Station.

Additionally, funding can be used to support seniors, veterans, students, individuals living with disabilities, and rural and underserved communities, including specialized transit service and keeping fares low.

Environmental Mitigation: This category will receive 11 percent (11%) Measure funds to provide environmental mitigation for transportation infrastructure projects as follows:

- To benefit the environment and to expedite permitting and completion of transportation projects;
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, and earthquakes;
- To preserve Riverside County's natural areas through the Western Riverside County MSHCP in order to facilitate infrastructure improvements to the transportation system;
- To mitigate Vehicle Miles Traveled (VMT);
- To support transit-oriented development and transportation infrastructure for affordable housing; and
- To establish and maintain recreational use of public open spaces by non-motorized means.

Funding allocated from this Plan shall not relieve any Permittees under the MSHCP of their pre-existing obligations to the fulfillment of the MSHCP.

Active Transportation: The TRIIP will provide 3 percent (3%) of Measure funds to this category which may go toward:

- Sidewalks and bicycle lanes;
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities; and
- Recreational trails so that Riverside County residents can enjoy better access to our world-renowned natural open spaces.

Amenities that support recreational trail facilities such as trailheads, parking lots, restrooms, and signs are eligible for these funds; however, maintenance and operations shall be the responsibility of the local government agency, not RCTC.

Coachella Valley

The distribution of Measure funds for the purpose of implementing the TRIIP in the Coachella Valley will be administered by CVAG. All seven investment categories identified in the TRIIP are funded through projects identified in the valley-wide Transportation Project Prioritization Study (TPPS). Funding for TPPS projects follow CVAG’s cost-splitting policy that requires a local match to unlock regional funding. Measure funds are estimated to provide \$5 billion to implement TPPS projects. The TPPS serves as the CIP for the Coachella Valley section of this Expenditure Plan.

Based on the current TPPS and projected and planned projects like express lanes on Interstate 10, CV Rail and transit priority lanes, the proportional funds generated in the Coachella Valley shall be distributed as set forth in Table 4 below; provided that the CVAG Executive Committee may increase or decrease the allocation in each category in the table by not more than 10 percentage points so long as commensurate adjustments are made in one or more of the other categories such that the total allocation sums to 100 percent.

Table 4.

COACHELLA VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORIES	PERCENT
Safe Streets and Roads Regional Connections Flood and Blowsand Control	40%
Highways	30%
Public Transportation	15%
Active Transportation	5%
Environmental Mitigation	10%

The percentage allocation of funds among the various transportation purposes set forth in the TPPS may be adjusted by more than 10 percent by the CVAG Executive Committee through a two-thirds vote of its total membership during a noticed public hearing after finding that the transportation needs of the Coachella Valley require a reallocation of funds.

CVAG may reallocate the expenditure of Measure revenue in Coachella Valley in any given year on a different percentage basis provided that the percentage allocations are achieved over the duration of the Ordinance.

CVAG annually certifies member jurisdictions' compliance with the Coachella Valley's TUMF program, and the CVCC certifies compliance with the Coachella Valley MSHCP (CVMSHCP). As of the writing of this report, all Coachella Valley cities and the County of Riverside are compliant with both the TUMF program and CVMSHCP. CVAG shall only fund projects in cities and the County that continue to be compliant with the TUMF and CVMSHCP programs. For funds generated by this Measure, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies, if they are not found to be compliant in the annual CVAG/CVCC certifications. The CVAG Executive Committee may override these compliance requirements by a two-thirds vote of its total membership during a noticed public hearing when it is determined that a project's regional transportation, safety, and/or environmental needs take precedence over one or more agencies' TUMF/CVMSHCP compliance.

Safe Streets and Roads: The TRIIP will provide funds for a regional pavement program implemented by CVAG in coordination with its member cities with a focus on the rehabilitation and reconstruction of roadways that handle substantial amounts of non-local traffic. This program will reduce the burden borne by cities and the county by creating a cost sharing partnership. By coordinating this work across jurisdictions in the Coachella Valley, a regional pavement management program will provide for consistent quality, economies of scale and properly timed lane closures. Locations eligible for funding include, but are not limited to:

- Interstate 10
- Highway 111
- Ramon Road
- Cook Street
- Fred Waring Drive
- Gene Autry Trail/Palm Drive
- Indio Boulevard
- Highway 86
- Washington Street
- Monterey Avenue
- Bob Hope Drive
- Dinah Shore Drive
- Date Palm Drive
- Little Morongo Road
- Avenue 50

CVAG regularly reviews and amends the TPPS to incorporate new and innovative strategies that help reduce traffic congestion, increase economic productivity, improve the roadway network and expand mobility options to promote future development. Reducing and the

financial burden on cities and county for providing transportation infrastructure and mobility options for affordable housing will be a priority. The TPPS embraces regional mobility concepts and technologies such as signal synchronization and Intelligent Transportation System (ITS) technologies, which reduce bottlenecks, improve emergency response, and reduce mass transit vehicle delays. Technologies that eliminate or reduce vehicle miles travelled, vehicle trips, and lay the groundwork for high-speed broadband access, will also be a priority.

Regional Connections: The TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and SR-86 to reduce traffic gridlock on existing highways. Projects in the TPPS are intended to help reduce traffic, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to the other.

Flood and Blowsand Control: This category will support TPPS projects that address persistent flooding and blowsand issues on Coachella Valley transportation infrastructure. Improvements to Indian Canyon, Gene Autry Trail, Dillon Road, Box Canyon Drive, and other areas will be included in this Plan and future TPPS updates are eligible for funding.

Highways: The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly I-10, Highway 111, Highway 74, SR-62, and SR-86. Upgrades to existing interchanges as well as new interchanges, such as Portola Street in Palm Desert, are planned and are awaiting funding to be constructed. The TRIIP will also allow for improvements such as express lanes in on I-10. The TPPS includes grade separations and interchanges for SR-86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The Freeway Service Patrol could be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway and keep traffic flowing.

Public Transportation: The TRIIP will provide Measure funds to expand rail, add bus rapid transit, and implement projects and services to meet the transit needs of seniors, veterans, students, individuals living with disabilities, and rural and underserved communities. Public transportation investments, such as the Coachella Valley Rail Project (CV Rail), are an utmost priority in the TRIIP. With TRIIP funding, the TPPS will be updated to include CV Rail and a fair share “local commitment” from the Coachella Valley for rail investments and operational costs of CV Rail and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. The Plan supports public transportation options for veterans, individuals with disabilities, seniors, students, and disadvantaged communities, including improving access and keeping these transit options affordable. The Plan calls for partnering with employers in the Coachella Valley to encourage

alternative forms of commuting, including rideshare and vanpool/carpool as a means to reduce congestion and improve air quality and safety.

Active Transportation: The TRIIP and the TPPS include active transportation projects that make it easier and more accessible for people to walk or bike safely. In the Coachella Valley, eligible improvements often accommodate electric vehicles such as golf carts and low-speed electric vehicles, which are part of a multifaceted approach to meet varying degrees of mobility and independence among seniors, individuals with disabilities and underserved communities. Such projects may be stand-alone projects, such as CV Link extensions to North Shore and Desert Hot Springs, and others may expand on the existing active transportation network, such as the Palm Desert Link and bike improvements to the La Quinta village. It also may include incorporating active transportation into the design of complete streets and creating multi-modal connections, such as improvements along Dillon Road. Linking such projects to public transportation and facilitating first mile, last mile connectivity shall be a priority.

Environmental Mitigation: The TRIIP will provide Measure funds, which shall be allocated, at the discretion of CVAG, to provide necessary mitigation of infrastructure impacts. This may include preserving Coachella Valley’s natural areas through the CVMSHCP (though Permittees under the CVMSHCP shall not be relieved of pre-existing obligations to fulfill the CVMSHCP), mitigating VMT, supporting transit-oriented development and affordable housing, and supporting, establishing, and maintaining recreational use of public open spaces by non-motorized means.

Palo Verde Valley (Blythe)

The distribution of Measure funds for the purpose of implementing the TRIIP in Palo Verde Valley (Blythe) will be administered by the Blythe City Council and the County of Riverside Board of Supervisors for the unincorporated areas of the region, with Measure revenues generated in each jurisdiction returning to its respective source. Measure funds can be used on any of the seven investment categories.

The proportional funds generated in the Palo Verde Valley shall be distributed as follows, provided that the Blythe City Council and the County Board of Supervisors, by joint action, may increase or decrease the allocation in each category in Table 5 by not more than 10 percentage points so long as commensurate adjustments are made in one or more of the other categories such that the total allocation sums to 100 percent.

Table 5.

PALO VERDE VALLEY ALLOCATION OF FUNDS	
<u>INVESTMENT CATEGORIES</u>	PERCENT
Highways Safe Streets and Roads Regional Connections	87.5%

Active Transportation Environmental Mitigation Flood and Blowsand Control	
Public Transportation	12.5%

The percentage allocation of funds among the various transportation purposes may be adjusted by more than 10 percent by joint action by the Blythe City Council and the Board of Supervisors for incorporated areas of the subregion through a two-thirds vote during a noticed public hearing after finding that the transportation needs of the Palo Verde Valley require a reallocation of funds.

To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, new investments will focus on:

- Safety and maintenance of local streets and roads;
- Ensuring public infrastructure complies with the Americans with Disabilities Act;
- Closing sidewalk gaps and constructing bike lanes for improved pedestrian access to and from schools;
- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements;
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and Arizona;
- Providing reduced or free-fare public transit to increase access to education, healthcare, employment, and services;
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles;
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition; and
- Increasing frequency and expanded public transit options for education, healthcare, employment, and services in underserved neighborhoods.

The Blythe City Council and the Board of Supervisors for incorporated areas of the sub-region may reallocate the expenditure of Measure revenue in the Palo Verde Valley in any given year on a different percentage basis provided that the percentage allocations set forth below are achieved over the duration of the Ordinance.

A Five-Year CIP for the use of these funds will be individually prepared and annually updated by the City of Blythe and the County and submitted to the Commission.

Flexibility to Expedite Projects: To deliver transportation projects more quickly for the benefit of Riverside County residents, visitors, and businesses, the Ordinance and Expenditure Plan outlines the procedures to reallocate percentage amongst projects and categories in any given year

provided that the percentage allocations set forth in the Expenditure Plan are achieved over the duration of the Ordinance. The Commission, in allocating the annual revenues from the Ordinance, shall meet all debt service requirements prior to allocating funds for other projects.

Informing the Public of Local Funding Support: All projects funded with \$1 million or more of Measure revenues shall be signed to inform the public that Measure revenues support the project.

Provisions for Population and Taxable Sales Estimates: Annual population estimates produced by the California Department of Finance are relied upon in determining the distribution formula funds for the Western County Safe Streets and Roads portion to local jurisdictions and the county. Actual retail sales tax transactions provided by the California Department of Tax and Fee Administration will be used to determine taxable sales in each of the three specific geographic subregions. The Riverside County Planning Department shall estimate the share for each of the unincorporated areas for the three subregions, from the total retail sales transactions for the total unincorporated area.

Placing a Measure on the Ballot

If the Commission were to place a measure on the November 2024 or any future countywide ballot, the Commission would need to adopt the TRIIP Ordinance and Expenditure Plan and send a resolution to the Riverside County Board of Supervisors for the Board to call for an election to be consolidated with a General Election. The Resolution is attached to this staff report.

Technical Provisions to Administer the Proposed Sales Tax

Lastly, if a proposed Measure were to proceed, an additional ordinance would need to be adopted to specify technical provisions for the collection and administration of a transactions and use tax (sales tax) at the rate of one percent (1%) by the California Department of Tax and Fee Administration to fund transportation improvements, programs and services. This action is required by law and will not impede on any of the local control, return to source, or transparency principles and provisions highlighted in the TRIIP Ordinance and Expenditure Plan.

FISCAL IMPACT:

If the proposed measure is approved by the voters, RCTC is estimated to receive \$25 billion over a 30-year planning horizon as determined by an independent financial forecast.

If the proposed measure is either not presented to or approved by voters, there will be no fiscal impact with this item.

Attachments:

- 1) TRIIP Ordinance

- 2) TRIIP Expenditure Plan
- 3) TRIIP Map of Projects
- 4) Technical Ordinance to Administer the Proposed Sales Tax
- 5) Resolution Calling for an Election

ORDINANCE NO. ____**AN ORDINANCE OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION ADOPTING A TRANSACTIONS AND USE TAX (SALES TAX) AT THE RATE OF ONE PERCENT (1%) TO FUND TRANSPORTATION IMPROVEMENTS AND ADOPTING AN EXPENDITURE PLAN DIRECTING THE SPENDING OF REVENUES GENERATED FROM SAID TAX MEASURE****Preamble**

A safe, efficient, and robust transportation system that supports all modes of travel is the cornerstone of prosperous communities and economies. Faster-flowing highways, interconnected passenger rail and bus service, protecting roads and bridges from natural disasters, rehabilitating roadways and sidewalks, and addressing traffic congestion, are all key to guaranteeing access to opportunity, services, and recreation for Riverside County residents.

Home to housing options, open space, and economic opportunity, Riverside County is expected to grow to 3 million people in the next 25 years. Local investment in transportation infrastructure and services is needed in order to improve mobility options for Riverside County residents.

Through years of public input, the Riverside County Transportation Commission (RCTC) identified over \$30 billion in transportation improvements that Riverside County residents said would help get them where they need to go. These improvements were included in the Traffic Relief Plan, a countywide transportation blueprint designed to reduce traffic congestion, implement roadway safety measures, and increase mobility options for communities across Riverside County. The Plan categorizes these improvements across seven project areas: Safe Streets and Roads, Highways, Public Transportation, Regional Connections, Active Transportation, Flood and Blowsand Control, and Environmental Mitigation. This Ordinance is expected to raise local funding to facilitate completion of the transportation improvement projects and services outlined in the Traffic Relief Infrastructure Improvement Plan (“Expenditure Plan”).

Adopting a local sales tax puts Riverside County’s transportation future in the hands of its residents and locally accountable city council members and county supervisors, rather than waiting for state and federal funding. These funds can only be used for transportation purposes and only in Riverside County. Furthermore, public benefit will be maximized by leveraging local funds for state and federal investment in a safe, efficient, and resilient transportation system.

Recitals

1. The Riverside County Transportation Commission (“Commission”) is authorized to levy a retail transactions and use tax/sales tax in the incorporated and unincorporated territory of Riverside County for transportation improvements and projects pursuant to California Public Utilities Code §§240300 *et. Seq.* and Revenue and Taxation Code §§7251 *et. Seq.* (the “RCTC Sales Tax

Statutes”) subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by approval of two-thirds (2/3) of the Riverside County electors voting on the measure at a regular election or a special election called for that purpose. ; and

2. By adopting this Ordinance, the Commission has evaluated alternative funding sources for the transportation improvements and projects and determined that existing local, state, and federal funding sources are inadequate and cannot be counted on to deliver transportation improvements that keeps up with this population and economic growth. In 2016, the Commission conducted the Strategic Assessment to identify funding needs and gaps for Riverside County’s transportation infrastructure. Of the \$23 billion in capital funding need identified at the time, the Strategic Assessment determined that only \$6.1 billion in existing sources—26 percent of the capital funding need—is expected to be available by 2040. This funding gap has widened and will continue to do so, considering the uncertainty of competitive federal funds available, as well as declining state funding resulting from increased fuel efficiency. Existing local funding is limited and cannot be used for projects not authorized for funding in the ordinance of the Existing Measure.

3. This Ordinance provides for the adoption and implementation of the Expenditure Plan, a component of the Traffic Relief Plan, which is intended to result in the improvements and maintenance of highways, interchanges, local roads, bridges, passenger rail, and public bus transit and identify related environmental mitigation as well as the funding of public transportation operations; and

4. By its adoption of this Ordinance, the Commission intends to enact a transactions and use tax (sales tax) at a rate of one percent (1%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County until it is repealed by Riverside County voters, in order to fund countywide transportation improvements described in the Expenditure Plan; subject to subsequent approval of the [attached] Measure [] (the “Measure”) by the Riverside County electors voting on it at a regular election called for that purpose; *provided that* in no case shall such repeal become effective prior to the date on which all Bonds issued by the Commission in accordance with this Ordinance, and any related obligations, have been paid in full and are no longer outstanding; and

5. Public Utilities Code §240302(c) requires that a sales tax ordinance “shall contain an expenditure plan which shall include the allocation of revenues for the purposes authorized by this section. . .” among other provisions required by law. The Expenditure Plan meets the requirements for an expenditure plan under Public Utilities Code §240302(c); and

6. By separate resolution, the Commission intends to submit the Measure to the voters at the November X, 20XX Statewide General Election; and

NOW, THEREFORE, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION HEREBY ORDAINS AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

SECTION 2. Commission Adoption of a Transportation Retail Transactions and Use (Sales) Tax and Expenditure Plan. By a two-thirds (2/3) vote, the Riverside County Transportation Commission (RCTC) hereby adopts this Ordinance:

I. PURPOSE. This Ordinance authorizes the Commission to levy a retail transactions and use (sales) tax at the rate of one percent (1%) in the incorporated and unincorporated territory of Riverside County for transportation improvements and programs pursuant to the RCTC Sales Tax Statutes on November X, 20XX. Pursuant to the RCTC Sales Tax Statutes, this Ordinance adopts an expenditure plan allocating tax revenues to transportation improvements, programs and services throughout Riverside County.

II. DEFINITIONS. The following definitions shall apply in this Ordinance:

A. “Approval Threshold” means two-thirds (2/3rds) voter approval required by the RCTC Sales Tax Statutes.

B. “Bonds” means bonds or other evidence of indebtedness.

C. “CVAG” means the Coachella Valley Association of Governments or successor agency.

D. “CVCC” means the Coachella Valley Conservation Commission or successor agency.

E. “Commission” means the Riverside County Transportation Commission as set forth in Sections 130050, 130053, 130053.5, 130053.7 and 240000 et seq. of the Public Utilities Code.

F. “Committee” means the Independent Taxpayers Oversight Committee established herein.

G. “County” means the County of Riverside.

H. “Existing Measure” means the current ½% retail transactions and use/sales tax levied by the Commission pursuant to Ordinance No. 02-001, which was approved by the Commission and local voters at the November 2002 Election.

I. “Expenditure Plan” means the Riverside County Transportation Commission “Traffic Relief Infrastructure Improvement Plan” (attached as Exhibit “A” and incorporated herein by this reference) outlining transportation improvements, programs and services for which tax revenues may be expended, which is hereby expressly adopted as part of this Ordinance pursuant to California Public Utilities Code section 240302, including any future amendments thereto which are authorized by law.

J. “Local Jurisdiction” means a city in the County or the County.

K. “Measure” means the ballot measure presented to voters seeking authorization to levy the tax and the approval of the Expenditure Plan.

L. “MSHCP” means the Multiple Species Habitat Conservation Plans administered by the RCA in the Western Riverside County and/or the CVCC in the Coachella Valley.

M. “Ordinance” means this ordinance.

N. “RCA” means the Western Riverside Regional Conservation Agency or successor agency.

O. “RCTC Sales Tax Statutes” means California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq.

P. “TUMF” means Transportation Uniform Mitigation Fee. This fee is charged on new development by local governments to assist with the building and improvement of regional arterials. TUMF programs are administered by WRCOG in Western Riverside County and CVAG in the Coachella Valley.

Q. “WRCOG” means the Western Riverside Council of Governments or successor agency.

III. LEVY OF ONE PERCENT (1%) RETAIL TRANSACTIONS AND USE TAX (SALES TAX). Upon approval by the Approval Threshold of the local voters casting votes on the Measure, the Commission shall levy, in the incorporated and unincorporated territory of the County of Riverside, a retail transactions and use tax (sales tax) at the rate of one percent (1%). This tax shall be in addition to any other taxes authorized by law, including any existing or future State or local sales tax or transactions and use tax including, without limitation, the Existing Measure.

IV. RETURN TO SOURCE. Tax revenues generated by the Measure shall be allocated to the Western County, Coachella Valley, and Palo Verde Valley areas in proportion to the amount of revenues generated within each of these areas, after deduction of required CDTFA costs and other authorized administrative costs of tax collection and the allocable portion of debt service and other costs relating to the administration of any bonds issued by the Commission to finance projects that benefit any of these areas.

V. TRANSPORTATION PURPOSES/EXPENDITURE PLAN.

A. Pursuant to Public Utilities Code §240302, revenues from this tax may be expended for the administration of Division 25 of the Public Utilities Code, including legal actions related thereto, construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems. These purposes also include expenditures for the planning, environmental reviews, engineering and design costs, and related right-of-way acquisition related to such actions. Permitted expenditures also include, but are not limited to, payment of debt service on Bonds and expenses in connection with the issuance of Bonds. The Commission shall allocate

revenues from this tax in accordance with the Expenditure Plan adopted herein and in accordance with the RCTC Sales Tax Statutes and for any other purposes authorized by law. Following adoption of the Measure by the voters, the Expenditure Plan may only be amended, if required, as set forth in Public Utilities Code §240302(d).

B. Commencing in 2035 and at least every ten years thereafter, the Commission shall review and where necessary propose revisions to the Expenditure Plan. The Commission shall prepare a public report on the progress of the Expenditure Plan's implementation. Such proposed revisions shall be submitted for approval according to the procedures set forth in this Section 2V. Until approved, the then existing Expenditure Plan shall remain in full force and effect.

VI. ANNUAL AUDIT. The Commission shall conduct an annual, independent financial audit of the proceeds from the tax during the lifetime of the tax. The audit described above shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards. In addition, the Commission shall post the audit on the Commission's website or by other local means/methods that are easily accessible to the public as required by law.

VII. BONDING AUTHORITY. Upon separate Commission vote or action, the Commission shall have the power to sell or issue, from time to time, on or before the collection of taxes, Bonds in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan and to secure such indebtedness solely by way of future collection of revenues generated by this tax, for capital outlay expenditures and for the purposes set forth in Section 2.V above. The Commission, in allocating the annual revenues from the Ordinance, shall meet all debt service requirements prior to allocating funds for other projects.

VIII. MAINTENANCE OF EFFORT.

A. The Commission, by enactment of this Ordinance, intends that the additional funds provided to local jurisdictions pursuant to the Measure shall supplement existing local revenues and required developer contributions used for transportation purposes. Local jurisdictions shall maintain their existing commitment of local funds for street, highway and public transit purposes pursuant to this Ordinance, and the Commission shall enforce this Section 2.VIII by appropriate actions including but not limited to financial audits of the local governments and adoption of implementing policies.

B. The local jurisdiction's share of Safe Streets and Roads funds generated by the Measure shall not be awarded directly to the local jurisdiction unless the local jurisdiction at the time of award, has met its annual maintenance of effort requirement.

IX. PARTICIPATION IN TUMF AND MSHCP PROGRAMS.

A. The Commission shall not award local jurisdictions in Western Riverside County with Local Share of Safe Streets and Roads funds generated by the Measure unless the local jurisdiction is, at the time of award, certified by WRCOG, as being in compliance

with the TUMF Program and related impact fee requirements. In addition, the Commission shall not award local jurisdictions, in Western Riverside County Local Share of Safe Streets and Roads funds generated by the Measure unless the local jurisdiction is, at the time of award, certified by the RCA, as being in compliance with the MSHCP and related impact fee programs.

B. CVAG shall fund projects in cities and the County in the Coachella Valley so long as they continue to be compliant with TUMF, as certified by CVAG, and the CVMSHCP, as certified by the CVCC. Unless as specified in the Expenditure Plan, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies if they are not found to be compliant in the annual CVAG and CVCC certifications.

C. The provisions of this Section 2.IX shall not apply to local jurisdictions in the Palo Verde Valley.

X. INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE/CONFLICT OF INTEREST.

A. There is hereby established an Independent Taxpayers Oversight Committee (“Committee”). The Committee shall meet twice each year. All Committee meetings shall be held pursuant to the Ralph M. Brown Act. The purpose of the Committee shall be to review the implementation of the Expenditure Plan by:

1. Serving as an independent resource to the Commission’s implementation of the Expenditure Plan and the Ordinance;
2. Relying on reports from independent professionals engaged by the Commission to ensure that the revenues from this tax are expended only for the purposes described herein; and
3. Acting in a cost-efficient manner by not adding a cost burden to the Commission’s implementation of Expenditure Plan and this Ordinance.

B. The Committee shall comprise of up to seven (7) members, all of whom shall be residents of Riverside County. At least one member shall reside in each supervisorial district and the Commission shall strive to appoint one (1) at-large individual from Coachella Valley or Palo Verde Valley and another from the Western County geographic region as defined in the Expenditure Plan.

C. Committee members shall serve without compensation, except for reimbursement of travel expenses in connection with meeting attendance. The term of Committee membership is two years and no more than two terms may be served. Committee members may not be Commission employees or relatives of Commission employees, consultants, grantees, funding recipients, or recipients of Commission retiree benefits. The Commission shall adopt conflict of interest rules applicable to Committee members and establish procedures for the selection of Committee members.

D. Committee members shall receive educational training about local taxation and fiscal oversight.

- E. The Committee shall:
 - 1. Receive the annual financial audit, as specified in Section 2.VI.
 - 2. Receive an annual budget update outlining the Commission's revenue and expenditure forecast and funding priorities for projects in the Expenditure Plan.
- F. The Commission may adopt additional rules covering the Committee's roles, duties and procedures.

XI. LIMITATION ON EXPENDITURE FOR ADMINISTRATIVE COSTS AND OTHER PURPOSES.

- A. Pursuant to Public Utilities Code §240301, the Commission shall only expend revenues generated from the Measure for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to this Ordinance, and in no case shall any tax revenues expended for administrative salaries and benefits exceed one percent (1%) of the annual net amount of tax revenue generated by the Measure.
- B. Unused allowance for salaries and benefits and administrative cost may be carried over to the following fiscal year and no more than five (5) fiscal years.
- C. The proceeds of the tax shall only be used for the purposes specified in the Ordinance, and not for any other purpose. The proceeds of the tax shall not be expended for general employee salaries or other operating expenses of the Commission not tied to the purposes of this Ordinance.
- D. The proceeds of the tax shall only be spent on projects and programs that serve the jurisdiction of the Commission.

XII. ANNUAL APPROPRIATIONS LIMIT. Pursuant to Article XIII B §4 of the California Constitution and Public Utilities Code §240308(b) & (c), the appropriations limit for the Commission will be increased by the maximum projected aggregate collection authorized by the levy of this tax, as indicated in Section III, in each of the years covered by the Measure plus the amount, if any, by which the appropriation limit is decreased by law as a result of the levy of the tax set forth in the Measure.

XIII. ADOPTION DATE OF MEASURE AND OPERATIVE DATE OF TAX. The Measure shall take effect at the close of the polls on the day of election at which this Measure is adopted by a vote of the electorate. Pursuant to California Public Utilities Code §240304(a) the sales tax authorized by the Measure shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the Measure _____, 20XX.

XIV. DURATION/TERM OF TAX. The tax enacted by the Measure shall continue to be levied until the Measure is repealed by the voters *provided that* in no case shall such repeal become effective prior to the date on which all Bonds issued by the Commission in accordance with this Ordinance, and any related obligations, have been paid in full and are no longer outstanding.

XV. TECHNICAL PROVISIONS FOR COLLECTION AND ADMINISTRATION OF TAX. By their adoption of this Ordinance, the Commission and the voters of Riverside County hereby expressly incorporate the technical provisions for the collection and administration of this tax by the CDTFA, which are required by State law and are specifically set forth in Ordinance No. _____, which was adopted by the Commission on _____, 2024.

XVI. ADMINISTRATION OF PLANS. The Commission shall impose and collect Measure funds, shall allocate revenues derived, and shall administer the Expenditure Plan consistent with the authority cited therein.

XVII. CONFLICT BETWEEN ORDINANCE AND EXPENDITURE PLAN. In the event of any conflict between the terms of this Ordinance and the terms of the Expenditure Plan, the terms of this Ordinance shall control.

XVIII. THE EXISTING MEASURE. Nothing in the Ordinance is intended to modify, repeal, alter, or increase the Existing Measure. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Measure.

SECTION 3. CEQA Compliance. The Commission finds that the approval of this Ordinance is not a “project” and, alternatively, is exempt from the CEQA. The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. The Ordinance does not commit the Commission to any particular project, program, or capital improvement. Accordingly, the Commission finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely “[t]he creation of [a] government funding mechanism or other fiscal activity which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.” (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 240301, approving the Ordinance is not an approval that commits the Commission to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also be said with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).) Some of the potential projects

that may be funded by the Measure include pedestrian, trail, bicycle, and vehicular efficiency improvements that may help to reduce regional Vehicle Miles Traveled (VMT), and thus further assist in meeting congestion management goals while also offering VMT mitigation opportunities.

SECTION 4. Severability. If any provision of this Ordinance/Measure or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance/Measure and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION 5. Certification. The Commission Clerk of the Board shall certify to the adoption of this Measure as an ordinance and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this ____ day of July, 2024, by the following vote and shall be presented to the Riverside County voters to be approved by the Approval Threshold at the Statewide General Election held on November X, 20XX:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lloyd White, Chairman

ATTEST:

Lisa Mobley, Clerk of the Board

APPROVED AS TO FORM:

Steven C. DeBaun
General Counsel

Exhibit "A"
Expenditure Plan

[attached behind this page]

**EXPENDITURE PLAN
EXHIBIT A TO ORDINANCE NO. _____**

**Riverside County
Traffic Relief Infrastructure Improvement Plan**

This Traffic Relief Infrastructure Improvement Plan (the "TRIIP," "Expenditure Plan," or "Plan"), was approved by the Riverside County Transportation Commission (the "RCTC" or "Commission") for the purpose of supporting the adoption of a one percent (1%) retail transactions and use tax ("Measure") for transportation purposes within the incorporated and unincorporated territories of the County of Riverside, to be collected until repealed by the voters as further provided in the Measure, if approved by Riverside County voters on November X, 20XX.

The Measure is proposed by the Commission as a means to generate revenues to fill the shortfall of state and federal funding needed to implement vital transportation improvements and services identified in the resident-informed and Commission-adopted Traffic Relief Plan for Riverside County residents. Such transportation improvements include constructing and maintaining necessary highway, safe streets and roads, interchanges, passenger rail, and public transportation projects; operating and expanding passenger rail and bus service; capital acquisition; securing new transportation corridors through environmental clearance and right-of-way purchases; providing adequate improvements on the local streets and roads system; improving transportation safety, promoting economic growth throughout Riverside County; and meeting the needs of commuters in our rapidly growing region, while keeping seniors, students, veterans, individuals living with disabilities bus fares low; and expanding transportation access for rural and underserved communities.

The Commission has evaluated all alternative funding sources and the funds generated from the Measure are for the purpose of funding transportation improvements and services, capital acquisition, or the acquisition or lease of real property for public infrastructure for transportation purposes consistent with the Traffic Relief Plan, the Retail Transactions and Use Tax Ordinance ("Ordinance"), and the California Public Utilities Code Section 240300.

By law, Riverside County voters will enact the Plan, which will then be implemented by the Commission, which is governed by local city council members or mayors of every city and all five members of the Riverside County Board of Supervisors and directly accountable to the public.

Chapter 1: Goals and Objectives

1.1 Maintain and Improve Riverside County as a Region of Opportunity and Prosperity

Reduce current congestion and provide adequate transportation facilities to accommodate population and economic growth now and in the future.

Provide funding for adequate transportation infrastructure, capital acquisition, rolling stock, and services across seven investment categories, including Safe Streets and Roads, Highways, Public Transportation, Regional Connections, Active Transportation, Flood and Blowsand Control, and Environmental Mitigation for the benefit of residents, cities, and unincorporated communities of Riverside County.

Enhance Riverside County's ability to secure state and federal funding for transportation by offering local matching funds.

This means the TRIIP, if approved by Riverside County voters, includes but is not limited to projects that:

- Improve traffic flow on highways, including Interstates and State Routes;
- Improve traffic flow and safety on major roads and arterials;
- Improve active transportation infrastructure such as bicycle lanes, pedestrian walkways, and trails;
- Increase frequency of and access to bus and rail public transportation including bringing daily passenger rail service to Coachella Valley and San Gorgonio Pass, as well as service to the San Jacinto Valley and, where feasible, consider mass transit on the Interstate 15 corridor;
- Keep bus fares low for residents who rely on public transportation services, such as seniors, veterans, individuals living with disabilities, students, residents of rural communities, and those who choose to use it;
- Improve the condition of existing roads, repair potholes, paving dirt roads, and synchronizing signals throughout Riverside County;
- Connect Riverside County by accelerating completion of corridors that address population growth and emergency response; and
- Use new technologies that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for the future.

1.2 Provide for Accountability in the Expenditure of Taxpayer Funds

Provide for mandatory dedication of Measure funds only for the transportation purposes identified in this Plan and no other purpose.

Provide for mandatory, annual financial audit to ensure that all funds are spent in accordance with this voter-adopted Plan and Ordinance.

Provide for an Independent Taxpayers Oversight Committee to review the mandatory annual financial audits of program expenditures to ensure that the proceeds of the Measure are expended only for the purposes outlined in the TRIIP as well as perform other duties identified in the Ordinance.

Provide for a Maintenance of Effort requirement to city and county governments for their share of Safe Streets and Roads funds to ensure the new money for this purpose is adding to current funding levels as detailed in the Ordinance.

Provide limitation of administrative costs by requiring that no more than one percent (1%) of the annual net amount of revenues raised by the Measure may be used to fund the salaries and benefits of the staff of the Commission in administering the programs funded from the Measure. Unused salaries and benefits allocation in any given year (less than 1% utilized) may be reallocated to future fiscal years provided that the overall salaries and benefits do not exceed 1% of collected revenues.

Provide for this Plan to be reviewed by the Commission at least every ten (10) years for the period it is in effect to ensure that the changing needs and priorities of Riverside County are met, as provided in Section 2.V(B) III of the Ordinance.

Provide for the termination of the Measure upon repeal by Riverside County voters; provided that the tax shall continue to be collected while Bonds are outstanding as further set forth in the Measure.

1.3 Provide for Equity in the Distribution of Measure Revenues

Recognize the three distinct subregions of Riverside County and ensure that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe and surrounding unincorporated areas)
- Coachella Valley (Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, and portions of the Salton Sea area, including surrounding unincorporated areas)
- Western County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Menifee-Lake Elsinore areas, and surrounding unincorporated areas)

The subregions are defined in greater detail on the attached map and in Chapter 4.

Address the unique needs of each subregion of the county, including residents in small, rural, and disadvantaged communities.

Provide for investments in areas requiring significant transportation improvements, capital acquisition, and services, which will be determined based on objective needs.

Provide communities with access to new funding to keep local streets and roads in good condition.

Provide for mobility options and a reasonable balance between competing needs of highway, passenger rail, transit, bicycle/pedestrian, and local streets and roads.

1.4 Provide for Local Control of the Traffic Relief Infrastructure Improvement Plan

Provide cost effective, local administration of the Plan through the existing Riverside County Transportation Commission, which is governed by local city council members or mayors of every city and all five members of the County Board of Supervisors, who are accountable to the voters who elected them. No new agency will be created to administer these funds.

Delegate, where appropriate, responsibilities for administering components of the Plan to existing local governments at RCTC's discretion to achieve efficiencies and maintain local control.

Chapter 2: Taxpayer Accountability Safeguards

2.1 Legal Dedication of Tax Revenue Solely for Transportation Purposes

Funds generated by the Measure, net of the amount of administrative fees paid to the California Department of Tax and Fee Administration (CDTFA), may only be used for transportation purposes as described in the Ordinance governing this Plan. Transportation purposes include but are not limited to the construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems, related environmental mitigation to implement the transportation investment categories listed in the Expenditure Plan.

2.2 Mandatory Annual Financial Audit

No less than annually, the Commission shall conduct an independent financial audit of the expenditure of all funds generated by the Measure to ensure the expenditure of funds is consistent with the Plan and Ordinance. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November X, 20XX. In

addition, the audit shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 2.VIII of the Ordinance.

2.3 Independent Taxpayers Oversight Committee

An Independent Taxpayers Oversight Committee shall be formed to ensure that the proceeds of the Measure are expended only for the purposes outlined in the TRIIP. Membership in the Independent Taxpayers Oversight Committee shall be composed of up to seven (7) members all of whom shall be residents of Riverside County. At least one member shall reside in each supervisorial district and one (1) individual each from the Coachella Valley or Palo Verde Valley and Western Riverside County subregions as defined in the Expenditure Plan.

2.4 Transparency and Openness

Implementation of the Plan will occur in compliance with all transparency, disclosure, and open meetings laws.

2.5 Mandatory Plan Update

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

2.6 Efficiency and Local Control

No funds from the Measure can be diverted to Washington, D.C. or Sacramento. State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

Chapter 3: Transportation Investments to Be Funded

The Measure shall be allocated by the Commission for projects within or benefiting cities and unincorporated communities of Riverside County, to fund transportation improvements, operations, capital acquisitions, maintenance, repair and services, or the acquisition or lease of real property for transportation purposes. Consistent with the Goals and Objectives of the TRIIP for equity in the distribution of Measure revenues, funds shall be returned to the Western County, Coachella Valley, and Palo Verde Valley geographic subregions proportionate to the funds generated in those areas. The Expenditure Plan Map illustrates the Western County and Coachella Valley areas.

The Plan includes seven investment types. In Western Riverside County, a specific percentage of funding is reserved for each investment type. In the Coachella Valley, all investment types are funded through projects identified in the valley-wide Transportation Project Prioritization Study (TPPS). In the Palo Verde Valley (Blythe), funds can be used on any of the seven investment types listed below.

Safe Streets and Roads – Pothole repair and road maintenance; sidewalks active transportation and pedestrian safety infrastructure; bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks (grade separation projects); traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; improvements to provide accessibility for persons living with disabilities.

Highways – Improving traffic flow on State Routes (SR) 60, 62, 74, 79, 86, 91, 111 and Interstates (I) 10, 15, and 215, by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, expanding Freeway Service Patrol roadside assistance; and utilizing innovative technologies.

Public Transportation – Increasing frequency and safety of trains and buses; building new tracks, parking, and stations; extending rail service from Perris to Hemet and San Jacinto; exploring mass transit options on the I-15 corridor; extending rail service to the Coachella Valley and San Gorgonio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses; on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses, passenger trains, and associated facilities; providing targeted transit services and keeping bus fares low for seniors, veterans, students, and individuals living with disabilities; upgrading bus stops and amenities; maintaining and expanding carpool/vanpool service and partnering with employers to create incentives for alternative commute methods; and improving connections between home, school, and employment centers. Rehabilitation and expansion of existing rail and transit stations, facilities, railroad tracks, bus corridors, and signals.

Regional Connections – Constructing multi-modal transportation corridors that better connect communities of Riverside County, relieving congestion on existing highways and local roads, improving safety such as realigning State Route 79 as a county road, creating a bypass to I-10 between San Gorgonio Pass and Coachella Valley, improving Van Buren Boulevard, and providing a new Elsinore-Ethanac Expressway.

Active Transportation – Improving safety and expanding access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding trails and access to open spaces and natural areas. This can include improvements for safer routes to school for children to walk or bike and decrease injuries and fatalities.

Flood and Blowsand Control – Reinforcing roadways and infrastructure against natural hazards in the Coachella Valley.

Environmental Mitigation – To meet environmental requirements as well as permitting requirements, ensure transportation projects can move forward, and withstand natural hazards, the TRIIP makes meaningful commitments to environmental stewardship. The category will also include the necessary environmental permitting and mitigation required for development and construction of the various capital projects.

Chapter 4: Transportation Investments by Subregion

4.1 Western Riverside County

The Western County area includes the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Riverside, Murrieta, Norco, Perris, San Jacinto, Temecula, and Wildomar. It also includes unincorporated communities and less populated areas, as well as tribal lands of the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, the Cahuilla Band of Mission Indians, the Ramona Band of Cahuilla, and the Morongo Band of Mission Indians.

The proportional distribution of funds generated in Western Riverside County shall be distributed as follows and described in more detail below:

WESTERN RIVERSIDE COUNTY ALLOCATION OF FUNDS	
INVESTMENT CATEGORIES	PERCENT
Safe Streets and Roads (split 50%)	
<ul style="list-style-type: none"> • Local Share (10%) • Regional Share (10%) 	20%
Highways	34%
Regional Connections	8%
Public Transportation	24%
Environmental Mitigation	11%
Active Transportation	3%

The Commission may reallocate the expenditure of Measure revenue in Western County in any given year on a different percentage basis provided that the percentage allocations set forth below are achieved over the duration of the Ordinance.

4.1a Safe Streets and Roads

Much of the road system is aging, with needed safety, maintenance, and operational improvements. Current resources, without the establishment of Measure revenues for transportation, cannot provide adequate funding to keep the local street and road system in good condition to adequately and safely serve the public.

The priorities for local transportation vary among individual local jurisdictions. Measure funds can be used for transportation projects, as designated by this Plan.

Every city and the unincorporated communities of Western Riverside County are guaranteed to receive a share of funds for safety improvements to local streets and roads. Additionally, major roadways that connect the region will receive funds to implement safety improvements that will reduce accidents, injuries, and fatalities, and improve emergency response times, as well as provide emergency relief to regional corridors with few or no alternative routes.

The TRIIP will provide an estimated \$4.0 billion specifically for this purpose over a thirty (30) year planning horizon. Half of the 20 percent (estimated \$2.0 billion) of the funds ("Local Share") for Safe Streets and Roads will be distributed by formula (based on population) to each city and the County of Riverside for unincorporated communities in Western Riverside County. A Five-Year Capital Improvement Program ("CIP") for the use of these funds will be prepared annually by each city and the county and submitted to RCTC. The other half (estimated \$2.0 billion) of the funds ("Regional Share") will be awarded by RCTC for regional Safe Streets and Roads projects.

Improvements funded from the Safe Streets and Roads program include, but are not limited to:

- Pothole repair and road maintenance
- Sidewalks and pedestrian safety infrastructure
- Protected bicycle lanes
- Roadway improvements in high-accident areas
- Bus shelters
- Bridge repairs and rehabilitation
- Improvements to railroad crossings, including bridges to separate roads from railroad tracks (grade separations)
- Traffic calming measures that supports motorist, pedestrian, and bicycle safety
- Bypass roads

- Median barriers
- Protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards
- Traffic signals, including technology to synchronize and interconnect signals
- Improvements to provide accessibility for people living with disabilities

Specific regional corridors identified for safety improvements include:

- Cajalco Road
- Gilman Springs Road
- Grand Avenue
- Ramona Expressway
- I-10 Bypass between Banning and Cabazon
- Van Buren Boulevard

Eligibility for these funds shall be conditioned on participation in the Transportation Uniform Mitigation Fee ("TUMF") and Multiple Species Habitat Conservation Plan ("MSHCP") programs, per Section 2.IX of the Ordinance. Funding which is not allocated to a city or the county because it is not a participant in the TUMF program or the MSHCP in the Western Riverside County area shall be allocated to the Regional Portion of Safe Streets and Roads, administered by RCTC.

4.1b Highways

Improving the flow of traffic saves time, reduces stress, and improves safety, air quality, and economic productivity. Population is growing in Riverside County and without action, traffic congestion will also continue to grow. Many more state highway improvement projects are needed to deal with congestion and safety problems than existing state and federal revenues can fund. The Highway category will be funded by an estimated amount of approximately \$6.7 billion over a thirty (30) year planning horizon. State and federal funds will be sought to address the total cost of the projects identified in this Plan. Funds generated by the Measure will be leveraged to supplement those funding sources and will be used as local matching funds to help cover the remaining costs estimated to accomplish these improvements.

The TRIIP will help improve traffic flow by building new infrastructure and using technology to improve efficiency of how the transportation system operates, as well as utilizing Freeway Service Patrol to reduce delays by providing roving tow trucks to quickly assist motorists when accidents occur, or vehicles break down.

34% of the Measure in Western Riverside County is allocated to Highway projects. The Highway projects to be implemented are as follows:

ROUTE	LIMITS	PROJECT
I-15	City of Corona	Construct auxiliary lanes
I-15	French Valley Parkway Interchange in Temecula	Construct the final phases, including: widening ramps at Winchester Road; constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15; constructing the French Valley Parkway from Jefferson Avenue to Ynez Road; and adding collector/distributor lanes for southbound I-15 from I-215 to Winchester Road
I-15	Cantu-Galleano Ranch Road in Eastvale and Jurupa Valley	Reconstruct interchange
I-15	Sixth Street in Norco	Reconstruct interchange
I-15	Nichols Road in Lake Elsinore	Reconstruct interchange
I-15	Central Avenue (SR-74) in Lake Elsinore	Reconstruct interchange
I-15	Lake Street in Lake Elsinore	Reconstruct interchange
I-15	Wildomar Trail (formerly Baxter Road) in Wildomar	Reconstruct interchange
I-15	Bundy Canyon Road in Wildomar	Reconstruct interchange
I-15	Campbell Ranch Road and Temescal Canyon Road in Temescal Valley	Construct or reconstruct interchanges

I-15	Franklin Street in Lake Elsinore	Construct new interchange
I-15	Cajalco Road in Corona to SR-74	Add Express Lanes in each direction
I-15	SR-74 to the San Diego County Line	Add at least one lane in each direction
I-215	SR-60 to Van Buren Boulevard	Add at least one lane in each direction
I-215	City of Moreno Valley to City of Murrieta	Construct auxiliary lanes
I-215	Keller Road in Murrieta	Construct new interchange
I-215	Garbani Road in Menifee	Construct new interchange
I-215	Columbia Avenue in Riverside	Reconstruct interchange
I-215	Center Street near Riverside	Reconstruct interchange
I-215	Harley Knox Boulevard in Perris and Mead Valley	Reconstruct interchange
I-215	SR-60/SR-91/I-215 Interchange to the SR-60/I-215 Junction	Add express lanes
SR-91	SR-241 to SR-71	Add at least one new lane in the eastbound direction
SR-91	I-15 in Corona to Pierce Street in Riverside	Add at least one new lane in each direction
SR-91	Adams Street in Riverside	Reconstruct interchange
SR-91	Tyler Street in Riverside	Reconstruct interchange
SR-91	City of Riverside	Construct auxiliary lanes
SR-91	91 Express Lanes in Corona	Construct a rapid transit connection

SR-60	City of Moreno Valley & Riverside	Add at least one lane in each direction
SR-60	Etiwanda Avenue in Jurupa Valley	Reconstruct interchange
SR-60	Rubidoux Boulevard in Jurupa Valley	Reconstruct interchange
SR-60	Redlands Boulevard in Moreno Valley	Reconstruct interchange
I-10	SR-79 (Beaumont Avenue) in Beaumont	Reconstruct interchange
I-10	Highland Springs Avenue in Beaumont and Banning	Reconstruct interchange
I-10	Pennsylvania Avenue in Beaumont	Reconstruct interchange
I-10	Morongo Parkway and Main Street in Cabazon	Reconstruct interchange
I-10	County Line Road in Calimesa	Reconstruct interchange
I-10	Cherry Valley Boulevard in Calimesa	Reconstruct interchange
I-10	SR-60 in Beaumont to Highway 111 in Palm Springs	Add express lanes
SR-91, I-215, SR-60	Northbound weave between loop connectors	Interchange improvement
I-10, SR-60	I-10 Westbound to SR-60 Westbound in Beaumont	Truck Bypass
I-15, SR-91, SR-60, I-10, I-215	Countywide Interconnected Highways	Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more effi-

		<p>ciency in the transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.</p>
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The final scope and project limits of all improvements proposed in the Highways category will be determined through the environmental clearance process.

The Commission may add additional Highway projects, should the Measure produce more revenue than now predicted or the Commission be more successful than anticipated in attracting state and federal matching funds, or obtaining other grants and funds for transportation infrastructure purposes, or due to unforeseen circumstances.

4.1c Regional Connections

To catch up with and prepare for continued population growth, new regional corridors are necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by motorists who must drive inefficient routes to get from one end of the region to another. Three regional corridors are in various stages of preparation and need additional funding to become a reality for Riverside County residents. These transportation facilities will include features that accommodate public transit users, pedestrians, and bicyclists, and will be consistent with the Multiple Species Habitat Conservation Plan for environmental mitigation purposes. Investments will be prioritized based on readiness to be constructed (e.g., completed environmental approvals) and available funding:

- State Route 79 Realignment (as a County Road)
- Elsinore-Ethanac Expressway
- I-10 Bypass

The TRIIP will provide an estimated \$1.7 billion specifically for this purpose over a thirty (30) year planning horizon. In addition, there will be an opportunity for matching revenues to be generated by the cities and County implementing a TUMF administered by the Commission or the Western Riverside Council of Governments (WRCOG).

4.1d Public Transportation

Bringing reliable public transportation to more areas of Riverside County is a priority of the TRIIP. Increased investment and greater access to bus, passenger rail, and new modes of public transportation will offer Riverside County residents choices for how they travel, and ensure public transportation is available for those who need it most.

This Plan will provide an estimated \$4.7 billion of Measure funds over a thirty (30) year planning horizon to increase frequency of and access to passenger rail and bus rapid transit across the county, including in rural and underserved communities, and keep bus fares low for seniors, veterans, students, individuals living with disabilities.

Passenger Rail

Riverside County is home to several railroad rights-of-way that connect our growing communities. These rail lines serve as a public transportation backbone for our region. Funds for the TRIIP are eligible to be used, but are not limited to:

- Increasing train service frequency on existing commuter rail (Metrolink) lines such as the 91/Perris Valley Line and Inland Empire - Orange County Line, with trains eventually as frequent as every 30 minutes during peak periods
- Expanding passenger rail service into new areas of Riverside County such as the Beaumont/Banning/Cabazon/Calimesa area, the Coachella Valley, and Hemet and San Jacinto after appropriate technical and financial studies
- Constructing new or additional railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Constructing new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area
- Maintain and enhance security and safety at rail stations and for riders
- Maintain and enhance management of publicly owned railroad rights-of-way to ensure proper maintenance and safety
- Enhance existing rail stations (there are currently nine stations in Riverside County: Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley), including:
 - Construct improvements to provide better accessibility for persons living with disabilities
 - Construct new parking capacity at stations in Corona, Riverside, Perris, and at other passenger rail stations in Riverside County
 - Construct train boarding platforms, pedestrian bridges, and crossings
- Investing in zero-emission trains and infrastructure

- Study and implement passenger rail expansions and connections along the region's highway systems, such as I-15, I-215, SR-91, and SR-60, if determined to be feasible through appropriate technical and financial studies

Bus

The TRIIP will invest in bus transit infrastructure, capital acquisition, maintenance, and services to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services. Investments include but are not limited to:

- Sustaining and expanding where feasible local bus services
- Exploration of mass transit alternatives for the I-15 corridor
- Sustaining and expanding rapid/commuter bus services along major corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Coachella Valley, Hemet/San Jacinto, Beaumont/Banning/Calimesa, Corona, and Perris. These routes can connect to commercial airports in the region, major educational, business, and retail/entertainment destinations
- Improving safety and security on bus transit
- Procuring zero-emission buses and funding related capital, maintenance, and operation costs
- Constructing, maintaining, and operating transit centers/hubs and bus stops/shelters
- Roadway technologies that improve bus travel times
- Micro-transit (on-demand) public transit technologies
- Installing transportation systems or advanced technologies that lead to improved safety and reliability
- Constructing a rapid transit connection between the SR-91 Express Lanes and the Corona Transit Center/North Main Corona Metrolink Station

Additionally, investment in support of specialized transportation providers that serve seniors, veterans, students, individuals living with disabilities, and rural and underserved communities is critical. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering the program. Investments include, but are not limited to:

- Expansion of destinations and hours of operation for paratransit services such as Dial-A-Ride
- Keeping transit fares low for seniors, veterans, students, and individuals living with disabilities
- Improved access to and from schools, colleges and universities, and employment centers for low-income families and rural communities

- Free or reduced bus fares for those who require access to medical appointments, job interviews, or other needed services
- Bringing transit infrastructure into compliance with the Americans with Disabilities Act
- Continued operation of vital community transportation resources such as the 2-1-1 network, which provides individualized assessments with transportation and social service specialists

4.1e Environmental Mitigation

To construct the traffic relief improvements in this Plan, mitigation will be required to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development put pressure on natural areas that make Riverside County a desirable place to live. To meet environmental requirements as well as permitting requirements, achieve balanced growth of the region, ensure transportation projects can move forward and withstand natural hazards, the TRIIP makes meaningful commitments to environmental preservation.

This Plan will provide an estimated \$2.2 billion of Measure funds over a thirty-year (30) planning horizon, which shall be allocated, at the discretion of RCTC, for one or more of the following purposes to provide necessary mitigation of impacts:

- To benefit the environment and to expedite permitting and completion of transportation projects
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, and earthquakes
- To preserve Riverside County's natural areas through the Western Riverside County MSHCP in order to facilitate infrastructure improvements to the transportation system
- To mitigate Vehicle Miles Traveled (VMT)
- To support transit-oriented development and transportation infrastructure for affordable housing
- To establish and maintain use of public open spaces by non-motorized means

Funding allocated from this Plan shall not relieve any Permittees under the MSHCP of their pre-existing obligations to the fulfillment of the MSHCP.

4.1f Active Transportation

Transportation options that do not require a motorized vehicle are an important element of healthy, connected communities in Riverside County. Therefore, the TRIIP invests in pedestrian and bicycle facilities, trails, and access to open space. This Plan

will provide an estimated \$720 million of Measure funds over a thirty-year (30) planning horizon, which may go toward:

- Sidewalks and bicycle lanes
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities
- Trails so that Riverside County residents can enjoy better access to our world-renowned natural open spaces. Major regional trails identified in the master plan for the Riverside County Parks & Open Space District which include but are not limited to:
 - Butterfield Overland Trail/Southern Emigrant Trail
 - Santa Ana River Trail
 - Salt Creek Trail

Amenities that support trail facilities such as trailheads, parking lots, restrooms, and signs are eligible for these funds; however, maintenance and operations shall be the responsibility of the local government agency, not RCTC.

4.2 Coachella Valley

The Coachella Valley area is in the central part of Riverside County and includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. It also includes unincorporated areas and the reservations of the Agua Caliente Band of Cahuilla Indians, the Augustine Band of Cahuilla Indians, the Cabazon Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, and the Twenty-Nine Palms Band of Mission Indians. The Coachella Valley Association of Governments (CVAG) will administer the TRIIP in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairs from the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

CVAG establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a merit-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, and publicly reviewed by elected officials representing every CVAG member jurisdiction. The TPPS is updated every few years as the Coachella Valley's population grows and becomes more diverse and in order to address different mobility needs, new technologies, state and federal policy, as well as worldwide climate and economic trends. The TPPS serves as the CIP for the Coachella Valley section of this Expenditure Plan.

Based on the current TPPS and projected and planned projects like express lanes on Interstate 10, CV Rail and transit priority lanes, the proportional funds generated in the

Coachella Valley shall be distributed as set forth in the table below; provided that the CVAG Executive Committee may increase or decrease the allocation in each category in the table by not more than 10 percentage points so long as commensurate adjustments are made in one or more of the other categories such that the total allocation sums to one hundred percent (100%).

COACHELLA VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORIES	PERCENT
Safe Streets and Roads Regional Connections Flood and Blowsand Control	40%
Highways	30%
Public Transportation	15%
Active Transportation	5%
Environmental Mitigation	10%

The percentage allocation of funds among the various transportation purposes set forth in the TPPS may be adjusted by more than 10 percent by the CVAG Executive Committee through a two-thirds vote of its total membership during a noticed public hearing after finding that the transportation needs of the Coachella Valley require a reallocation of funds.

Many Coachella Valley projects, improvements and programs may fall within multiple subject areas as they have multiple benefits. A current example is Indian Canyon Drive in Palm Springs, which includes safe street improvements, flooding and blowsand mitigation, public transportation improvements to a train station, active transportation connections to CV Link, and environmental mitigation.

CVAG may reallocate the expenditure of Measure revenue in Coachella Valley in any given year on a different percentage basis provided that the percentage allocations set forth are achieved over the duration of the Ordinance.

Funding for TPPS projects follow CVAG’s cost-sharing policy that requires a local match for local and regional projects to unlock regional funding.

CVAG annually certifies member jurisdictions’ compliance with the Coachella Valley’s TUMF program, and the Coachella Valley Conservation Commission (“CVCC”) certifies compliance with the Coachella Valley Multiple Species Habitat Conservation Plan

("CVMSHCP"). As of the adoption of the Ordinance, all Coachella Valley cities and the County of Riverside are compliant with both the TUMF program and CVMSHCP. CVAG shall only fund projects in cities and the County that continue to be compliant with the TUMF and CVMSHCP programs. For funds generated by this Measure, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies, if they are not found to be compliant in the annual CVAG/CVCC certifications. The CVAG Executive Committee may override these compliance requirements by a two-thirds vote of its total membership during a noticed public hearing when it is determined that a project's regional transportation, safety, and/or environmental needs take precedence over one or more agencies' TUMF/CVMSHCP compliance.

4.2a.1 Safe Streets and Roads

The Coachella Valley portion of the Plan will also fund investments that extend the useful life of regional transportation corridors as identified in the TPPS. These programs would follow an approach to ensure the regional investment enhances, not replaces, investments being made by local cities and Riverside County. The TRIIP will provide for a regional pavement program implemented by CVAG in coordination with its members, with a focus on the rehabilitation and reconstruction of roadways that handle substantial amounts of non-local traffic. This program will reduce the burden borne by cities and the County by creating a cost sharing partnership. By coordinating this work across jurisdictions in the Coachella Valley, a regional pavement management program will provide for consistent quality, economies of scale, and properly timed lane closures.

The program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. Regional corridors and gateways span cities and unincorporated communities and include, but are not limited to:

- Interstate 10
- Highway 111
- Ramon Road
- Cook Street
- Fred Waring Drive
- Gene Autry Trail/Palm Drive
- Indio Boulevard
- Highway 86
- Washington Street
- Monterey Avenue
- Bob Hope Drive
- Dinah Shore Drive
- Date Palm Drive
- Little Morongo Road

- Avenue 50

CVAG regularly reviews and amends the TPPS to incorporate new and innovative strategies that help reduce traffic congestion, increase economic productivity, improve the roadway network and expand mobility options to promote future development. Reducing the financial burden on cities and the County for providing transportation infrastructure and mobility options for affordable housing will be a priority. The TPPS embraces regional mobility concepts and technologies such as signal synchronization and Intelligent Transportation System (ITS) technologies, which better connect the Coachella Valley's workforce to the workplace and reduce seasonal and traffic bottlenecks related to major events. Such concepts are also employed during emergencies to ensure access to hospitals and the best mobility possible for first responders and emergency vehicles. ITS technologies will allow for bus priority or transit signal priority to improve service and reduce delay for mass transit vehicles at intersections on regional corridors. Technologies that eliminate or reduce vehicle miles travelled, vehicle trips, and lay the groundwork for high-speed broadband access, will also be a priority.

Eligibility for these funds shall be conditioned on participation in the TUMF and CVMSHCP programs, per Section 2.IX of the Ordinance.

4.2a.2 Regional Connections

To catch up with and prepare for continued population growth, the TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and State Route 86 to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to the other.

4.2a.3 Flood and Blowsand Control

Building bridges and other resilient infrastructure is a very high priority in the Coachella Valley. Critical roads, such as Indian Canyon, Gene Autry Trail, and Dillon Road are regularly closed due to blowsand and rainstorms. With increasing frequency, there are prolonged closures and roads are destroyed during major rain events in the communities of Palm Springs, Desert Hot Springs, and Cathedral City. Such flood impacts can occur anywhere in the Coachella Valley but are often associated with areas that have not had similar flood control and road investments in the past, such as the eastern Coachella Valley. Projects to address the persistent flooding along Box Canyon Drive and other areas will be included in this Plan and future TPPS updates.

4.2b Highways

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly Interstate 10, Highway 111, Highway 74, SR-62 and SR-86. Upgrades to existing interchanges as well as new interchanges, such as Portola Street in Palm Desert, are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as express lanes on I-10. Such facilities will make it safer and more reliable to travel along Interstate 10. Additionally, the plan will include grade separations and interchanges for State Route 86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including Highway 62 and Highway 74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans. The Freeway Service Patrol could be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway and keep traffic flowing.

The final scope and project limits of all improvements proposed for the State Highway system will be determined through the environmental clearance process.

4.2c Public Transportation

This Plan will provide Measure funds to expand rail, add bus rapid transit, and implement projects and services to meet the transit needs of seniors, veterans, students, individuals living with disabilities, and rural and underserved communities. Public transportation investments, such as the Coachella Valley Rail Project (CV Rail), are an utmost priority in this Plan. Many of the improvements needed to create consistent service between the Coachella Valley and Los Angeles have already been identified and are awaiting funding to be constructed. With TRIIP funding, the TPPS will be updated to include CV Rail and a fair share “local commitment” from the Coachella Valley for rail investments and operational costs of CV Rail and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. The Plan supports public transportation options for veterans, individuals with disabilities, seniors, students, and disadvantaged communities, including improving access and keeping these transit options affordable. The Plan calls for partnering with employers in the Coachella Valley to encourage alternative forms of commuting, including rideshare and vanpool/car-pool as a means to reduce congestion and improve air quality and safety.

4.2d Active Transportation

The TRIIP and the TPPS include active transportation projects that make it easier and more accessible for people to walk or bike safely. In the Coachella Valley, eligible improvements often accommodate electric vehicles such as golf carts and low-speed electric vehicles, which are part of a multifaceted approach to meet varying degrees of mobility and independence among seniors, individuals with disabilities and underserved communities. Such projects may be stand-alone projects, such as CV Link extensions to North Shore and Desert Hot Springs, and others may expand on the existing active transportation network, such as the Palm Desert Link and bike improvements to the La Quinta village. It also may include incorporating active transportation into the design of complete streets and creating multi-modal connections, such as improvements along Dillon Road. Linking such projects to public transportation and facilitating first mile, last mile connectivity shall be a priority.

Investments will also be made to trails. This includes, but is not limited to, amenities that support trail facilities such as trailheads, parking lots, restrooms, and signs.

4.2e Environmental Mitigation

Population growth and development puts pressure on open spaces and natural areas, such as the sand dunes and mountains, that make the Coachella Valley a desirable place to live. This Plan will provide Measure funds, which shall be allocated, at the discretion of CVAG, to provide necessary mitigation of infrastructure impacts.

Consistent with the approach in Western Riverside County and in order to ensure that environmental requirements are met and that transportation projects can move forward, revenues shall be allocated, at the discretion of CVAG, to preserve the Coachella Valley's natural areas through the CVMSHCP. Funding related to this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the CVMSHCP. Funding for these programs has an inherent benefit to the environment but also helps expedite permitting and completion of transportation projects.

Environmental mitigation can also be used to:

- Mitigate Vehicle Miles Traveled (VMT)
- Support transit-oriented development and affordable housing
- Support, establish, and maintain use of public open spaces by non-motorized means

4.3 Palo Verde Valley

The Palo Verde Valley area is located in the easternmost part of Riverside County. It

is geographically separated from the Western and Coachella Valley areas. The population within the area is relatively small, and significant growth over the next 30 years is not anticipated. The Palo Verde Valley is served by Interstate 10 which provides adequate connections to the more westerly portions of Riverside County and east-erly to Arizona.

The Palo Verde Valley component of the TRIIP calls for improvements to all aspects of local transportation. All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

The proportional funds generated in the Palo Verde Valley shall be distributed as follows, provided that the Blythe City Council and the County Board of Supervisors, by joint action, may increase or decrease the allocation in each category in the table by not more than 10 percentage points so long as commensurate adjustments are made in one or more of the other categories such that the total allocation sums to 100%.

PALO VERDE VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORIES	PERCENT
Highways Safe Streets and Roads Regional Connections Active Transportation Environmental Mitigation Flood and Blowsand Control	87.5%
Public Transportation	12.5%

Investments made by the City of Blythe and County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Measure in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County. Funds shall be distributed to the City of Blythe and the County of Riverside proportionally, with sales tax revenues generated in each jurisdiction returning to its respective source.

The percentage allocation of funds among the various transportation purposes may be adjusted by more than 10 percent by joint action by the Blythe City Council and the Board of Supervisors for incorporated areas of the subregion through a two-thirds vote during a noticed public hearing after finding that the transportation needs of the Palo

Verde Valley require a reallocation of funds.

To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, new investments will focus on:

- Safety and maintenance of local streets and roads
- Ensuring public infrastructure complies with the Americans with Disabilities Act
- Closing sidewalk gaps and constructing bike lanes for improved pedestrian access to and from schools
- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and the State of Arizona
- Providing reduced or free-fare public transit to increase access to education, healthcare, employment, and services
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition
- Increasing frequency and expanding public transit options for education, healthcare, employment, and services in underserved neighborhoods

Transportation investments through the TRIIP will also serve as a driver for economic development in the community. Improving the transportation network will leverage other public and private investments and encourage new businesses to invest.

The Blythe City Council and the Board of Supervisors for incorporated areas of the sub-region may reallocate the expenditure of Measure revenue in the Palo Verde Valley in any given year on a different percentage basis provided that the percentage allocations set forth herein are achieved over the duration of the Ordinance.

A Five-Year CIP for the use of these funds will be individually prepared and annually updated by the City of Blythe and the County and submitted to the Commission.

Chapter 5: Bond Financing

Construction of highway, transit, and rail projects, as well as the implementation of the Safe Streets and Roads program and other programs identified in this Plan are needed as soon as possible. In order to accomplish this, some level of borrowing will be required, with debt to be repaid with Measure revenues. The Ordinance authorizes the Commission to issue or sell bonds or other evidences of indebtedness, upon separate vote or action of the Commission, to provide immediate funding for the purposes set forth in the Ordi-

nance and the Plan. The Commission will determine the extent of borrowing that is reasonable for purposes of accelerating delivery of transportation projects and that can be supported by Measure revenues as the Plan is implemented.

Chapter 6: Estimated Measure Revenue Generation per Region

ESTIMATED MEASURE REVENUE GENERATION*	
Western Riverside County	\$20,000,000,000
Coachella Valley	\$4,900,000,000
Palo Verde Valley	\$100,000,000
TOTAL	\$25,000,000,000
*Estimates calculated in 2024 (year), for a 30-year planning horizon. Proportionate Share of revenues are generated within each of the three (3) geographic subregions.	

This chart shows the estimated proportional distribution of tax revenues estimated to be generated from each of the three geographic subregions that would be used to implement investments of the Plan.

Chapter 7: Flexibility to Expedite Projects

To deliver transportation projects more quickly for the benefit of Riverside County residents, visitors, and businesses, Measure revenues may be temporarily shifted amongst projects and categories in any given year. Unless otherwise specified in the Expenditure Plan and Ordinance, the proportionate shares for funding contributions to each category over the duration of the Ordinance may not be changed without an amendment of this Plan as required by law and Section 2.V of the Ordinance. The Commission, in allocating the annual revenues from the Ordinance, shall meet all debt service requirements prior to allocating funds for other projects.

Chapter 8: Informing the Public of Local Funding Support

All projects funded with \$1 million or more of Measure revenues shall be signed to inform the public that Measure revenues support the project.

Chapter 9: Severance Provisions

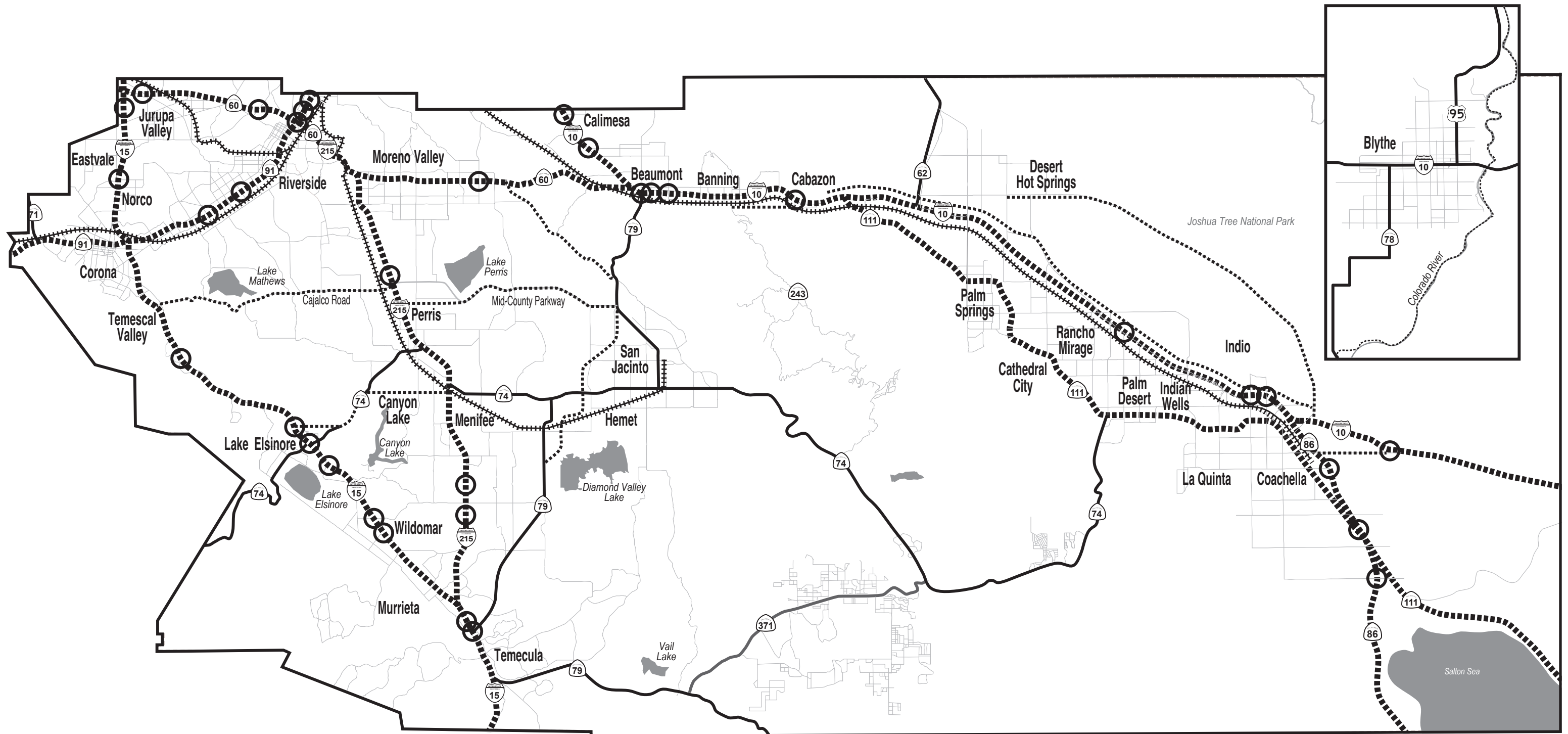
If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Commission declares that it would have passed each part of this Plan irrespective of the validity of any other part.





Chapter 10: Provisions for Population and Taxable Sales Estimates

Annual population estimates produced by the California Department of Finance are relied upon in determining the distribution formula funds for the Western County Safe Streets and Roads portion to local jurisdictions and the county.

Actual retail sales tax transactions provided by the California Department of Tax and Fee Administration will be used to determine taxable sales in each of the three specific geographic subregions. The Riverside County Planning Department shall estimate the share for each of the unincorporated areas for the three subregions, from the total retail sales transactions for the total unincorporated area.

Major Highway, Arterial, and Passenger Rail Projects Under the Traffic Relief Infrastructure Improvement Plan (TRIIP)



-  Interchange
-  Passenger Rail
-  Major Arterials
-  Highways/Freeways

ORDINANCE NO. ____

AN ORDINANCE OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, COUNTY OF RIVERSIDE, CALIFORNIA, ADOPTING TECHNICAL PROVISIONS FOR THE COLLECTION AND ADMINISTRATION OF A TRANSACTIONS AND USE TAX (SALES TAX) AT THE RATE OF ONE PERCENT (1%) BY THE CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION TO FUND TRANSPORTATION IMPROVEMENTS, PROGRAMS AND SERVICES

WHEREAS, the Riverside County Transportation Commission (“Commission”) is authorized to levy a retail transactions and use tax (sales tax) in the incorporated and unincorporated territory of Riverside County for transportation improvements, programs and services pursuant to California Public Utilities Code §§240300 *et. seq.* and Revenue and Taxation Code §§7251 *et. seq.*; subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by the electors voting on it at a regular or special election called for that purpose; and

WHEREAS, on _____, 20XX, by a two-thirds (2/3) vote, the Commission adopted Ordinance No. ____ (the “Measure” herein), enacting a sales tax at a rate of one percent (1%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County until it is repealed, in order to fund Countywide transportation improvements, programs and services; subject to subsequent approval of the Measure by the electors voting on it at a regular election called for that purpose; and

WHEREAS, on _____, 20XX, by a two-thirds (2/3) vote, the Commission adopted Resolution No. ____, ordering the submission of the Measure to the voters at the November X, 20XX Statewide General Election; and

WHEREAS, pursuant to California Revenue and Taxation Code §§7251 *et. seq.*, a transactions and use tax ordinance must include certain technical procedures and other provisions in order for the California Department of Tax and Fee Administration to properly collect, administer and remit tax revenues generated by the Measure to the Commission consistently with State law and for the purposes set forth in the Measure; and

WHEREAS, the Commission believes it would streamline the ballot and facilitate voting to print only the substantive provisions of the Measure along with the Expenditure Plan in the voter information guide and that inclusion of these technical provisions would only serve to clutter the ballot and confuse voters; and

WHEREAS, to that end, the Commission has adopted the substantive provisions of the Measure (including the Expenditure Plan) in Ordinance No. ____ which will be included in full in the ballot/voter information guide, and has adopted these technical provisions by this separate ordinance, which will not be included in the ballot/voter information guide, but which are expressly incorporated by reference into the substantive Measure; and

WHEREAS, by adoption of this Ordinance and incorporating it into the Measure by reference, the Commission is in compliance with California Revenue and Taxation Code §§7251 et. seq.

NOW, THEREFORE, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION HEREBY ORDAINS AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

SECTION 2. Commission Adoption of Technical Provisions for the Collection and Administration of a Transportation Retail Transactions and Use (Sales) Tax. By a two-thirds (2/3) vote, the Riverside County Transportation Commission hereby expressly incorporates into the Measure the following technical provisions for the collection and administration of a transactions and use tax (sales tax) at a rate of one percent (1%) by the California Department of Tax and Fee Administration, as required by State law:

“A. Purpose. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

1. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Sections 240300 et. seq. of the Public Utilities Code which authorizes the Commission to adopt this tax ordinance which shall be operative if the electors voting on the ordinance/measure vote to approve the imposition of the tax at an election called for that purpose.

2. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

3. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the California Department of Tax and Fee Administration in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.

4. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same

time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

B. Contract With State. Prior to the operative date, the Commission shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Commission shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

C. Transactions Tax Rate. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of Riverside County at the rate of one percent (1%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

D. Place of Sale. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

E. Use Tax Rate. An excise tax is hereby imposed on the storage, use or other consumption in Riverside County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one percent (1%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

F. Adoption of Provisions of State Law. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

G. Limitations on Adoption of State Law and Collection of Use Taxes. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

1. Wherever the State of California is named or referred to as the taxing agency, the name of this Commission shall be substituted therefor. However, the substitution shall not be made when:

a. The word “State” is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration, State Treasury, or the Constitution of the State of California;

b. The result of that substitution would require action to be taken by or against this Commission or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this ordinance.

c. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

i. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

ii. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

d. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

2. The word “Commission” shall be substituted for the word “State” in the phrase “retailer engaged in business in this State” in Section 6203 and in the definition of that phrase in Section 6203.

a. “A retailer engaged in business in the District” shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

H. Permit not Required. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

I. Exemptions and Exclusions.

1. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

2. There are exempted from the computation of the amount of transactions tax the gross receipts from:

a. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

b. Sales of property to be used outside Riverside County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

i. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

ii. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

c. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

d. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

e. For the purposes of subparagraphs (c) and (d) above, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

3. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

a. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

b. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

c. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

d. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

e. For the purposes of subparagraphs (c) and (d) above, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

f. Except as provided in subparagraph (g) below, a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

g. “A retailer engaged in business in the County” shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

4. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

J. Amendments. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

K. Enjoining Collection Forbidden. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State, County or the Commission, or against any officer of the State, County or the Commission, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.”

SECTION 3. CEQA Compliance. The Commission finds that the approval of this Ordinance is not a “project” and, alternatively, is exempt from the CEQA. The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. The Ordinance does not commit the Commission to any particular project, program, or capital improvement. Accordingly, the

Commission finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely “[t]he creation of [a] government funding mechanism or other fiscal activity which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment.” (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 240301, approving the Ordinance is not an approval that commits the Commission to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also be seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

SECTION 4. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION 5. Certification. The Commission Clerk of the Board shall certify to the adoption of this Ordinance and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this _____ day of _____, 20XX, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Chairman

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

RESOLUTION NO. _____**A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, COUNTY OF RIVERSIDE, CALIFORNIA, SUBMITTING TO THE QUALIFIED VOTERS AT A REGULAR ELECTION TO BE CONSOLIDATED WITH THE NOVEMBER X, 20XX STATEWIDE GENERAL ELECTION A TRANSACTIONS AND USE TAX (SALES TAX) MEASURE AT THE RATE OF ONE PERCENT (1%) TO FUND TRANSPORTATION IMPROVEMENTS, PROGRAMS AND SERVICES**

WHEREAS, the Riverside County Transportation Commission (“Commission”) is authorized to levy a retail transactions and use tax/sales tax in the incorporated and unincorporated territory of Riverside County for transportation improvements and projects pursuant to California Public Utilities Code §§240300 *et. seq.* and Revenue and Taxation Code §§7251 *et. seq.* (the “RCTC Sales Tax Statutes”) subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by the Riverside County electors voting on it at a regular or special election called for that purpose; and

WHEREAS, California Public Utilities Code §240103 states that “[T]he commission may approve a transaction and use tax ordinance and ballot proposition and call an election in accordance with Chapter 4 (commencing with Section 240300)”; and

WHEREAS, on _____, 20XX, by a two-thirds (2/3) vote, the Commission adopted Ordinance No. _____ (the “Ordinance” or “Measure” herein), enacting a sales tax at a rate of one percent (1%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County until it is repealed by a vote Riverside County electors, in order to fund Countywide transportation construction, reconstruction, rehabilitation, or replacement of streets, highways and transit improvements; subject to subsequent approval of the Measure by the electors voting on it at a regular election called for that purpose; and

WHEREAS, the Ordinance/Measure adopted by the Commission is attached hereto as Exhibit “A” and by this reference made an operative part hereof, in accordance with all applicable laws; and

WHEREAS, pursuant to Public Utilities Code §§240300 *et. seq.*, the Commission wishes to submit to the voters at a regular election to be consolidated with the November X, 20XX Statewide General Election, the Measure, which will become effective if approved by the electors voting on it.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION:

SECTION 1. Incorporation of Recitals. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Resolution.

SECTION 2. Submission of Measure to Voters. Pursuant to California Public Utilities Code §§240300 *et. seq.* and Revenue and Taxation Code §§7251 *et. seq.*, and any other applicable requirements of the laws of the State of California relating to the Commission, the

Commission, by a two-thirds (2/3) vote, hereby orders the Measure to be submitted to the voters of Riverside County at a Regular Election to be held on **Tuesday, November X, 20XX**. The Commission hereby orders that, in addition to any other matters required by law, the ballot question for the Measure shall be presented and printed upon the ballot submitted to the qualified voters in the manner and form set forth below:

<p>“Countywide Road Repair, Traffic Relief To reduce congestion, traffic jams; repair potholes/roads, keep roads in good condition; improve road/freeway safety; create local jobs; accelerate freeway project completion; reinforcing aging highways, roads/bridges from flooding/earthquakes; synchronize signals; keep seniors/students/disabled/veterans bus fares low; shall an ordinance be adopted establishing a local 1¢ transportation sales tax providing \$600,000,000 annually until ended by voters, requiring public spending disclosure, independent audits, funds locally controlled? ”</p>	YES
	NO

SECTION 4. Election Procedures/Consolidation with Statewide General Election.

A. Request for Consolidation. Pursuant to the requirements of Elections Code §10403, the Board of Supervisors of Riverside County is hereby requested to consent and agree to the consolidation of this Measure with the Statewide General Election on Tuesday, November X, 20XX, for the purpose of submitting to the voters this Measure.

B. Request – Measure for Bonding Authorization. Pursuant to Public Utilities Code §240308(a), the Board of Supervisors of Riverside County is also hereby requested by the Commission to consent to the placement of this Measure on the ballot to be consolidated with the Statewide General Election on Tuesday, November X, 20XX, for the purpose of seeking authorization to issue bonds for capital outlay expenditures, as provided in the Expenditure Plan and as otherwise set forth in this Measure.

C. Necessary Steps. The Board of Supervisors is requested to issue instructions to the County Registrar of Voters/Election Department to take any and all steps necessary for the holding of the consolidated election.

D. The Riverside County Registrar of Voters/Election Department is authorized to canvass the returns and perform all other proceedings incidental to and connected with the Commission’s Regular Election. The Election shall be held in all respects as if there were only one election, and only one form of ballot shall be used. Pursuant to California Elections Code §§10403 and 10418, the election will be held and conducted in accordance with the provisions of law regulating the Statewide General Election.

E. Costs. The Commission determines and declares that the Commission will pay to the County the reasonable and actual expenses incurred by the County by the consolidation of the Commission Regular Election with the Statewide General Election. The Commission shall reimburse the County for services performed when the work is completed and upon presentation to the Commission of a properly approved bill.

F. The Commission’s Clerk of the Board is hereby authorized and directed to cooperate with the Riverside County Registrar of Voters/Elections Official and to follow the procedures and meet all deadlines established by Riverside County.

G. Pursuant to Public Utilities Code §§240301 and 240306, a transactions and use tax (sales tax) measure requires approval of two-thirds (2/3) of the electors voting on the measure at an election called for that purpose by the Commission.

H. Except as otherwise specified herein, the ballots to be used at the election shall be in the form and content as required by law and the election shall be conducted as required by law.

SECTION 5. Impartial Analysis of Measure/Printing of Measure and Expenditure Plan in Voter Information Guide.

A. Pursuant to California Public Utilities Code §240303(b) and California Elections Code §9160, the Riverside County Registrar of Voters/Election Department shall transmit a copy of the Measure to the County Counsel. The County Counsel shall prepare an impartial analysis of the Measure, not to exceed 500 words in length, showing the effect of the Measure on the existing law and the operation of the Measure. The impartial analysis shall include a statement indicating whether the Measure was placed on the ballot by a petition signed by the requisite number of voters, the Riverside County Board of Supervisors or by the Riverside County Transportation Commission.

B. Additionally, the County Counsel may prepare a summary of the impartial analysis in a format that answers the questions “What does a yes vote mean?” and “What does a no vote mean?” for the Measure, with the summary for each question limited to 75 words or less. If the County Counsel prepares a summary pursuant to this subsection, it may be included in the County voter information guide.

C. Pursuant to Public Utilities Code §240308(d), the entire text of the Measure as set forth in Ordinance No. _____ and the entire text of the Expenditure Plan attached thereto as Exhibit “A” shall be printed and included in the County voter information guide, pursuant to Elections Code §13303. The text of Ordinance No. _____, which outlines the technical provisions for the collection and administration of the transactions and use tax (sales tax) authorized by the Measure, shall not be printed and included in the County voter information guide, pursuant to Elections Code §13303.

SECTION 6. Arguments and Rebuttals in Favor and Against Measure.

A. Written arguments for or against the Measure may be filed in accordance with Article 3, Chapter 2, Division 9 of the California Elections Code and authors may change the argument until and including _____, 20XX after which no arguments for or against the Measure may be submitted. Arguments in favor of or against the Measure shall each not exceed 300 words in length. Each argument shall be filed with the County Elections Official, signed, and include the printed name(s) and signature(s) of the author(s) submitting it, or if submitted on behalf of an organization, the name of the organization, and the printed name and signature of at least one of its principal officers who is the author of the argument.

B. The County Elections Official shall cause an argument for and an argument against the Measure, and the impartial analysis of the Measure, to be printed, and shall enclose a copy of both arguments preceded by the impartial analysis with each County voter information guide. The County Elections Official shall comply with California Elections Code §9166 and any other applicable provisions of law establishing priority of arguments for printing and distribution to the voters, and shall take all necessary actions to cause the selected arguments to be printed and distributed to the voters.

C. Pursuant to Elections Code §9167, when the County Elections Official has selected the arguments for and against the Measure which will be printed and distributed to the voters, the Elections Official shall send copies of the argument in favor of the Measure to the authors of the argument against, and copies of the argument against to the authors of the argument in favor. The authors or persons designated by them may prepare and submit rebuttal arguments not exceeding 250 words. The rebuttal arguments shall be filed with the Elections Official not later than _____, 20XX. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument which it seeks to rebut.

SECTION 7. Filing of Resolution and Measure with County. The Commission Clerk of the Board shall, not later than the 88th day prior to the Regular Election/Statewide General Election to be held on Tuesday, November X, 20XX, file with the Riverside County Board of Supervisors and Riverside County Registrar of Voters/Elections Official a certified copy of this Resolution and the Measure, including the Expenditure Plan.

SECTION 8. Public Examination. Pursuant to California Elections Code §9190, the Measure and this Resolution will be available for public examination for no fewer than ten (10) calendar days prior to being submitted for printing in the voter information guide.

SECTION 9. CEQA Compliance. The Commission hereby finds and determines that the Measure relates to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment, and therefore is not a project within the meaning of the California Environmental Quality Act (“CEQA”) and the State CEQA Guidelines, section 15378(b)(5).

SECTION 10. Severability. The provisions of this Resolution are severable and if any provision of this Resolution is held invalid, that provision shall be severed from the Resolution and the remainder of this Resolution shall continue in full force and effect, and not be affected by such invalidity.

SECTION 11. Effective Date. This Resolution shall become effective upon its adoption.

SECTION 12. Certification. The Commission Clerk of the Board shall certify to the adoption of this Resolution and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this day of _____, 20XX, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Chairman

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

General Counsel

Exhibit "A"
Transactions and Use Tax Ordinance/Measure with Expenditure Plan

[attached behind this page]

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	July 10, 2024
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Deputy Executive Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	2024 Traffic Relief Plan Public Outreach Summary

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the public outreach and engagement summary of the Traffic Relief Plan and data from the recent public opinion survey.

2024 TRAFFIC RELIEF PLAN PUBLIC ENGAGEMENT

Background

At its October 11, 2023, meeting, the Commission directed staff to launch a public outreach effort to educate Riverside County residents about efforts to update the Traffic Relief Plan (TRP or Plan) and collect input on their transportation priorities. The outreach effort was divided into two distinct phases.

The first phase focused on gathering public input on the projects and services outlined in the draft TRP to inform the Commission’s review and adoption of the final Plan. The Commission received a summary of the first phase at its April 10, 2024, meeting. The second phase of the outreach effort focused on directing Riverside County residents to view the TRP and educate the public about projects identified in the Plan. Phase two also included conducting public opinion surveys to gauge Riverside County residents’ sentiment for funding projects in the Plan. Phase two of the outreach plan began in April and was completed in mid-June.

Phase Two Public Outreach Engagement

The theme of the second phase of the outreach effort was “We have a Plan!” with emphasis placed on getting as many Riverside County residents as possible to read the TRP and learn more about possible funding strategies. Messaging surrounding this theme included:

- Riverside County’s voices were heard, and we have a Plan;
- The county’s rapidly increasing population;
- Growth in goods movement and its associated impacts;

- The need to improve local streets, roads, highways, and public transportation
- Fortifying transportation infrastructure from natural disasters; and
- Need for greater mobility options.

The TRP was made available in English and Spanish, enhancing the Plan’s accessibility and exposure to all county residents. Residents had access to multiple resources to learn about the TRP through digital and stakeholder-based opportunities, including:

1. Dedicated TRP website (trafficreliefplan.org and planparareducireltrafico.org);
2. Two regionally based Telephone Town Hall meetings;
3. Social media and digital advertising;
4. Continued stakeholder and community presentations;
5. Ongoing community booths;
6. *The Point* blog and construction alerts;
7. News media;
8. Text messaging;
9. Booklets and postcards;
10. Streaming digital radio; and
11. Continued City Council presentations.

Phase Two Outreach, By the Numbers

The public engagement effort in phase two primarily focused on using widespread communication tools, including social media, digital streaming radio, tele-town halls, and direct mailings to communicate with the public. This widespread outreach effort reached a significant number of residents across Riverside County in various ways.

1. **Social Media and Digital Advertisements:** A series of social media advertisements and social media posts were placed in April and mid-June tailored to the County’s unique subregions. Table 1 summarizes social media and digital advertisement outreach.

Table 1. Total Social Media and Digital Ads in April - June

Total Social Media and Digital Ads			
Platform	Impressions	Reach	Engagement
Facebook	8,395,335	1,530,402	81,330
Instagram	23,169,217	2,959,460	1,006,990
X (Twitter)	785	Not applicable	16
Nextdoor	99,758	Not applicable	435
Total	31,665,095	4,489,862	1,088,771

2. **Digital Radio:** English and Spanish radio ads were placed targeting Riverside County residents on Pandora. The digital radio ad was heard approximately 1.1 million instances.

- 3. Tele-Town Halls:** Two tele-town hall meetings were held to inform residents about the TRP with each tele-town hall focused on one half of the county.

On May 13, RCTC convened a tele-town hall focused on the Coachella Valley/Blythe region. This tele-town hall was hosted by the Commission's Second Vice-Chair and Cathedral City Council Member Raymond Gregory with Coachella Valley Association of Governments (CVAG) Executive Director Tom Kirk and RCTC Executive Director Aaron Hake on hand to help answer residents' questions about specific transportation related issues in the Coachella Valley and surrounding communities. Some of issues raised included blowsand and flooding, updates on the Coachella Valley Rail project, and improvements to specific highways and major corridors.

On May 14, the second tele-town hall was offered to residents focused on western county region. This tele-town hall was hosted by Commission Chair and city of Beaumont Council Member Lloyd White along with Riverside Transit Agency (RTA) Chief Executive Officer Kristin Warsinski and Aaron Hake to help answer questions from the residents. The western county tele-town hall garnered several questions about planned public transportation improvements and major highways and corridors such as I-15 and Cajalco Road.

Between the two tele-town hall events, 42,059 residents picked up the phone when the automated call to participate was made. 17,329 residents stayed on the phone line to hear the conversation at the peak engagement period. 14 questions were answered live, and 85 residents left voice messages, which RCTC staff answered on return calls.

- 4. Direct Mail:** In order to expand reach beyond the digital platforms in all subregions, 376,785 English and Spanish post card direct mailers tailored to each community were sent via the U.S. Postal Service to Riverside County residents.

Phase two also included conducting two public opinion surveys. The results of which will be shared at the July Commission meeting. Both surveys were conducted with dual-mode methodology survey, allowing feedback online and landline/cell phone interviews, and three contact methods (email, texting invitations, and telephone calls). This approach allowed for an inclusive and representative sample by allowing participants to have a chance to be selected. The survey was also conducted in English and Spanish online and by telephone.

The first public opinion survey began on May 16. The public opinion survey interviewed 1,050 western Riverside County residents and 500 in the Coachella Valley and surrounding communities. The survey asked respondents to provide an opinion on funding ACA-1 compliant transportation projects from the TRP.

The second public opinion survey began on June 6. This survey interviewed 1,070 in western Riverside County and 463 in Coachella Valley and surrounding communities. Surveyed

respondents were asked to provide their opinion on funding all transportation projects and services outlined in the TRP.

Although the data from both surveys demonstrate overwhelming community support for funding transportation improvements by most standards, the support does not confidently meet the high statutory voter-approval threshold needed to pass a Commission-adopted sales tax measure under RCTC’s authorizing statutes.

Total TRP Outreach by the Numbers (October 2023 through mid-June 2024)

The following is a summary of public engagement metrics beginning in October 2023, when the draft TRP was released through mid-June 2024. Attachment 3 provides a visual dashboard summary of the outreach metrics.

1. **Website:** The trafficreliefplan.org and planparareducireltrafico.org websites had 190,705 sessions with 170,590 unique visitors. The TRP was downloaded 17,048 times and the Commission received 1,379 comments via the website submission form and emails. Of the 1,379 comments received, 16 were submitted in Spanish.
2. **Social Media and Digital Ads:** The Commission placed a series of social media posts and targeted digital ads related to the TRP as detailed in Table 2. From these efforts, RCTC received approximately 2,153 comments through social media.

Table 2. Total Social Media and Digital Ads October 2023 – June 2024

Total Social Media and Digital Ads			
Platform	Impressions	Reach	Engagement
Facebook	12,444,972	2,505,974	112,389
Instagram	24,840,339	3,484,866	1,026,044
X (Twitter)	2,079	Not applicable	85
LinkedIn	5,301	Not applicable	476
Nextdoor	157,388	Not applicable	521
Google Ads	32,437	Not applicable	560 (clicks)
Total	37,482,516	5,990,840	1,140,075

3. **Community Booths:** RCTC staff and/or representatives attended six community events throughout Riverside County to provide information about the TRP. Approximately 500 residents were engaged at these events.
4. **The Point Blog:** RCTC publishes a series of articles every month to the RCTC blog, *The Point*, and distributes a monthly newsletter to email and text message subscribers. Multiple TRP articles were published in *The Point*, including a “special edition” newsletter asking subscribers to read and comment on the Plan, and to attend a webinar and two

tele-town halls. There are 6,968 subscribers to *The Point* newsletter. Two text messages with links to *The Point* newsletters were also sent out to 1,433 text subscribers.

5. **Tele-Town Hall:** Two tele-town hall meetings were held in May to encourage the public to learn more about the plan and to provide a forum to ask questions about transportation improvements in Riverside County. 121,526 residents were called with 42,059 residents taking the call and 17,329 staying on the line at the peak engagement.
6. **Direct Mail:** 376,785 English and Spanish direct mailer post cards were sent with information summarizing the TRP and directing residents to learn more about the projects in the Plan. The direct mailers were sent to several regions in the western Riverside County and the Coachella Valley. In addition to direct mailers, copies of the TRP were mailed to 86 libraries and community centers across the county.
7. **Streaming Digital Radio:** RCTC produced and placed 30-second English and Spanish digital radio ads on Pandora. The ad was heard approximately 1.1 million times by Riverside County listeners. The radio ad announced that Riverside County has a plan to reduce traffic and improve roadway safety. Listeners were encouraged to visit www.TrafficReliefPlan.org to learn more about the projects near their community.
8. **News Media:** 31 earned news stories featured RCTC's TRP in Los Angeles, Riverside, and Palm Springs media markets. Publications and news stations that covered the TRP included The Press Enterprise (and affiliated newspapers), The Patch, the Desert Sun, Idyllwild Town Crier, KCAL/KCBS (Los Angeles), KESQ-3 (Palm Springs), and NBC (Palm Springs).
9. **Brochures, Booklets, and Postcards:** RCTC produced and distributed brochures, booklets, and postcards – printed in English and Spanish – to transportation groups, chambers of commerce, community groups, and elected officials' offices across Riverside County. The brochures and booklets were also available at community booths and presentations.
10. **Presentations:** Efforts to reach out and engage with communities across Riverside County included presentations to city councils, public transportation advocates, chambers of commerce, service organizations, and community-based organizations. In total, 73 presentations were made in phase one and two of the public outreach plan.

Goals and Results of Public Engagement and Outreach Program

A set of three goals were outlined as part of the public engagement and outreach efforts the Commission approved on December 13, 2023, with a contract to AlphaVu. The goals aimed to ensure all residents of Riverside County had the opportunity to read the draft and approved TRP and have the opportunity to provide their feedback. The public outreach contract will conclude on August 31, 2024. The goals and the results are outlined in Table 3 below.

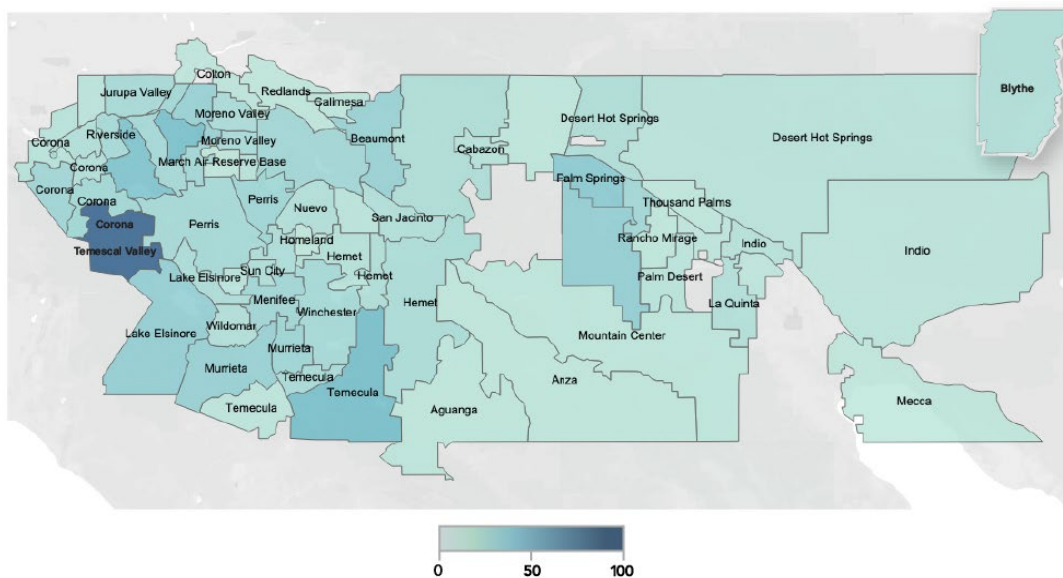
Table 3. Goals and Results of Public Engagement and Outreach Program

Goal	Result
Directly engage with at least 95,889 adult residents of Riverside County	Met – Approximately 101,527 Riverside County residents engaged with the TRP materials. This included residents who have either read the TRP, provided feedback, or participated at one of several events or presentations in which TRP was the topic.
Directly deliver the Traffic Relief Plan to 50% of the adult population of Riverside County (958,885) with the Plan accessible to 100% of the population	Met – The TRP was delivered to more than 6.1 million users across various platforms in Riverside County. On digital outreach channels, users may have viewed the TRP messaging an average of seven different instances which explains the high number of deliveries. Staff is confident that more than 50% of residents were provided opportunity to access and read the TRP based on the high number of reach.
Conduct a public opinion survey that informs the Commission about the general public support for funding the TRP (by June 1, 2024)	Met – Two public opinion surveys were conducted. A total of 3,083 survey responses were recorded.

Updated Public Input Summary

The Commission received a total of 6,437 comments during the outreach period through the website, social media, and other sources; many comments covered more than one topic.

Figure 1. Reach by Region for Comments Received via Website Comment Form and Email



Western Riverside County – 1,109 Comments Received: Western Riverside County residents submitted the majority of comments regarding the TRP. A sizeable portion of

the comments identified highway congestion in areas on SR-91, I-215/SR-60 interchange, the entire length of I-15, SR-60 through Jurupa Valley and Moreno Valley, and the I-15/SR-91 interchange. Feedback from residents included references to increased truck traffic throughout the region, especially in the Pass area. Residents also supported expanding Metrolink passenger rail service and bus frequency, which includes expanding service to Hemet/San Jacinto, Temecula, and Murrieta. There were mixed reactions to toll lanes, as some residents do not believe they relieve traffic while others would like to see them converted to general purpose or carpool lanes. Local streets and roads and regional connections were also a big priority. Residents would like to see increased connections on Cajalco Road and to make that roadway safer.

Coachella Valley and Palo Verde – 191 Comments Received: The Coachella Valley community's comments on the TRP were primarily centered around Safe Streets and Roads, Blowsand and Flood Control, and Public Transportation. Several residents cited streets such as Gene Autry Trail, Vista Chino Road, Indian Canyon Road, and Varner Road needing improvements, especially against flooding and blowsand events. Support for bringing daily passenger rail service via the Coachella Valley Rail Project was also a significant topic under the Public Transportation category. Residents cited a need for alternative or additional options to get to and from Los Angeles, Orange County, and the rest of the Inland Empire. Connecting communities was another important topic that was brought up. Although not located in the Coachella Valley, residents would like to see the I-10 Bypass finished so there is a way out of the Coachella Valley when incidents on I-10 arise. Several Highways-related comments cited the need for improvements on I-10 and Highway 111. In the Palo Verde Valley, general comments focused on streets improvements in the city of Blythe.

Public Outreach Efforts Conclusion

Public engagement and outreach efforts for the Traffic Relief Plan met all its goals by directly engaging with the public to educate residents about the transportation improvements in response to and in preparation for the region's population growth. With the conclusion of phase two of the public outreach plan, Riverside County residents had the opportunity to read, comment, and reflect on the transportation improvements outlined in the Plan. RCTC utilized a combination of digital engagement channels, such as online surveys and social media platforms, and traditional grassroots engagement techniques, such as tele-town hall meetings and community forums. The Commission made a concerted effort to provide a forum for Riverside County residents and stakeholders to express their transportation priorities in both English and Spanish.

The response and types of feedback received from residents demonstrates the Commission is actively listening and is responsive to residents.

FISCAL IMPACT:

This is an informational item. There is no fiscal impact.

Attachments:

- 1) Dashboard of Phase 1 Traffic Relief Plan Metrics Summary
- 2) Dashboard of Phase 2 Traffic Relief Plan Metrics Summary
- 3) Dashboard Traffic Relief Plan Metrics Overall Summary
- 4) Traffic Relief Plan Post Cards (English and Spanish)
- 5) Received Public Comments from April to June 2024
- 6) Received Public Comments from October 2023 to April 2024

Community Outreach

500~

Residents Engaged

34

Stakeholder Presentations

21

City Council Presentations

5

Community Events

Media

22

News Stories

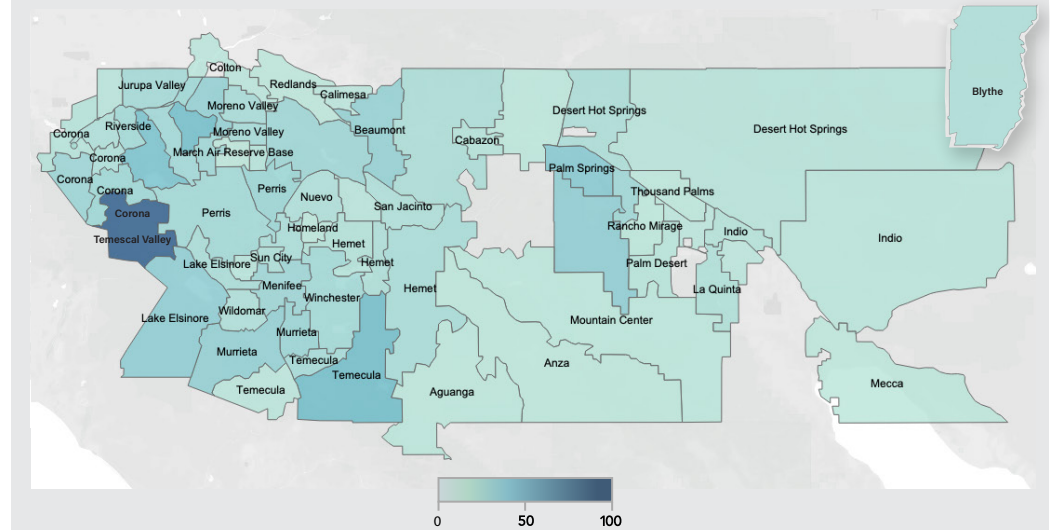
3

News Interviews

2

Press Releases

Comments by Zip Code



Social Media & Digital Ads



Google Ads

Impressions
5,817,421

Reach
1,500,978

Engagement
51,304

Comments

4,040

Topic Comments

1,315

Feedback Form & Email Submissions

559

Comments from Social Media

Website

32,885

Number of Sessions

28,665

Unique Visitors

2,342

Plan Downloads

Messaging

6,858

Email Subscribers

947

Text Subscribers

495

Email Clicks

Community Outreach

100,000+

Residents Engaged

15

Stakeholder Presentations

2

City Council Presentations

376,785

Direct Mailers

Media

9

News Stories

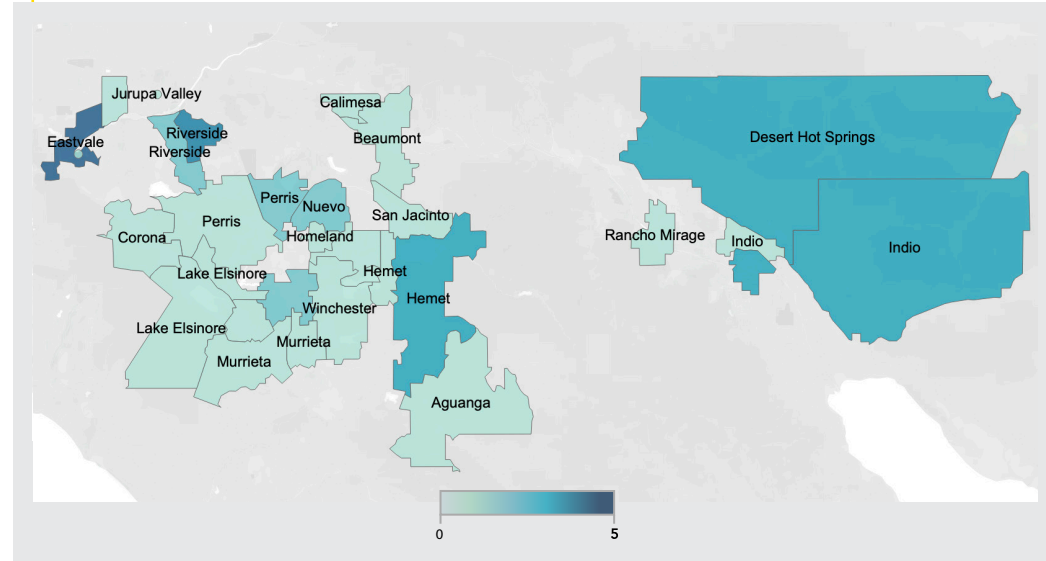
1

News Interview

1

Press Release

Comments by Zip Code



Social Media & Digital Ads



Google Ads

Impressions
31,665,095

Reach
4,489,862

Engagement
1,088,771

Comments

2,397

Topic Comments

64

Feedback Form & Email Submissions

1,594

Comments from Social Media

Website

157,820

Number of Sessions

141,925

Unique Visitors

14,706

Plan Downloads

Messaging

6,968

Email Subscribers

1,433

Text Subscribers

813

Email Clicks

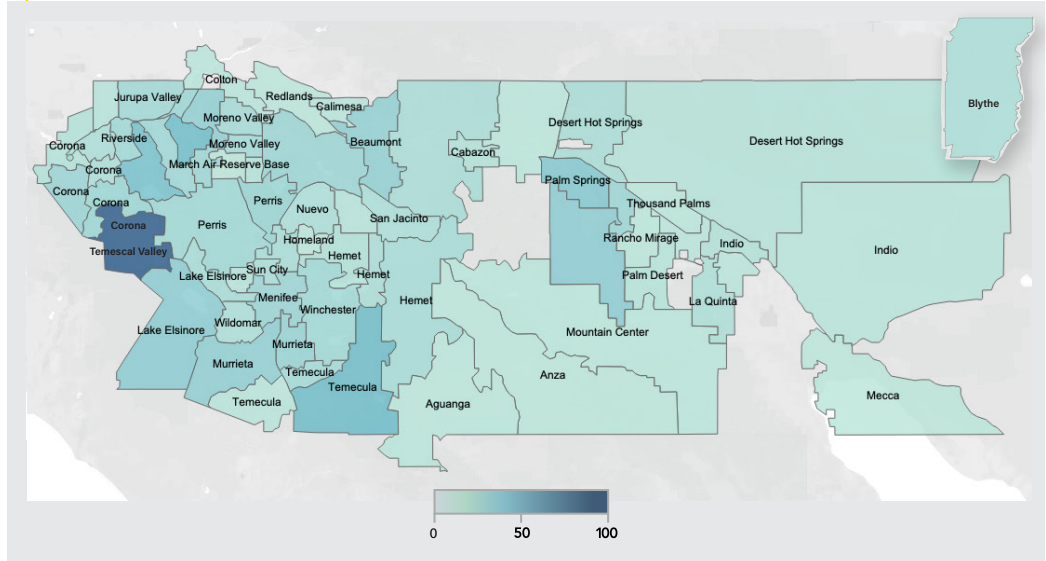
Community Outreach

72 Presentations	376,785 Direct Mailers
42,059 Tele-Town Hall Participants	100,000+ Directly Engaged Residents

Comments

6,437 Topic Comments Received
1,379 Feedback Form & Email Submissions

Comments by Zip Code



Social Media & Digital Ads

		Google Ads	
Impressions 37,482,516	Reach 5,990,840	Engagement 1,140,075	

Messaging

6,968 Email Subscribers
1,433 Text Subscribers

Website

190,705 Website Sessions	170,590 Unique Visitors
16,571 Plan Downloads	477 Spanish Plan Downloads

RCTC

RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION2024
TRAFFIC RELIEF PLANThere's a Plan to Improve Transportation
in Riverside County*Hay un plan para mejorar el transporte en el condado de Riverside***ACROSS RIVERSIDE COUNTY,
THE PLAN WILL HELP:***A LO LARGO DEL CONDADO DE RIVERSIDE, EL PLAN AYUDARÁ A:*

- **Repair roads and keep them in good condition** / *Reparar carreteras y mantenerlas en buen estado*
- **Add lanes on highways and freeways to reduce traffic bottlenecks** / *Agregar carriles en autopistas para reducir los embotellamientos de tráfico*
- **Reduce traffic congestion** / *Reducir la congestión del tráfico*
- **Improve road safety** / *Mejorar la seguridad de la carretera*



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

P.O. Box 12008
Riverside, CA 92502-2208



There's a Plan to Improve Transportation
in Riverside County

Hay un plan para mejorar el transporte en el condado de Riverside



ACROSS RIVERSIDE COUNTY, THE PLAN WILL HELP:

A LO LARGO DEL CONDADO DE RIVERSIDE, EL PLAN AYUDARÁ A:

- **Repair roads and keep them in good condition** / *Reparar carreteras y mantenerlas en buen estado*
- **Add lanes on highways and freeways to reduce traffic bottlenecks** / *Agregar carriles en autopistas para reducir los embotellamientos de tráfico*
- **Improve road safety** / *Mejorar la seguridad de la carretera*
- **Reduce traffic congestion** / *Reducir la congestión del tráfico*
- **Upgrade structurally declining bridges and overpasses** / *Mejorar los puentes y pasos elevados estructuralmente deteriorados*
- **Create local jobs** / *Crear empleos locales*



This map is illustrative of projects that could be completed.



Safe Streets & Roads
Calles y caminos seguros



Highways
Carreteras



Public Transportation
Transporte público



Regional Connections
Conexiones regionales



Active Transportation
Transporte activo



Flood & Blow sand Control
Control de inundaciones y golpes de arena



Environmental Mitigation
Mitigación ambiental



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

P.O. Box 12008
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There's a Plan to Improve Transportation
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Hay un plan para mejorar el transporte en el condado de Riverside



ACROSS RIVERSIDE COUNTY, THE PLAN WILL HELP:

A LO LARGO DEL CONDADO DE RIVERSIDE, EL PLAN AYUDARÁ A:

- **Repair roads and keep them in good condition** / *Reparar carreteras y mantenerlas en buen estado*
- **Add lanes on highways and freeways to reduce traffic bottlenecks** / *Agregar carriles en autopistas para reducir los embotellamientos de tráfico*
- **Improve road safety** / *Mejorar la seguridad de la carretera*
- **Reduce traffic congestion** / *Reducir la congestión del tráfico*
- **Create local jobs** / *Crear empleos locales*



This map is illustrative of projects that could be completed.

RIVERSIDE, CORONA, & NEARBY AREAS


Safe Streets & Roads
Calles y caminos seguros


Highways
Carreteras


Public Transportation
Transporte público


Regional Connections
Conexiones regionales


Active Transportation
Transporte activo


Flood & Blow sand Control
Control de inundaciones y golpes de arena


Environmental Mitigation
Mitigación ambiental

RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 P.O. Box 12008
 Riverside, CA 92502-2208



There's a Plan to Improve Transportation
in Riverside County

Hay un plan para mejorar el transporte en el condado de Riverside



ACROSS RIVERSIDE COUNTY, THE PLAN WILL HELP:

A LO LARGO DEL CONDADO DE RIVERSIDE, EL PLAN AYUDARÁ A:

- **Repair roads and keep them in good condition** / *Reparar carreteras y mantenerlas en buen estado*
- **Add lanes on highways and freeways to reduce traffic bottlenecks** / *Agregar carriles en autopistas para reducir los embotellamientos de tráfico*
- **Improve road safety** / *Mejorar la seguridad de la carretera*
- **Reduce traffic congestion** / *Reducir la congestión del tráfico*
- **Create local jobs** / *Crear empleos locales*

SAN BERNARDINO CO.
RIVERSIDE CO.



This map is illustrative of projects that could be completed.



RIVERSIDE COUNTY
TRANSPORTATION
COMMISSION

P.O. Box 12008
Riverside, CA 92502-2208



Safe Streets
& Roads
Calles y caminos seguros



Highways
Carreteras



Public
Transportation
Transporte público



Regional
Connections
Conexiones regionales



Active
Transportation
Transporte activo



Flood &
Blowsand
Control
Control de inundaciones y golpes de arena



Environmental
Mitigation
Mitigación ambiental



There's a Plan to Improve Transportation
in Riverside County

Hay un plan para mejorar el transporte en el condado de Riverside



ACROSS RIVERSIDE COUNTY, THE PLAN WILL HELP:

A LO LARGO DEL CONDADO DE RIVERSIDE, EL PLAN AYUDARÁ A:

- **Repair roads and keep them in good condition** / *Reparar carreteras y mantenerlas en buen estado*
- **Add lanes on highways and freeways to reduce traffic bottlenecks** / *Agregar carriles en autopistas para reducir los embotellamientos de tráfico*
- **Improve road safety** / *Mejorar la seguridad de la carretera*
- **Reduce traffic congestion** / *Reducir la congestión del tráfico*
- **Upgrade structurally declining bridges and overpasses** / *Mejorar los puentes y pasos elevados estructuralmente deteriorados*
- **Create local jobs** / *Crear empleos locales*



SAN BERNARDINO CO.
RIVERSIDE CO.

RCTC
RIVERSIDE COUNTY
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This map is illustrative of projects that could be completed.



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Appendix 5: List of Public Comments Received from April 2024 to June 2024 Available at www.rctc.org/TRPCommentsUpdate

Appendix 6: List of Public Comments Received from October 2023 to March 2024 Available at www.rctc.org/TRPComments