

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MINUTES

Thursday, January 25, 2018

WELCOME AND WORKSHOP OVERVIEW

The Riverside County Transportation Commission Workshop was called to order by Chair Dana Reed at 1:35 p.m., at the Hyatt Indian Wells, 44600 Indian Wells Lane, Indian Wells, California.

At this time, Deputy Clerk of the Board Tara Byerly, led the Commission in a flag salute.

Commissioners/Alternates Present

Marion Ashley
Victoria Baca
Ben Benoit*
Brian Berkson
Randall Bonner
John Bulinski
Malcolm Corona
Kathleen Fitzpatrick
Deborah Franklin
Rick Gibbs
Berwin Hanna
Steven Hernandez*
Jim Hyatt
Kevin Jeffries
Shelley Kaplan*
Andrew Kotyuk

Commissioners Absent

Linda Krupa
Bob Magee
Scott Matas*
Michael Naggar
V. Manuel Perez*
Dana Reed
Adam Rush*
Karen Spiegel
John F. Tavaglione
Chuck Washington*
Lloyd White
Michael Wilson*
Neil Winter

Joseph DeConinck
Rusty Bailey
Jan Harnik
Lisa Middleton
Ted Weill

*Arrived after meeting was called to order

Anne Mayer welcomed and thanked the Commissioners for their attendance and provided an overview of the January 25 portion of the workshop.

RCTC'S BASELINE – WHERE ARE WE NOW & WHERE DO WE WANT TO BE?

Anne Mayer presented the baseline for where the Commission is now, what decisions have been made, and where the Commission is going, highlighting the following areas:

- A decade of progress sets the stage – Historical look at key actions in the past, current challenges, new hot spots, and a road map for moving forward

- 2006 limitless opportunity: In 2002 the Measure A passed and the Commission adopted its first 2009 Measure A Highway Delivery Plan for 2009-2019
- 10-Year Western Riverside County Highway Delivery Plan (Delivery Plan) Priority List through 2019
- Measure A Forecast by geographic area for the 2001 and 2006 forecasts
- 2010 Scaling back expectations
- Strategic highway projects – Mid County Parkway and State Route 79 Realignment projects
- Rail projects/operations
- Current projects – Maintain Delivery , retain Measure A savings on 74/215 Interchange, and SR-91 HOV
- I-215 Corridor – Establish the following priorities:
 - South – Murrieta Hot Springs Road to Scott Road
 - Central – Scott Road to Nuevo Road
 - Bi-County HOV Project
 - French Valley Parkway Interchange and gap closure
 - Defer: North – Nuevo Road to Box Springs Road
- I-15 Corridor
 - Complete PA/ED
 - Scope re-evaluation underway – completed July 2010
 - Assume Deferral of PS&E
 - Reassess status in July 2010
 - Continue monitoring and support of French Valley Parkway
- I-10 Corridor – Defer start on truck climbing lane
- Rail Program
 - Deliver PVL
 - In conjunction with SCRRA, explore long-range budget issues
 - Work with Commission to Consider long-range RCTC Metrolink policy items Including: Station operations costs, advertising, and parking;
- SR-91 Corridor Improvement Project: Continue to move the project forward, implement phasing plan, and explore alternative funding options
- 2013 finalizing the new scope for I-15 – Three alternatives and the decision was to build two tolled express lanes in each direction
- Facing our current challenges – A map depicting what has occurred in the Western County Transportation projects, future Measure A projects, and the hot spots where although work has been completed, these are still areas where congestion is occurring
- Measure A separates this County into three geographic areas: Western Riverside County, the Coachella Valley, and the Palo Verde Valley, and the city of Blythe are on their own
- How priorities are set in Western County – I-15 CIP Ad Hoc, the Western Riverside County Plans and Programs Committees, then approved by the Commission, and the process is based on Measure A Ordinance
- How Priorities are set in Coachella Valley – Focuses their funding on regional and arterials, and highways and it's based on their Transportation Project Prioritization Study (TPPS) program

At this time Anne Mayer welcomed and introduced Coachella Valley Association of Government's (CVAG) Executive Director Tom Kirk to present how Coachella Valley's priorities are set and their decision making process.

Tom Kirk presented how Coachella Valley prioritizes projects, highlighting the following:

- Three regions in Measure A – Different regions and different priorities
- How the Coachella Valley are different and similar on the Multiple Species Habitat Conservation Plan
- How does the CV transportation program work
- CVAG IDs and ranks projects
 - Congestion
 - Accident rates
 - Roadway condition
 - Linkages/gaps
- Coachella Valley list of priority projects totaling \$3 billion, maybe only funded 10 percent of those top projects funded
- A map depicting the Coachella Valley top ranked projects from 1994 – 2016, and today's top projects: Monroe Street Interchange, Jackson Street Interchange, and Avenue 50 projects
- Projects are funded by: State and federal, 1989 Transportation Uniform Mitigation Fees (TUMF), and 1988 and 2002 Measure A funds
- CVAG receives 50 percent of Measure A funds for regional, arterial, and interchange projects, 35 percent for cities, and 15 percent for SunLine Transit Agency;
- Sharing project cost and benefits for CVAG projects in the Coachella Valley
- Active Transportation program (ATP) – ATP now part of TPPS and the CV Link project
- CV Link – a map depicting the first phase in Cathedral City
- Photos depicting the CV Link project before construction, a rendering, and the construction being done today
- A CV Link Grand Opening ceremony will be held on February 23, and will honor Supervisor John Benoit

At this time, Anne Mayer expressed appreciation for Tom Kirk's presentation. She explained why Tom Kirk shared how the Coachella Valley prioritizes projects, which is to contrast it with Western Riverside County. The Riverside County prioritization does focus on the data behind projects, the benefits, congestion reduction, safety improvement, and the funding needs, and she highlighted the following:

- The funding gap pie chart – 2016 strategic assessment and funding scenarios by Category A, B, C and the funding gap
- The funding pie chart – Narrowed 2017 Post –SB 1 and the new half-cent sales tax measure (20 years)
- Where does the Commission want to by 2019-2029:
 - Clear priorities with county wide benefit

- Priorities based on need and funding
- Strong regional focus
- Rail and bus services meet needs of communities
- Projects and programs support countywide quality of life efforts:
Housing/environment/population growth/job growth
- Risks:
 - SB 1 repeal
 - Competing priorities
 - Increased population = increased congestion
 - Can't build our way out of congestion
 - Minimal federal investment
 - Impacts of housing and population growth
 - Living in the now and not planning for the future
 - Transportation no longer non-partisan
- Looking forward: A track record of establishing priorities and delivering projects; the current delivery plan is about to wrap up – this year is the perfect time to consider a new one; freeway expansion becoming more challenging; and major funding changes are needed for transit growth
- Looking forward and listing opportunities for input:
 - Enhanced communications and outreach must be prioritized
 - SB 1 is critical but it is only part of the puzzle
 - Long range plan will progress during 2018
 - Additional data to be shared as part of this workshop
- Looking forward to work with you: Setting priorities requires a collaborative approach; Western Riverside County Plans and Programs Committee; CVAG; Enhanced profile necessary in outside regional bodies – Metrolink, SCAG, CALCOG, MSRC, etc.

Commissioner Hyatt discussed his concerns for the SR-60 Truck Climbing Lane project and suggested creating an I-10 coordinating committee with San Bernardino County due to their truck climbing lane that ends at Live Oak Canyon.

Anne Mayer replied the I-10 Truck Climbing Lane project has been deferred, and this Commission will need to determine if this project goes in the second Measure A from 2019-2029. Caltrans and the San Bernardino County Transportation Authority (SBCTA) are working on an I-10 Climbing Lane, which stops at the County Line and it is funded.

PUBLIC ATTITUDES REGARDING TRANSPORTATION – POLLING

Aaron Hake, External Affairs Director, explained there have been meetings and direct conversations with the constituents, stakeholder groups, and the voters in the communities and these next two presentations will provide that information for discussion. He welcomed and introduced Richard Bernard, Fairbank, Maslin, Maullin, Metz & Associates (FMS) to present the public opinion surveys conducted regarding transportation and the funding, highlighting the following areas:

- Research goals and methodology – Key goal: Assess willingness of Riverside County voters to support a local finance measure for transportation improvements; four focus group sessions; and survey with 1,481 respondents – November 2-14, 2017
- Survey methodology
- Mood of the electorate:
 - 2017 survey more voters have a positive opinion about the right direction of Riverside County now than in 2010
- Ratings for awareness and perceptions of transportation agencies:
 - More voters have a favorable view of RCTC than not, but nearly two-thirds are unfamiliar with the agency
 - Western Riverside County residents are more familiar with Metrolink than those in Coachella Valley, while Caltrans is recognized equally across the County
 - Voters to be more familiar with their local transportation agency and have overall positive impressions of them
- Attitudes on local ballot measure for transportation:
 - 8 in 10 voters believe Riverside County’s transportation system has a need for additional funding; over 50 percent believe that need is great
 - The overall perception of need is consistent across the County, but voters in Western Riverside are more likely to believe there is a “great need”
- Hypothetical ballot measure language tested in survey
- Support in Coachella Valley is slightly higher than Western Riverside County
- Ratings for a majority of likely November 2018 and likely November 2020 voters initially support the ballot measure, but not enough to reach the two-thirds threshold necessary for passage
- Support is strongest in Supervisorial Districts 4 and 5, while the vote is more split in Districts 2 and 3
- Support for the measure is strongly correlated with assessments of the need for funding
- Importance of elements of the ballot measure:
 - Ratings for the most important ballot measure features include requiring all funds to benefit Riverside County residents, maintaining local roads and filling potholes, and improving freeway traffic flow and safety
 - Western Riverside voters highly rate funds benefiting Riverside County residents, improving traffic flow on local freeways and maintaining local roads
 - Coachella Valley voters highly rate keeping the entire transportation system well-maintained, funds benefiting Riverside County residents, and maintaining local roads
- Impact of information:
 - Support increases somewhat with information, but does not reach the two-thirds threshold
 - Support remains slightly higher for the November 2020 voter universe
- Conclusions:
 - Planning for a two-thirds ballot measure for transportation in Riverside County should be seen as a marathon

- Support is clearly too low to proceed in 2018 and the demographic differences between the 2018 and 2020 electorate are not enough on their own to predict success in 2020
- It is important to consider sub-regional differences when communicating about currently planned and future projects, as well as the benefits of a funding measure
- Use the next several months to listen to what constituents and community leaders are looking for in a ballot measure

Commissioner Deborah Franklin referred to Mr. Bernard's transit discussion in Western Riverside and stated the city of Banning has its own transit system and if it makes a difference.

Mr. Bernard replied that was not specifically asked and there were very little opportunities to do open end so if someone would have wanted to mention it, FM3 would not have captured that.

Anne Mayer stated that in the focus groups in Western Riverside County there was an apparent lack of interest in bus transit. When specialized transit was mentioned for the seniors and disabled these focus groups still were not interested since they have their own vehicles.

Richard Bernard noted people suggested the Commission is doing a good job in terms of senior services and that could explain why there is not a need for additional funding.

Commissioner Karen Spiegel suggested that per Mr. Bernard's presentation it is evident to push more towards 2020 to be more successful. She discussed her concern regarding SB 1 since another half-cent sales tax bill may add that extra challenge.

Richard Bernard explained the survey began one day after the gas tax was being collected and that may have impacted the results. He discussed if SB 1 is repealed, the message to self-fund to get those funds, and alternatively if SB 1 passes.

PUBLIC ATTITUDES REGARDING TRANSPORTATION – SOCIAL MEDIA

Aaron Hake welcomed and introduced Scott Wilkinson, Alpha Vu and explained Mr. Wilkinson will present the social media campaign results and communications.

Scott Wilkinson presented the Commission's social media campaign results, highlighting the following areas:

- The state of social media:
 - 50 percent+ of Americans now receive use Facebook content as their primary news source
 - Including other social media platforms, there is no question this is the dominant communications platform of our age
 - Social media platform structures are still badly misunderstood

- Need a scientific approach to analyzing social media data for: Context, to detect and understand trends in public opinion, and to effectively communicate with all of the County's constituents
- Understanding online social structures
- A Graph that depicts the frequency of other social media trends
- 2017 outreach pilot: outreach structure and lessons learned
- Project types: SB 132 projects; city and county road improvements; highway improvements; rail and freight, services, and ATP
- Message types: Quality of life, job creation, and safety
- Methodology targeting and a map depicting the target locations
- Positive engagement index – Proportion of positive engagement with each post; and engagement scaled based on intensity of expression
- Positive Index by project type – Services, rail and freight, ATP, city/county road improvements, SB 132 projects, and then highway improvements
- SB 132 projects – Widening the Hamner Avenue Bridge in the city of Norco; I-15/Limonite Avenue Interchange, Jurupa Road grade separation, McKinley Street grade separation, and then 15/91 Express Lanes Connector Projects
- Positive and negative comment examples for the Posts for: Coachella Valley-San Gorgonio Pass; I-15/Temecula Parkway; and the SR-60 Truck Climbing Lane projects
- Regional effectiveness score (RES) target by each city
- A map depicting the RES: County maps
- Recommendations:
 - More broadly and aggressively target content to communities most affected by specific nearby projects
 - When we target ad supported content, we maximize ROI by targeting specific areas rather than broad, countywide outreach
 - When talking about express lanes, citizens are most receptive to messages regarding job creating and quality of life messaging for the 15/91 Express Lanes Connector project
 - Expand/scale the outreach investment and represents both an opportunity and meeting the obligation to get information to residents

At this time, Commissioners Hernandez and Kotyuk left the meeting.

Anne Mayer explained at the focus groups the questions were asked about getting their news and information. In both the Coachella Valley and in Western Riverside County most people said they receive their news from friends, on Facebook, in the desert many people get it from the Desert Sun, and news feeds from television stations on their phones.

In response to Commissioner Marion Ashley's inquiry about the cost to undertake this survey, Aaron Hake replied about \$5,000.

At this time, Commissioner Spiegel left the meeting.

M/S/C (Gibbs/Franklin) to:

- 1) Receive and file a report on public opinion and stakeholder research on transportation issues in Riverside County;**
- 2) Direct staff to implement a public information and engagement plan through 2020 supporting transportation funding, Commission programs, plans, and projects; and**
- 3) Continue to explore and evaluate a 2020 sales tax measure for transportation.**

Abstain: Jeffries

PROTECTING SB 1

Jillian Guizado, Legislative Affairs Manager, presented an update on state and federal legislative activities, highlighting the following areas:

- In 2018 California passes \$52 billion transportation plan
- Assembly Constitutional Amendment (ACA) 5 (Frazier and Newman) – Support Position
- California Voter Approval for Gas and Vehicle Taxes Initiative (#17-0033) – Oppose Position
- RCTC Action Initiatives: Proposition 91 (2006) Oppose; Proposition 1A (2006) Support; Proposition 1B (2006) Support; Proposition 98 (2008) Oppose; and Proposition 53 (2016) Oppose
- SB 1 in Riverside County
- Maps depicting examples of projects funded by SB 1
- Graphics for Local Streets and Roads before SB 1 and after SB 1 for Coachella and Palo Verde Valleys, Western Riverside County, and Riverside County

Jillian Guizado expressed appreciation to Commission's Lobbyist Cliff Madison and Mark Watts for being here.

In response to Commissioner Bob Magee's question, Mark Watts replied that there is a bill that would withhold SB 1 road funding from communities who fail to meet their Regional Housing Need Allocation (RHNA) going forward from communities that had not met their SB 1 over road funding. He explained there is a group that was affiliated with Fix Our Roads Coalition that sponsored SB 1 and has scheduled meetings with the author and leadership to discuss this and other bills that may not have a direct connection.

At this time, Commissioners Franklin and Jeffries left the meeting.

Commissioner Magee expressed staff is requesting the Commission to support something that most of the Commissioners did not support originally; and for being heavily conflicted about this as it seems the state takes from his community and then the state tries to figure out if they will give anything back.

Commissioner Michael Naggar concurred with Commissioner Magee concerning RHNA numbers and housing. Commissioner Naggar expressed he does not prefer how SB 1 was approved especially on a partisan nature, however the Commission needs the funds for transportation. Commissioner Naggar stated he would support the measure as for his city traffic is very problematic.

Commissioner Lloyd White expressed being conflicted and if he had an opportunity, he would have voted against the measure. He advised it is a tax increase that harms low income people and this repeal gives the voters a chance to vote on it.

Commissioner Neil Winter explained this topic and issue ties to the city of Menifee personally as this is one of several cities that did not have their Vehicle Licensing Fees (VLF), which is part of SB 1. He noted being in jeopardy with the cities Measure DD and stated he supports this after seeing what the city of Menifee is getting.

In response to Commissioner Chuck Washington's clarification the Commission is being asked to support ACA 5, and to oppose the repeal on SB 1, Jillian Quizado replied that is correct.

In response to Commissioner Washington's question if some of the concern the Commissioners have about locking in the funding if some of that concern would go away if the Constitutional Amendment passes, Jillian Guizado replied of course.

M/S/C (Gibbs/Tavaglione) to:

- 1) Adopt the following positions:**
 - a) California Voter Approval for Gas and Vehicle Taxes Initiative (#17-0033) – Oppose**
 - b) California Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment – Support**

No: Magee, Rush, and White

19 – Yes and 3 – No

At 4:02 p.m., Chair Reed called for a recess until 6:00 p.m.

TRANSPORTATION, TECHNOLOGY AND TOURISM IN THE VALLEY

Gopi Sangha, Goldenvoice Productions, presented a video about transportation, technology, and tourism in the Coachella Valley.

The Commission Workshop adjourned at 7:30 p.m. The Commission Workshop will reconvene Friday, January 26 at 9:45 a.m.

MINUTES

Friday, January 26, 2018

The second day of the Riverside County Transportation Commission Workshop was called to order by Chair Dana Reed at 10:26 a.m., at the Hyatt Indian Wells, 44600 Indian Wells Lane, Indian Wells, California.

Anne Mayer provided an overview of the January 26 portion of the workshop.

LOOKING FORWARD: KEY ACTIONS AND DATES IN 2018

John Standiford, Deputy Executive Director, presented a preview of the Commission's projects tied to SB 1 and a look ahead on the Commission's future transportation projects, highlighting the following:

- December 2017 – Adopted SB 1 Local Partnership Project (LPP) competitive funding recommendations:
 - Broke ground on Interstate 15 Express Lanes project
 - Submitted STIP Projects to CTC and the CTC adopted submissions for SB 1 Local Streets and Roads Program
 - Refinanced \$410 million of sales tax debt to save \$52 million through 2039
- January 2018 – Adopted recommendations for SB 1 solutions for Congested Corridors Program:
 - The 71/91 Interchange project for the Congested Corridors Program
 - Submitted application for SB 1 Transit and Intercity Rail Capital Program
 - Start of construction and horse trail detour in the city of Norco for I-15 Express Lanes Project
 - Launch of RTA's Routes 200 and 205 Express Bus Service
 - Adoption of resolution for State Transit Assistance – SB 1 State of Good Repair funds
- February 2018 – Additional Commission Efforts:
 - 91 Express Lanes traffic monitoring and data
 - Two community Open House meetings and start of advance construction on sound walls for I-15 Express Lanes Project
 - Groundbreaking for Portrero Interchange project – February 1, 2018
 - CV Link Ribbon Cutting – February 23, 2018
- March 2018 – First anniversary for opening of 91 Express Lanes in Corona
 - Circulation of Environmental Document for Santa Ana River Trail project
 - Adoption of recommendations for Measure A funding of paratransit service for seniors and persons with disabilities
 - CTC Adoption of STIP program
 - Meeting of RCTC Citizen's Advisory Committee and meeting of SR-91 Express Lanes Advisory Committee
 - Update presentation to RCTC Board on logistics and truck study

- April 2018 – Release of CTC recommendations for SB 1 LPP and solutions for Congested Corridors Program
 - Implementation of IE Commuter cell phone application
 - Submission of Short Range Transit Plans (SRTP) from Riverside County transit operators
- May 2018 – Signatures due for SB 1 repeal effort
 - Presentation of Draft RCTC Budget for FY 2018/19
- June 2018 – Beginning of construction in freeway median for I-15 Express Lanes Project
 - Election Day – ACA 5 and the RCTC Board approval of Metrolink's FY 2018/19 Budget
 - Approval of RCTC's FY 2018/19 Budget
 - Approval of SRTPs
- July 2018 – Adoption of SR-91 Corridor Implementation Plan
 - Launch of new RCTC VanPool Program
 - Approval of Transit funding allocations
 - Approval of local jurisdictions' Measure A Five-Year Capital Improvement Plans
- Summer 2018 – Beginning of construction for Pachappa Underpass project

Commissioner Kevin Jeffries expressed RCTC's branding were extremely low to nonexistence yet the Commission funds all of the transit programs to other agencies and entities. He suggested if staff wants to increase RCTC's name I.D. staff should start with those contracts and awards requesting to put funded by or partially funded by RCTC.

John Standiford replied that is a good observation, and it is something staff has considered and will continue to move forward with.

In response to Commissioner Adam Rush's inquiry about the STIP funding and if there is any understanding about the overages for high-speed rail (HSR) that will affect local projects, Anne Mayer replied with respect to STIP funding it is a completely separate account and so there would be no effect on the STIP related to HSR overages. She expressed the risk of the STIP at this point is the repeal of SB 1.

In response to Commissioner Rush, Anne Mayer replied for HSR it does not cross over into the pots of funds that are allocated to the highway side.

Commissioner Berwin Hanna expressed appreciation to Commission staff as his city staff has been working with Commission staff on the Trail Detour as it has been going smooth.

Chair Reed expressed appreciation for Mr. Standiford's presentation and noted it shows how busy the Commission staff is on a year around basis.

At this time, Chair Reed requested SCAG's Executive Director Hasan Ikhata to make a few comments to the Commissioners.

Hasan Ikhata expressed appreciation for attending the Commission Workshop. He discussed how he attended the State of the State Address by Governor Brown and transportation took the center stage. He then congratulated the Commission for their action on SB 1 at the Commission Workshop on January 25. Mr. Ikhata expressed SCAG and its leadership will be fighting the SB 1 Repeal, as it is important to the state of California. He discussed SCAG's study that was completed with UCLA about why transit ridership is declining in the nation. He noted the \$1 billion MOU that was signed for HSR was mentioned at the State of the State Address so there will be some funding for transit coming from HSR.

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM

Caltrans District 8 Director John Bulinski presented the Caltrans State Highway Operations and Protection Program (SHOPP), highlighting the following areas:

- District 8 – Inland Empire, which consists of Riverside and San Bernardino Counties
- Caltrans Management Executive staff at District 8
- SHOPP – Caltrans has the responsibility of maintaining the existing state highway infrastructure that exists within the state
 - \$2.4 billion per year (Pre SB 1)
 - SB 1 – Adding \$1.9 billion per year average over the next 10 years
- Comparison for 2016 SHOPP adopted at the March 2016 CTC meeting and the 2018 SHOPP to be adopted at the March 2018 CTC meeting
- 2018 SHOPP breakdown for District 8
- Maintenance Program and the annual work performed at District 8 (Pre-SB 1)
- SB 1:
 - Road repair and Accountability Act of 2017 – April 28, 2017
 - Funding opportunity for Caltrans and local agencies
 - \$54 billion investment over 10 years
 - State highway system – \$26 billion
 - Cities and counties – \$26 billion
- SB 1 – Increased CTC and inspector general oversight responsibility, and new SHOPP/SB 1 Guideline – Accountability and reform measures
 - \$1 billion transportation investment = 13,000 jobs
- SB 1 – By 2027, Caltrans will repair or replace: 17,000 miles of pavement; 55,000 culverts or drains; 7,700 signals, signs, and sensors; and 500 bridges
- SB 1 – SHOPP / HM project list / First District 8 wave for 15 projects = \$918 million

In response to Commissioner Franklin's inquiry that these funds are allocated to Caltrans District 8 and with the state having several natural disasters, would any of those funds be shifted to help cover that, John Bulinski replied no that is separate money so that it is taken off the top and it is for emergency reservation funds.

Commissioner Magee expressed appreciation for Mr. Bulinski's presentation, he then referred to one of the slides that listed challenges and the number one thing is resource agencies, and asked

where is the Governor with getting that group to work with the local agencies to help move transportation forward instead of being an impediment.

John Bulinski replied he is uncertain where the Governor is on this, however he is not going to wait for the Governor. He explained his plan as it has already been started, which is to begin developing relationships meetings with the resource agencies individually. Mr. Bulinski stated the dialog needs start with respect to the resource agencies' mission versus what Caltrans and the local agencies mission is and how to work together to accomplish what is needed for the state. The resource agencies also have an issue with its personnel and Caltrans is looking at funding for them to hire staff to focus on transportation projects.

Commissioner Neil Winter expressed appreciation to John Bulinski and Caltrans District 8 for the support of the city of Menifee. He explained when the city of Menifee contacts Caltrans District 8 about the homeless setting up camps Caltrans responds quickly to take care of it.

Anne Mayer expressed appreciation to John Bulinski for his presentation. She explained the funding coming into District 8 for the operations of the system and SHOPP has operations in it too however it has been neglected for over 10 years. There are projects that can be funded on the freeway corridors, auxiliary lanes, ramp metering, and intersection widenings and there is all sorts of operational improvements that can be done too. Anne Mayer expressed this is a good opportunity to work with Caltrans as they have some resources that Caltrans can implement things that have been needed to be done for a long time.

At this time, Commissioners Jeffries, Perez, Washington, and Wilson left the meeting.

TOLLING IN CALIFORNIA

Michael Blomquist, Toll Program Director presented the tolling in California highlighting the following areas:

- Tolling across the state:
 - First Bridge: 1926 Antioch Bridge
 - First modern toll road: 1993 SR-241
 - First express lanes: 1995 SR-91 Express Lanes
 - First tolled border: 2020 (est.) Otay Mesa East POE
- California Toll Operators Committee (CTOC) and its member agencies: That addresses all things interoperability, which includes the transponders that can be used at any toll facility, toll operations, exemplary customer service, technology, advocacy in education, and addresses toll legislation and legislation that impacts tolling
- A map depicting the Southern California toll facilities and the years in which these toll facilities opened
- A map depicting a broader view of the California toll facilities that are existing and planned
- A graphic depicting the growth in using FasTrak transponders in circulation from 2010 to 2018

- Ongoing trends:
 - Limited state and federal funding
 - Significant but finite sales tax funding
 - Urban county growth
 - Limited freeway capacity-expansion plans by Caltrans
 - Use of single-occupant vehicles
 - Long-term jobs-housing imbalance
 - Demand for a less congested alternative
 - Willingness to pay a toll
- Next generation of express lanes:
 - Orange County: I-405 Express Lanes – 2023
 - San Bernardino County: I-10 Express Lanes – 2023; and I-15 Express Lanes – 2024
 - Los Angeles County: I-105 Express Lanes – 2023; I-405/Sepulveda Pass Express Lanes – 2026; and I-605 Express Lanes – 2031
 - Bay Area (Metropolitan Transportation Commission: I-880 Express Lanes – 2019; I-680N Express Lanes – 2020; I-80 Express Lanes – 2020
 - Santa Clara County: SR-237 Express Lanes extension – 2019; SR-85/US 101 Express Lanes – 2020
 - Riverside County: I-15 Express Lanes – 2020; and 15/91 Express Lanes Connector – 2022
- Project financing: Borrow against future tolls to pay for:
 - Capital costs and O&M costs – all or a portion of costs
 - Supplements traditional project funding
 - Ensures financial discipline
 - Recent project financings – RCTC SR-91 (2013) and I-15 (2017), OCTA I-405 (2017); and SBCTA I-15 (planned in 2018)
- Alternative project delivery:
 - Use of design-build method of project delivery: Saves time – open lanes sooner
 - Accepted by financing industry: Less risk of cost and schedule overruns and appropriate transfer of project completion risks
 - OCTA I-405, SBCTA I-15, RCTC SR-91 and I-15, LA Metro I-10 and I-110

PUBLIC COMMENTS ON NON-AGENDA ITEMS

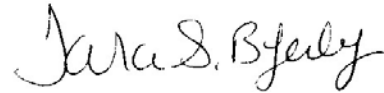
There were no requests to speak from the public.

CLOSING REMARKS AND ADJOURNMENT

Anne Mayer expressed appreciation on behalf of RCTC staff for the Commissioners dedication for attending the Commission Workshop as well as their input, guidance, and leadership.

There being no further business for consideration by the Riverside County Transportation Commission, the workshop adjourned at 11:23 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Tara S. Byerly". The signature is written in a cursive style with a large initial 'T' and 'B'.

Tara Byerly
Deputy Clerk of the Board