



Staff Report

TO: Mayor, and City Council Members

FROM: Jeff Hart, Public Works Director

DATE: May 18, 2021

SUBJECT: **Highland Springs Interchange Project Update and Recommendation for Approval of the First Contract Amendment Authorizing the Project Approval and Environmental Document Phase (PA/ED)**

Background and Analysis:

On September 17, 2019, City Council approved a cooperative agreement between the Riverside County Transportation Commission (RCTC), the City of Banning, and the City of Beaumont for the preparation of a Project Study Report (PSR) for the Highland Springs Interchange (Project). The Project is located adjacent to and within the jurisdictional boundaries of both the City of Banning and the City of Beaumont.

City staff has been actively working with design and traffic consultants for the Project as well as staff from the City of Banning, RCTC, and Caltrans to develop the potential four alternatives for the Project moving forward, five if you include the required “No-Build” option. The 5 alternatives studied in the PSR are as follows:

1. No Build,
2. Hook Ramps:
 - a. Option A – New westbound on-ramp from Joshua Palmer Way east of Highland Springs Avenue,
 - b. Option B – New westbound on-ramp from Joshua Palmer Way at intersection with Apex Street,
3. Diverging Diamond Interchange with crossover before Union Pacific Railroad Structure, and
4. Diverging Diamond Interchange with crossover after Union Pacific Railroad Structure.

The first draft of the PSR was submitted to Caltrans in April 2021 and is currently under review. It is anticipated that the PSR will obtain approval in August 2021.

The Western Riverside Council of Governments is utilizing \$2 million towards this Project contributed by the City of Beaumont pursuant to its settlement agreement with them to resolve the TUMF dispute. Current projections are that approximately \$500,000 will have been expended to complete the PSR. Banning, Beaumont, and RCTC are now recommending that the original cooperative agreement be amended to include the project approval and environmental document (PA/ED) phase. It is anticipated that the remainder of Beaumont's original \$2 million contribution is sufficient to complete both the PSR and PA/ED phases of the Project.

Fiscal Impact:

The cost of preparing the staff report is estimated to be \$750.

Recommended Action:

Receive and file the Highland Springs Project update, and
Authorize the Mayor to execute Amendment No. 1 to the Cooperative Agreement between RCTC, the City of Banning, and the City of Beaumont to include the project approval and environmental document phase.

Attachments:

- A. Amendment No. 1 to the Cooperative Agreement between RCTC, the City of Banning, and the City of Beaumont

**AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT
BETWEEN**

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION,
CITY OF BANNING AND CITY OF BEAUMONT**

**FOR THE MANAGEMENT OF THE I-10/HIGHLAND SPRINGS AVENUE
INTERCHANGE PROJECT STUDY REPORT
AND TO INCLUDE
APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED) PHASE**

1. Parties and Date. This Amendment No. 1 to the Cooperative Agreement is made and entered into this ____ day of _____, 2021, by and between the Riverside County Transportation Commission (RCTC), City of Banning (Banning) and City of Beaumont (Beaumont).

2. Recitals.

2.1 RCTC and the Cities of Banning and Beaumont (collectively, Cities) have entered into an agreement entitled "Cooperative Agreement Between Riverside County Transportation Commission, City of Banning, and City of Beaumont for the Preparation of the Highland Springs Interchange Project Study Report" dated September 10, 2019 (Master Agreement).

2.2 The Master Agreement established RCTC as the lead agency for the preparation of the Project Study Report (PSR) for the Highland Springs Interchange (Project) to be funded with \$2,000,000 in funds allocated by Western Riverside Council of Governments (WRCOG).

2.3 WRCOG allocated the above referenced funding amount pursuant to Agreement No. 20-72-018-00 between WRCOG and RCTC.

2.4 It is anticipated that RCTC will complete the PSR for the Project in June 2021, at a total cost of approximately \$500,000. WRCOG has approved reallocation of the funds remaining from the PSR phase (approximately \$1,500,000) to the Project Approval and Environmental Document (PA/ED) phase of the Project.

2.5 WRCOG and RCTC have entered into a Funding Agreement allocating approximately \$1,500,000 for the PA/ED phase of the Project.

2.6 The Cities of Banning and Beaumont have requested that RCTC be the lead agency for the preparation and management of the PA/ED phase of the Project.

2.7 RCTC has agreed to act as the lead agency for the PA/ED phase of the Project.

2.8 The Parties now desire, pursuant to this Amendment No. 1, to memorialize the funding reallocation approved by WRCOG for the PA/ED phase, and to include the PA/ED phase under the Master Agreement.

3. Terms.

3.1 Capitalized terms used in the Master Agreement and not otherwise defined in this Amendment No. 1 shall have the meanings as set forth in the Master Agreement.

3.2 Recital 2.2 of the Master Agreement shall be amended to include the following:

WRCOG and RCTC will reallocate the funds remaining from the PSR phase (approximately \$1,500,000) to the Project Approval and Environmental Document (PA/ED) phase of the Project.

3.3 Section 3.1 of the Master Agreement shall be amended to include a new Section 3.1(C) to read as follows:

C. Administration of PA/ED Phase for Highland Spring Interchange Project.

RCTC shall administer, as lead agency, the PA/ED phase for the Project (PA/ED work) solely using funds allocated by WRCOG. The Parties agree that RCTC shall not have any obligation to fund the administration of the PA/ED work using its own funds. In the case that additional funds are needed to complete the PA/ED work, the source of funding for such work needed beyond the funding described in Section 2.2 or any other phases of the Project, or construction of any portion or all of the Project, shall be by separate agreement(s).

RCTC shall continue management activities for Project consultants, and shall award consultant contracts as required for the PA/ED work. RCTC shall complete the PA/ED work within the Term of this Agreement, as provided in Section 3.2, unless extended by mutual agreement of the Parties.

The Cities may elect to provide independent quality assurance (IQA) for the PA/ED work.

3.4 The term of the Master Agreement, as set forth in Section 3.2, shall be extended, for purposes of completion of the PA/ED work, through December 31, 2024, or until written agreement by the Parties that the PA/ED work has been completed, unless earlier terminated as provided in the Master Agreement.

3.5 Section 3.4, Cooperation, and 3.5, Reporting, of the Master Agreement shall be amended to provide that the obligations set forth in these provisions apply to the PA/ED work to the same extent as the same apply to the PSR.

3.6 This Amendment No. 1 is in all respects governed by California law and venue for any dispute shall be in Riverside County.

3.7 The recitals set forth above are true and correct and are incorporated by reference into this Amendment No. 1 as though fully set forth herein.

3.8 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity provisions, shall remain in full force and effect and shall govern the actions of the Parties under this Amendment No. 1.

3.9 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

3.10 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE
TO
AMENDMENT NO. 1
COOPERATIVE AGREEMENT
FOR THE MANAGEMENT OF THE I-10/HIGHLAND SPRINGS AVENUE
INTERCHANGE PROJECT STUDY REPORT
AND TO INCLUDE
APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED) PHASE**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 as of the date first set forth above.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

CITY OF BANNING

By: _____
Anne Mayer, Executive Director

By: _____
Title: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP
Counsel to the Riverside County
Transportation Commission

By: _____
Title: _____

ATTEST:

By: _____
Title: _____

CITY OF BEAUMONT

By: _____

Title: _____

APPROVED AS TO FORM:

By: _____

Title: _____

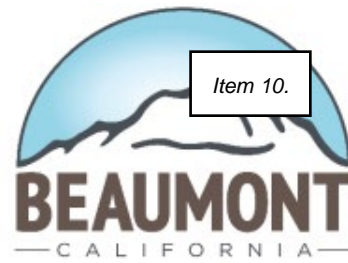
ATTEST:

By: _____

Title: _____



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



I-10 HIGHLAND SPRINGS INTERCHANGE IMPROVEMENT PROJECT

Beaumont City Council

May 18, 2021



David Lewis, RCTC Capital Projects Manager

Background

- September 2019 – RCTC, City of Beaumont, and City of Banning entered into Cooperative Agreement to prepare Highland Springs Interchange PSR
- Western Riverside Council of Governments provided \$2 million in TUMF Zone funding
- March 2020 – PSR-PDS started



Anticipated Schedule

PSR

- March 2020 – August 2021

PA/ED

- 2 years

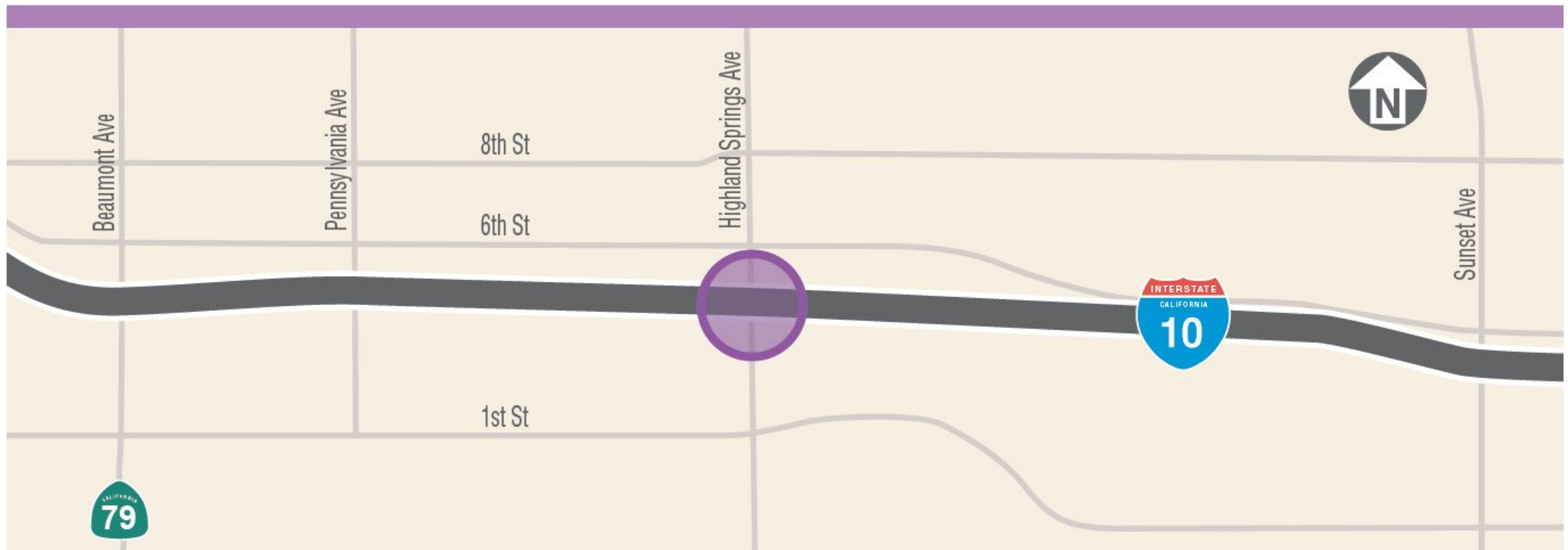
PS&E

- 2 years

Construction

- 2 years

Project Location



PSR-PDS Alternatives Studied

1. No Build
2. Hook Ramps:
 - Option A – New westbound on-ramp from Joshua Palmer Way east of Highland Springs Avenue
 - Option B – New westbound on-ramp from Joshua Palmer Way at intersection with Apex Street
3. Diverging Diamond Interchange with crossover before Union Pacific Railroad Structure
4. Diverging Diamond Interchange with crossover after Union Pacific Railroad Structure

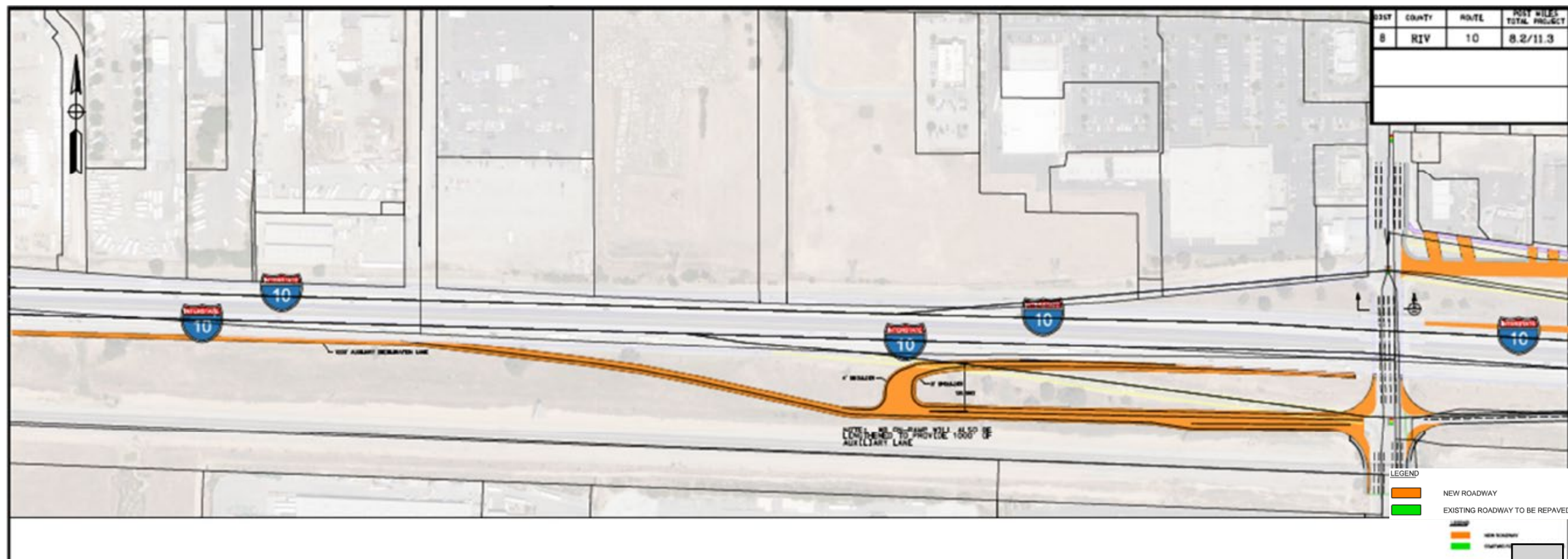
Alts 2, 3, and 4 also include acceleration and deceleration lanes on eastbound and westbound I-10

PSR-PDS Highlights

- First draft submitted to Caltrans for review and comment, April 6, 2021
- Alternatives 3 and 4 provide higher traffic Level of Service than other alternatives
- Anticipated Environmental Document
 - CEQA – Initial Study with Proposed Mitigated Negative Declaration (IS/MND)
 - NEPA – Environmental Assessment with Finding of No Significant Impact (EA/FONSI)

Alternatives 2A & 2B

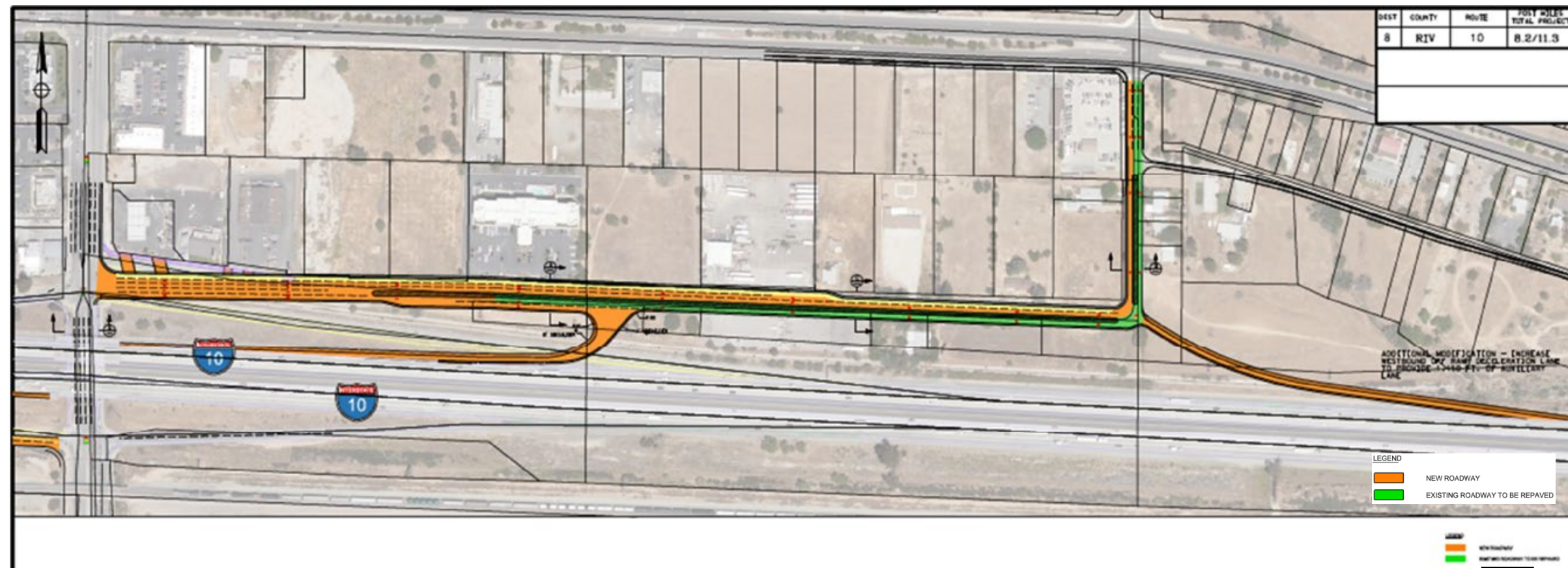
I-10 Eastbound Proposed Improvements





Alternative 2A

I-10 Westbound Proposed Improvements





Alternative 2B

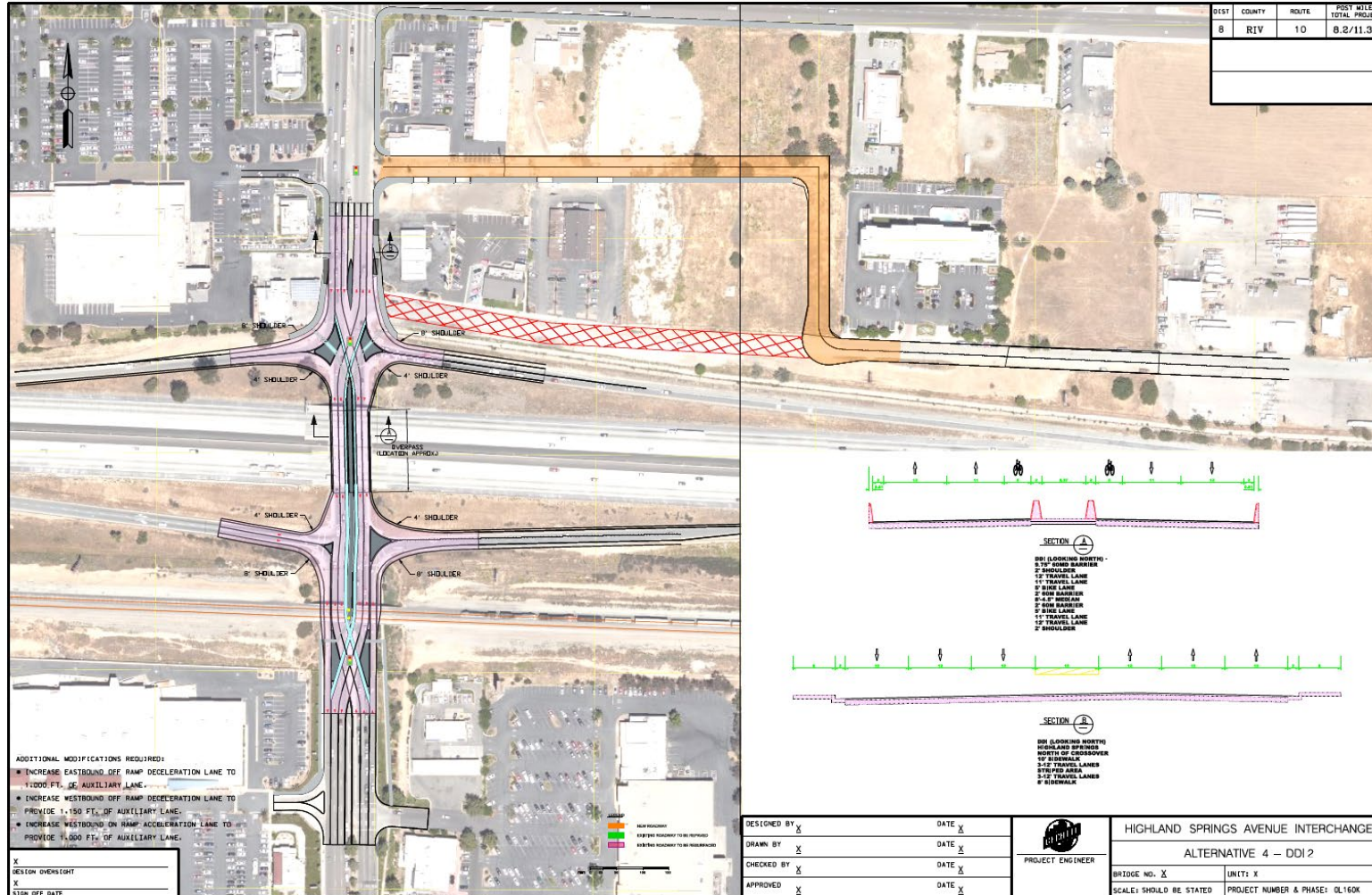
I-10 Westbound Proposed Improvements







Alternative 4



Path Forward

- Caltrans approval of PSR-PDS in August 2021
- \$1.5 million remaining balance can be used for PA/ED
- PA/ED Amendment to Cooperative Agreement with RCTC, City of Beaumont and City of Banning
- Procure consultant team to perform PA/ED
- Begin PA/ED in December 2021



QUESTIONS

