

# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

## **MEETING AGENDA**

TIME: **10:00 a.m.**  
DATE: **Wednesday, January 10, 2007**  
LOCATION: **BOARD ROOM**  
**County of Riverside Administrative Center**  
**4080 Lemon Street, First Floor, Riverside**

### Commissioners

Chair: Terry Henderson

1<sup>st</sup> Vice Chair: Jeff Stone

2<sup>nd</sup> Vice Chair: Bob Magee

Bob Buster, County of Riverside  
John F. Tavaglione, County of Riverside  
Jeff Stone, County of Riverside  
Roy Wilson, County of Riverside  
Marion Ashley, County of Riverside  
Barbara Hanna / Vacant, City of Banning  
Roger Berg / Jeff Fox, City of Beaumont  
Robert Crain / Joseph DeConinck, City of Blythe  
John Chlebnik / Bill Davis, City of Calimesa  
Mary Craton / John Zaitz, City of Canyon Lake  
Gregory S. Pettis / Charles England, City of Cathedral City  
Eduardo Garcia / Steven Hernandez, City of Coachella  
Jeff Miller / Karen Spiegel, City of Corona  
Hank Hohenstein / Yvonne Parks, City of Desert Hot Springs  
Robin Lowe / Lori Van Arsdale, City of Hemet  
Patrick J. Mullany / Larry Spicer, City of Indian Wells  
Michael H. Wilson / Gene Gilbert, City of Indio  
Terry Henderson / Don Adolph, City of La Quinta  
Bob Magee / Robert L. Schiffner, City of Lake Elsinore  
Frank West / Charles White, City of Moreno Valley  
Rick Gibbs / Kelly Bennett, City of Murrieta  
Frank Hall / Harvey Sullivan, City of Norco  
Dick Kelly / Robert Spiegel, City of Palm Desert  
Ronald Oden / Ginny Foat, City of Palm Springs  
Daryl Busch / Mark Yarbrough, City of Perris  
Gordon Moller / Alan Seman, City of Rancho Mirage  
Steve Adams / Dom Betro, City of Riverside  
Jim Ayres / Chris Buydos, City of San Jacinto  
Ron Roberts / Jeff Comerchero, City of Temecula  
Mike Perovich, Governor's Appointee

Eric Haley, Executive Director

Anne Mayer, Deputy Executive Director

Hideo Sugita, Deputy Executive Director

***Comments are welcomed by the Commission. If you wish to provide comments to the Commission, please complete and submit a Testimony Card to the Clerk of the Commission.***

# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

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## **AGENDA\***

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

**10:00 a.m.**

**Wednesday, January 10, 2007**

### **BOARD ROOM**

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

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (951) 787-7141. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.*

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak five (5) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this five 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 three (3) continuous 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 Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

**5. APPROVAL OF MINUTES – DECEMBER 13, 2006**

**6. 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.*

**7. 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.*

**7A. REPROGRAM \$16.3 MILLION OF TRANSPORTATION CONGESTION RELIEF PROGRAM FUNDS FROM THE STATE ROUTE 91 HIGH OCCUPANCY VEHICLE STAGE 2 PROJECT (ADAMS STREET TO 60/91/215 INTERCHANGE) TO THE STAGE 1 PROJECT (UNIVERSITY AVENUE TO 60/91/215 INTERCHANGE)**

*Page 1*

***Overview***

This item is for the Commission to:

- 1) Approve reprogramming \$16.3 million of Traffic Congestion Relief (TCR) funds from the SR-91 High Occupancy Vehicle (HOV) lane Stage 2 project (Adams Street to 60/91/215 interchange) to the SR-91 HOV lane Stage 1 project (University Avenue to 60/91/215 interchange);
- 2) Authorize the Executive Director to sign any agreements with the California Department of Transportation (Caltrans) that may be necessary to support this action.

**7B. MEASURE A FUNDING FOR STATE ROUTE 91 RE-STRIPE/AUXILIARY LANE PROJECT IN THE CITY OF CORONA**

*Page 3*

***Overview***

This item is for the Commission to:

- 1) Approve \$500,000 in Measure A funds for the SR-91 Re-stripe/Auxiliary lane project in the city of Corona from the 91/71 interchange to Serfas Club Drive;
- 2) Approve an additional \$300,000 in Measure A funds if necessary based on bid opening;
- 3) Approve Agreement No. 07-31-076-00 with the California Department of Transportation (Caltrans) to reflect the above funding allocation;
- 4) Approve Agreement No. 07-31-092-00 with the Orange County Transportation Authority (OCTA) for its contribution to the project; and
- 5) Authorize the Chair, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

**7C. AWARD FOR FREEWAY SERVICE PATROL TOW TRUCK SERVICE**

*Page 10*

***Overview***

This item is for the Commission to:

- 1) Award Agreement No. 07-45-090-00 to Pepe's Towing for tow truck service on Beat No. 7 of the Freeway Service Patrol (FSP) program at a cost of \$48.50 per hour per truck; and
- 2) Authorize the Chair, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

**7D. COMMUTER RAIL PROGRAM UPDATE**

*Page 13*

***Overview***

This item is for the Commission to receive and file the Commuter Rail Program Update as an information item.

**7E. MEMORANDUM OF UNDERSTANDING NO. 07-65-087-00 ON IMPROVEMENT OF TRANSPORTATION FACILITIES - PIGEON PASS AND RECHE CANYON ROAD CORRIDORS**

*Page 19*

***Overview***

This item is for the Commission to:

- 1) Approve Memorandum of Understanding (MOU) No. 07-65-087-00 on Improvement of Transportation Facilities between the San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission, the county of Riverside, the county of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside and San Bernardino; and
- 2) Authorize the Chair, pursuant to legal counsel review, execute the MOU on behalf of the Commission.

**7F. AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS FOR FINAL DESIGN ENGINEERING SERVICES FOR THE I-215/SR-74/"G" STREET INTERCHANGE IN THE CITY OF PERRIS**

*Page 26*

***Overview***

This item is for the Commission to:

- 1) Direct staff to develop and advertise a request for proposals (RFP) for consultant services to provide final design services for the 1989 Measure A I-215/SR-74/"G" Street interchange improvement project;
- 2) Form a selection committee comprised of representatives from the Commission, Caltrans, and city of Perris staffs to review, evaluate and rank all RFPs received; and
- 3) Authorize staff to negotiate a contract with the top ranked consultant and bring back a recommendation to the Commission for contract award.

**7G. AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS FOR ON-CALL RIGHT-OF-WAY PHASE I AND PHASE II ENVIRONMENTAL ASSESSMENT SERVICES**

***Page 28***

***Overview***

This item is for the Commission to:

- 1) Authorize the issuance of a request for proposals (RFP) for On-Call Right-of-Way Phase I and Phase II Environmental Assessment Services; and
- 2) Approve an amendment to the FY 2006/07 budget in the amount of \$100,000 for Phase I Environmental Assessment Services and \$100,000 for Phase II Environmental Assessment Services.

**7H. AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS FOR ON-CALL RIGHT-OF-WAY PROPERTY MANAGEMENT SERVICES FOR COMMISSION RAIL AND HIGHWAY PROJECTS**

***Page 30***

***Overview***

This item is for the Commission to:

- 1) Authorize the issuance of a request for proposals (RFP) for On-Call Right-of-Way Property Management Services for Commission Rail and Highway projects; and
- 2) Approve an amendment to the FY 2006/07 budget in the amount of \$100,000 for On-Call Property Management Services.

**7I. AWARD OF AGREEMENTS TO ZAMISKI CONSTRUCTION AND REAL ESTATE & CONSULTING SERVICES, INC. FOR PROPERTY MAINTENANCE SERVICES**

***Page 32***

***Overview***

This item is for the Commission to:

- 1) Award Agreement No. 07-51-089-00 to Zamiski Construction and Agreement No. 07-52-088-00 to Real Estate & Consulting Services, Inc. to perform On-Call Property Maintenance Services; and
- 2) Authorize the Chair, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

## **7J. STATE AND FEDERAL LEGISLATIVE STATUS REPORT**

*Page 34*

### ***Overview***

This item is for the Commission to:

- 1) Receive and file the state and federal legislative status report; and
- 2) Approve the following bill positions:
  - SB 9 (Lowenthal, D-Long Beach) – MONITOR
  - SB 19 (Lowenthal, D-Long Beach) – MONITOR
  - SB 45 (Perata, D-Oakland) – MONITOR
  - SB 47 (Perata, D-Oakland) - MONITOR
  - H.R.5576 (Knollenberg, R-MI) – MONITOR

## **8. POTENTIAL HIGHGROVE METROLINK STATION**

*Page 39*

### ***Overview***

This item is for the Commission to decline development of a Metrolink commuter rail station in the Highgrove area on the Burlington Northern Santa Fe (BNSF) main line.

## **9. ITEMS PULLED FROM CONSENT CALENDAR AGENDA**

## **10. COMMISSIONERS / EXECUTIVE DIRECTOR'S REPORT**

### ***Overview***

This item provides the opportunity for the Commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.

## **11. CLOSED SESSION ITEMS**

### **A. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION**

Pursuant to subdivision (a) of Government Code Section 54956.9

- AAA Case No. 72 199 01006 04 VMD
- JAMS Case No. 1220032805
- Case No. RIC 462975

**B. CONFERENCE WITH REAL PROPERTY NEGOTIATOR**

Pursuant to Government Code Section 54956.8

Negotiating Parties: RCTC – Executive Director or Designee

Property Owners – See List of Property Owners

Item	APN	Property Owner(s)
1	425-100-003 425-210-002 425-210-014 425-210-016	Calvary
2	425-210-036 425-210-037 427-210-035 431-220-028 431-230-022 431-230-033 431-230-051 431-230-059 431-230-060 431-230-061 431-230-062 431-230-064 431-230-065 431-230-066 431-240-025 431-240-033 431-240-036	Holgate/Wastal



3	425-210-043 425-210-044 425-220-025 425-220-026 427-200-045 427-200-046 427-200-048 427-200-049 427-200-051 427-200-052 427-210-032 427-210-036 427-210-054 427-210-055 427-210-056 427-210-057 431-220-029 431-220-030 431-220-031 431-220-032 431-220-033 431-220-034 431-230-057 431-230-058 431-230-063 431-230-067 431-230-068 431-240-028 431-240-029 431-240-034 431-250-019 431-250-025	Pico Thompson Ranch
4	431-240-035 431-250-026	Shelbran Inv
5	425-210-017 425-210-021 425-210-022 425-210-042 425-210-045 425-210-046 427-200-044	Thompson Ranch

**12. ADJOURNMENT**

The next Commission meeting is scheduled to be held at **10:00 a.m., Wednesday, February 14, 2007**, Board Room, County of Riverside Administrative Center, 4080 Lemon Street, Riverside.

# ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

## **MINUTES**

Wednesday, December 13, 2006

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

The Riverside County Transportation Commission was called to order by Chair Marion Ashley at 9:14 a.m., in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, Riverside, California, 92501.

### **2. PLEDGE OF ALLEGIANCE**

At this time, Vice Chair Terry Henderson led the Commission in a flag salute.

### **3. ROLL CALL**

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

Steve Adams  
Marion Ashley  
Jim Ayres  
Roger Berg  
Daryl Busch  
Bob Buster  
John Chlebnik  
Mary Craton  
Rick Gibbs  
Frank Hall  
Barbara Hanna  
Terry Henderson  
Hank Hohenstein  
Dick Kelly  
Robin Lowe  
Bob Magee  
Jeff Miller  
Patrick Mullany  
Ronald Oden

Ron Roberts  
Jeff Stone  
John F. Tavaglione  
Frank West  
Michael H. Wilson  
Roy Wilson

#### **Commissioners Absent**

Robert Crain  
Juan DeLara  
Gordon Moller  
Mike Perovich  
Gregory Pettis

**4. PUBLIC COMMENTS**

There were no requests from the public to speak.

**5. APPROVAL OF MINUTES – November 8, 2006**

**M/S/C (Lowe/M. Wilson) to approve the November 8, 2006 minutes.**

**6. ADDITIONS/REVISIONS**

There were additional materials for insertion into the Commissioner briefing book under tab 8 for Agenda Item 9, *“Work Effort of 10-Year Delivery Plan for Western Riverside County Measure A Freeway Program”*.

**7. CONSENT CALENDAR**

**M/S/C (Lowe/Miller) to approve the following Consent Calendar items:**

**7A. PROPOSED 2007 COMMISSION/COMMITTEES MEETING AND UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULE**

Adopt its 2007 Commission/Committees Meeting and Unmet Transit Needs Public Hearing Schedule.

**7B. RESOLUTION TO AMEND THE APPENDIX OF THE CONFLICT OF INTEREST CODE**

Adopt Resolution No. 06-024, *“Resolution of the Riverside County Transportation Commission Amending the Appendix of the Conflict of Interest Code Pursuant to the Political Reform Act of 1974”*.

**7C. FISCAL YEAR 2005/06 COMMISSION AUDIT RESULTS**

- 1) Comprehensive Annual Financial Report;
- 2) Local Transportation Fund (LTF) Audited Financial Statements;
- 3) State Transit Assistance Fund (STAF) Audited Financial Statements;
- 4) Compliance Report;
- 5) Commercial Paper Compliance Report;
- 6) Audit Results Report;
- 7) Agreed-Upon Procedures Report related to the Appropriation Limit Calculation;
- 8) Agreed-Upon Procedures Report related to the Commuter Assistance Program (CAP) incentives; and
- 9) Management certifications.

**7D. QUARTERLY FINANCIAL STATEMENTS**

Receive and file the Quarterly Financial Statements for the first quarter ended September 30, 2006.

**7E. QUARTERLY INVESTMENT REPORT**

Receive and file the Quarterly Investment Report for the quarter ended September 30, 2006.

**7F. TRANSPORTATION UNIFORM MITIGATION FEE REGIONAL ARTERIAL PROGRAM QUARTERLY REPORT**

Receive and file the Transportation Uniform Mitigation Fee (TUMF) Regional Arterial Program Quarterly Report.

**7G. FUND TRANSFER AGREEMENT FOR OPERATION OF A FREEWAY SERVICE PATROL PROGRAM IN RIVERSIDE COUNTY**

- 1) Approve Fund Transfer Agreement No. 07-45-066-00 with the state of California Department of Transportation (Caltrans) for the Riverside County Freeway Service Patrol (FSP) program in the amount of \$1,416,343 in state funding for FY 2006/07; and
- 2) Authorize the Chair, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

**7H. STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL JUSTICE GRANT AWARD**

- 1) Apply for, accept and enter into Agreement No. 07-67-075-00 with the state of California Department of Transportation (Caltrans) for \$200,000 in grant funds from the Environmental Justice (EJ): Context-Sensitive Transportation Planning Grant Program;
- 2) Approve Funding Agreement No. 07-67-071-00 with Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA) and San Bernardino Associated Governments (SANBAG) for the local funding match of \$24,000 in support of the EJ grant;
- 3) Authorize staff to release a request for proposals (RFP) to conduct an EJ analysis and community outreach to supplement the Multi-County Goods Movement Action Plan (MCGMAP) currently underway; and
- 4) Authorize the Chair, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

**7I. COMMUTER RAIL PROGRAM UPDATE**

Receive and file the Commuter Rail Program Update as an information item.

**7J. TRIENNIAL PERFORMANCE AUDIT FOR FISCAL YEARS 2003/04 THROUGH 2005/06**

- 1) Approve Agreement No. 07-26-074-00 with Pacific Municipal Consultants to conduct the triennial performance audit of the Commission and seven public transit operators in an amount not to exceed \$71,290;
- 2) Allocate \$71,290 in Local Transportation Fund (LTF) funds to cover the cost of the audits; and
- 3) Authorize the Chair, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

**7K. CITIZENS' ADVISORY COMMITTEE/SOCIAL SERVICES  
TRANSPORTATION ADVISORY COMMITTEE**

- 1) Renew the memberships of Michelle Anglin, Peter Benavidez, Jim Collins, Eunice Lovi, Scott Richardson and Cindy Scheirer to the Citizens' Advisory Committee/Social Services Transportation Advisory Committee (CAC/SSTAC); and
- 2) Approve the membership roster for CAC/SSTAC effective January 1, 2007.

**7L. WESTERN RIVERSIDE COUNTY MEASURE A SPECIALIZED TRANSIT PROGRAM: CARE CONNEXXUS, INC. AND COURT APPOINTED SPECIAL ADVOCATES**

- 1) Approve the request for Measure A Specialized Transit funds available in Western Riverside County for Care Connexus, Inc., Agreement No. 07-26-073-00 and Court Appointed Special Advocates, Agreement No. 07-26-072-00, in an aggregate amount not to exceed \$181,000 in FY 2006/07 and \$205,000 in FY 2007/08; and
- 2) Authorize the Executive Director, pursuant to legal counsel review, to enter into the agreements on behalf of the Commission.

**7M. ADVERTISE FOR CONSTRUCTION BIDS ON THE REVEGETATION WORK FOR THE STATE ROUTE 74 SEGMENT II REALIGNMENT PROJECT FROM 0.5 KM EAST OF WASSON CANYON ROAD TO 7<sup>TH</sup> STREET IN THE CITY OF PERRIS**

Authorize staff to advertise for construction bids on the revegetation work for the SR-74 Segment II Realignment from 0.5 km east of Wasson Canyon Road to 7<sup>th</sup> Street in the city of Perris.

**7N. REPLACEMENT OF THE BUYER OF THE COMMISSION'S MADISON STATION GROUNDS**

Approve the replacement of the buyer of the Madison Station Grounds from the city of Riverside to the city of Riverside Redevelopment Agency.

## **8. ELECTION OF RIVERSIDE COUNTY TRANSPORTATION COMMISSION OFFICERS AND APPOINTMENT OF EXECUTIVE COMMITTEE MEMBERS**

### **Election of Chair, Vice Chair, and 2<sup>nd</sup> Vice Chair**

At the time, Chair Ashley opened nominations for the slate of officers.

Commissioner Robin Lowe, seconded by Commissioner John Tavaglione, nominated the following slate of officers for 2007:

Terry Henderson for the Chair position;  
Jeff Stone for the Vice Chair position; and  
Bob Magee for the 2<sup>nd</sup> Vice Chair position.

No other nominations were received. Chair Ashley closed the nominations. Terry Henderson was unanimously elected as the Commission's Chair, Jeff Stone was unanimously elected as the Commission's Vice Chair, and Bob Magee was unanimously elected as the Commission's 2<sup>nd</sup> Vice Chair.

### **Appointment of Executive Committee Representatives**

At this time, the Chair called for a recess for the representatives of the following areas to meet and determine their respective representative to the Executive Committee: 1) Riverside, Corona, and Moreno Valley, 2), Banning, Beaumont, Calimesa, Canyon Lake, Hemet, Lake Elsinore, Murrieta, Norco, Perris, San Jacinto, and Temecula, 3) Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage.

The Commission reconvened and Chair Ashley called for the groups to announce their representatives to the Executive Committee.

Commissioner Jeff Miller announced the appointment of Commissioner Steve Adams to the Executive Committee to represent the cities of Riverside, Corona, and Moreno Valley.

Commissioner Robin Lowe announced the appointment of Commissioner Barbara Hanna to the Executive Committee to represent the cities of Banning, Beaumont, Calimesa, Canyon Lake, Hemet, Lake Elsinore, Murrieta, Norco, Perris, San Jacinto, and Temecula.



Commissioner Hank Hohenstein announced the reappointment of Commissioner Michael Wilson to the Executive Committee to represent the cities of Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage.

**9. WORK EFFORT OF 10-YEAR DELIVERY PLAN FOR WESTERN RIVERSIDE COUNTY MEASURE A FREEWAY PROGRAM**

Chair Ashley announced that Agenda Items 9 and 10 will be presented together.

Eric Haley, Executive Director, introduced the 10-Year Delivery Plan for Western Riverside County and addressed the recommended actions, reasons for the Delivery Plan, work effort activities, and the Western County Delivery Plan priority list through 2019;

Hideo Sugita, Deputy Executive Director, presented the 2009 Measure A Western County Highway proposed improvements to I-215, I-10, SR-91, and I-15 including the current layouts.

Theresa Trevino, Chief Financial Officer, presented the Measure A forecast, priority project cost implications and a funding assessment.

Anne Mayer, Deputy Executive Director, presented policy considerations including tolls roads, Corridor Mobility Improvement Account (CMIA) submittal, debt limitation, and distribution of funds. She then reviewed the recommended actions and future considerations.

Eric Haley explained that this is essentially a road map of Western Riverside Counties freeway project priorities for the first 10 years of the 2009 Measure. He requested the Commission's direction regarding toll roads and endorsement of the CMIA project list.

Eugene Montanez, Mayor, city of Corona, speaking on behalf of himself, expressed concern for impacts of the proposed toll roads on the city of Corona and its issues with cut-through traffic. He encouraged the Commission move forward with the recommendations from the Major Investment Study (MIS) for an alternative corridor into Orange County and congratulated the Commission for its foresight with the 10-Year Delivery Plan.

Commissioner Jeff Miller noted that the Public/Private Financing and Delivery Plan (PPF/DP) Ad Hoc Committee agreed that non-compete clauses will not be part of the direction of the Commission moving forward with high occupancy toll (HOT) lanes. He then requested clarification on the 2009 Measure project on I-15 from the SR-60 to San Diego County Line compared to the current proposal.

Hideo Sugita explained that the 2009 Measure A program includes a lane in each direction as a general improvement on I-15 from SR-60 to San Diego County line. The proposal would add two HOT lanes north of SR-74 to SR-60. He then provided a comparison between the proposals for SR-91 and I-15.

Commissioner Miller replied that he supports the Delivery Plan and willing to further discuss HOT lanes.

Commissioner Roger Berg expressed support for the Delivery Plan.

Commissioner Bob Magee recognized the Executive Director and Commission staff as he believes this plan is a very comprehensive approach to the implementation of the transportation needs in this county and he definitely supports the recommendations and priorities listed including the addition of HOT lanes on I-15. He also recognized Assemblyman Kevin Jeffries and his staff attending the Commission meeting and their commitments to assisting the Commission and the county in improving the transportation issues.

Commissioner John Tavaglione, in response to Eugene Montanez's concern, explained that an alternative for the SR-91 is a project that has not clearly been defined as it is still under review.

Eric Haley confirmed Commissioners Tavaglione's comment.

In response to Commissioner Tavaglione's concern regarding construction staging, Hideo Sugita responded that staff will look at the construction staging early on to see how these projects fit together including the timing and delivery of those projects.

Commissioner Tavaglione expressed support for the staff recommendations.

Commissioner Bob Buster stated that he believes this is a systematic evaluation of all the potential ways to invest transportation funds in Riverside County. He recommended going out to the voters on the I-15 HOT lane issue as he believes it is a change from 2009 Measure project and is not

in favor of the I-15 HOT lanes without doing so. He also recommended coordination with San Bernardino and San Diego County prior to beginning the HOT lane project on the I-15. He requested that the Two-County Corridor Committee with San Bernardino County be revitalized.

Commissioner Jeff Stone expressed support for the staff recommendation and appreciation for Commissioner Buster's comments about sensitivity to HOT lanes as he believes the use of HOT lanes should be a last resort to fund infrastructure that otherwise has no funding source. He also concurs with pursuing an alternative route to SR-91 as a long-term solution to the city of Corona's issues with cut-through traffic. He agrees that the Commission should not consider non-compete clauses and continue to welcome private sector investment.

Anne Mayer provided additional information on the I-15 toll road options including alternatives and related costs.

Commissioner John Chlebnik noted a correction to Recommendation 4 on Agenda Item 10, "Adopt as a priority, the construction of an eastbound truck climbing lane on I-10 between the San Bernardino County line and ~~I-10~~ **SR-60.**"

Commissioner Hank Hohenstein commended staff for a very comprehensive document and supports the CMIA project list. He encouraged staff to begin to look at the same comprehensive approach to traffic issues in the Coachella Valley.

Vice Chair Henderson expressed concern for the HOT lane proposal and called the Commission's attention to Agenda Item 10, Recommendation No. 6 to "adopt as a priority, the construction of two HOT lanes in each direction on I-15." She asked if direction could be changed once this is approved and if an alternate corridor into Orange County would provide relief for these projects. She also requested that staff provide a report on the study of the geotechnical borings.

In response to Vice Chair Henderson's questions, Anne Mayer stated that the action gives staff direction to proceed along that path. The HOT lanes are being used as a financing mechanism to get the improvements built and then as a potential revenue stream in the future. All of the proposed improvements are needed to handle additional demand, even with a new corridor into Orange County. Studies are ongoing for Corridor A in the MIS with information coming to the PPF/DP Ad Hoc Committee and SR-91 Advisory Committee in the February/March timeframe.

At Commissioner Robin Lowe's request, Anne Mayer explained that the California Transportation Commission (CTC) recommended unbundling improvements to the I-215 to segment the project into fundable pieces for its consideration.

Commissioner Lowe expressed support for the HOT lane proposal and staff recommendation. She also discussed approaches to increase the \$500 Million Measure A debt limitation including demonstrating a return to source and an increase of funds.

Commissioner Ron Roberts expressed support for the staff recommendation.

Eric Haley noted that there will be a meeting held in Temecula with San Diego County representatives to discuss improvement north of Escondido.

Commissioner Daryl Busch motioned to approve the staff recommendation.

Commissioner Lowe seconded the motion.

Commissioner Jeff Miller expressed concern regarding the proposed I-15 HOT lanes project as it does not provide any free capacity on the I-15. He requested staff provide a way for the Commission to present to the public that the Commission is delivering the Measure A approved project on I-15 and delivering HOT lanes.

Anne Mayer stated that staff has asked the consultants to look at SR-91 and I-15 as a network. Financial modeling is being conducted and staff will return to the PPF/DP Ad Hoc Committee with a report.

Commissioner Stone requested an amendment on Agenda Item 10, Recommendation No. 6 to read as follows "Adopt as a priority, ***pending no new additional alternative state or federal funding sources***, the construction of two high occupancy toll (HOT) lanes in each direction on I-15 between SR-74 and the San Bernardino County line and the addition of an high occupancy vehicle (HOV) lane in each direction, ***pending no new additional alternatives state or federal funding sources***, from the confluence of I-15/I-215 and SR-74 along with support for the rapid implementation of the French Valley Parkway interchange;". He believes that the economy will improve and the state will resume its responsibilities for its freeways and highways.

Steve DeBaun, Legal Counsel, clarified that the HOT lane proposal for I-15 is consistent with the Measure A language and is therefore a policy decision for the Commission.

Commissioner Tavaglione requested that staff look at the current High Occupancy Vehicle (HOV) policy and work to free up HOV lanes to regular traffic during non-peak hours.

Anne Mayer responded that those conversations are already taking place and there is an effort underway on SR-60 to convert the HOV lane for usage during non-peak hours. Staff will also discuss with Caltrans HOV lane use as an alternative during construction.

Commissioner Steve Adams concurred with Commissioner Tavaglione's comments and stated that it is essential to address this issue.

**M/S/C (Busch/Lowe) to:**

- 1) Receive and file the results of the work effort to formulate the 10-Year Delivery Plan for the Western Riverside County Measure A Highway program;**
- 2) Approve the 10-Year Western County highway priorities, which include the prioritization of freeway investments on projects along the I-215, I-15, SR-91 and I-10 corridors;**
- 3) Authorize staff to utilize the 2006 forecast of Measure A revenues in developing projections for the 10-Year Western Riverside County Highway Delivery Plan;**
- 4) Direct staff to return to the Commission in 90 days with detailed updates and reports regarding the Mid County Parkway (MCP) project, the realignment of SR-79, and the Bi-County I-215 project; and**
- 5) Return to the Commission with quarterly updates and actions to facilitate and expedite the delivery of highway improvements in Western Riverside County.**

**10. 10-YEAR MEASURE A WESTERN RIVERSIDE COUNTY HIGHWAY PROGRAM PROJECT RECOMMENDATIONS**

**M/S/C (Busch/Lowe) to:**

- 1) Approve Corridor Mobility Improvement Account (CMIA) list and prepare submittal to the California Transportation Commission (CTC);**
- 2) Direct staff to prepare requests for proposals to pursue environmental clearance work leading to the eventual widening and improvement of I-215, I-15, SR-91 and I-10;**
- 3) Adopt as a priority, improvements that would widen I-215 by at least one lane in each direction between Box Springs Road and I-15;**
- 4) Adopt as a priority, the construction of an eastbound truck climbing lane on I-10 between the San Bernardino County line and I-10;**
- 5) Adopt as a priority, the construction of two lanes in each direction on SR-91 between the Orange County line and I-15 that would include the extension of the 91 Express Lanes to I-15 and the addition of a general purpose lane in each direction along with collector distributor road systems, improved freeway to freeway connections with I-15 and SR-71, and an eastbound auxiliary lane between SR-241 and Serfas Club Drive;**
- 6) Adopt as a priority, pending no new additional alternative state or federal funding sources, the construction of two high occupancy toll (HOT) lanes in each direction on I-15 between SR-74 and the San Bernardino County line and the addition of an high occupancy vehicle (HOV) lane in each direction, pending no new additional alternatives state or federal funding sources, from the confluence of I-15/I-215 and SR-74 along with support for the rapid implementation of the French Valley Parkway interchange;**
- 7) Seek legislative approval for toll facilities on SR-91 and I-15; and**
- 8) Return to the Commission with a detailed report and construction staging plan for the widening of SR-91 and I-15 with a special emphasis on HOT and HOV lane policy considerations and begin discussions with the Orange County Transportation Authority (OCTA) regarding operational issues between the 91 Express Lanes and proposed HOT lane facilities in Riverside County.**

**Abstain: Buster and Kelly, on actions related to HOT lanes.**

**11. ITEMS PULLED FROM CONSENT CALENDAR AGENDA**

**12. COMMISSIONERS/EXECUTIVE DIRECTOR'S REPORT**

- A. Commissioner Frank West - Rail-Volution 2006 Conference.
- B. Commissioner Lowe announced that Southern California Association of Governments (SCAG) is holding a Public Hearing on Regional Housing Needs Assessment (RHNA) process being held on Thursday, January 11, 2007, 12:00 p.m. – 7: 00 p.m. A flyer was distributed to the Commissioners.
- C. Eric Haley:
  - Announced there will be no committee meetings for the month of December.
  - Introduced Megan Cabrera, Intern, for Riverside County Transportation Commission.

**13. CLOSED SESSION ITEM**

- A. **CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION**  
Pursuant to Subdivision (a) of Government Code Section 54956.9
- B. **CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION**  
Pursuant to Subdivision (b) of Governments Code Section 54956.9
- C. **CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION**  
Pursuant to Subdivision (c) of Governments Code Section 54956.9
- D. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR**  
Pursuant to Government Code Section 54956.8

There were no matters for consideration under Agenda Items 13A, 13B, 13C, and 13D.

#### 14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, the meeting adjourned at 11:39 a.m. The next Commission meeting is scheduled to be held at 10:00 a.m., on Wednesday, January 10, 2007, at the in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, Riverside, California, 92501.

Respectfully submitted,

A handwritten signature in black ink that reads "Jennifer Harmon". The signature is written in a cursive style with a large, looped initial "J".

Jennifer Harmon  
Clerk of the Board



***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Shirley Medina, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Reprogram \$16.3 Million of Transportation Congestion Relief Program Funds from the State Route 91 High Occupancy Vehicle Stage 2 Project (Adams Street to 60/91/215 Interchange) to the Stage 1 Project (University Avenue to the 60/91/215 Interchange)

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Approve reprogramming \$16.3 million of Traffic Congestion Relief (TCR) funds from the State Route 91 high occupancy vehicle (HOV) lane Stage 2 project (Adams Street to 60/91/215 interchange) to the SR-91 HOV lane Stage 1 project (University Avenue to 60/91/215 interchange);
- 2) Authorize the Executive Director to sign any agreements with the Department of Transportation that may be necessary to support this action.

**BACKGROUND INFORMATION:**

In 2002, the state's Traffic Congestion Relief Program (TCRP) identified \$40 million for the SR-91 HOV lane project through downtown Riverside, from Adams Street to the 60/215 junction. Subsequently, the 91 HOV project was segmented into two stages: Stage 1 - Widen from University Avenue to the 60/91/215 interchange; and Stage 2 - Widen from Adams Street to 60/91/215 interchange. The \$40 million was also split with \$20 million programmed for each stage.

In 2002, the SR-91 HOV lane project (Stage 2) received an allocation of \$3.7 million to start the environmental phase. The \$16.3 million of remaining TCRP funds were committed for the construction phase. In 2002, \$3 million was allocated for the initial construction of the Stage 1 project and the remaining \$17 million was allocated as part of the overall design sequencing project that was awarded in February 2004.

Additional costs have occurred related to design sequencing and plan revisions for drainage facilities and retaining walls. Therefore, staff recommends transferring \$16.3 million from the Stage 2 project to the Stage 1 project to cover these cost increases. The transfer of these funds can be processed via a TCRP amendment at the January 31-February 1, 2007 California Transportation Commission (CTC) meeting. The CTC's approval of the TCRP amendment will allow the Stage 1 project to proceed as currently scheduled.

As a reminder, the SR-91 HOV Stage 2 project is being jointly submitted by Caltrans and the Commission for the Corridor Mobility Improvement Account (CMIA). A total of \$161 million will be requested to cover construction costs. Project nominations are due January 16, 2007 with approval of the CMIA program scheduled at the February 28, 2007 CTC meeting. This project is in a favorable position to receive CMIA funding as it fully meets the criteria set forth in the guidelines. In the event the Stage 2 project does not receive CMIA funding, this project will be submitted for STIP funding in the 2007 STIP Augmentation and 2008 STIP cycles.

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Shirley Medina, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Measure A Funding for State Route 91 Re-stripe/Auxiliary Lane Project in the City of Corona

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Approve \$500,000 in Measure A funds for the SR-91 Re-stripe/Auxiliary lane project in the city of Corona from the 91/71 interchange to Serfas Club Drive;
- 2) Approve an additional \$300,000 in Measure A funds if necessary based on bid opening;
- 3) Approve Agreement No. 07-31-076-00 with the California Department of Transportation (Caltrans) to reflect the above funding allocation;
- 4) Approve Agreement No. 07-31-092-00 with the Orange County Transportation Authority (OCTA) for its contribution to the project; and
- 5) Authorize the Chair, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

**BACKGROUND INFORMATION:**

Caltrans is preparing to re-stripe the eastbound lanes to add an auxiliary lane on SR-91 from the 91/71 interchange to Serfas Club Drive. Caltrans has programmed \$1 million for this project. During the development of the project scope, it was determined that drainage improvements were needed to prevent flooding in the median. Given the costs for the drainage improvements and the rising cost of construction materials, the engineers estimate has increased to \$1.5 million.

Caltrans and the city of Corona are requesting funding from the Commission to cover the cost increase. Staff agrees that Measure A funds are appropriate for the project, which is consistent with future improvements along this segment of SR-91. Staff has also discussed the SR-91 auxiliary lane project cost increase with OCTA given its interest and participation on the SR-91 Advisory Committee.

OCTA has agreed to fund a minimum of \$300,000 for the SR-91 Re-stripe/Auxiliary lane project from excess toll revenues.

An agreement has been prepared by Caltrans that commits the Commission to \$500,000 for the project. The agreement also contains language that the Commission would commit up to \$800,000 in the event that bids come in higher than the engineers estimate. The "up to \$800,000" clause will help maintain the project schedule in case more funding is needed. The Commission will prepare a separate agreement with OCTA for its share of the costs.

Attachment: Agreement No. 07-31-076-00 (Caltrans No. 8-1338)

08-Riv-91-PM 2.57/3.84  
SR-91 Re-stripe eastbound lanes to  
add an auxiliary lane  
City of Corona  
EA 0H770  
District Agreement No. 8-1338

**DRAFT (non-executable)**

## **CONTRIBUTION AGREEMENT**

This AGREEMENT, entered into effective on \_\_\_\_\_ 2007, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

RIVERSIDE COUNTY TRANSPORTATION  
COMMISSION, a public entity, referred to herein  
as "COMMISSION."

### **RECITALS**

1. STATE and COMMISSION, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement for improvements to State Highways within the City of Corona, County of Riverside
2. STATE contemplates re-striping the eastbound lanes to add an auxiliary lane State Route 91 (SR-91) from junction 91/71 to Serfas Club Drive Undercrossing, referred to herein as "PROJECT."
3. STATE will contribute \$1,000,000.00, which would be necessary to complete said PROJECT and shall not exceed that amount.
4. The parties hereto intend to define herein the terms and conditions under which PROJECT is to be constructed, financed, and maintained.

**SECTION I**

**STATE AGREES:**

1. To administer the construction contract for PROJECT.
2. Upon completion of PROJECT and all work incidental thereto, to furnish COMMISSION with a detailed statement of the costs to be borne by COMMISSION. STATE thereafter shall bill COMMISSION for any additional amount required to complete COMMISSION's financial obligations pursuant to this Agreement.

**SECTION II**

**COMMISSION AGREES:**

1. To deposit with STATE within twenty-five (25) days of receipt of billing therefor (which billing will be forwarded fifteen [15] days prior to STATE's bid advertising date of a construction contract for PROJECT), the amount of \$500,000, which figure represents COMMISSION's estimated share of the cost of work to be performed by STATE on COMMISSION's behalf pursuant to this Agreement.
2. To pay STATE within twenty (20) days of receipt and approval of a detailed statement made upon final accounting of cost therefor, up to \$300,000 of additional funds to cover additional cost incurred by the STATE for the PROJECT. In no event shall the COMMISSION's total contribution under this Agreement exceed \$800,000.

**SECTION III**

**IT IS MUTUALLY AGREED:**

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and allocation of funds by the California Transportation Commission.
2. After opening of bids for construction of PROJECT, COMMISSION's estimate of cost will be revised based on actual bid prices. COMMISSION's required deposit under Section II, Article 1 will be increased or decreased to match said revised estimate. If deposit increase or decrease is less than \$50,000, no refund or demand for additional deposit will be made until final accounting.

3. Upon completion of all work under this Agreement, ownership and title to materials, equipment and appurtenances installed within STATE's right of way will automatically be vested in STATE, and materials, equipment and appurtenances installed outside of STATE's right of way will automatically be vested in COMMISSION. No further agreement will be necessary to transfer ownership as hereinabove stated.
4. Neither COMMISSION nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless COMMISSION and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
5. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE and final disposition of COMMISSION's required deposit as specified in Section II, Article 1, or on December 31, 2012, whichever is earlier in time.

SIGNATURES ON FOLLOWING PAGE:

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

WILL KEMPTON  
Director

By: \_\_\_\_\_  
TERRY HENDERSON  
Chair

By: \_\_\_\_\_  
MICHAEL A. PEROVICH  
District Director

Attest: \_\_\_\_\_  
Legal Counsel  
BEST, BEST AND KRIEGER

APPROVED AS TO FORM AND  
PROCEDURE:

By: \_\_\_\_\_  
Attorney,  
Department of Transportation

CERTIFIED AS TO FUNDS:

By: \_\_\_\_\_  
District Budget Manager

CERTIFIED AS TO FINANCIAL  
TERMS AND POLICIES:

By: \_\_\_\_\_  
Accounting Administrator



**EXHIBIT A**  
**Cost Breakdown**

<b>TYPE OF FUNDS</b>	<b>STATE's SHARE</b>	<b>COMMISSION's SHARE</b>
Construction Capital	\$1,000,000	\$500,000
TOTAL	\$1,000,000	\$500,000

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Brian Cunanan, Staff Analyst Jerry Rivera, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Award for Freeway Service Patrol Tow Truck Service

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Award Agreement No. 07-45-090-00 to Pepe's Towing for tow truck service on Beat No. 7 of the Freeway Service Patrol (FSP) program at a cost of \$48.50 per hour per truck; and
- 2) Authorize the Chair, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

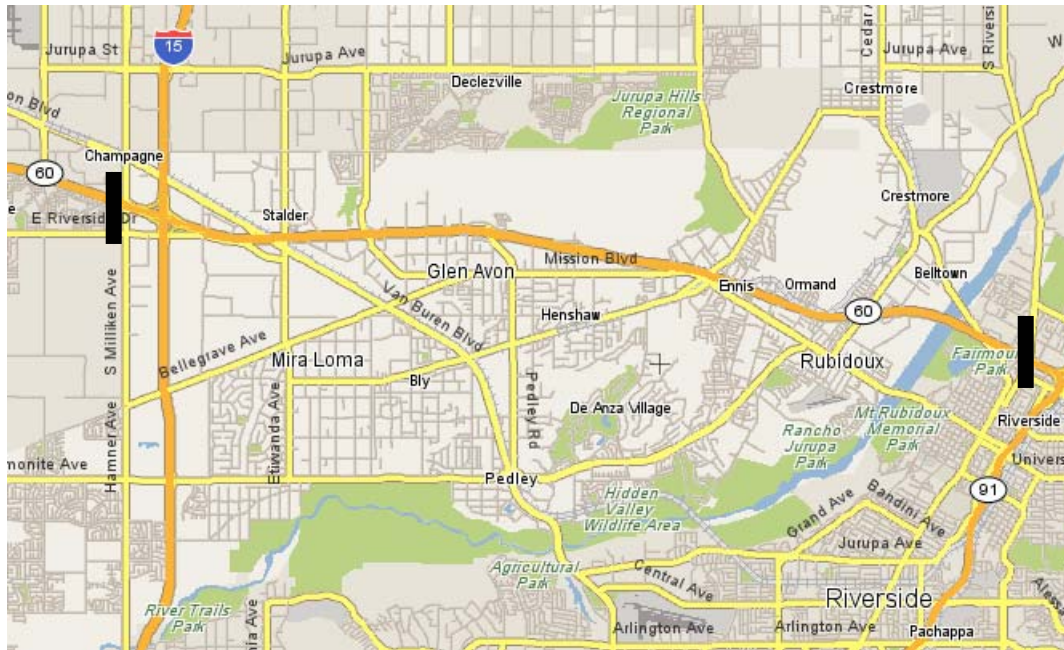
**BACKGROUND INFORMATION:**

The Commission, acting in its capacity as the Riverside County Service Authority for Freeway Emergencies (RC SAFE), released a Request for Proposal (RFP) for tow truck service provisions for the FSP program on Beat No. 7 (SR-60 from Milliken Avenue to Main Street – Figure 1). The addition of this beat closes the last gap to providing complete FSP coverage of the northwestern tip of Riverside County.

Bids were due December 6, 2006, and proposals were received from the following tow service providers – Armada Towing, Hadley Tow, Pepe's Towing Service, and Tri-City Towing, Inc. An evaluation committee consisting of representatives from the California Highway Patrol Inland Division, Caltrans District 8, San Bernardino Associated Governments (SANBAG), and Commission staff reviewed the proposals for completeness and responsiveness. Of the four proposers, Hadley Tow was the only proposer that did not have any direct experience with either the Commission or the SANBAG FSP program, therefore, the evaluation committee visited Hadley's site to interview the owner and inspect the facility.

After the site visit was completed, the Committee discussed each of the proposals and site visit interview and finalized its scoring of the proposals based on the criteria set forth in the RFP.

**Figure 1: Beat No. 7**



**Description:**  
SR-60, Milliken St. to Main St.  
(11.7miles)

**Hours of Operation:**  
AM  
(Mon – Fri)  
5:30a.m. to 8:30a.m.

PM  
(Mon – Thur)  
3:00p.m. to 7:00p.m.  
(Fri)  
1:00p.m. to 7:00p.m.

**Recommend Award to:**  
Pepe's Towing

Based upon the average score of the five evaluation committee members, the Committee unanimously recommends that Pepe's Towing be awarded a three-year contract effective March 5, 2007 through February 28, 2010 with two one-year options, to provide tow truck service for the FSP program on Beat No. 7 at a cost not to exceed \$48.50 per hour per truck. Pepe's Towing has been involved with the Riverside County FSP program providing service on various beats since 1996 and is based less than two miles from Beat No. 7. Figure 2 breaks out the final evaluation scores by category.

**Figure 2: Freeway Service Patrol Evaluation Scores**

Criteria	Max Score	ARMADA	HADLEY	PEPE'S	TRI-CITY
		Avg. Score	Avg. Score	Avg. Score	Avg. Score
Qualifications of the Firm	25 points	22.75	20.75	23.75	18.75
Staffing and Project Organization	25 points	22.75	22.00	22.75	19.00
Work Plan	15 points	13.50	13.00	13.50	10.25
Cost and Price	25 points	21.00	18.25	24.50	22.25
Completeness of Response	<u>10 points</u>	<u>9.00</u>	<u>8.50</u>	<u>9.00</u>	<u>7.75</u>
<b>TOTAL</b>	100 points	<b>89.00</b>	<b>82.50</b>	<b>93.50*</b>	<b>78.00</b>

\* Recommend Award of Contract

All obligations incurred by the Commission under the terms of this award are funded 80% from state funds and 20% from local SAFE fees, and are subject to continued funding from the state for the Riverside County FSP program. A budget adjustment of \$31,200 will be required to cover the increased costs due to increased towing service labor rates.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2006-07	Amount:	\$31,200
Source of Funds:	State of California			Budget Adjustment:	Yes
GLA No.:	201-45-81014				
Fiscal Procedures Approved:	<i>Theresa Iervino</i>			Date:	12/27/06

## ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Henry Nickel, Staff Analyst Sheldon Peterson, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Commuter Rail Program Update

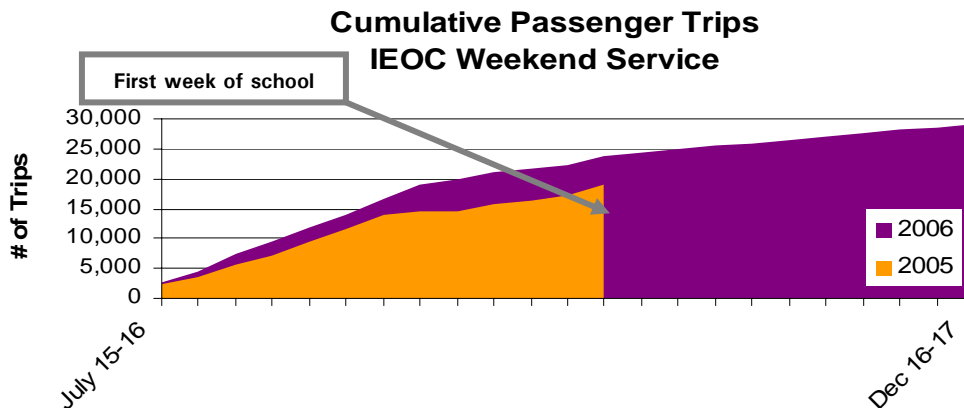
### **STAFF RECOMMENDATION:**

This item is for the Commission to receive and file the Commuter Rail Program Update as an information item.

### **BACKGROUND INFORMATION:**

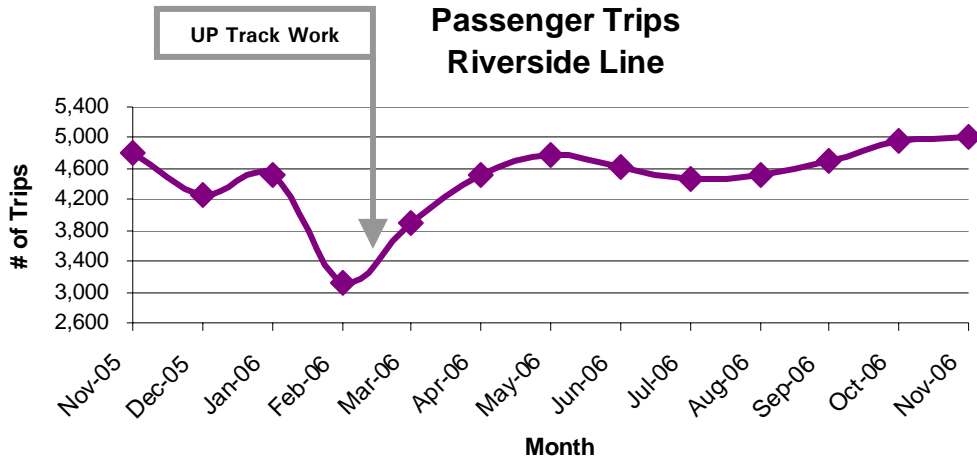
#### **IEOC Weekend Service**

Daily passenger trips on the new year-round IEOC Metrolink weekend service have remained consistent since November. This expanded service provides both an extension to the existing services for transit dependent riders and existing commuter passengers as well as a viable alternative to driving into Orange County, introducing entirely new users to the Metrolink system.

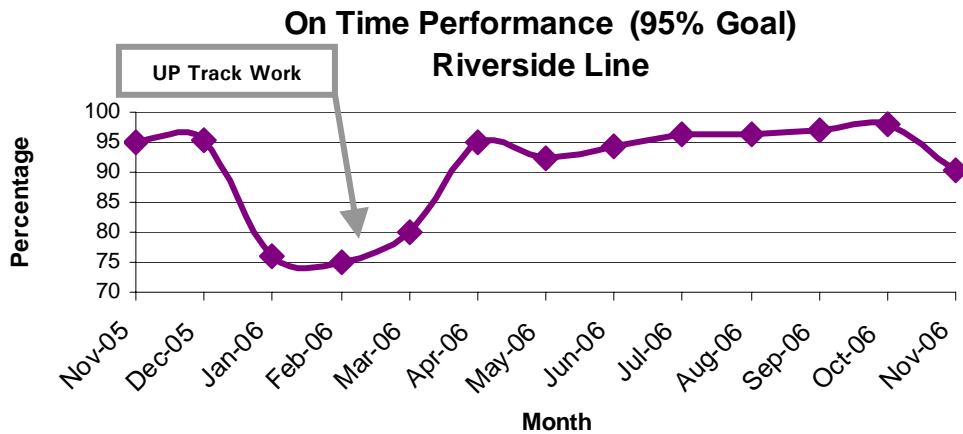


To date, the IEOC weekend service has provided 29,147 passenger trips since commencing July 15, 2006. This constitutes 10,215 additional trips resulting from year-round service compared to last year's 18,932 Summerlink seasonal trips. Growth of the service reflects ongoing marketing efforts coordinated among the Commission, Orange County Transportation Authority (OCTA) and San Bernardino Associated Governments (SANBAG).

**Riverside Line**



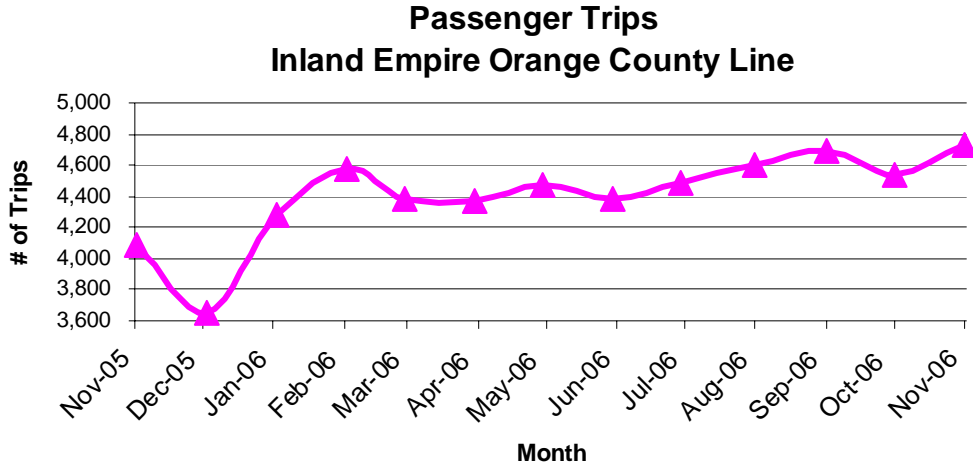
Daily passenger trips on Metrolink’s Riverside line for the month of November averaged 5,020, up 60 (+ 1%) from the month of October. Compared to one year prior, the Line averaged an overall daily increase of 226 passenger trips, nearly 5% more than a year ago, November 2005.



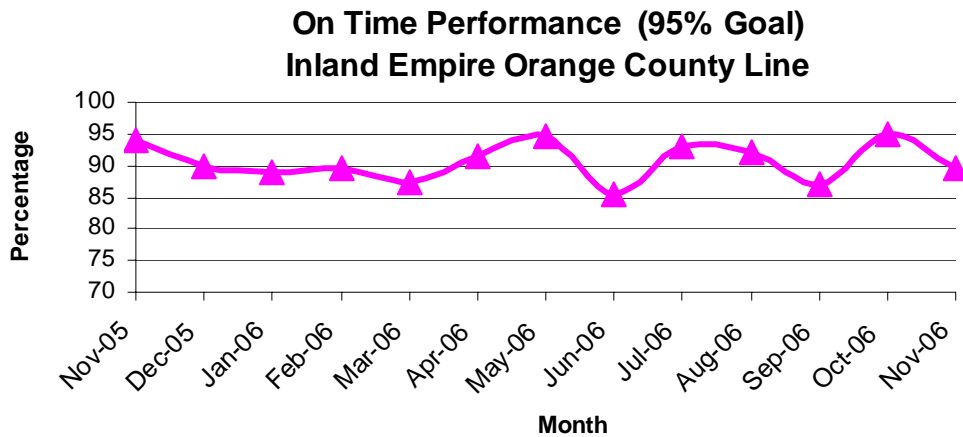
November on-time performance averaged 90% inbound (-7% from October) and 91% outbound (-8% from October). There were 24 delays greater than five minutes during the month of November. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	15	62.5%
Dispatching	3	12.5%
Mechanical	0	0%
Operations	6	2%
<b>TOTAL</b>	<b>24</b>	<b>100%</b>

**Inland Empire-Orange County Line**



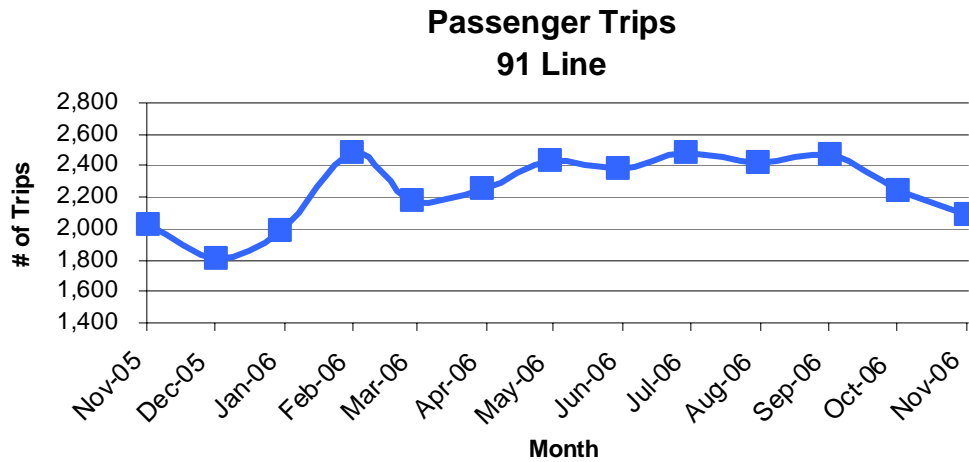
Daily passenger trips on Metrolink’s Inland Empire-Orange County (IEOC) line for the month of November averaged 4,726, an increase of 191 trips, 4% more than the month of October. The Line has increased by 635 daily trips or 15.5% from a year ago November 2005.



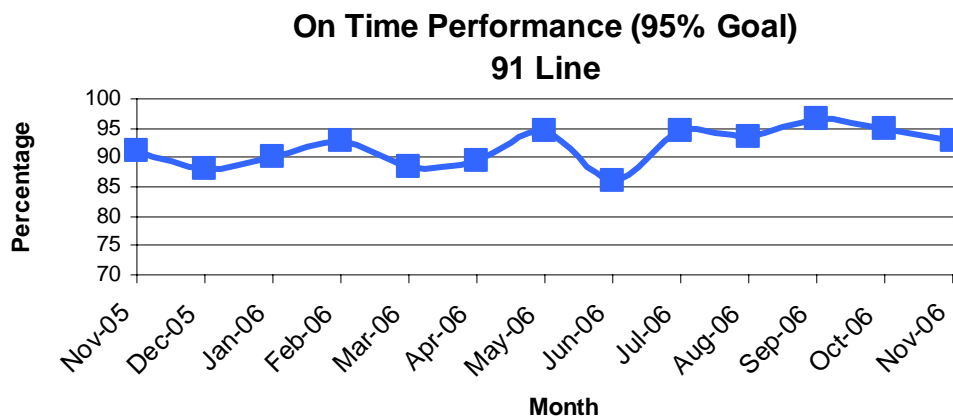
November on-time performance averaged 92% southbound (-3% from October) and 87% northbound (-8% from October). There were 36 delays greater than five minutes during the month of November. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	6	17%
Dispatching	14	39%
Mechanical	3	8%
Operations	13	36%
<b>TOTAL</b>	<b>36</b>	<b>100%</b>

**91 Line**



Daily passenger trips on Metrolink’s 91 line for the month of November averaged 2,092, a decrease of 154 trips or a 7% decrease from the month of October. The Line averaged an overall increase of 63 (+ 3%) from a year ago November 2005.



November on-time performance averaged 93% inbound (-1% from October) and 93% outbound (-3% from October). There were 13 delays greater than five minutes during the month of November. The following are primary causes:

Cause	# of Delays	% of Total
Signals/Track/MOW	4	31%
Dispatching	7	54%
Mechanical	0	0%
Operations	2	15%
<b>TOTAL</b>	<b>13</b>	<b>100%</b>

Attachments:

- 1) Metrolink Average Weekday Passenger Trips
- 2) Metrolink Schedule Adherence Summary – Weekday Service



**METROLINK AVERAGE WEEKDAY PASSENGER TRIPS  
THIRTEEN MONTH WINDOW - HOLIDAY ADJUSTED**

ROUTE ->	Ventura County	Antelope Valley	San Bernardino	Burbank Tujms	Riverside	Orange County	In-Empr OC	Riverside LA	TOTAL SYSTEM	% Change vs Prev Mo
Nov 05	4,099	7,193	12,097	648	4,794	6,562	4,091	2,029	41,513	1%
Dec 05	3,248	6,672	11,173	563	4,248	5,600	3,652	1,801	36,957	-11%
Jan 06	3,902	6,945	11,876	643	4,518	6,187	4,281	1,991	40,343	9%
Feb 06	3,780	6,796	12,593	640	3,111	6,288	4,575	2,483	40,266	0%
Mar 06	3,851	6,832	11,941	667	3,887	6,195	4,384	2,179	39,936	-1%
Apr 06	3,995	7,046	11,866	647	4,579	6,386	4,398	2,279	41,196	3%
May 06	4,274	7,288	12,328	653	4,768	6,550	4,477	2,426	42,764	4%
Jun 06	4,162	7,292	11,956	656	4,625	6,633	4,384	2,382	42,090	-2%
Jul 06	4,000	7,269	11,881	637	4,478	6,676	4,484	2,483	41,908	0%
Aug 06	3,940	7,218	11,683	622	4,507	6,398	4,598	2,424	41,390	-1%
Sep 06	4,031	7,172	12,208	662	4,705	6,418	4,686	2,475	42,357	2%
Oct 06	4,070	7,157	12,291	710	4,960	6,561	4,535	2,246	42,530	3%
Nov 06	3,935	7,142	12,051	647	5,020	6,572	4,726	2,092	42,185	-1%

% Change Nov 06 vs Oct 06	-3%	0%	-2%	-9%	1%	0%	4%	-7%	-1%
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% Change Nov 06 vs Nov 05	-4%	-1%	0%	0%	5%	0%	16%	3%	2%
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# METROLINK SCHEDULE ADHERENCE SUMMARY - WEEKDAY SERVICE

Percentage of Trains Arriving Within 5 Minutes of Scheduled Time

LATEST 13 MONTHS

Route	Ventura County		Antelope Valley		San Bernardino		Burbank/Turns		Perris/Day		Orange County		San Diego						
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out					
Nov 05	98%	94%	95%	88%	96%	97%	98%	97%	94%	96%	93%	96%	95%	93%	89%	93%	95%	94%	95%
Dec 05	97%	95%	96%	95%	97%	94%	100%	99%	97%	94%	88%	88%	90%	90%	87%	89%	95%	94%	94%
Jan 06	96%	92%	92%	91%	99%	96%	98%	97%	76%	76%	89%	89%	92%	86%	90%	90%	93%	91%	92%
Feb 06	99%	96%	96%	93%	96%	97%	99%	97%	83%	67%	91%	91%	90%	89%	94%	92%	95%	92%	93%
Mar 06	93%	97%	95%	93%	97%	96%	100%	100%	88%	72%	95%	95%	88%	87%	85%	92%	93%	93%	93%
Apr 06	98%	95%	94%	91%	99%	95%	100%	99%	98%	92%	94%	94%	95%	88%	90%	89%	96%	93%	94%
May 06	98%	95%	97%	96%	96%	94%	95%	95%	94%	91%	97%	97%	96%	93%	93%	96%	96%	95%	95%
Jun 06	95%	93%	97%	95%	96%	98%	98%	91%	95%	94%	89%	89%	84%	87%	85%	87%	94%	93%	93%
Jul 06	98%	96%	94%	94%	96%	94%	98%	96%	96%	97%	94%	94%	94%	92%	94%	95%	95%	95%	95%
Aug 06	97%	96%	93%	93%	94%	96%	99%	95%	95%	98%	91%	95%	92%	92%	92%	95%	94%	95%	94%
Sep 06	98%	98%	96%	95%	95%	94%	99%	92%	98%	96%	98%	98%	88%	86%	98%	95%	95%	94%	95%
Oct 06	100%	99%	96%	94%	96%	94%	100%	98%	97%	99%	96%	96%	95%	95%	94%	96%	97%	96%	96%
Nov 06	86%	89%	91%	92%	91%	91%	95%	96%	90%	91%	88%	89%	92%	87%	93%	93%	90%	91%	91%

## Peak Period Trains Arriving Within 5 Minutes of Scheduled Time

Nov 06 Peak Period Trains	81%	89%	91%	92%	95%	85%	94%	97%	93%	91%	87%	98%	88%	93%	91%	92%	89%	91%
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No adjustments have been made for relievable delays. Terminated trains are considered OT if they were on-time at point of termination. Annulled trains are not included in the on-time calculation.

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Cathy Bechtel, Project Delivery Director
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Memorandum of Understanding No. 07-65-087-00 on Improvement of Transportation Facilities - Pigeon Pass and Reche Canyon Road Corridors

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Approve Memorandum of Understanding (MOU) No. 07-65-087-00 on Improvement of Transportation Facilities between the San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission, the county of Riverside, the county of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside and San Bernardino; and
- 2) Authorize the Chair, pursuant to legal counsel review, execute the MOU on behalf of the Commission.

**BACKGROUND INFORMATION:**

Transportation issues between Riverside and San Bernardino Counties have been discussed and reviewed by Two-County Policy and Technical Committees comprised of representatives from affected local jurisdictions. These committees were initially formed to guide the efforts of the Moreno Valley to San Bernardino County CETAP Corridor. There has been agreement that accommodating additional traffic growth should be shared among the jurisdictions along the Riverside and San Bernardino County border, and not absorbed by a single corridor. To that end, technical staff from both counties has been meeting periodically to discuss planned improvements crossing the county line.

The county of Riverside has programmed funds to begin project development and environmental work for improvements to the Pigeon Pass and Reche Canyon Road corridors. Since corridor improvements are needed in both counties, a MOU has been drafted to outline the agreement points for the upcoming studies. The Commission has been requested to provide coordination and oversight, along with SANBAG, of the corridor development activities.

Staff is supportive of the proposed transportation studies to consider improvements on Pigeon Pass and Reche Canyon Roads and recommends participation in this effort as outlined in the MOU.

Attachment: MOU No. 07-65-087-00

**Memorandum of Understanding  
On Improvement of Transportation Facilities between  
SANBAG, RCTC, the County of Riverside, the County of San Bernardino,  
and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands,  
Riverside and San Bernardino**

**WHEREAS**, it is agreed that the need to accommodate additional traffic growth in the Two-County Corridor study area should be shared among the jurisdictions along the Riverside/San Bernardino County border, not absorbed by a single corridor; and

**WHEREAS**, it is desired to improve traffic circulation, safety, and emergency access for existing residents within and between communities along the Riverside/San Bernardino County border within the study area; and

**WHEREAS**, it is desired to maintain the rural environment of the Reche Canyon area and other areas of lower density development in the study area; and

**WHEREAS**, it is desired to respect the concerns of residents and businesses along any of the corridors between Riverside and San Bernardino Counties; and

**WHEREAS**, it is recognized that widening of I-215 will not be adequate to address north/south travel demand between Riverside and San Bernardino Counties; and

**NOW, THEREFORE**, SANBAG, RCTC, the County of Riverside, the County of San Bernardino, and the cities of Colton, Grand Terrace, Loma Linda, Moreno Valley, Redlands, Riverside, and San Bernardino (the "Agencies") agree as follows:

1. Development of roadway facilities will proceed in parallel on two corridors:
  - a. **Center Street/Main Street/Pigeon Pass Corridor** – extends from I-215 generally along Center Street or Main Street and proceeds easterly/southerly to connect to Pigeon Pass Road in Moreno Valley
  - b. **Reche Canyon Road Corridor** – extends from Washington Street in Colton along Reche Canyon Road to connect to Reche Vista Drive north of Moreno Valley
2. An interagency group of elected officials (the Two-County Corridor Policy Committee) will monitor progress and provide guidance on project development activities for both routes, meeting on an as-needed basis.

3. The following Agencies will serve as lead agencies for the corridors:
  - a. RCTC and SANBAG will be the respective lead agency in each county for coordination and oversight of the corridor development activities including the Agencies.
  - b. Reche Canyon Road Corridor – The County of Riverside will be the Contract Manager for the preparation of an environmental document and project development work for the entire corridor. The County of Riverside will be the lead agency for the processing of the environmental document for the portion of Reche Canyon within Riverside County. The City of Colton will be the lead agency for the processing of the environmental document for the portion within San Bernardino County. The County of Riverside and the City of Colton will enter into an agreement addressing the City’s financial contribution towards the project development and environmental work.
  - c. Center Street/Main Street/Pigeon Pass Corridor – The County of Riverside will be the Contract Manager for the preparation of an environmental document for the entire corridor. The County of Riverside will be the lead agency for the processing of the environmental document and project development work for the portion of Center Street/Main Street/Pigeon Pass Corridor within Riverside County. If additional widening is required in the portion of San Bernardino County, the City of Grand Terrace will be the lead agency for processing of an environmental document for the portion within San Bernardino County.
4. The Agencies agree to pursue the project development and environmental work on both corridors simultaneously, under separate documents. The County of Riverside as the Contract Manager agrees to provide status reports to the Two-County Corridor Committee and all other agencies on a quarterly basis.
5. Each Agency will be responsible for the design and construction of its own segments, unless alternate agreements are reached among individual Agencies.
6. The following design principles will generally govern project development activities for each of the corridors.
  - a. All facilities will consist of four through lanes, with a landscaped median in urbanized areas, and turn lanes at appropriate locations.

- b. Principles of "context-sensitive design" will be used in all corridors. Preserving the rural environment of Reche Canyon will be a high priority. Considerations will include curb treatments, landscaping, design speed, lighting, signalization, wildlife crossings, trails and pathways.
  - c. Each Agency will control the access, landscaping and other aesthetic requirements of the facility within its jurisdiction, guided by these overall design principles.
7. An effective outreach and citizen input process will be undertaken in both corridors as part of the project development and environmental process. The Agencies affected by each corridor will determine the form of outreach most appropriate for that corridor and advise the County of Riverside as the Contract Manager. This may take the form of public meetings, newsletters, city council presentations, citizen advisory committees, or other techniques appropriate to the issues within each corridor.

**Signatures to this Memorandum of Understanding (MOU) are as follows:**

\_\_\_\_\_  
**San Bernardino Association of Governments (SANBAG)**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**Riverside County Transportation Commission (RCTC)**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**County of Riverside**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**County of San Bernardino**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of Colton**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of Grand Terrace**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of Loma Linda**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of Moreno Valley**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of Redlands**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)



\_\_\_\_\_  
**City of Riverside**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
**City of San Bernardino**

\_\_\_\_\_  
Date

By \_\_\_\_\_  
(Print Name)

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Hideo Sugita, Deputy Executive Director
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Authorization to Issue Request for Proposals (RFP) for Final Design Engineering Services for the I-215/SR-74/"G" Street Interchange in the City of Perris

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Direct staff to develop and advertise a request for proposals (RFP) for consultant services to provide final design services for the 1989 Measure A I-215/SR-74/"G" Street interchange improvement project;
- 2) Form a selection committee comprised of representatives from the Commission, Caltrans, and city of Perris staffs to review, evaluate and rank all RFPs received; and
- 3) Authorize staff to negotiate a contract with the top ranked consultant and bring back a recommendation to the Commission for contract award.

**BACKGROUND INFORMATION:**

At its April 13, 2005 meeting, the Commission awarded a contract to David Evans and Associates (Agreement No. 05-31-544) to perform preliminary engineering and environmental services to produce a project report (PR) and environmental document (ED) for the 1989 Measure A I-215/SR-74/"G" Street interchange improvement project. This work is in process with an estimated date of June 2007 for the issuance of a draft environmental document.

This item is to secure the services of a consultant to perform final design for this project and have that consultant under contract near the estimated completion of the environmental document in order to facilitate the project's delivery.

Staff will also work with the Western Riverside Council of Governments (WRCOG) on Transportation Uniform Mitigation Fee (TUMF) funding coordination to support the final design effort and Measure A funds will also be included in funding this phase of work. Since the final design effort will likely occur after FY 2006/07, there is no current year fiscal impact.

**Schedule**

The schedule for the selection process is proposed as follows:

Distribution of RFP	January 16, 2007
Bidders information meeting (not mandatory)	January 30, 2007
Last date for an addendum to be issued	February 16, 2007
Proposals are delivered to RCTC prior to 2:00 p.m.	March 1, 2007
Short listed firms notified	March 13, 2007
Interviews of short listed firms	March 20, 2007
Staff recommendations to Committee	March 26, 2007
Committee recommendation to Commission	April 11, 2007

Financial Information					
In Fiscal Year Budget:	No	Year:	N/A	Amount:	N/A
Source of Funds:	Measure A / TUMF			Budget Adjustment:	N/A
GLA No.:	N/A				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	12/27/06

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Min Saysay, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Authorization to Issue Request for Proposals for On-Call Right-of-Way Phase I and Phase II Environmental Assessment Services

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Authorize the release of a request for proposals (RFP) for On-Call Right-of-Way Phase I and Phase II Environmental Assessment Services; and
- 2) Approve an amendment to the FY 2006/07 budget in the amount of \$100,000 for Phase I Environmental Assessment Services and \$100,000 for Phase II Environmental Assessment Services.

**BACKGROUND INFORMATION:**

The presence of hazardous substances within and adjacent to existing and proposed rights-of-way and facilities for various Commission rail and highway projects is probable. It is, therefore, necessary that the Commission exercise due diligence in identifying hazardous materials and potential hazardous substance related problems. For purposes of this work, hazardous substances are substances or combinations of substances as defined in Title 22, California Code of Regulations, Section 66680, Division 20, Health and Safety Code, Sections 25115 and 25117, or those substances defined in Title 49, Code of Federal Regulations, Part 171.8.

Performing early testing of known or potentially contaminated sites may avoid or, at least, minimize costs and schedule delays to Measure A and other Commission projects. Site investigations will be conducted to a level necessary to determine the relative magnitude of the problem and to develop an order-of-magnitude estimate of mitigation or clean-up costs. Site investigations shall include, but not be limited to, characterization of subsurface geologic and hydrologic conditions, identification and extent of contamination, and analysis of potential remedial actions.

On-call consultants will be required to furnish environmental engineering services and field services including, but not limited to, site assessments and investigations, remedial investigation/feasibility studies, remediation action plans, remediation action design, post-remediation monitoring at specified sites, hazardous waste remediation, abatement and removal of materials. All work shall be performed in accordance with all applicable and appropriate federal, state, and local agencies guidelines, rules, regulations and criteria including, but not limited to, the Comprehensive Environmental Response and Liability Act of 1980 (CERCLA), as amended, and National Oil and Hazardous Substances Pollution Contingency Plan (NCP), 40 CFR Part 300, as amended.

Phase I – Initial site assessment shall include, but not be limited to, identifying hazardous and potentially hazardous problems within and adjacent to existing and proposed rights-of-way and facilities for Measure A and other transit and highway projects.

Phase II – Site investigations shall include, but not be limited to, items such as work plans, health and safety plans, surveys and surface geophysical investigations, drilling, sampling, laboratory analysis and reporting. During soil drilling investigations, the drilling and sampling operations shall be supervised on-site by a Professional Engineer (PE), Certified Engineering Geologist (CEG), or Registered Geologist (RG).

One or more consultants will be selected for Phase I and Phase II Environmental Assessment Services based on established Commission policies and procedures. Cost will be based on firm fixed price per work assignment and the term of each agreement is three years with two one-year contract extension options, to be exercised at the discretion of the Commission. The recommended total contract budget for the Phase I service is \$300,000 and \$500,000 for Phase II. Work and assignments will be awarded to consultants on a rotating basis. Consultant or consultants selected for both Phase I and Phase II services may perform only one service on a particular property.

Scopes of work and RFP will be prepared and released by the end of March 2007.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2006/07	Amount:	Phase I - \$100,000 Phase II - \$100,000
Source of Funds:	Measure A			Budget Adjustment:	Yes
GLA No.:	222-31-81120 \$100,000 221-33-81120 \$100,000				
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	12/27/06

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Min Saysay, Program Manager
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Authorization to Issue Request for Proposals for On-Call Right-of-Way Property Management Services for Commission Rail and Highway Projects

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Authorize the issuance of a request for proposals (RFP) for On-Call Right-of-Way Property Management Services for Commission Rail and Highway projects; and
- 2) Approve an amendment to the FY 2006/07 budget in the amount of \$100,000 for On-Call Property Management Services.

**BACKGROUND INFORMATION:**

After developed properties are acquired and occupants are relocated for Commission rail and highway projects, property management services are necessary to perform the following:

- 1) Secure the properties by fencing and boarding the structures to prevent entrance by trespassers;
- 2) Perform hazardous materials testing, mitigation and disposal. This includes testing for asbestos and lead based paint;
- 3) Demolition of structures, clean-up, disposal of debris and clear the right-of-way for construction; and
- 4) In cases where occupants need to enter into a temporary lease agreement with the Commission, to collect rent, pay utility bills and ensure that occupants can maintain decent living conditions.

On-Call Property Management consultants must meet all state and local licensing requirements, or they may include in their proposal the services of sub-consultants who can provide evidence of state and local licenses. Consultant must maintain a Certified Property Manager (CPM) on staff during the full term of the agreement.

One or more consultants may be selected based on established Commission policies and procedures. Cost will be based on firm fixed price per work assignment and the term of each agreement is three years with two one-year contract extension options, to be exercised at the discretion of the Commission. The recommended total contract budget for On-Call Property Management Services is \$1,000,000; however, a budget amendment of \$100,000 is required for the FY 2006/07 budget. Should more than one consultant be selected, work will be awarded on a rotating basis.

Scope of work and RFP will be prepared and released by the end of March 2007.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2006/07	Amount:	\$100,000
Source of Funds:	Measure A			Budget Adjustment:	Yes
GLA No.:	222/31/81403 \$100,000				
Fiscal Procedures Approved:	<i>Theresa Iuvino</i>			Date:	12/27/06

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Claudia Chase, Property Administrator
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Award of Agreements to Zamiski Construction and Real Estate & Consulting Services, Inc. for Property Maintenance Services

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Award Agreement No. 07-51-089-00 to Zamiski Construction and Agreement No. 07-52-088-00 to Real Estate & Consulting Services, Inc. to perform On-Call Property Maintenance Services; and
- 2) Authorize the Chair, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

**BACKGROUND INFORMATION:**

On November 7, 2006, staff released a request for proposals (RFP) for Rail and Highway Property Maintenance Services to support currently owned Commission properties. The scope of services includes weed abatement and vegetation control, clean-up of debris and trash, fencing repairs and minor upgrades, herbicide and rodent control, maintenance of drainage channels, and installation, maintenance and repair of property signs.

**Calendar of Events**

Distribution of RFP	November 7, 2006
Pre-proposal Conference	November 27, 2006
Proposals were Delivered to RCTC, prior to 2 p.m.	December 7, 2006
Short List Firms Based on Qualifications	December 14, 2006
Interviews of Short Listed Firms	December 19, 2006
Staff Recommendation to Commission	January 10, 2007

**Selection Process**

A selection panel was assembled that consisted of representatives from Commission and Bechtel staffs. The Commission received four proposals.



The selection panel reviewed the proposals based on qualifications of the firms, experience in comparable work, responsiveness, equipment availability, cost and price. After review, the panel determined that two firms submitted high quality proposals.

The two firms were invited for interviews. After careful evaluation of the proposed project teams, knowledge of the services required by the Commission and demonstrated capacity to complete the proposed scope of work, the panel recommends two firms, Zamiski Construction and Real Estate & Consulting Services, Inc.

Due to the high level of work experience with the railroads and special requirements of the railroad, Zamiski Construction is recommended by staff to be awarded the portion related to Rail Property Maintenance Service. Due to the projected increase of highway property required for future Commission projects, staff recommends that both firms be awarded the portion of work related to the Highway Property Maintenance Services. This would result in an agreement for each firm and work will be on an on-call basis. Cost will be based on time and materials, and the combined contracts will not exceed \$630,000. The term of each contract is three years with two one-year options, to be exercised at the sole discretion of the Commission.

The FY 2006/07 budget included \$60,000 for rail property maintenance services and \$200,000 for highway property maintenance services. A budget adjustment is not required for these agreements.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2006/07	Amount:	\$260,000
Source of Funds:	Measure A Outlease Revenue			Budget Adjustment:	No
GLA No.:	105-51-73313	\$60,000			
	105-52-73313	\$200,000			
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	12/27/06

***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Aaron Hake, Staff Analyst John Standiford, Public Affairs Director
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Status Report

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Receive and file the state and federal legislative status report; and
- 2) Approve the following bill positions:
  - SB 9 (Lowenthal, D-Long Beach) – MONITOR
  - SB 19 (Lowenthal, D-Long Beach) – MONITOR
  - SB 45 (Perata, D-Oakland) – MONITOR
  - SB 47 (Perata, D-Oakland) - MONITOR
  - H.R.5576 (Knollenberg, R-MI) – MONITOR

**BACKGROUND INFORMATION:**

**Federal Update**

The 110<sup>th</sup> Congress has convened with the Democratic Party in control of both the House and Senate, which has resulted in the appointment of new chairs of key committees of interest to RCTC:

- Representative James Oberstar (D-MN) is the new chair of the House Transportation and Infrastructure Committee. Representative Oberstar is indeed familiar with Southern California and Riverside County from previous visits to the region as a member of the committee. It will be important for the Commission to continue to cultivate the relationship with Representative Oberstar as he takes over this important assignment.
- Representative Jerry Lewis of Redlands is now the Ranking Member on the powerful House Appropriations Committee while Representative David Obey (D-WI) takes the gavel as chair.

- On the Senate side, California's senior Senator, Dianne Feinstein, retains her seat on the Senate Appropriations Committee, with increasing influence as a member of the majority party.
- Of particular interest is the Senate Environment and Public Works Committee which is now chaired by California's own Senator Barbara Boxer. As chair, Senator Boxer will play a central role in the development of the next major transportation authorization bill. With SAFETEA-LU expiring in FY 2009, the Environment & Public Works Committee under Senator Boxer's stewardship will become a venue of increasing concern to the Commission.

While much of January in Washington will be consumed with Speaker Pelosi's "First 100 Hours", Congress still has some unfinished business from 2006 to wrap up early in 2007. The federal budget is operating on a Continuing Resolution until February 15, meaning that all federal functions will continue to be funded at their previously authorized levels until Congress can finish passing several appropriations bills still outstanding for FY 2007. One of those appropriations bills is the Transportation, Treasury, and Housing and Urban Development appropriations bill for FY 2007. Both the House and Senate versions of this bill currently contain appropriations for key Riverside County transportation projects, including:

Perris Valley Line Metrolink Extension	\$3,000,000
I-10/Ramon Road Bob Hope Interchange	\$ 500,000
State Route 60 Potrero Road Interchange	\$ 500,000
Grade Separations in Riverside	\$ 500,000
Riverside and Corona Transit Centers	\$1,250,000
Riverside Transit Agency Bus Stop Upgrades	\$ 250,000
SunLine Transit Agency Bus Replacement	\$ 500,000

The House and Senate bills must still be reconciled in Conference Committee between both chambers before going to the President for his signature, meaning that the above projects are not guaranteed to be in the final version of the bill. Staff will continue to monitor the progress of these bills as they move through the process.

### **State Update**

The November 2006 elections brought change to Sacramento in a different way than in Washington. Not a single legislative seat and only one statewide office changed party hands. However, Sacramento is experiencing the largest deluge of freshman members of the Legislature in the history of California. The Assembly has 36 new members and the Senate has 12 new members, although some

members are switching from one chamber to another. Riverside County will be represented by two new faces in the Assembly in addition to the returning John Benoit, Bill Emmerson, Bonnie Garcia and Todd Spitzer. Kevin Jeffries has taken the seat of termed-out Assemblyman Ray Haynes in the 66<sup>th</sup> District and Paul Cook now serves in the 65<sup>th</sup> District seat vacated by termed-out Assemblyman Russ Bogh. Riverside County's State Senate representation remains unchanged with Senators Jim Battin, Denise Ducheny, Bob Dutton, and Dennis Hollingsworth.

With the chair of the Assembly Transportation Committee being elected to the State Senate, Santa Barbara and Ventura Assemblyman Pedro Nava has been appointed to replace Jenny Oropeza. Senator Alan Lowenthal of Long Beach remains the chair of the Senate Transportation & Housing Committee.

Although California voters approved a historic \$19.9 billion transportation infrastructure bond package in November, the Legislature has yet more work to do before those dollars can hit the street. The California Transportation Commission (CTC) was given responsibility for distributing nearly \$12 billion of Proposition 1B funding, however some programs require follow-up legislation to establish funding criteria and clarify language in the ballot measure. Senator Lowenthal has already introduced a pair of bills that will establish criteria for Trade Corridor Improvement Fund (TCIF) and the \$1 billion of air quality funds set aside by the bonds. Senator Don Perata has authored legislation to govern the State-Local Partnership Program. These bills are an example of the Legislature's indication that transportation concerns remain at the top of their priority list to begin the new session of the Legislature. Commission staff will work closely with the Senate Transportation & Housing Committee and Assembly Transportation Committee and leadership in both chambers as these bills progress.

### **Upcoming Actions and Capitol Visits**

Deputy Executive Director Anne Mayer is scheduled to testify to the Senate Committee on Transportation and Housing on January 23<sup>rd</sup> regarding the issue of Public Private Partnerships and opportunities for the private sector to invest in transportation projects in California. Her testimony provides a helpful backdrop in discussing the Commission's need for high occupancy toll (HOT) lanes legislation. Additional staff and the Commission's legislative advocate Mark Watts will accompany Ms. Mayer on this trip and meet individually with members of Riverside County's legislative delegation, legislative leaders and key staff.

On the national level, Commission officers Terry Henderson, Jeff Stone and Bob Magee and Executive Director Eric Haley will travel to Washington in early spring to meet with local Congressional representatives to discuss transportation projects in Riverside County with a special emphasis on the need for federal investment in goods movement-related mitigation and investment.

Attachment: Legislative Matrix

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION**

<b>Legislation/ Author</b>	<b>Description</b>	<b>Bill Status</b>	<b>Position</b>	<b>Date of Board Adoption</b>
<i>STATE LEGISLATION</i>				
<b>SB 9</b> (Lowenthal)	This bill will be a vehicle for establishing a process for the selection of transportation projects to be funded from the Trade Corridors Improvement Fund (TCIF) of Proposition 1B. The TCIF is a \$2 billion fund.	Introduced 12/04/06	Monitor	<i>Pending Commission Approval</i>
<b>SB 19</b> (Lowenthal)	This bill will be a vehicle for establishing conditions and criteria for projects to be funded under the \$1 billion account created by Proposition 1B dedicated to reducing emissions related to goods movement.	Introduced 12/04/06	Monitor	<i>Pending Commission Approval</i>
<b>SB 45</b> (Perata)	This bill will establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account from Proposition 1B.	Introduced 12/22/06	Monitor	<i>Pending Commission Approval</i>
<b>SB 47</b> (Perata)	This bill will establish the eligibility, matching fund requirements, and application process for Proposition 1B funds under the \$1 billion State-Local Partnership Program. The State-Local Partnership Program is to be administered by the California Transportation Commission (CTC).	Introduced 12/22/06	Monitor	<i>Pending Commission Approval</i>
<i>FEDERAL LEGISLATION</i>				
<b>H.R.5576</b> (Rep. Knollenberg, R-MI)	This is the appropriations bill for the Departments of Transportation, Treasury, Housing and Urban Development, the Judiciary, and the District of Columbia. The House and Senate reports on this bill contain a combined \$6.5 million for Riverside County transportation projects, including \$3.0 million for the Perris Valley Line Metrolink Extension.	House and Senate reports issued.	Monitor	<i>Pending Commission Approval</i>

## ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	January 10, 2007
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Stephanie Wiggins, Regional Programs Director
<b>THROUGH:</b>	Eric Haley, Executive Director
<b>SUBJECT:</b>	Potential Highgrove Metrolink Station

### **STAFF RECOMMENDATION:**

This item is for the Commission to decline development of a Metrolink commuter rail station in the Highgrove area on the Burlington Northern Santa Fe (BNSF) main line.

### **BACKGROUND INFORMATION:**

Commuter rail service has been a growing success in Riverside County since its inception in 1993 with the Riverside line to Los Angeles. In 1995, the Inland Empire-Orange County (IEOC) line began providing service to Orange County, followed most recently by the start of peak-period service on the 91 (Riverside-Fullerton-Los Angeles) line in 2002. In 1993, the Commission acquired the San Jacinto Branch line (SJBL) with the eventual goal of providing passenger rail service. Upon completion of a commuter rail feasibility study in 2000, the Commission, by unanimous vote, authorized staff to develop commuter rail service on the SJBL to Perris, known as the Perris Valley line (PVL) Project. Currently, the PVL project is in the environmental review phase and awaiting FTA approval to advance to preliminary engineering once acceptable modeling forecasts are produced.

Today, five Commission-owned Metrolink commuter rail stations operate in Riverside County to support the three existing commuter lines (Riverside, 91, and IEOC). As part of the PVL Project, up to six potential stations have been identified. Only one of the six stations has been approved by the Commission, the Downtown Perris station on 4<sup>th</sup> Street in Perris, because it is also the location for the future Riverside Transit Agency bus transit center.

As part of the formal public outreach for the PVL Alternatives Analysis in 2003 and draft federal environmental document in 2004, members of the community of Highgrove submitted comments in support of development of a Highgrove station as part of the PVL service. This support was supplemented by letters of support/resolutions from the San Bernardino County cities of Grand Terrace and

Loma Linda. In the past few months, the advocacy has shifted to support for development of a Highgrove station for the existing IEOC service. In support of this, the Commission has been asked to purchase land in Riverside. (Attachment 1)

As a result of public comments in support of purchasing land for a Highgrove station at its November 2006 meeting, the Chair:

- Referred the issue of a potential property purchase for a Highgrove station to the Commission's Property Committee; and
- Directed the Executive Director to meet with San Bernardino Associated Governments (SANBAG) staff about their level of interest in contributing capital and operating costs for a Highgrove station.

The Property Committee met on November 27, 2006 to receive and file a Highgrove station briefing, the contents of which are described in this agenda item. In addition, on November 28<sup>th</sup>, Commissioners took a hy-rail tour of the SJBL, beginning in Highgrove and ending in Perris. The Executive Director met with SANBAG staff on December 18<sup>th</sup> to discuss their level of interest in financially supporting a Highgrove station. This agenda item addresses two key questions: Why Trains Do Not Stop in Highgrove Today? and What are the Prospects for a station in Highgrove in the Future for the IEOC and/or Perris Valley line? These questions are addressed through a summary of five findings which lead to the recommendation to decline the development of a Metrolink commuter rail station in the Highgrove area on the BNSF main line.

#### **Finding No. 1: Commission Actions Approve Other Sites Over Highgrove Station**

Commuter rail station development in Riverside County began in 1988 when the Commission identified potential station sites on the BNSF main line to serve its future commuter rail service into Orange County. As the commuter rail program developed and expanded, however, it was determined that stations would need to be constructed in tiers due to financial constraints. Tier 1 sites include: Pedley, Riverside-Downtown, Riverside-La Sierra, and West Corona stations.

By 1999, the Commission's commuter rail program was reaching capacity. Consideration was given to the development of Tier 2 stations. The "*Tier 2 Station Study*", completed by Schiermeyer Consulting Services (SCS), included a site analysis of a Highgrove location and input from current riders on their desired expansion. The purpose of the Study was to determine the optimum location for any new stations as well as whether customer needs could be met by additional parking at existing stations. This study included a survey distributed to all passengers boarding at Commission-owned stations, which asked the following



question about stations in Riverside County, "...which station would you most prefer using if new stations are built?". The results from the respondents were as follows:

Your Current Station with more parking	38%
Main St. in Corona	27%
Van Buren in Riverside	9%
Center St. in Highgrove	6%
Madison St. in Casa Blanca	5%

At its April 14, 1999 meeting, the unanimous vote of the Commission was to approve the Study and proceed with initial development of two Tier 2 stations: at Van Buren Boulevard in Riverside and Main Street in Corona, as well as to direct staff to pursue funding partnerships with the cities of Riverside and Corona. The agenda item included the statement that the potential site at Highgrove would remain eligible for future consideration.

In 2000, the city of Corona donated five acres of land for the North Main Corona station, which opened in 2002. In 2001, Riverside Community College offered the Commission the opportunity to expand parking at the Riverside-La Sierra station. As a result, in 2003, following the acquisition of 21 acres at La Sierra Avenue, the unanimous vote of the Commission was to defer development of a Van Buren station until after 2010. Parking was expanded at the La Sierra station in 2005. Parking was also expanded at the Riverside-Downtown station in 2003 and additional parking should be completed by the end of this month. Currently, a parking structure for the North Main Corona station is under design.

This brief review of the past decisions of the Commission regarding the development/expansion of existing commuter rail stations provides the foundation for understanding its policy decisions. To completely answer the question of "Why trains do not stop in Highgrove now?", it is also important to evaluate today's operating environment and ridership forecasts for a Highgrove station.

### **Finding No. 2: Constrained Operating Environment Today for Highgrove Station**

Today, only the IEOC line is routed through Highgrove. However, due to a dispute between the Commission and BNSF regarding train movements, not all of the 16 IEOC trains travel through Highgrove – only 8 of the 16 trains travel through Highgrove. Thus, the total number of IEOC trains traveling through Highgrove,

Monday through Friday, is 40.<sup>1</sup> This volume ranks the lowest in comparison to the current train volumes for the five existing RCTC Metrolink stations:

<b>Station</b>	<b>Number of Weekday Trains</b>	<b>Variance from Highgrove</b>
Riverside-Downtown	37 x 5 = 185	+ 362.5%
Pedley	12 x 5 = 60	+ 50.0%
Riverside-La Sierra	25 x 5 = 125	+ 212.5%
West Corona	25 x 5 = 125	+ 212.5%
North Main Corona	25 x 5 = 125	+ 212.5%
<b>Highgrove</b>	<b>8 x 5 = 40</b>	<b>N/A</b>

The closest station to Highgrove is the Riverside-Downtown station, approximately four miles south. The downtown Riverside train volume is more than four times that of a potential Highgrove station. Train volumes are important because they have a direct impact on the ability to attract riders.

### **Finding No. 3: Low Daily Ridership Forecasts for Current and Expanded IEOC**

The most important criteria in determining the feasibility of a station is ridership. Key factors in attracting riders to Metrolink are:

- Whether the train destination meets the need of the commuter;
- Whether the train schedule meets the need of the commuter; and
- Station access, preferably near a major arterial and close to a freeway.

At its April 2006 meeting, the Commission Chair directed staff to evaluate the latest Highgrove station proposal submitted by a private citizen, R.A. “Barney” Barnett, which advocated construction of a station now to serve the existing level of eight trains per weekday. In response to this direction, staff contracted Wilbur Smith and Associates (WSA) to conduct a ridership forecast for the Highgrove station. For consistency, the methodology and data inputs are the same as those used for the development of the draft “*Metrolink 30-Year Strategic Assessment*” and the 2005 “*RCTC Commuter Rail Feasibility Study*”, which were both conducted by WSA. The model predicts the shares of work trips between stations on the Metrolink system, given assumptions of train frequency, travel distance, and highway congestion. More precisely, it predicts work trips between Traffic Analysis Zones (TAZs) assigned to one station and TAZs assigned to other stations. Forecasts of work trips by TAZ are produced by the Southern California

<sup>1</sup> On the weekends, the level of service is different – 4 IEOC & 4 San Bernardino line trains travel through Highgrove each Saturday and Sunday. On the weekends, these same 8 trains travel through Highgrove, as well as Downtown Riverside.

Association of Governments (SCAG). These include land use planning assumptions of SCAG’s member jurisdictions, including the anticipation of 2,100 new homes in Highgrove.

For this study, WSA reassigned TAZs from the San Bernardino and Riverside stations to a theoretical Highgrove station. WSA assumed that Highgrove would be a stop only for IEOC line trains. WSA developed forecasts assuming both the current service level of eight daily trains for the IEOC line as well as the service scenarios studied in the draft *“Metrolink 30-Year Strategic Assessment”*: 2010, 2015, 2020A, 2020B, 2030A, and 2030B.

The results of the Highgrove ridership forecasts appear in Table B below:

Scenario (trains)	County of Origin*		Total Trips (On/Off) Per Weekday
	Riverside	San Bernardino	
2010 (8)	66 (28%)	168 (72%)	234
2010 (20)	94 (28%)	240 (72%)	335
2015 (24)	103 (32%)	223 (68%)	326
2020A (26)	102 (37%)	172 (63%)	273
2020B (40)	122 (37%)	206 (63%)	328
2030A (28)	120 (37%)	202 (63%)	322
2030B (40)	172 (37%)	290 (63%)	462

\* SCAG data presumes that San Bernardino County residents will be less likely over time to travel to Orange County work centers as compared to Riverside County residents.

The feasibility of the Highgrove ridership forecast is less viable when the county of origin is identified for the trips. Clearly, it is not unusual for residents of San Bernardino County to board at Riverside County stations, and vice versa. However, as indicated in Table C below, the share is significantly different than the actual occurrence at the Commission-owned stations. The forecast of 234 trips (117 riders) for the current level of train service (8) is very low compared to the actual trips at the five existing Commission-owned stations.

Table C) Station	County of Origin*		Total Trips (On/Off) per Weekday	Total Weekday Trains
	Riverside	San Bernardino		
<b>Highgrove</b>	<b>66 (28%)</b>	<b>168 (72%)</b>	<b>234</b>	<b>8</b>
Riverside-Downtown	1,878 (88%)	256 (12%)	2,134	37
Pedley	398 (96%)	16 (4%)	414	12
Riverside-La Sierra	1,350 (100%)	0 (0%)	1,350	25
West Corona	630 (90%)	70 (10%)	700	25
North Main Corona	1,606 (95%)	82 (5%)	1,688	25

\* Current stations origin based upon 2003 Station Survey.

\*\* A.M. Totals for Current stations are Actual as of October 2006.

Given the location of Highgrove near the border of San Bernardino County, the ridership forecasts reaffirm that while Highgrove is technically a regional station, the ridership forecasts indicate that it is not significant in terms of attracting Metrolink ridership, regardless of county of origin. This is likely due to the close proximity to the Riverside-Downtown station, which provides more than four times the number of weekday trains than a Highgrove station could provide (37 weekday vs. 8 at Highgrove). The Riverside-Downtown station also provides direct access to three Metrolink lines (Riverside, 91, and IEOC) rather than just the IEOC line. Train frequencies translate into choices for commuters. Typically, the more choices, the more attractive a station is to the commuter.

However, even with a substantial increase in train movements through Highgrove, the ridership forecasts do not rise to a cost-effective level given the capital and operating costs required. The results of the Highgrove ridership forecasts range from 234 to 462 one-way trips with 28% - 37% of those trips attributed to Riverside County residents.

These forecasts do take into account the future Spring Mountain Ranch/Spring Brook Estates development. While the development is significant for Highgrove and Grand Terrace, the construction of 2100 new homes does not yield a significant number of Metrolink riders who are destined for jobs in Orange County located within proximity of the Metrolink stations and for whom the limited train schedule of eight trains per weekday provides enough flexibility when just four miles south, the Riverside-Downtown station currently offers 37 trains and will increase to 58 trains after currently planned capital improvements have been completed. While concerns about congestion are warranted, a traffic impact study is required from the development and approved by Riverside County to condition street improvements to mitigate the increased traffic from the new development.

#### **Finding No. 4: High Capital and Operating Costs with Low Ridership Forecast Equal Ineffective Investment of Riverside County Taxpayer Funds**

Unlike the other Metrolink member agencies, the Commission has taken responsibility for funding the capital and operating costs for Metrolink stations located in Riverside County. The capital cost for the construction of the Highgrove station is currently estimated at \$15-\$20 million. The annual operating and maintenance costs are estimated at \$200,000 - \$250,000. Given the low ridership forecast (234 one-way trips of which only 66 are Riverside County resident trips), the development of a Highgrove station to serve the current level of train service (eight trains) would not be cost-effective.

In summary, trains do not stop in Highgrove today due to the Commission's emphasis on maximizing the benefit to Riverside County residents given current train volumes and funding limitations. The recent ridership forecasts reaffirm that the Commission's previous decisions to prioritize development of other stations/expansion of existing stations over development of a Highgrove station are prudent. Currently, Highgrove and Grand Terrace residents are served by the Riverside-Downtown station, one of the top five largest stations in the Metrolink system.

#### **What about the Future?**

While there are significant challenges associated with developing a Highgrove station in the short term, it is appropriate to examine the prospects of developing a Highgrove station in the long term. Over the past five years, the long-term benefits of a Highgrove station for expanded IEOC trains and future PVL trains have been analyzed. This analysis includes site locations, impact of BNSF litigation, ridership forecasts, and funding sources.

Specifically, in February 2002, the Commission initiated a formal alternatives analysis for the PVL. The alternatives analysis evaluates various transit alternatives and identifies routes between Riverside and Perris. At its July 10, 2002 meeting, the Commission unanimously approved establishment of the SJBL Ad Hoc Committee. The Ad Hoc Committee provides guidance on key policy issues related to the upgrade of the line, station locations, and funding issues for the extension of Metrolink commuter rail service from the Riverside-Downtown station to Perris. At its June 4, 2003 meeting, the Ad Hoc Committee unanimously recommended approval of the Union Pacific (UP) connection to the SJBL as the locally preferred alternative (LPA) for the PVL. The UP alternative could not serve a Highgrove station. However, the Ad Hoc Committee did recommend that staff explore

acquisition of additional right-of-way for a future Highgrove station to serve the IEOC line when services expanded. The Ad Hoc Committee recommendations were subsequently unanimously approved by the full Commission the following week on June 11, 2003.

### **Exploration of Additional ROW for a future Highgrove Station**

A brief synopsis of the history of key actions related to a Highgrove station begins in 1992 with the Commission approval of the acquisition of the passenger rail operating easement on the BNSF San Bernardino Subdivision along with four additional sites that were former station grounds, including a five-acre parcel in Highgrove.

In January 1994, the Commission directed staff to proceed with the development of a layover facility at Highgrove in anticipation of the future IEOC service. In June 1994, SCS developed a ridership forecast, which estimated 180 total boardings at a Highgrove station with 22 boardings (12.2%) from Riverside County residents and 158 boardings (87.7%) from San Bernardino County residents. The following month, the Commission authorized a site feasibility study to examine the engineering and operational issues associated with a layover facility to store Metrolink trains. In October 1995, the Commission approved moving the location of the layover facility closer to the Riverside-Downtown station between 3<sup>rd</sup> and 7<sup>th</sup> Streets, which negated the need to develop the Highgrove layover facility and reallocated funds from Highgrove to the new location adjacent to the Riverside-Downtown station. In 1996, the Commission traded property with BNSF to facilitate this move, leaving the Commission with 1.5 acres in Highgrove. The Riverside-Downtown station will continue to serve as a major layover facility.

The size of the Commission-owned property in Highgrove, 1.5 acres, is not sufficient for a station site that includes parking. This is one of the reasons why the Commission directed staff to explore acquiring additional right-of-way at its June 2003 meeting. In response to the Commission direction, staff retained SCS to perform a *"Highgrove Site Alternatives Study"*. The study evaluated the feasibility of three sites (Highgrove, Riverside, and Grand Terrace). NOTE: The Study did not include a ridership forecast as the scope was limited to evaluating right-of-way.

As part of the evaluation process, SCS received input from and met with stakeholders in Highgrove and Grand Terrace. At the August 22, 2003, SJBL Ad Hoc meeting, staff presented the draft *"Highgrove Site Alternatives Study"* to the Committee in closed session. The Ad Hoc Committee unanimously made a preliminary selection of a preferred location for a station to serve the Highgrove area on the IEOC line in Grand Terrace since the site had ample parcel

size and access, limited environmental and railroad issues, and was for sale. However, significant institutional issues were identified with this site since it is located outside of Riverside County. As a result, the Committee also directed staff to initiate discussions with the city of Grand Terrace and SANBAG regarding the institutional issues related to the development of a station.

In November 2003, staff received correspondence from the City Manager of Grand Terrace indicating City Council review of the study results and preference for a site location in A (Highgrove) or C (Grand Terrace) and consideration of financial support for a site (Attachment 2). After a positive response from the city of Grand Terrace, staff met with SANBAG staff to discuss the study. SANBAG staff indicated that funding for a site in Grand Terrace was not included in its short or long range transit plans. In February 2004, the study was finalized with inclusion of the correspondence from the city of Grand Terrace.

It is important to note that factors associated with the potential Riverside and Highgrove sites analyzed in 2003 have not changed. In addition, the sites are still not for sale. Barring a voluntary sale by the property owners, the Commission would have to pursue eminent domain in order to acquire the site with Measure A funds. The eminent domain process could not proceed prior to the completion of an environmental document. Currently, the Commission has not initiated an environmental document for a Highgrove station.

#### **Finding No. 5: BNSF Litigation Constrains Expansion of IEOC Service to Highgrove**

A more immediate challenge for the development of a Highgrove station is the dispute between the Commission and BNSF over train movements through Highgrove and long term ridership forecasts. The BNSF San Bernardino Subdivision is divided into three segments: San Bernardino to Riverside, Riverside to Atwood/Fullerton, and Fullerton to Hobart/L.A. Once certain capital improvements are completed, the Commission agreement with BNSF allows up to 38 train moves (one-way trips) between Los Angeles and Fullerton and 58 train moves (one-way trips) between Fullerton and Riverside. However, between Riverside and San Bernardino, the Commission and BNSF dispute the number of train movements.

BNSF contends that the maximum number of train movements is currently 10 per day. An increase from the existing eight to 10 trains per day would require the completion of two major capital projects in San Bernardino County: Colton crossing grade separation (project costs of \$147 million) and construction of a third track from Rana in San Bernardino County to Highgrove/Riverside County line (project costs estimated at \$10 million). Approximately 84% of the project costs may be borne by RCTC and SANBAG. That equates to \$132 million public agency obligation for two additional train movements.

The Commission contends that as a result of agreements in 1993 and 1996, the Commission is entitled to substantially higher number of train movements before triggering the capital improvement obligations of Colton crossing and the third track at Rana. As a result, in 2003, the Commission authorized pursuit of litigation with BNSF over the number of train movements between Riverside and San Bernardino. The binding arbitration case was completed in November 2006. Staff anticipates a decision by the middle of January and may be able to report the decision at the Commission meeting on January 10<sup>th</sup>. If the Commission is unsuccessful in the arbitration, the BNSF position would prevail and severely inhibit any expansion of IEOC service to San Bernardino beyond the current level of train service.

Futhermore, to operate two additional trains, the order of magnitude of a \$132 million capital project obligation, in addition to the \$15-\$20 million station construction, and long-term Highgrove ridership forecasts are illuminated when compared with the recent 2005 *"Riverside County Commuter Rail Feasibility Study"*. In 2005, the Commission completed a feasibility study, which analyzed six routes throughout the County. The Commission approved advancing two alternatives for future study: extension of service to San Jacinto and Temecula. These routes anticipate three new station sites and only 16 train moves by 2030. Table D below compares the Highgrove forecasts and costs with the two approved alternatives:

<b>Table D)</b>	<b>Scenario (Train Movements)</b>			<b>Capital</b>
<b>Potential Station</b>	<b>2030A</b>	<b>2030B</b>	<b>2030</b>	<b>Costs</b>
	<b>(28)</b>	<b>(40)</b>	<b>(16)</b>	
<b>Highgrove (IEOC)</b>	<b>322</b>	<b>462</b>	<b>N/A</b>	<b>+ \$152 million</b>
<b>Trips:</b>				
San Jacinto (PVL ext to San Jacinto)			384	\$111.5 million
Hemet (PVL ext to San Jacinto)			798	
Winchester Rd/SR-79 (PVL ext to San Jacinto)			156	
I-215/Newport Rd (PVL ext to Temecula)			994	\$249.4 million
I-215/Clinton Keith (PVL ext to Temecula)			606	
I-15/Winchester Rd (PVL ext to Temecula)			566	

### **Limited Regional Opportunities for Funding**

As directed by the Chair at the November 2006 Commission meeting, the Executive Director met with SANBAG staff to discuss its level of interest in contributing capital and operating costs to support a Highgrove station (Attachment 3). The Commission and SANBAG share the operating subsidy for the IEOC service between Riverside and San Bernardino. SANBAG has scheduled formal consideration of supporting a Highgrove station at its January 18<sup>th</sup> Commuter Rail Committee meeting. However, it is anticipated that the SANBAG



staff recommendation will not recommend financial support for a Highgrove station. Staff anticipates providing a draft of the SANBAG agenda item at the Commission meeting on January 10<sup>th</sup>. Regardless of the source of public funding, public funding at the low level of ridership forecast is not justified.

### **Highgrove In Lieu of a Spruce and/or UCR Station on the PVL**

One proposal offered to address funding limitations is to not develop the proposed stations at Spruce and/or UCR for the PVL service and move those funds to the Highgrove station for the IEOC service. This would not be a cost-effective decision because the characteristics associated with the two PVL sites are different than those of the Highgrove station. The significant differences lie in track ownership/capital costs and ridership forecasts.

Capital costs associated with stations on the PVL line will be substantially less than those on the BNSF main line. Unlike the Highgrove station, which is proposed on the BNSF main line, the potential Spruce and UCR stations are proposed on the Commission-owned SJBL. Per agreement with BNSF and the Commission, any stations constructed on the BNSF main line are required to have a pedestrian overcrossing or undercrossing to address safety concerns given the high volume of freight traffic. This requirement is not present on the SJBL, as a result, the capital costs associated with the Spruce and UCR stations is substantially less than that associated with a Highgrove station. The UCR station is also proposed to be a drop-off only with no parking, further reducing the capital costs associated with this site to approximately \$5 million.

A more significant difference relates to ridership forecasts. Unlike the Highgrove station which would serve as principally an IEOC origin station, the proposed Spruce and/or UCR stations can serve as both origin and destination stations since they are also within close proximity of major employment centers: Hunter Park and UCR. For example, the current 2030 forecast for the Spruce station is 1,700 one-way trips with 16 trains vs. Highgrove station at 322 one-way trips with 28 trains or 462 one-way trips with 40 trains. Ridership forecasts do not show that omission of a Spruce station for PVL service will result in a shift of the 1,700 one-way trips to the Highgrove station for the IEOC service. This is principally due to the proximity of the employment center and destination of the PVL service.

Given the feedback from some members of the Watkins Drive community, staff has begun to explore moving the proposed location of the Spruce station closer to Hunter Park on the SJBL. This could provide a site closer to the Highgrove area and more directly serve Hunter Park on the SJBL without compromising the 1,700 one-way trips that are forecast. However this option is not as viable if the

Commission is unsuccessful in the current litigation with BNSF. As it requires train movements from the SJBL to the BNSF instead of from the SJBL to the UP. In effect, the Commission would have to negotiate a separate agreement with BNSF in order to allow the additional train movements from the SJBL to the BNSF main line for the PVL service.

### **15 Year History of Evaluation of Highgrove Station**

In conclusion, the Commission has evaluated the feasibility of a Highgrove station on the BNSF main line four times over the last 15 years: 1994, 1999, 2003, and 2007 (this item). After 15 years, the issues identified in 1994 have not changed substantially, principally low ridership and identification of other sites, which are more cost-effective. Rather today, the main difference is the increased capital costs associated with developing the station. The issues identified above create significant challenges in demonstrating a need to cite a station on the BNSF segment between Riverside and Highgrove. The key findings are:

- Highgrove Ridership Forecasts (Short & Long Term) are Not Viable
- Capital Costs are Significant
- SANBAG Funding Participation is Highly Unlikely
- Review By Commission over 15 Years Reveals Policy Decisions that Maximize Investment and Benefit to Riverside County Residents

As a result of these findings, the recommendation is to decline development of a Metrolink station in the Highgrove area on the BNSF main line.

#### Attachments:

- 1) Correspondence from R.A. "Barney" Barnett
- 2) Correspondence from Thomas Schwab, Grand Terrace City Manager
- 3) Correspondence to Tony Grasso, SANBAG Executive Director