TRAFFIC RELIEF PLAN: SAFETY, FISCAL RESPONSIBILITY & ECONOMIC RECOVERY

Riverside County Transportation Commission
Why a Traffic Relief Plan?

• Connect communities
• Reduce traffic congestion
• Improve safety
• Enhance travel within our County – bring jobs home
• Original intent was precursor to potential sales tax measure – New funding source would allow local control, avoid project delays
Plenty of planning

• 2016-17: RCTC Strategic Assessment
• 2017-18: Stakeholder briefings, polling
• 2019: #RebootMyCommut, polling, Traffic Relief Strategy Committee, vision, goals and objectives, began draft TRP

• January-March 2020: Commission approved draft TRP, RCTC conducted robust public engagement program with website, survey, presentations, social media, advertising
Best laid plans…

- **Mid-March**: COVID-19 changed our world
- **April 8**: Commission voted to:
  - Defer plans for sales tax measure
  - End Traffic Relief Plan comment period early (previously June 10)
  - Finalize Plan, vote on plan May 13, use as foundation to secure future state, federal funding
- **May 13**: Commission unanimously approved plan
A path forward

• Very sensitive to ongoing crisis
• Moving slowly, cautiously
• New three-pronged approach:
  1. Safety
  2. Fiscal responsibility
  3. Economic recovery
Safety

• Safety of staff, crews, families, public is RCTC’s top priority
• Staff working from home since March 16
• Increased sanitation at nine Metrolink stations
• Closed 91 Express Lanes customer service center to public
• Construction and transportation operation crews remain at work as essential function, per Governor’s Executive Order
1 Safety

Crews following strict safety protocols; safety training:

- Social distancing
- Zero-tolerance for working when ill
- Minimizing exposure between crews
- PPE, including face-coverings
- Frequent hand-washing
- No sharing tools
- Disinfecting work areas
- Changing/washing clothes properly
Supporting public transit operators’ goals to protect their frontline workers and customers
Fiscal responsibility

Facing declines/uncertainty with transportation revenue

• Less sales tax revenue from Measure A
• Less 91 Express Lanes toll revenue
• Less gas tax revenue
• Uncertainty with future state and federal revenues
2 Fiscal responsibility

• RCTC has strong track record of fiscal management and oversight
• Fitch and S&P reaffirmed credit ratings in April, despite COVID-19
• Fully funded our pension liability – one of few public agencies to do so – minimizing costs to taxpayers and ensuring future financial stability
• Moving cautiously before awarding new contracts
Highway construction projects continuing
Riverside County sits at center of nation’s supply chain network, so delivery of new infrastructure is essential and part of our county’s economic recovery
15 Express Lanes expected to open late 2020
60 Truck Lanes anticipated to open late 2021
3 Economic recovery

• I-15 Railroad Canyon Interchange
• Pachappa Underpass
• Metrolink station elevators
• Riverside-DT Station Layover Facility
• 15/91 Express Connector design
• CV-SG Pass Rail environmental study – circulate EIR/EIS late 2020
• Festival service – 30% design; working with UP, Amtrak – 2021?
Economic recovery

Coming soon:

• **91 Corridor Operations Project** – New lane on westbound 91 from Green River to Route 241, awarded CM contract in May

• **I-215 Placentia Avenue Interchange** – New interchange between Ramona Expressway and Nuevo Road, awarding construction contract in June

• **71/91 Interchange** – Seeking state funding; hope to start in 2022
3 Economic recovery

- Forcefully advocating for state and federal governments to invest in more infrastructure
- Supported transit agencies’ efforts to secure CARES Act funding (resulted in ~$121 M in funding for Riv County operators); engaging with transit agencies re ongoing operational needs
- Seeking statutory relief, 91 Express Lanes TIFIA loan repayment
- Be patient. Our economy will recover, it always has, it always will
Stay Connected

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QUESTIONS