

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY
ANNUAL ADVOCACY TRIP – WASHINGTON, DC
APRIL 7 – 10, 2025**

SURFACE TRANSPORTATION REAUTHORIZATION

ISSUE: The Infrastructure Investments and Jobs Act (IIJA) currently funds surface transportation programs and other investments in the nation’s infrastructure through September 2026. While IIJA funding levels are significant, its overreliance on competitive grant funding placed regions such as Riverside County at a disadvantage. Transportation infrastructure in Riverside County is outdated and cannot keep up with the influx of families moving to the region from other parts of California. More federal investment in Riverside County’s transportation infrastructure is needed to support regional families and businesses.

ACTION: In the next surface transportation reauthorization bill, the Monday Morning Group urges Congress and the Administration to:

- Maintain top-line transportation funding levels of the IIJA;
- Prioritize increased investments in formula funding programs over discretionary funding programs; and
- Rewrite competitive grant funding programs to prioritize geographically large, high-population growth regions such as Riverside County. This builds on the Administration’s efforts to reevaluate and maximize regional transportation investments across the country.

Riverside County families and businesses need increased federal funding and partnership to support our transportation system and increase highway and road capacity.

BACKGROUND: Every five years, Congress drafts and passes surface transportation reauthorization legislation to authorize and fund transportation funding programs for vital transportation agencies across the country, including the Riverside County Transportation Commission (RCTC). Congress is beginning to hold conversations and hearings regarding surface transportation reauthorization to ensure continuity of transportation funding beyond the IIJA. Formula funding programs such as the Surface Transportation Block Grant (STBG) program and Congestion Mitigation and Air Quality Improvement (CMAQ) program provide fair and reliable, population-based funding to states that agencies like RCTC can count on to support the transportation needs of its families and businesses. Imbalanced support for discretionary funding in the IIJA has not met the needs of families in rapidly growing regions like Riverside County as well as increased formula funding would have.

That said, competitive grant programs are an important piece to the federal government’s support of transportation infrastructure. Since the establishment of the IIJA, the cost of raw materials, labor, and the land on which transportation projects are developed have increased dramatically. Riverside County continues to attract families from across the state thanks to the opportunities and amenities local communities offer. Additionally, more than 40% of the nation’s goods travel through inland southern California by truck and train. As Riverside County continues to attract more industries that take part in the goods movement, there is a growing need for reliable roads and highways to ensure those goods are safely and reliably delivered. At the same time, hardworking residents should not be expected to compete with semi-trucks on congested highways and freight trains at at-grade crossings to get to and from work each day to support their families. Riverside County’s transportation infrastructure needs are significant, as RCTC identified over \$30 billion in needed mobility improvements over the next 30 years in its 2024 Traffic Relief Plan.

Riverside County is the fourth-most populous county in California and 10th-most populous in the United States. Rapid growth is expected to continue, reaching 3 million residents by 2050, up from 2.5 million in 2022. Other models suggest that western Riverside County’s population could grow by as much as 800,000 within that same period. To house these new residents and families, Riverside County has been tasked with planning for more than 167,000 new housing units by 2030. These trends showcase the overwhelming need to direct additional funding – in particular formula funding – to on-the-ground agencies such as RCTC with the know-how to quickly and cost-effectively deliver transportation solutions.