

Public Safety

1. **Firefighter Rehabilitation and Breathing Support Vehicle (\$190,000):** This is a specialized vehicle with integrated resources. The vehicle is capable of refilling self-contained breathing apparatus for firefighting use on the scene of an emergency incident and has interoperability among various agencies and equipment manufacturers. The vehicle is capable of providing on-scene firefighter rehabilitation including climate control, medical monitoring and nutritional support on all-risk incidents. There is no dedicated vehicle with these capabilities available in Rialto or among cooperators. The City would make this unit available to cooperating agencies under existing mutual aid agreements.

2. **Interoperable Emergency Radios (\$250,000):** These are specialized radios that are compatible with the State conventional interoperability plan on the 700/800 MHz, VHF and UHF bandwidths. The radio upgrade and transition will enable Rialto Firefighters to meet the Mission of the State plan to "Provide strategic direction for interoperable communications and a unified public safety response communications plan that promotes national standards and addresses the unique requirements of emergency responders and designated public service organizations serving the people of California." These radios will allow full interoperability with adjoining fire and law enforcement resources in San Bernardino, Riverside and Los Angeles Counties for routine activities and are interoperable with the State of California Master Mutual Aid communications infrastructure.

3. **Emergency Operations Center (\$4,500,000):** The Emergency Operations Center (EOC) will be a centralized location to support multi-agency and/or multi-jurisdiction disaster response coordination and communication for the City of Rialto. Uniquely the City of Rialto is the home to the San Bernardino County Office of Emergency Services such that this new EOC could interface with and serve as a back-up to the County Operational Area EOC in service to all political subdivisions within the County boundary. The City has already acquired property and development a plan for the EOC on the site of an existing fire station and training grounds. The EOC will be a 5000 square foot facility with training classrooms, shower and cooking facilities, operational areas and breakout rooms. The location is convenient for travel from the 10 and 210 freeways and would plan to partner with regional and state agencies as well as the San Bernardino Community College District to host and support interoperable training opportunities.

4. **Citywide Closed Caption Television/License Plate Readers (CCTV/LPR) System (\$750,000):** This proposal implements a citywide CCTV/LPR system that monitors our major intersections for the prevention and investigation of cargo theft. Rialto is a major transportation corridor and logistical operations center, with three Amazon facilities, FedEx Ground, and other major supply chain operators. In addition to the network of LPR's, the City will install updated park cameras and tie them into Police Dispatch for all park facilities, the Metrolink Station, and the rails to trails park. City staff (based on need) could additionally access this same network through a web portal. The City needs a

minimum of \$750,000 along with some current grant monies to upgrade the current system, house it at Police Department and create an LPR network.

Public Works / Community Services

5. **Traffic Management Center Upgrade (\$5,000,000):** Since 2012, the technology and remote traffic signal equipment in the existing Traffic Management Center (TMC) has become too old and is not capable of providing up to the minute information to monitor the roadway system in the city. In addition, the City's traffic signals are not connected to the Traffic Management Center due to an old communication network that relies on analog communication protocol. As part of the Traffic Management Center Upgrade, the City of Rialto will encompass state of the art and the most intelligent transportation systems (ITS), by developing and a new Traffic Signal Communication Master plan followed by implementation of that plan. The state of the art TMC will benefit the community by coordinating signals, shorten commute time, reduce emissions, reduce delays, and enhance mobility at the signalized intersections for all transportation modes. The City previously secured \$1,705,000 in the State budget approved by Governor Brown as part of Senate Bill 840 - Budget Act of 2018. Of that amount, \$525,000 was secured exclusively to facilitate the development of traffic related planning documents.
6. **Riverside at Union Pacific Railroad (UPRR) Bridge Widening (\$50,000,000):** The project includes environmental, design, right of way and construction of the Riverside Avenue bridge widening located over the UPRR yard immediately, adjacent and south of the Riverside/I-10 Interchange. The existing bridge is insufficient for the current traffic capacity resulting in severe traffic congestion with high truck volumes. The final project will result in a wider bridge to match the buildout of the adjacent Riverside/I-10 Interchange. The latest cost estimate for the project is \$50,000,000. The City will seek grant funding for these types of projects, but funding for these types of projects is limited and is not guaranteed.
7. **SR-210 at Alder Avenue Interchange Improvements - excluding bridge widening (\$5,000,000):** State Route (SR) 210 runs west to east and includes interchange off and on ramps at Alder Avenue in the City of Rialto. SR-210 was constructed by Caltrans, with the new lanes open to traffic in 2008. Renaissance Parkway, previously named Highland Avenue was constructed in 2002 and Casmalia was constructed in 2004. The Rialto Airport was closed on April 1, 2015. Additionally, the Renaissance Specific Plan was originally approved in December 2010, and updated in December 2016. The SR-210 interchange is currently a Type L-2 spread diamond interchange. The existing ramps terminate at Alder Avenue and the ramps termini are signal controlled. The entrance ramps are metered two-lane facilities, while the exit ramps are single lanes that transition into a dual lane at the interchange. Development to the north and south of the interchange consists mostly of industrial buildings and warehouses. Alder Avenue at this

location is not a bicycle facility, but does have full pedestrian access via sidewalks, crosswalks, and curb ramps.

- 8. Americans with Disabilities Act (ADA) Improvements (\$3,930,000):** The City is requesting funding in the amount \$3,930,000 to make ADA improvements at various parks within the City of Rialto.

Community Development / Building / Housing / Economic Development
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- 9. Mobile Home Repair Program (\$250,000):** The Mobile Home Repair Program will assist mobile home homeowners with minor repairs. The program assists mobile homeowner occupants with limited incomes to complete needed repairs alleviating hazardous and unhealthy living conditions. Typical repairs include interior/exterior improvements and correction of code violations. Applicants must also have incomes less than 80% of the area median income.
- 10. Civic Center Place Making (\$375,000):** The Rialto Civic Center is a series of 13 individual buildings, services (i.e. certified organic Farmer's Market, Passport services), rail transit, public memorials, and public art. Place making consists of installing way-finding signs in English and Spanish to assist visitors. In addition to way finding signs, thermoplastic distance markers in ¼ mile intervals on pathways will encourage walking. Creating a viable space for people who live and work in Rialto is the first step to revitalizing the civic center camps and the gateway to the downtown.