

RESOLUTION NO. 2021-48

A JOINT RESOLUTION OF THE CITY COUNCILS OF THE CITY OF BANNING, CITY OF BEAUMONT, AND CITY OF CALIMESA, AND THE MORONGO BAND OF MISSION INDIANS TO EXPAND AND DIVERSIFY THE SAN GORGONIO PASS REGIONAL TRANSPORTATION SYSTEM TO MITIGATE ENVIRONMENTAL IMPACTS AND SUPPORT REGIONAL ECONOMIC GROWTH.

WHEREAS, the San Gorgonio Pass continues to be one of the State of California’s fastest growing regions and safe transportation in the Pass is vital to achieving regional jobs and housing objectives; and

WHEREAS, the Interstate Highway 10 corridor is vital to the continued growth of the Interstate, state, regional, and local economies; and

WHEREAS, the Cities of Banning, Beaumont and Calimesa, and the Morongo Band of Mission Indians are committed to protecting public safety, promoting economic sustainability, and enhancing the quality of life throughout the San Gorgonio Pass through a coordinated effort to increase the capacity and efficiency of the transportation systems along the Interstate Highway 10 corridor; and

WHEREAS, the Cities of Banning, Beaumont and Calimesa, and the Morongo Band of Mission Indians recognize that a cooperative effort is required to secure support and funding from regional, state and federal agencies that will facilitate the infrastructure improvements necessary for safe and reliable transportation options for residents and visitors, while also supporting a robust economy and minimizing the negative impacts of growth; and

WHEREAS, the development of a comprehensive multi-modal strategic plan that identifies deficiencies and prioritizes key short-term, medium-term, and long-term projects to address regional transportation needs is crucial to successfully managing growth and maximizing regional resources to the benefit of all; and

WHEREAS, the Cities of Banning, Beaumont and Calimesa, and the Morongo Band of Mission Indians are committed to a sustained, mutually supportive effort to address transportation needs along the Interstate Highway 10 corridor and to interconnect the respective transportation systems of each entity;

NOW, THEREFORE BE IT RESOLVED by the City of Banning, City of Beaumont, City of Calimesa, and the Morongo Band of Mission Indians as follows:

1. Each entity agrees to participate with the creation of an Interstate Highway 10 Corridor Strategic Plan as described in the outline titled “*Transforming the Pass: Interstate Highway Corridor Strategic Plan – 2022 to 2052*” and as provided in Attachment A.
2. Each entity agrees to support any grant applications to fund the work necessary for the preparation of an Interstate Highway 10 Corridor Strategic Plan document.

3. Each entity agrees to cooperate in the development of an Interstate Highway 10 Corridor Strategic Plan that has been prepared utilizing an inclusionary planning process that assures fair and equal input to all.
4. Each entity agrees to designate at least one member from its governing body to participate as an oversight committee member, to oversee the creation and adoption of an Interstate Highway 10 Corridor Strategic Plan.

Passed and adopted by the Cities of Banning, Beaumont and Calimesa, and the Morongo Band of Mission Indians as follows:

CITY OF BANNING

MOVED, PASSED AND ADOPTED this ____ day of _____ 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____,
Colleen Wallace, Mayor

ATTEST:

Deputy City Clerk

CITY OF BEAUMONT

MOVED, PASSED AND ADOPTED this 17 day of August 2021.

AYES: Santos, Fenn, Martinez, White, Lara

NOES:

ABSTAIN:

ABSENT:

By:  _____
Mike Lara, Mayor

ATTEST:


Nicole Wheelwright
Deputy City Clerk

CITY OF CALIMESA

MOVED, PASSED AND ADOPTED this ____ day of _____ 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____,
Bill Davis, Mayor

ATTEST:

Deputy City Clerk

MORNGO BAND OF MISSION INDIANS

MOVED, PASSED AND ADOPTED this ____ day of _____ 2021.

AYES:

NOES:

ABSTAIN:

ABSENT:

By: _____,
Charles Martin, Chairman

ATTEST:

ATTACHMENT A
Transforming the Pass
IH-10 Corridor Strategic Plan – 2022 to 2052

Vision:

To expand and diversify the transportation system via coordinated efforts through the San Geronio Pass to achieve following goals:

- Improve overall mobility;
- Accessibility & Equity to improve access to non-single occupancy vehicle modes, etc.;
- Safety;
- State of Good Repair;
- Sustainability;
- Support regional economic growth; and
- Enhance quality of life.

Purpose:

To develop a comprehensive multi-modal perspective strategic plan that identifies deficiencies and prioritizes short-term, medium-term, and long-term key projects to address transportation needs. The strategic plan will include an implementation component that contains a project schedule to indicate the preferred timing of projects, cost estimates, and sources of funding.

Said strategic plan is to be a formal document to be adopted by each of the stakeholder agencies and to be utilized as the basis for input on transportation-related matters to outside agencies such as the Western Riverside Council of Governments (WRCOG), Riverside County Transportation Commission (RCTC), Southern California Council of Governments (SCAG), California Department of Transportation (Caltrans), Metrolink, US Highway Department, etc.

Scope:

Geography

The strategic plan should consider transportation needs along the IH-10 corridor extending from the San Bernardino County line east to Cabazon. Stakeholder agencies to be included in the planning process and, ultimately, by the plan's implementation efforts are:

- Riverside County,
- City of Banning,
- City of Beaumont,
- City of Calimesa, and
- Morongo Band of Mission Indians.

Transportation Elements

The strategic plan should consider all modes of transportation – roadways, bikeways, pedestrian ways, commuter rail, commercial rail, transit, and air. This should also consider emerging technologies like autonomous vehicles and mobility on demand.

Analysis

In order to be an effective plan, it will be critical to start with a comprehensive existing conditions analysis and conclude with a needs analysis based on metrics that are fully agreed to by all stakeholders. Major components of the analysis should incorporate the following:

EXISTING CONDITIONS

- Existing Demographic Characteristics
- Existing Roadway Conditions:
 - Current Traffic Patterns,

- Condition of Existing Infrastructure:
 - Excellent,
 - Good,
 - Fair,
 - Poor,
 - Failed,
- Current Traffic Load:
 - Maximum Daily Traffic Counts,
 - Peak Traffic Demand Cycles,
- Current Levels of Development:
 - Fully Developed Areas,
 - Entitled Areas (Include Timing of Build Out),
- Current Capacity of Existing Infrastructure:
 - Level of Consumption – Maximum Daily Demand, and
 - Level of Consumption – Peak Demand Periods.
- Vehicle Miles Traveled (VMT)
- Existing Rail Conditions:
 - Current Rail Capacity (Commercial Only Since No Commuter Rail Services Exist),
 - Current Level of Rail Usage:
 - Amount of Existing Capacity Utilized,
 - Remaining Capacity Available,
 - Contracts for Rail Service within the Study Area,
 - Current Rail Rights-of-Way, Easements or other Entitlements, and
 - Condition of Existing Infrastructure:
 - Excellent,
 - Good,
 - Fair,
 - Poor,
 - Failed.
- Existing Bicycle System(s):
 - Identification of Existing Bicycle Trails/Routes,
 - Identification of Each Bicycle Trail/Route Segment by Type:
 - Class 1,
 - Class 2,
 - Class 3,
 - Condition of Each Bicycle Trail/Route Segment, and
 - Characteristics of Each Major Node/Area Served.
- Existing Pedestrian System(s):
 - Identification of Existing Pedestrian Systems,
 - Identification of Each Pedestrian System Segment:
 - Sidewalk:
 - Material,
 - Width,
 - Condition,
 - Trail:
 - Type,
 - Material,
 - Condition, and
 - Characteristics of Each Major Node/Area Served.
- Existing Transit System (COAs and SRTPs Should Provide the Bulk of this Data):
 - Existing Services Provided:
 - City of Banning,

- City of Beaumont,
 - Riverside Transit Agency,
 - Sunlines,
 - Omni-Trans,
 - Existing Service Capacity,
 - Existing Level of Service Utilization, and
 - Characteristics of Each Major Node/Area Served.
- Air:
 - Existing Services Provided – City of Banning,
 - Existing Service Capacity, and
 - Existing Level of Service Utilization.
- Physical Constraints:
 - Topography,
 - Floodplains,
 - Environmentally Sensitive Areas,
 - Archeologically Sensitive Areas,
 - Seismic Hazard Zone,
 - Other?

FUTURE CONDITIONS

- Future Demographic Projections,
- Existing Areas of Buildout,
- Entitled Areas for Development:
 - Outline Each Project:
 - Type(s) of Land Uses,
 - Intensities/Densities of Land Uses,
 - Buildout Projections for Each Project,
- Documentation and Mapping of All General Plans:
 - Future Land Use Elements,
 - Transportation Elements,
 - Bicycle/Pedestrian Elements,
- Documentation and Mapping of All Zoning Maps for Each Agency within the Planning Area,
- Population and Housing Forecasts for Each Agency within the Planning Area, SCAG should have all this readily available
- Commercial and Industrial Development Forecasts for Each Agency within the Planning Area, and
- External Factors Influencing Development within Each Agency:
 - Legislative Mandates,
 - Other Agency Programs/Projects/Initiatives,
 - Emerging Technologies,
 - Other(s)?

PROJECT PRIORITIZATION

- Create Evaluation Framework and Scoring System
- Identify Areas of Greatest Existing Need (Short-Term) – Requires Immediate Attention:
 - Congestion/Capacity Consumption,
 - Physical Condition,
 - Other,
- Identify Areas to be Significantly Impacted in the Near Future (Medium-Term) – Requires Attention w/In 10 Years:
 - System Capacity Remaining,
 - Level of Buildout,

- Level of Development Activity,
 - Other,
- Identify Areas of Long-Term Need – Requires Attention After 10 Years:
 - Projects Identified for 11 to 20-Year Horizon, and
 - Projects Identified for 21 to 30-Year Horizon.

PROJECT COST ESTIMATES AND SCHEDULE

- Establish Project Cost Estimates
 - Identify the source of funding
- Create Project Schedule based on the preferred timing and need of the project

IT WILL BE IMPERATIVE THAT THIS STRATEGIC PLAN BE EVALUATED AND UPDATED ON A REGULAR, SCHEDULED BASIS. THOUGHT SHOULD BE GIVEN TO ESTABLISHING AN OVERSIGHT COMMITTEE COMPRISED OF A REPRESENTATIVE OF EACH STAKEHOLDER.