



## 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](http://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 [mailto:clerk@rctc.org](mailto:mailto:clerk@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](http://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 7**

<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	July 10, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Lorelle Moe-Luna, Multimodal Services Director
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	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**

<b>Fund</b>	<b>Year 1 - FY24</b>	<b>Year 2 – FY25</b>	<b>Year 3 – FY26</b>	<b>Year 4 – FY27</b>	<b>Total</b>
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
<b>Total</b>	<b>\$ 138,210,990</b>	<b>\$ 132,011,777</b>	<b>\$ 8,318,309</b>	<b>\$ 8,318,309</b>	<b>\$ 286,859,385</b>

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.

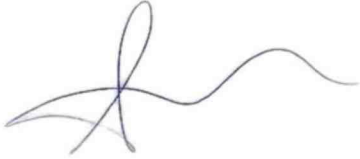
**Table 2. Updated RCTC share of SB 125 Formula-Based TIRCP and ZETCP Funding**

<b>Fund</b>	<b>Year 1 - FY24</b>	<b>Year 2 – FY25</b>	<b>Year 3 – FY26</b>	<b>Year 4 – FY27</b>	<b>Year 5 – FY28</b>	<b>Total</b>
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
<b>Total*</b>	<b>\$ 130,254,347</b>	<b>\$ 69,803,377</b>	<b>\$ 61,846,734</b>	<b>\$ 8,318,309</b>	<b>\$ 16,636,618</b>	<b>\$ 286,859,385</b>
*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 <sup>1</sup>

Project Type	Year 1 FY 2023/24	Years 2 - 5 FY 2024/25 - FY 2027/28	Total
<b>Zero Emission and Transit Capital Projects <sup>2</sup></b>			
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
<b>Passenger Rail Project Development</b>			
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
<b>Western Riverside County Rail Capital Improvements</b>			
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
<b>Program Administration (Maximum 1% of total) <sup>3</sup></b>			
Grade Separation Study Update, Technical Assistance, Program Administration	2,868,594	-	2,868,594
<b>Total</b>	<b>\$ 138,210,990</b>	<b>\$ 148,648,395</b>	<b>\$ 286,859,385</b>

<sup>1</sup> Contingent upon adopted state budget, available funding, and project eligibility by revised fund type.

<sup>2</sup> Includes projects such as zero-emission infrastructure and buses, facility upgrades, and integrated passenger fare systems.

<sup>3</sup> 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
<b>Total</b>	<b>\$133,648,559</b>

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
<b>Total</b>	<b>\$ 133,648,559</b>	<b>\$ 154,290,530</b>	<b>\$ 20,641,971</b>

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



# SENATE BILL (SB) 125 FORMULA-BASED FUNDING FOR THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) AND ZERO EMISSION TRANSIT CAPITAL PROGRAM (ZETCP)

July 10, 2024

Commission Meeting

*Jillian Guizado, Planning & Programming Director*

# SB 125 Background & Objectives

- 2023 State Budget: one-time formula funding
  - \$4 billion of general fund to TIRCP
    - \$910 million of Greenhouse Gas Reduction funds
    - \$140 million from the Public Transportation Account to ZETCP
- Expand and improve transit service to increase ridership
- Integrate the rail service of the state's various rail operations
- Reduce greenhouse gas emissions and improve transit safety

# SB 125 Process

- CalSTA established program guidelines
- Eligible projects
  - Transit/rail operations and capital
  - Grade separations and rail crossing improvements
- All funding distributed to RTPAs such as RCTC for allocation
- Submit recommendations to CalSTA
- Recommendations based on RCTC goals, plans, and priorities

# SB 125 RCTC Available Funding

Fund Type	Year 1	Year 2	Year 3	Year 4	Year 5	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
<b>Total*</b>	<b>\$ 130,254,347</b>	<b>\$ 69,803,377</b>	<b>\$ 61,846,734</b>	<b>\$ 8,318,309</b>	<b>\$ 16,636,618</b>	<b>\$ 286,859,385</b>

\*Maximum administrative share 1% or \$2,868,594 of total.

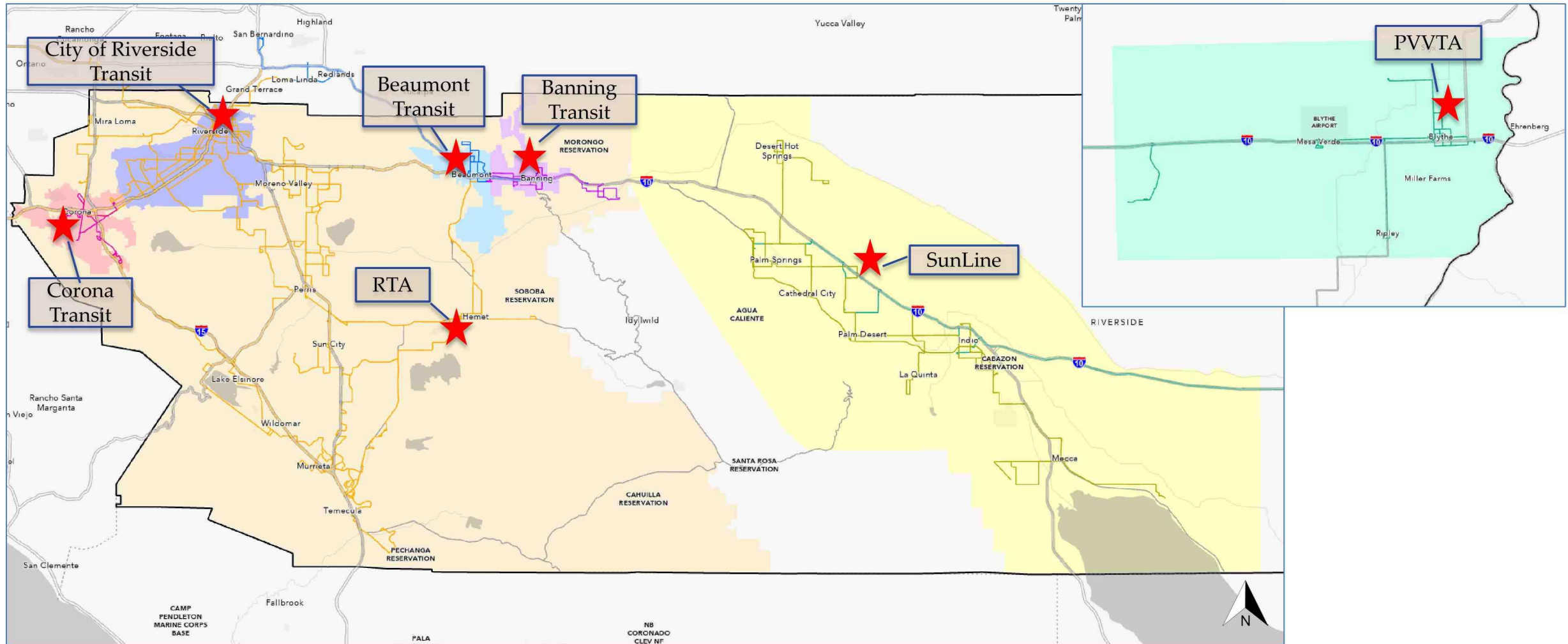
Administrative share from Year 1 = \$2,868,594 to be utilized for program administration, technical assistance, and updating the Grade Separation Priority Study.

# Zero Emission and Transit Capital Projects

TIRCP/ZETCP	
Project Type	Years 2 thru 5 – FY25 thru 28
Riverside Transit Agency	\$ 24,954,927
SunLine Transit Agency	24,000,000
Palo Verde Valley Transit Agency	2,966,440
City of Corona Transit	9,577,380
City of Banning Transit	4,095,390
City of Beaumont Transit	4,025,000
City of Riverside Transit	6,225,488
<b>Total</b>	<b>\$ 75,844,625</b>

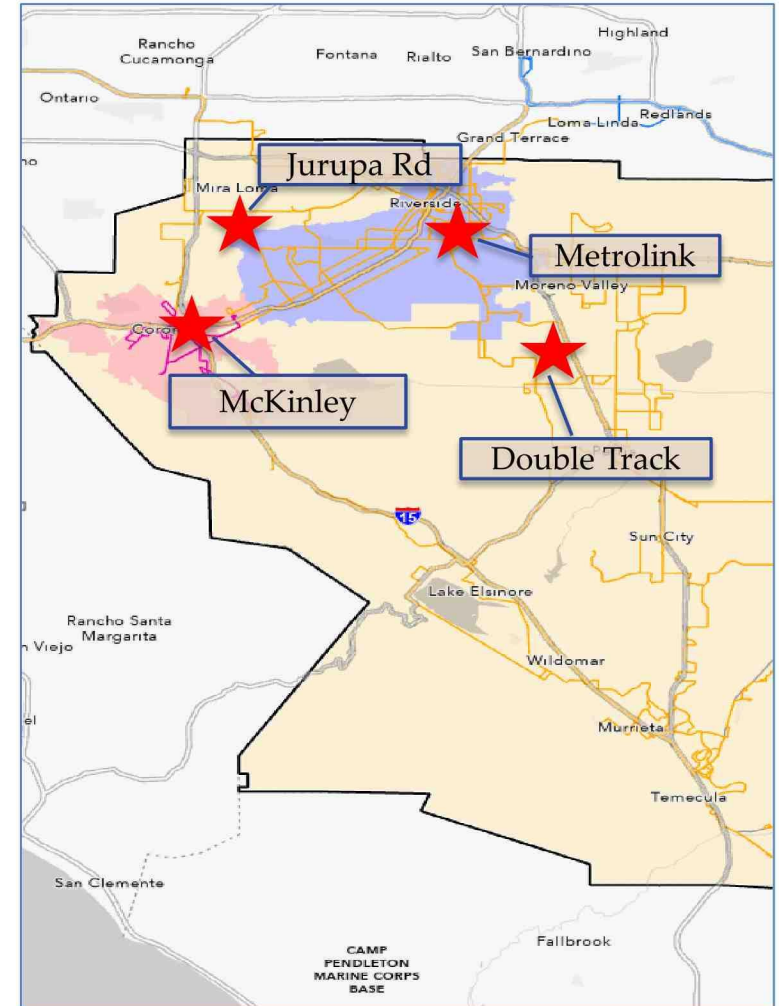


# Map of Zero Emission and Transit Projects



# Western Riverside County Rail Capital Improvements

Project Type	TIRCP
	Years 2 thru 5 - FY25 thru 28
RCTC – Metrolink Double Track (Moreno Valley – Perris)	\$ 5,500,000
Southern California Regional Rail Authority	22,303,770
County of Riverside – Jurupa Rd Grade Separation	35,000,000
City of Corona – McKinley St Grade Separation	10,000,000
<b>Total</b>	<b>\$ 72,803,770</b>



# Years 2 - 5 Distribution of Funds

Purpose	Total Allocation	% of Total
Zero-Emission Transit and Capital Projects	\$ 75,844,625	51%
Western Riverside County Rail Capital Improvements	72,803,770	49%
<b>Total</b>	<b>\$ 148,648,395</b>	<b>100%</b>

# Total Distribution of Funds (Years 1 - 5)

Subregion	Total Allocation	% of Total
Western County	\$ 201,491,731	71%
Coachella Valley	65,600,000	23%
Palo Verde Valley	18,976,440	6%
<b>Total</b>	<b>\$ 283,990,791</b>	<b>100%</b>

# Staff Recommendations

1. Approve the funding recommendations for the SB 125 Formula-Based Funding for the TIRCP and ZETCP apportionments for 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.



RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION

# QUESTIONS?