

Suspending Proposition 42 jeopardizes \$208 million for Riverside County transportation projects

If the Legislature “borrows” transportation dollars to balance the general fund this year, it will have a **costly “domino effect”** on congestion relief projects in Riverside County now and into the future.

The State Transportation Improvement Program (STIP) is funded by Prop 42. RCTC is relying on the STIP to provide more than \$60 million in FY 08/09 for projects on SR-91, I-10, and I-215.

If Prop 42 is diverted to the general fund the California Transportation Commission (CTC) will have to delay funding to projects. **Delaying projects is more costly in the long run.**

Riverside County Projects at risk if Prop 42 is suspended this year		
Project	FY 08/09	FY 09/10
I-10/Ramon Road Interchange	\$40,341,000	\$ -
I-215 widening - I-15 to Scott Road (CMIA)	\$ 3,598,000	\$ -
SR-91/Van Buren Interchange	\$16,101,000	\$ -
I-15/California Oaks/Kalmia Interchange	\$ -	\$ 21,990,000
SR-60/I-215 East Junction connector	\$ -	\$ 28,850,000
I-10/Date Palm Drive Interchange	\$ -	\$ 14,400,000
I-10/Gene Autry Trail Interchange	\$ -	\$ 2,600,000
I-10/Indian Ave Interchange	\$ -	\$ 13,656,000
I-215 widening - Scott Rd to Nuevo	\$ -	\$ 13,443,000
Perris Valley Line Metrolink Extension	\$ -	\$ 52,978,000
Total Dollars at Risk by FY	\$60,040,000	\$147,917,000
Total Dollars at Risk over the next 2 yrs	\$ 207,957,000	

Lack of funding in FY 08/09 will push projects back to FY 09/10, creating an “overflow” of demand on the STIP, thus jeopardizing FY 09/10 projects to be pushed back to FY 10/11 and beyond – instigating the domino effect.

RCTC will have to find local dollars to patch a state shortfall if these projects are to be kept on schedule. This may come at the expense of other projects. Filling the entire gap of \$208 million with local revenue will not be possible.

Proposition 1A allows the Legislature three years to repay transportation loans with interest to the general fund. We cannot expect the Legislature to make transportation whole again until FY 11/12. By then, the damage will be done to Riverside County’s transportation projects with costly delays, and what will the state actually have saved once they repay this commitment?



Let’s work with our Legislators to find real budget solutions and fulfill the will of the voters who approved Propositions 42, 1A and 1B – cutting transportation will not balance the budget.

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