

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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WORKSHOP AGENDA*

***Actions may be taken on any item listed on the agenda**

***Times are estimated**

January 29 – 30, 2026

**DoubleTree by Hilton
Oleander Ballroom
67967 Vista Chino
Cathedral City, CA 92234**

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if you need special assistance to participate in a Commission meeting, please contact the Clerk of the Board at (951) 787-7141. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

The start times listed on the agenda are approximate and are included for guidance only. Agenda items may be taken out of the order listed on the agenda.

THURSDAY, JANUARY 29, 2026

PUBLIC COMMENTS – Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.

Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

1:30 p.m. – 1:40 p.m.

CHAIR'S WELCOME

*Raymond Gregory, Chair
Aaron Hake, Executive Director*

1:40 p.m. – 2:00 p.m.

91 EXPRESS LANES OCCUPANCY DETECTION SYSTEM RESULTS

Page 1

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes Occupancy Detection System Results report.

2:00 p.m. – 2:30 p.m.

CONNECTED VEHICLE PRESENTATION

Page 5

This item is for the Commission to:

- 1) Receive and file a presentation on Connected Vehicles.

2:30 p.m. – 3:15 p.m.

MEASURE A REVENUE AND PROJECT FUNDING UPDATE

Page 7

This item is for the Commission to:

- 1) Receive and file an update on Measure A Revenue and long-term projection.

3:15 p.m. – 3:30 p.m.

BREAK

3:30 p.m. – 5:00 p.m.

TRAFFIC RELIEF PLAN 2026 FUNDING EFFORTS

Page 35

This item is for the Commission to:

- 1) Receive and file:
 - a) Background and purpose of the Traffic Relief Plan (TRP);
 - b) Summary of the public engagement and education efforts;
 - c) Results of the 2025 and 2026 public opinion surveys;
 - d) Legislative update;
- 2) Discuss local funding options and opportunities in 2026; and
- 3) TRP public outreach in 2026.

5:00 p.m. – 6:00 p.m.

BREAK

6:00 p.m.

DINNER

7:00 p.m.

ADJOURNMENT

The workshop will continue at 8:30 a.m., Friday, January 30, 67967 Vista Chino Cathedral City, CA 92234.

FRIDAY, JANUARY 30, 2026

7:30 a.m. – 8:30 a.m.

BREAKFAST

PUBLIC COMMENTS – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

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8:30 a.m. – 9:30 a.m.

STATE ROUTE 91 MASTERPLAN

Page 39

This item is for the Commission to:

- 1) Adopt an initial State Route 91 Masterplan that:
 - a. Prioritizes the 91 Eastbound Corridor Operations project (ECOP), 91 Express Lanes Major Pavement Rehab, 91 Third Express Lane, and 15/91 Express Transit Connector (ETC) and commits to consultation and coordination with partner agencies;
 - b. Incorporates 91 Westbound Improvements if revenue is available;
- 2) Proceed with the 91 Third Express Lane *Project Study Report - Project Development Support* phase in consultation and coordination with the Orange County Transportation Authority (OCTA), Foothill/Eastern Transportation Corridor Agency (TCA), and Caltrans; and
- 3) Proceed with the 15/91 ETC *Project Approval/Environmental Document* phase.

9:30 a.m. – 10:00 a.m.

DRAFT PARTNER AGENCY PROJECT IMPLEMENTATION PROCEDURE OUTLINE

Page 45

This item is for the Commission to:

- 1) Receive and file an update on the development of a Draft Partner Agency Project Implementation Procedure Outline; and
- 2) Provide direction on revisions and direct staff to return to the Commission with a final Partner Agency Project Implementation Procedure and Policy.

10:00 a.m. – 10:30 a.m.

WAREHOUSING AND LOGISTICS GROWTH UPDATE IN RIVERSIDE COUNTY

Page 57

This item is for the Commission to:

- 1) Receive and file an update on the status of warehousing and logistics growth in Riverside County; and
- 2) Review and discuss the Commission's role in providing feedback to local jurisdictions on warehousing and logistics facilities.

10:30 a.m. – 10:45 a.m.

CLOSING REMARKS

Raymond Gregory, Chair

10:45 a.m.

ADJOURNMENT

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 29, 2026
TO:	Riverside County Transportation Commission
FROM:	Reinland Jones, Toll Technology Manager Jennifer Crosson, Director of Toll Operations
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	91 Express Lanes Occupancy Detection System Results

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes Occupancy Detection System Results report.

BACKGROUND INFORMATION:

At its July 2024 meeting, the Commission approved several items required for the implementation and operation of an Occupancy Detection System (ODS) on the 91 Express Lanes.

The ODS was approved to reduce the number of customers using the HOV3 lane on the 91 Express Lanes without three or more occupants. Customers using the HOV3 lane receive a 100 percent discount or free travel, except for Mondays through Fridays in the eastbound direction when they receive a 50 percent discount.

Prior to the implementation of the ODS, the HOV3 traffic on the 91 Express Lanes averaged 25 percent of all 91 Express Lanes traffic. The large percentage of HOV3 traffic impacts the effectiveness of the dynamic pricing used to manage traffic in the 91 Express Lanes. During the westbound peak periods demand for the 91 Express Lanes exceeds capacity causing a backup in the general-purpose lanes and express connectors. Speeds in the Express Lanes also fall below the federally mandated 45 miles per hour during the morning peak periods. The westbound peak-period toll is \$24.30, and it is believed that the toll would need to be raised to over \$35 to reduce demand to a level where the back-up is eliminated and speeds exceed the federally mandated 45 miles per hour.

Today's presentation is to provide an update on the performance of the ODS after five months of operation. This is a receive a file report and no action is being requested.

DISCUSSION:

On August 4, 2025, the ODS went live on the 91 Express Lanes. Prior to implementation the following was performed:

- The eastbound median barrier wall was lowered;
- The roadside toll system was modified to include the ODS data;
- Signage was installed informing customers that video enforcement is used;
- The 91 back-office system was modified to allow for the inclusion of the ODS information, the creation of an ODS dispute process and changes to the process whereby the HOV3 discount is given; and
- Communication regarding ODS to 91 Express Lanes account holders and the other California Toll Operators.

The ODS solution captures images of vehicles passing through the HOV3 lane and identifies vehicles which do not have three or more occupants. To ensure a high level of accuracy, image review staff is manually confirming the number of vehicle occupants before the transaction is sent for processing. If the image review staff confirms that there are not three or more occupants, the customer is charged the toll rate at the time of their transaction and a \$5 processing fee.

The ODS system is catching approximately 24,000 HOV3 cheaters each month. Figure 1 shows the number of cheaters caught by direction on the 91 Express Lanes. The eastbound ODS has captured more cheaters than the westbound ODS because of the equipment's closer proximity to the vehicles. The eastbound direction has a shoulder of two feet where the westbound direction has a twelve-and-a-half-foot shoulder. The ODS equipment's closer proximity to the vehicle in the eastbound direction provides better illumination into the vehicle returning better results. Staff is exploring improvements to the westbound direction to increase the westbound ODS effectiveness.

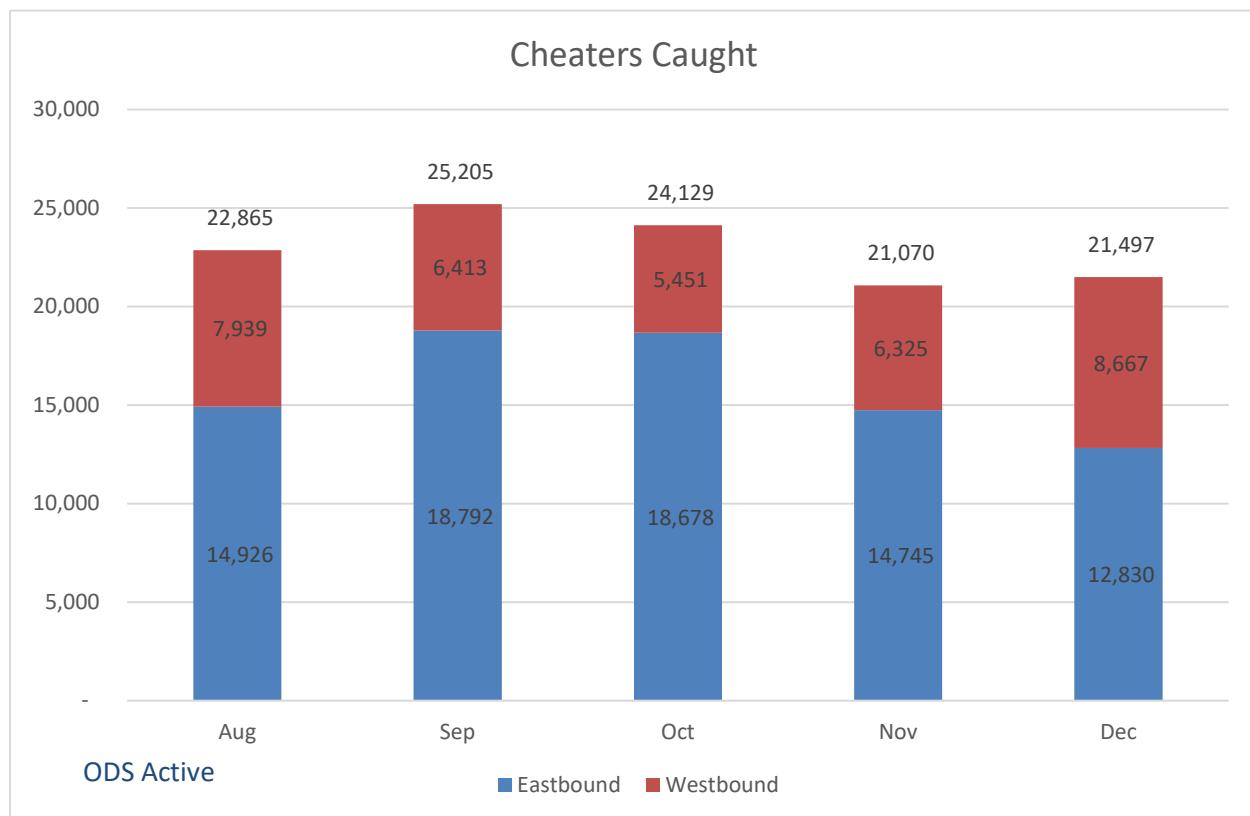


Figure 1 HOV3 Cheaters by Month

Since the inception of ODS, the percentage of traffic using the HOV3 lane (HOV3 Rate) has decreased from 25 percent to 21 percent. Figure 2 shows the 2024 monthly HOV3 transactions compared to 2025 monthly HOV3 transactions. In October 2025, there were 50,000 less HOV3 transactions than in October 2024.

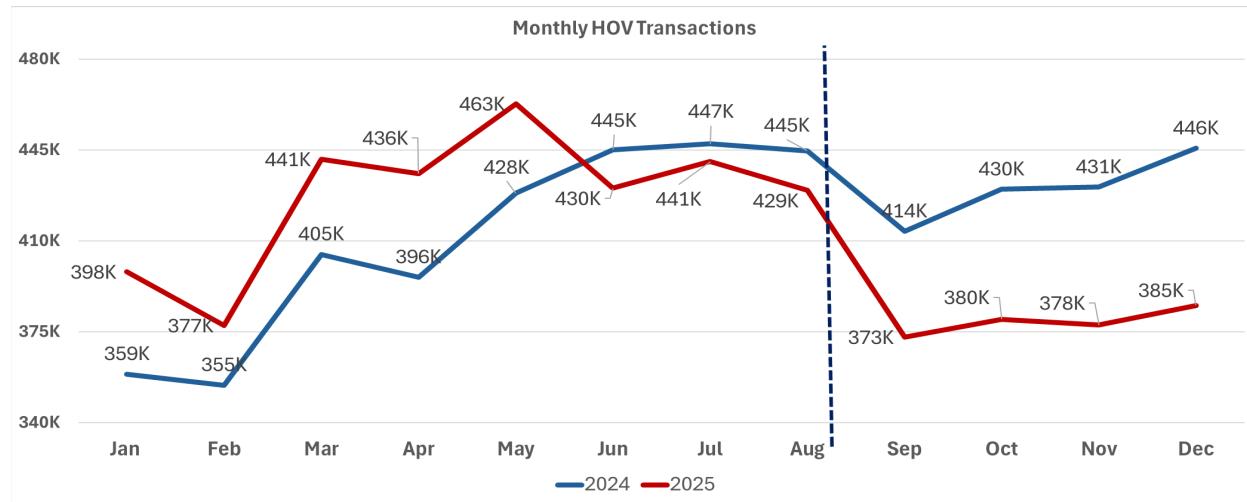


Figure 2 Monthly HOV3 Transactions

The primary goal of the ODS was to reduce the westbound peak-period traffic volumes by removing customers who were using the HOV3 lane without the required number of occupants. While ODS has reduced the number of customers using the HOV3 lane by 50,000 transactions a month, the westbound congestion has not improved. As mentioned above, the westbound ODS results would improve if the distance between the ODS cameras and the vehicle was reduced.

To better understand the role ODS plays in the management of traffic, staff has been studying the behavior of customers identified as cheaters. While doing so we have preliminarily found the following during the five months of ODS operation:

- 1) 15 percent of customers who were caught stopped using the Express Lanes;
- 2) 23 percent of customers who were caught moved to the non-HOV lanes and paid the toll; and
- 3) 62 percent of customers who have been caught continue to use the HOV3 lane.

The 91 Express Lanes implementation of ODS is the first in the nation and it is important that the Commission maintain a high-level of accuracy in determining cheaters and in handling customer disputes. Staff is auditing and directly supervising the image reviewers to ensure they perform their reviews based on conclusive data that supports the customer did not have three or more occupants. A measure of the level of accuracy is the quantity of disputes received and the outcome of those investigations. To date the Commission has caught 114,766 cheaters and received 709 trip disputes or 0.6 percent. Of the 709 disputes received, staff has determined that 34 or 4.8 percent were processed incorrectly.

Finally, staff estimated that the \$5 million dollar investment in the ODS implementation would be recovered in 15 months. Based on the first five months of data, it appears that the

implementation costs will be recovered in 19 months. Figure 3 indicates the amount of toll revenue and ODS Fees collected each month. Staff believes that while the number of customers using the HOV3 lane has been reduced by the implementation of ODS there are still a large number of customers using the HOV3 lane without the required number of occupants. As the ODS continues to “learn”, the number of cheaters it identifies will improve. As mentioned previously, the westbound system can be improved with a physical change to the camera distance from the vehicle which would identify a larger number of cheaters.

	Toll Revenue	ODS Fee	Total
August	\$155,256	\$114,325	\$269,581
September	\$164,483	\$126,025	\$290,508
October	\$159,910	\$120,645	\$280,555
November	\$129,111	\$105,350	\$234,461
December	\$162,681	\$123,615	\$286,296
Total		\$1,361,400	

Figure 3 ODS Revenue

After five months of operation, ODS has reduced the HOV3 rate by 4 percent or 50,000 a month, is operating at a high level of accuracy and is tracking for the estimated return on investment of 19 months. The processes established allow lost toll revenue and the ODS Fee to be collected seamlessly through FasTrak accounts avoiding additional collection efforts and costs.

One challenge of ODS is the high number of vehicles that have obstructions that prevent the determination of occupants in the rear seat. The Commission may consider future supplemental technology to achieve a higher capture rate of cheaters.

While ODS has not resolved the westbound peak-period demand issue, it is a step in the right direction. Staff continues to work with the ODS provider to improve the system and to study the data to determine the best methods for changing customer behavior. Staff is evaluating the installation of ODS on the 15 Express Lanes and may return with a proposal to do so in the near future.

The 91 Express Lanes ODS implementation and operation has garnered interest from toll operators and industry representatives across the country. Staff has presented at most major tolling industry conferences and is hosting a series of informational webinars on this topic. The goal is to help other operators with their own ODS implementation and to advance the development of additional technology to combat the HOV cheater issue.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 29, 2026
TO:	Riverside County Transportation Commission
FROM:	Jennifer Crosson, Toll Operations Director David Knudsen, Deputy Executive Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Connected Vehicle Presentation

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a presentation on Connected Vehicles.

DISCUSSION:

Connected Vehicles (CV) are vehicles that communicate wirelessly with other vehicles, roadway infrastructure, and traffic systems to improve safety, mobility, and system efficiency. CVs share real-time data that can be used to sustain a more efficient transportation system.

CV technologies are equipment, applications, or systems, that use vehicle-to-infrastructure (V2I) or vehicle-to-vehicle (V2V) short range communication via radio signals to exchange real-time data, including speed, location, direction, and road conditions. CV technology provides the opportunity for improvements in highway safety, congestion management, data collection, and tolling to make transportation more predictive rather and reactive to travel conditions. With the growing number of CVs on the road, the potential uses of CV technologies are also growing. Express Lanes already incorporate foundational elements that serve as the backbone for innovation, making them an ideal platform for advancing CV technology.

To facilitate the use of CV technologies, a communication network needs to be established on highway systems. The Commission's express lanes provide a unique opportunity for establishing such a network. The express lanes offer power sources and access to physical locations on the state highway system required to operate the roadside communication units that serve as the backbone of a CV network.

Kapsch TrafficCom, the Commission's provider of toll systems for both the 15 and 91 Express Lanes, is working to advance the use of CV technologies across the globe. The Commission and Kapsch have established a relationship of commitment to the advancement of technology that improves the Commission's goals and objective as express lanes operators. The partnership

between the Commission and Kapsch has resulted in testing and implementing several innovative tolling solutions.

Establishing CV infrastructure on the 91 Express Lanes would allow for V2I communication and provide the Commission with the opportunity to test emerging technologies. Possible uses envisioned today include the following:

- Congestion management – By establishing a CV network on the 91 Express Lanes, it is possible to improve congestion by monitoring speeds through the corridor, determine the ideal speed vehicles should travel to reduce traffic surges and communicate those speeds to individual vehicles.
- Safety – By establishing a CV network individual motorists can communicate with the Express Lanes Traffic Operations Center and request assistance. A CV network would also allow express lanes to communicate important safety information to motorists. Information such as closures, accidents, and roadway instructions could be communicated to vehicles approaching an impacted area.
- Data Collection – By establishing a CV network, the collection of real-time data can allow for the immediate identification of items that affect the corridors operation. The determination of travel times, congestion hot spots, and other invaluable traffic operations data would be available in real-time and without reliance on other technologies or other agencies.
- Tolling – By establishing a CV network, the number of occupants in a vehicle could be determined for use in determining HOV discount eligibility, the dynamic pricing system used to set tolls could communicate tolls to vehicles and use data from the network to adjust tolls, the internal payment mechanism in a vehicle could be used to collect a toll without a customer establishing an account or purchasing a transponder.

The presentation, to be given by Kapsch, is aimed at providing the Commission with information about CV networks and emerging applications that could be used on the Commission's express lanes. Staff is working to identify the technical and legal requirements for establishing a CV network on the 91 Express Lanes and possible near-term uses.

FISCAL IMPACT:

There is no fiscal impact as this a receive and file presentation.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 29, 2026
TO:	Riverside County Transportation Commission
FROM:	Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Measure A Revenue and Project Funding Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on Measure A Revenue and long-term projection.

BACKGROUND INFORMATION:

The Commission serves as the tax authority and implementation agency for the voter-approved Measure A Transportation Improvement Program (TIP). The County's electorate originally approved Measure A in 1988 to impose a one-half-cent transaction and use tax (sales tax) to fund specific transportation programs, which commenced in July 1989 (1989 Measure A). The 1989 Measure A was approved for a 20-year term and expired on June 30, 2009. On November 5, 2002, voters in Riverside County approved the renewal of Measure A, which began in July 2009 and is scheduled to expire on June 30, 2039 (2009 Measure A).

Measure A requires that revenues be returned to each of three geographic areas within Riverside County, Western Riverside County, Coachella Valley, and Palo Verde Valley, in proportion to the sales tax revenues generated within each area. Each geographic area maintains its own Measure A transportation program, consistent with the voter-approved requirements of Measure A.

To date, Measure A has generated approximately \$4.9 billion in sales tax revenue across the three geographic areas of Riverside County. The break-out of Measure A revenues attributable to both the 1988 (period 1989-2010) and 2009 (2010-2039) Measures are outlined in Table 1.

Table 1 - Measure A Collections:

Period (Fiscal Year)	Revenue Collected	# of Years	Average Annual Collection
1989 - 2010	1,748,971,405	20	87,448,570
2010-2025	3,129,697,998	16	195,606,125
Total			4,878,669,403

Measure A provides critical funding for transit operations and maintenance in Riverside County. Since 2009, approximately \$345 million in Measure A funding has been allocated to transit operators to support bus, passenger rail, and specialized transit services across Riverside County. In addition, Measure A revenues have also provided significant investment, totaling approximately \$1.55 billion in highway, regional arterials, and new corridors projects across Riverside County since 2009.

Recent Measure A Revenue Trends (Post-2020)

Following the fiscal year (FY) ending in 2020, Measure A revenues experienced a significant increase, driven primarily by the taxing of online sales (e-commerce). Other sales tax categories including restaurants, brick and mortar retailers, gas prices, and construction have also remained relatively strong when compared to historical collections.

From FY 2020 - 2025, Measure A revenues increased by approximately forty percent, generating approximately \$1.6 billion in total collection across Riverside County during this period. This reflects an average annual revenue of approximately \$260 million and average year-over-year growth of approximately six percent. Table 2 summarizes Measure A revenue trends for FYs 2020 through 2025.

**Table 2 - Measure A Collections fiscal year ending:
2020 thru 2025**

Fiscal Year	Western County	Coachella Valley	Palo Verde Valley	Revenue Collected - total	Growth (%) Year-over Year
2020	\$ 152,356,159	\$ 41,832,334	\$ 847,828	\$ 195,036,321	
2021	189,843,732	52,036,378	1,063,730	242,943,840	25%
2022	224,230,486	54,599,526	1,340,570	280,170,582	15%
2023	230,590,477	55,658,838	1,179,447	287,428,762	3%
2024	226,342,520	54,370,449	1,081,729	281,794,698	-2%
2025	226,557,188	52,519,604	962,718	280,039,510	-1%
Sub-total	\$ 1,249,920,562	\$ 311,017,129	\$ 6,476,022		
Total (2020-2025)				\$ 1,567,413,713	

Geographic Distribution of Measure A Funds

As required by Measure A ordinance, revenues generated within each of the three geographic areas are returned to each region based on percentage distribution outlined in Table 3:

Table 3 - Measure A Program Allocation by Geographic Area

Programs by geographic region:	Percentage Allocation
Western County	
Highways	30%
Local Streets and Roads	29%
Public Transit	12%
New Corridors	11%
Regional Arterials	9%
Bond Financing	8%
Economic Development	1%
Coachella Valley	
Highways and Regional Arterials	50%
Local Streets and Roads	35%
Public Transit	15%
Palo Verde Valley	
Local Streets and Roads	100%

For FY 2025 for example, Measure A revenue collection totaling approximately \$280 million were distributed by geographic area and program as shown in Table 4:

TABLE 4 - Measure A Sales Tax Revenues by Program and Geographic Area

Fiscal Year 2025

	Western County	Coachella Valley	Palo Verde	Total
Highways	\$ 68,776,289	\$ -	\$ -	\$ 68,776,289
Regional arterials	20,228,320	-	-	20,228,320
Highways and regional arterials	-	26,259,802	-	26,259,802
New corridors	24,948,262	-	-	24,948,262
Economic development incentives	2,697,109	-	-	2,697,109
Local streets and roads	65,404,903	18,381,861	962,718	84,749,482
Public transit:	26,296,817	7,877,941	-	
Commuter assistance	3,371,387	-	-	3,371,387
Commuter rail	13,755,258	-	-	13,755,258
Bus	3,438,815	-	-	3,438,815
Specialized transportation	5,731,357	-	-	5,731,357
Bus and specialized transportation	-	7,877,941	-	7,877,941
Bond financing	18,205,488	-	-	18,205,488
	\$ 226,557,188	\$ 52,519,604	\$ 962,718	\$ 280,039,510

A critical component of Measure A is the funding provided to local jurisdictions in each geographic area through the Local Streets and Roads (LSR) Program. Since the inception of Measure A, LSR funding has totaled approximately \$1.6 billion. Specifically, funding for each geographic area is as follows:

<u>Geographic Area</u>	<u>Amount</u>
Western County	\$1.2 billion
Coachella Valley	\$387 million
Palo Verde Valley	\$ 34 million

Since 2009, more than \$949 million of this funding has been disbursed to cities and the County to support roadway maintenance and repairs, local street improvements, and major regional transportation connections.

According to Measure A, revenue from the Coachella Valley is collected by the Commission and provided to SunLine Transit Agency (for Public Transit funds) and the Coachella Valley Association of Governments (CVAG) (for Highways and regional arterials funds). Revenue in the Palo Verde Valley is collected by the Commission and provided to the city of Blythe and the County of Riverside for LSR.

The Measure A expenditure plan, as required by state law, identifies projects on the state highway system funded through the Measure, resulting in a defined list of Western Riverside County Highway Projects. The Commission is responsible for the projects on the Western County Highway list in Measure A. The highway projects included in the Measure A expenditure plan totaled approximately \$1.7 billion (in 2002 dollars).

A key strategy for delivering Measure A projects and programs has been the pursuit of federal, state and other local (reimbursements and grants) funding to augment Measure A revenues. This strategy has been employed by all regional agencies that receive Measure A funds.

For Western County Western County Highways, RCTC's pursuit of state, federal, and other local funds has generated approximately \$1.3 billion in reimbursements, which has assisted with delivering projects, including but not limited to: 60/91/215 Interchange; 91 Capital Improvement Program (91 CIP) which includes the SR-91 Express Lanes; I-15 Express Lanes; 71/91 Interchange; and SR-60 Truck Lanes. Taking in total, these completed Western County Western County Highway projects cost \$2.1 billion.

Measure A Future Revenues and Project Delivery

With approximately one-third of Measure A's authorized term remaining, staff evaluated projected revenues through the Measure A sunset in 2039. As noted above, Measure A revenues have experienced strong growth since 2020, outpacing expectations while assisting in delivering projects on-time and on-budget.

To assess long-term funding capacity for projects, particularly highway projects, staff engaged RCTC's Measure A sales tax consultant, Neumo (formerly AvenulInsights) to prepare a Measure A revenue forecast based on current economic conditions through FY 2032 and applying a conservative two-percent growth factor for the remaining fiscal years through 2039.

Based on these assumptions, future Measure A revenues are projected to total approximately \$4.5 billion through FY 2039 with an approximate annual average collection of \$290 million. The revenue forecast for each of the geographic areas is as follows:

<u>Geographic Area</u>	<u>Amount</u>
Western County	\$3.6 billion
Coachella Valley	\$900 million
Palo Verde Valley	\$22 million

Western Riverside County Highway Program: Revenue Capacity vs. Project Costs

Of the approximately \$3.6 billion in anticipated Measure A revenues for Western County through 2039, \$2.1 billion is estimated to be eligible to fund highway, interchange, arterial road projects and related financing costs.

While the Measure A 2009 Expenditure Plan estimated Western County Western County Highway projects at approximately \$1.7 billion, project delivery costs have increased significantly over time. For example, the SR-79 project was originally estimated at approximately \$132 million and is now estimated to exceed \$1 billion to complete construction. Similarly, the SR-60 Truck Lane project was originally estimated at approximately \$26 million and was completed at a cost of \$128 million. The SR-71/91 Interchange project was completed at a cost of \$184 million but was estimated to cost approximately \$26 million in the 2009 Measure A expenditure plan.

Updated cost estimates to complete the remaining Measure A Western Riverside County highway projects indicate a funding shortfall. Staff estimate the cost to complete these projects is now between approximately \$4 billion and \$5 billion.

Conclusion

Measure A is expected to generate approximately \$4.5 billion in revenues through its 2039 sunset across all geographic areas. Based on the revenue distribution established by the Measure A ordinance, approximately \$2.1 billion of this total is identified for highway projects within Western County.

As noted above, the estimated costs to complete the remaining Measure A Western County Highway projects are approximately \$4 billion to \$5 billion. The estimated revenue to project cost gap is approximately \$2 billion to \$3 billion. Under current policy and funding constraints, state and federal funds cannot be counted on to fully address the funding gap.

As a result, completion of the remaining Measure A Western County highway projects identified in the 2009 expenditure plan would require the identification of new and/or additional funding sources.

FISCAL IMPACT:

There is no fiscal impact on this item.

Attachment: Measure A Expenditure Plan

ORDINANCE NO 02-001

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION EXPENDITURE PLAN
AND RETAIL TRANSACTION AND USE TAX ORDINANCE

PREAMBLE

The transportation system in Riverside County is rapidly deteriorating and our population and economy are growing rapidly. Maintenance and repairs of existing roadways and improvements to relieve congestion cannot be accomplished with available funds. Without additional funds, the system will bog down and pavement will crumble into permanent disrepair. State highway funds are inadequate and competition for funds is increasing. Projects in areas where local sales tax funds are available have been and will continue to be viewed much more favorably in the selection process of the California Transportation Commission. Local governments must either generate revenues to expand our system and maintain our investments or watch the system collapse and endanger the health, welfare and safety of all Riverside County residents.

Continuation of our one-half percent sales tax for transportation to supplement traditional revenues and revenues to be generated through locally-adopted developer fees and assessment districts for transportation improvements is the only way local governments can be sure the transportation system will serve the current and future travel needs of Riverside County. Collection of the one-half percent sales tax will commence upon the expiration of the existing tax.

The Riverside County Transportation Commission will continue to seek maximum funding for transportation improvements through State and federal programs. The Commission will not provide sales tax revenues to any city or to the County unless revenues currently used by that agency for transportation are continued to be used for transportation purposes.

The Riverside County Transportation Commission ordains as follows

SECTION 1 SUMMARY This Ordinance provides for the imposition of a retail transaction and use tax of one-half percent for a period of thirty (30) years, the authority to issue bonds secured by such taxes, and the administration of the tax proceeds and a county transportation expenditure plan.

SECTION II DEFINITIONS The following definitions shall apply in this ordinance.

- A **Expenditure Plan** 'The Expenditure Plan" means the Riverside County Transportation Commission Expenditure Plan (attached as Exhibit B) and adopted as part of this Ordinance including any future amendments thereto
- B "County" means the County of Riverside

- C "Commission" means the Riverside County Transportation Commission as set forth in Sections 130053, 130053.5 and 130053.7 of the Public Utilities Code
- D "TUMF" means Transportation Uniform Mitigation Fee This fee is charged on new development by local governments to assist with the building and improvement of regional arterials
- E "MSHCP" means the Multiple Species Habitat Conservation Plan currently under development by the County of Riverside
- F "Existing Tax" means the ½ % retail transactions and use tax adopted pursuant to Ordinance No 88-01

SECTION III AUTHORITY This Ordinance is enacted, in part, pursuant to the provisions of Division 25 (commencing with Section 240000) of the Public Utilities Code, and Section 7252.22 of the Revenue and Taxation Code

SECTION IV IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX
Subject to voter approval of the same, the Commission shall impose, in the incorporated and unincorporated territory of the County of Riverside, a retail transactions and use tax (referred to as the Measure "A" fund tax) at a zero percent (0%) rate until the expiration of the Existing Tax Thereafter, a tax shall be collected for a thirty (30) year period at the rate of one-half of one percent (0.5%) This tax shall be in addition to any other taxes authorized by law including any existing or future state or local sales tax or transactions and use tax

SECTION V PURPOSES Measure "A" funds may only be used for transportation purposes including the administration of Division 25, including legal actions related thereto, the construction, capital, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes These purposes include expenditures for the planning, environmental reviews, engineering and design costs, and related right-of-way acquisition

SECTION VI BONDING AUTHORITY Upon voter approval of Measure "A", the Commission shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed \$500 million, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditure for the purposes set forth in Section V hereof, including to carry out the transportation projects described in the Expenditure Plan

SECTION VII MAINTENANCE OF EFFORT The Commission, by the enactment of this Ordinance, intends the additional funds provided government agencies by this Chapter to supplement existing local revenues and required developer improvements being used for transportation purposes The government agencies shall maintain their existing commitment of local funds for street, highway and public transit purposes pursuant to this Ordinance, and the Commission shall enforce this Section by appropriate actions including fiscal audits of the local agencies

The local cities and the County shall annually submit to the Commission a list of the proposed uses for these funds and a certification that the maintenance of effort requirement is being met. If in any fiscal year the maintenance of effort requirement is not met, the agency shall not be eligible for any Measure "A" funds in the following fiscal year. Such funds shall be distributed to the remaining local governments using the formula for the area.

SECTION VIII RETURN TO SOURCE Funds for transportation purposes shall be allocated to the Western County, Coachella Valley, and Palo Verde Valley areas proportionate to the Measure "A" funds generated within these areas

SECTION IX ADMINISTRATION OF PLANS The Commission shall impose and collect Measure "A" funds, shall allocate revenues derived, and shall administer the Expenditure Plan consistent with the authority cited herein

SECTION X ADMINISTRATIVE COSTS The Commission shall expend only that amount of the funds generated from Measure "A" for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to Division 25, and in no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by Measure "A"

SECTION XI ANNUAL APPROPRIATIONS LIMIT The annual appropriations limit has been established pursuant to Ordinance 88-01 pursuant to Article XIIIIB of the California Constitution and Section 240308(b) of the Public Utilities Code. The appropriations limit has and shall be subject to adjustment as provided by law

SECTION XII EFFECTIVE AND OPERATIVE DATES Subject to voter approval, this Ordinance shall take effect at the close of the polls on November 5, 2002

SECTION XIII ELECTION The Commission requests the Board of Supervisors to call an election for voter approval of Measure "A" (Exhibit A), which election shall be held on November 5, 2002. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 240308 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in the Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition, and the imposition of the Measure "A" retail sales and use tax described herein, shall require the affirmative vote of 2/3rds of the electors voting on the attached proposition at the election described in this section.

SECTION XIV EXPENDITURE PLAN AMENDMENTS The Expenditure Plan for Measure "A" funds may only be amended, if required, in accordance with Public Utilities Code section 240302, as amended. This section currently provides the following process for amendment: (1) initiation of the amendment by the Commission reciting findings of necessity, (2) approval by the Board of Supervisors, and, (3) approval by a majority of the cities constituting a majority of the incorporated population, unless such process is amended in a manner consistent with State legislation.

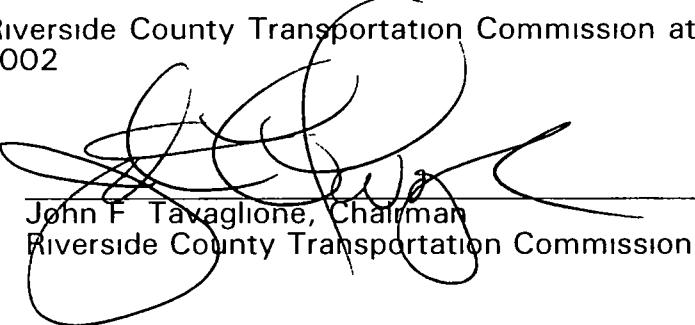
Commencing in 2019 and at least every ten years thereafter, the Commission shall review and, where necessary propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section XIV. Until approved, the then existing Expenditure Plan shall remain in full force and effect.

SECTION XV SEVERABILITY If any tax or provision of this ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining Measure "A" funds or provisions, and the Commission declares that it would have passed each part of this ordinance irrespective of the validity of any other part.

SECTION XVI THE EXISTING TAX Nothing in the ordinance is intended to modify, repeal, alter or increase the Existing Tax. The provisions of this ordinance shall apply solely to the retail transactions and use tax adopted herein, and not to the collection or administration of the Existing Tax.

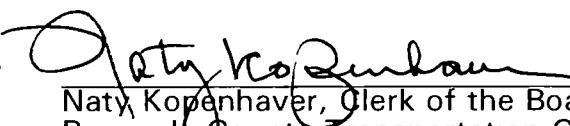
APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Wednesday, May 8, 2002

By


John F. Tavaglione, Chairman
Riverside County Transportation Commission

ATTESTED

By


Naty Kopenhaver, Clerk of the Board
Riverside County Transportation Commission

Riverside County

Transportation Improvement Plan

GOALS AND OBJECTIVES

MAINTAIN AND IMPROVE THE QUALITY OF LIFE IN RIVERSIDE COUNTY BY SUPPLEMENTING EXISTING FUNDS FOR TRANSPORTATION

Reduce current congestion and provide adequate transportation facilities to accommodate reasonable growth in the future

Provide funding for the adequate maintenance and improvement of local streets and roads in the cities and unincorporated areas

Enhance Riverside County's ability to secure state and federal funding for transportation by offering local matching funds

PROVIDE FOR ACCOUNTABILITY IN THE EXPENDITURE OF TAX PAYER FUNDS

Provides for mandatory dedication of sales tax funds only for the transportation improvements and programs identified in the Expenditure Plan and no other purpose

Provides for a mandatory, annual financial audit of program expenditures to insure that all funds are spent in accordance with this voter adopted Plan and associated legal ordinance

Provides for a Maintenance of Effort requirement in funds made available to city and county governments for local street and road programs to insure the new money for this purpose is adding to current funding levels

Provides for the strict limitation of administrative staff costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits to no more than one (1) percent of the annual net amount of revenues raised by Measure "A"

Provides for the Plan to be updated every 10 years for the period it is in effect to insure that the changing needs and priorities of the county are met

Provides for the mandatory termination of the tax in 2039, requiring additional voter approval for extension at a County General Election according to state law

PROVIDE FOR EQUITY IN THE DISTRIBUTION OF MEASURE A REVENUES

Return funds to the Western County, Coachella Valley and Palo Verde Valley proportionate to the funds generated in those areas

Adopt a Transportation Improvement Plan, which address the unique needs of each of the areas of the county

Provide a reasonable balance between competing highway, commuter rail, transit, and local streets and roads needs

PROVIDE FOR LOCAL CONTROL OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Provide for cost effective, local administration of the program through the existing Riverside County Transportation Commission. No new agency would be required to administer these funds

Delegates appropriate administrative responsibility to the cities and the county and other local agencies for local programs

This TRANSPORTATION IMPROVEMENT PLAN, which shall act as the County's Expenditure Plan, was prepared by the Riverside County Transportation Commission for the purpose of extending the current ½ cent local transaction and use tax for transportation to be collected for an additional 30 years, if approved by the voters on November 5, 2002 – Measure "A". This is proposed by the Commission as a means to fill the funding shortfall to implement necessary highway, commuter rail, and transit projects, secure new transportation corridors through environmental clearance and right of way purchases, provide adequate maintenance and improvements on the local street and road system, promote economic growth throughout the county, and provide specialized programs to meet the needs of commuters and the specialized needs of the growing senior and disabled population

TAXPAYER ACCOUNTABILITY SAFEGUARDS

LEGAL DEDICATION OF FUNDS

Measure "A" funds may only be used for transportation purposes and described in the local ordinance governing this program, including the construction, environmental mitigation of transportation projects, capital activities, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes. These purposes include but are not limited to expenditures for the planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction, engineering and administration.

MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the RCTC shall conduct an independent fiscal audit of the expenditure of all sales tax funds raised by this measure. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with the Riverside County Transportation Improvement Plan as adopted by the voters in approving the sales tax measure on November 5, 2002. In addition, the audit shall determine that Maintenance of Effort requirements, other requirements regarding local government participation in Transportation Uniform Mitigation Fee Programs, as well as requirements described in Section 5 of the Plan entitled "Local Streets and Roads" have been complied with. The audit shall also insure that no more than 1 (one) percent of total sales tax expenditures are used for administrative staff salaries and benefits in implementing this Plan.

MANDATORY PLAN UPDATE AND TERMINATION OF SALES TAX

This Plan shall be updated by RCTC every 10 years that the sales tax is in effect to reflect current and changing priorities and needs in the County, as defined by the duly elected local government representatives on the RCTC Board. Any changes to this Plan must be adopted in accordance with current law in effect at the time of the update and must be based on findings of necessity for change by the Commission. The sales tax authorized to be collected by the voters shall be terminated on March 31, 2039, unless reauthorized by the voters to extend the sales tax prior to the termination date as required under state law in effect at the time of the vote for extension.

SPECIFIC TRANSPORTATION PROJECTS TO BE FUNDED

WESTERN RIVERSIDE COUNTY

The Expenditure Plan Map illustrates the Western and Coachella Valley areas. The Western County area includes the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Riverside, Murrieta, Norco, Perris, San Jacinto, and Temecula. It also includes the unincorporated communities of Jurupa, Mira Loma, Menifee, Wildomar, and Sun City and other more sparsely populated areas, and the reservations of the Pechanga Band of Mission Indians, the Soboba Band of Mission Indians, the Cahuilla Band of Mission Indians, the Ramona Band of Cahuilla Indians, and the Morongo Band of Indians.

1 STATE HIGHWAYS

Many more state highway improvement projects are needed to deal with congestion and safety problems than existing state and federal revenues can fund. Projected formula funds from these sources over the 30 years is estimated to be \$640 million and will fund less than $\frac{1}{2}$ of the improvements needed and identified in the Expenditure Plan, which are estimated to cost \$1.66 billion in current dollars. Measure "A" funds will supplement those funding sources by an estimated \$1.02 billion and will cover the remaining costs estimated to accomplish these improvements.

The Highway projects to be implemented with funding returned to the Western County Area by extending the Measure "A" Program are as follows:

ROUTE	LIMITS	PROJECT	EST COST
91 60 I 15 & I-215		Reducing congestion on these routes will require that new transportation corridors are constructed	See Section 2
Rte 91	Pierce Street to Orange County Line	Add 1 lane each direction	\$ 161
91/I 15	Interchange	Add new Connector from I 15 North to 91 West	\$ 243
91/71	Interchange	Improve Interchange	\$ 26
Rte 71	Rte 91 to San Bernardino County Line	Widen to 3 lanes each direction	\$ 68
I 215	60/91/215 to San Bernardino County Line	Add 2 lanes each direction	\$ 231
I-215	Eucalyptus Ave to I 15	Add 1 lane each direction	\$ 210
I 15	Rte 60 to San Diego County Line	Add 1 lane each direction	\$ 359
I-10	San Bernardino County Line to Banning	Add eastbound truck climbing lane	\$ 75
I 10/60	Interchange	Construct new interchange	\$ 129
Rte 60	Badlands area east of Moreno Valley	Add truck climbing lane	\$ 26
Rte 79	Ramona Expressway to Domenigoni Parkway	Realign highway	\$ 132
SUBTOTAL	Measure A Funding State & Federal Formula Funds		\$1 02 Billion \$0 64 Billion
TOTAL			\$1 66 Billion

The Commission may add additional State Highway projects, should additional Measure "A" revenue become available

An estimated 5% of the total cost for these highway projects (\$83 million) will be used for environmental purposes to mitigate the cumulative and indirect impacts associated with construction of these projects

2 DEVELOPMENT OF NEW TRANSPORTATION CORRIDORS

State Routes 91 and 60 and Interstate Routes 15 and 215 cannot cost effectively be widened enough to provide for the traffic expected as Riverside County continues to grow. In addition to the specific highway improvements listed in Section 1 above, congestion relief for these highways will require that new north-south and east-west transportation corridors will have to be developed to provide mobility within Riverside County and between Riverside County and its neighboring Orange and San Bernardino Counties.

Four new Transportation Corridors have been identified as necessary through the Community Environmental Transportation Approval Process (CETAP) currently underway. An estimated \$370 million in Measure "A" matching funds to leverage local, state and federal funding will be made available for environmental clearance, right of way, and construction of these new corridors. An estimated \$70 million of these funds will be used to mitigate the cumulative and indirect impacts associated with construction of these projects.

3 PUBLIC TRANSIT

The Transportation Improvement Plan will provide an estimated \$390 million to expand commuter rail, implement intercity bus services and to continue and expand programs to assist the elderly, disabled and commuters.

A Discount Fares and Transit Services for Seniors and Disabled Persons

Seniors and disabled persons are becoming an increasing percentage of the population each year. They are currently charged a fare on fixed route transit services that is one-half the normal fare for service within the Western County area. In addition a number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. A minimum of \$85 million in Measure "A" funds will be used to guarantee these services.

B Commuter Rail and Intercity Bus Service

Metrolink has provided a viable alternative to the automobile for thousands of daily commuters to Orange and Los Angeles counties and reduces the demand on our freeways. The current service level needs to double in the future and expansion of the system to Moreno Valley and Perris is needed to relieve congestion on I-215. In addition, an intercity express bus service that feeds the Metrolink service and provides a reasonable alternative to the automobile for daily commuters who travel within the region is needed. Measure "A" funds will be made available for operations of these services and to match federal funds for capital.

C Commuter Services Ridesharing Vanpools, Buspools, Park-N-Ride

Commuter traffic created by Riverside County residents traveling to jobs in neighboring Orange, Los Angeles, and San Bernardino counties adds significantly to the peak hour congestion on the freeway and highway system. A number of programs have been implemented to assist commuters to share rides, reduce congestion, and take advantage of travel in the "carpool" lanes. These programs include, rideshare matching services, incentive programs, vanpool "seed money", buspool subsidies, and park-n-ride lot leasing. These programs will become even more necessary in the future as traffic increases. A minimum of \$50 million in Measure "A" funds will be used for this purpose.

4 REGIONAL ARTERIAL SYSTEM

The freeway and state highway system can no longer be expected to handle the traffic demands for travel between and through the cities of the Western County area, with the development projected for the future. A system of regional arterials (major local roadways) with limited access, freeway interchanges, grade separations, and coordinated traffic signals are needed to supplement the highway backbone system. The Western Riverside Council of Governments (WRCOG), in conjunction with the cities and the County, has developed this system of roadways to meet this need. This roadway system will be periodically updated by the Commission, or the Western Riverside Council of Governments, to reflect actual development trends.

Funding to widen existing roads and construct new roads on this system will be funded by an estimated \$300 million in revenues generated by Measure "A" and by matching revenues to be generated by the cities and County implementing a Transportation Uniform Mitigation Fee (TUMF) administered by the Commission or the Western Riverside Council of Governments (WRCOG)

Examples of the roadways on the regional arterial system that may be eligible to receive Measure "A" and TUMF funding for widening and other improvements to increase capacity and traffic flow are

- Van Buren Boulevard from I-215 to State Route 60
- Alessandro Boulevard from I-215 westerly to Central Avenue
- Central Avenue from Alessandro Blvd to Van Buren Boulevard
- Arlington Avenue from Central Avenue to Van Buren Boulevard
- Green River Road from Dominguez Ranch Rd to State Route 91
- Foothill Parkway from Lincoln Ave to Green River Road
- Scott Road from State Route 79 to I-215
- Clinton Keith Road from State Route 79 to I-215
- Date Street from State Route 79 to I-15
- State Route 79/I-10 Interchange Improvements and possible bypass to I-10
- Ramsey Street from Banning City Limits to Field Road
- Ramona Expressway from San Jacinto to I-215
- Cajalco Road from I-215 to I-15
- Perris Boulevard from State Route 74 to San Bernardino Co Line
- Pyrite Street from San Bernardino County Line to State Route 60
- Schleisman Road from San Bernardino County Line to I-15 and Arlington Avenue
- Domenigoni Parkway from State Street to I-215
- Railroad Canyon/Newport Road from I-215 to I-15

The final scope and project limits of all improvements proposed for the regional arterial system will be determined through noticed public hearings environmental clearance process, and agreement with affected agencies

5 LOCAL STREETS AND ROADS

The local street and road system is critical to the every day movement of people within the cities and the county. This system is reaching "middle age", with potholes and is in need of continued maintenance and rehabilitation. New local roads adjacent to new residential and business developments will continue to be constructed and paid for by the developers

Current resources, without the extension of the existing sales tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public

The Transportation Improvement Plan will provide an estimated \$970 million specifically for this purpose. The funds made available in the Western County area will be distributed to the cities and the county by a formula based 75% on proportionate population and 25% on revenues generated by Measure "A". In order to be eligible for these funds, each agency will be required to 1) File a Five-Year Capital Improvement Program, updated annually, with the Commission, 2) Participate in a Transportation Uniform Mitigation Fee (TUMF) Program to be developed and administered by the Commission or the Western Riverside Council of Governments (WRCOG), and, 3) Participate in the Multi-Species Habitat Conservation Plan (MSHCP) currently under development by the County of Riverside by endorsing the Permit Application and signing the Implementation Agreement.

The TUMF Program shall be adopted according to all applicable laws and shall provide that the first \$400 million of TUMF revenues will be made available to the Commission to fund equally the 1) Regional Arterial System, as described above, and, 2) Development of New Corridors ("CETAP") described above.

6 ECONOMIC DEVELOPMENT INCENTIVES PROGRAM

The need to attract new commercial and industrial development and jobs to Riverside County to reduce the need for long commutes to Orange and Los Angeles counties is important to the economic vitality and quality of life of Western Riverside County. A greater jobs – housing balance is needed immediately.

The Transportation Improvement Plan will provide an estimated \$40 million for this purpose. These funds will be used to create an Infrastructure Improvement Bank to improve existing interchanges, construct new interchanges, provide public transit linkages or stations, and make other improvements to the transportation system. Given the limited amount of funds available, the RCTC shall develop a program of competitive incentives to attract commercial and industrial development and jobs to locate within the Western Riverside County area.

In particular, the highest priority for these funds shall be for use in attracting key industrial development. For example, Western Riverside County through the provision of a needed interchange or transit service as a part of an overall package of incentives, could attract industrial development, which may have otherwise located elsewhere in California, in the United States or internationally.

7 BOND FINANCING

Construction of the highway and rail projects and implementation of the local streets and roads and other programs identified in the Transportation Improvement Plan are needed as soon as possible. In order to accomplish this, some level of borrowing will be required. The Commission will determine the extent of borrowing that is reasonable as the program is implemented. Up to \$270 million, 8% of the revenues expected to be generated, will be made available for this purpose.

COACHELLA VALLEY AREA

The Coachella Valley area is located in the central part of Riverside County and includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. It also includes the unincorporated areas, and the reservations of the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians. The Transportation Improvement Plan is designed to give flexibility to adjust to changing circumstances and to

- Improve Traffic Flow and Reduce Congestion on Highway 111
- Add/Improve Interchanges on Highway 86 and I-10
- Provide funding for Local Streets and Roads Improvements
- Improve Safety and Visibility at Major Intersections and Arterial Roads
- Reduce Congestion by Improving Major Roadways Identified as Important by Local Governments in the Coachella Valley
- Provide Express East-West Transit Routes in the Coachella Valley
- Improve and Expand Public and Specialty Transit Service

1 STATE HIGHWAYS AND MAJOR REGIONAL ROAD PROJECT

Fifty percent (50%) of the Measure "A" revenues will be used for State highways and regional road improvements. The Transportation Project Prioritization Study (TPPS), developed through the Coachella Valley Association of Governments (CVAG), will function as the Plan for future needs. Preventive maintenance of these Measure "A" funded arterials will be allowed, if a majority of the Coachella Valley local governments give approval.

The system improvements will be accomplished with a mix of Measure "A" funds, state and federal highway funds, and the existing Transportation Uniform Mitigation Fee (TUMF) on new development.

This segment of the Measure "A" Expenditure Plan will be implemented through the Coachella Valley Association of Governments.

2 LOCAL STREETS AND ROADS

Thirty-five percent (35%) of the Measure "A" revenues will be returned to the cities and the county in the Coachella Valley and shall be used to assist with the funding local street and road improvements. These funds will supplement existing federal, state, and local funds. Local street improvements adjacent to new residential and business developments will continue to be paid for by the developers.

Cities and the county in the Coachella Valley must participate in the Transportation Uniform Mitigation Fee (TUMF) program to assist in the financing of the priority regional arterial system in order to receive these funds. If a city or the county chooses not to levy the TUMF, the funds they would otherwise receive for local streets and roads will be added to the Measure "A" funds for the Regional Arterial Program.

Allocations of funds to the cities and the county will be based on a formula weighted 50% on proportionate dwelling units and 50% on Measure "A" revenues generated within each jurisdiction. A Five-Year Capital Improvement Program for the use of these funds will be prepared and annually updated with public participation by each city and the county.

3 PUBLIC TRANSIT

Fifteen percent (15%) of the Measure "A" revenues will be used to improve and expand public transit and specialized transportation services

A Discount Fares and Expanded Transportation Services for Seniors and Persons with Disabilities

For Seniors (age 60 and older) and persons with disabilities, access to healthcare, social services, shopping, and recreation is a key to quality of life. Sunline Transit Agency offers a full array of public transit and specialized transportation services at reduced prices to individuals in these special groups. Measure "A" funds will guarantee discounts continue for the next 30 years. Funds will also be used to expand services to meet future needs of the growing population of the valley.

B Specialized Transportation Services

In addition to providing SunBus public transit service, SunDial paratransit service, and SunLink express commuter service to Riverside, the Sunline Transit Agency offers specialized transportation services to Coachella Valley residents and visitors. These services include the Vets Express that provides free transportation to the Veterans Hospital in Loma Linda, SunTrip, that enables those beyond Sunline's fixed route service area to receive reimbursement they can pay to volunteer drivers, and SunRide that coordinates the transportation services offered by many non-profit social service organizations. All of Sunline's vehicles operate on clean, alternative fuels thereby preserving the environment and creating a healthier community while increasing access. Measure "A" funds will assist these and other types of specialized transportation services which may be implemented.

C Bus Replacement and More Frequent Service

Public bus transportation offers communities many benefits – reduced traffic congestion, reduced wear and tear on roads, reduced parking demand, and lower emissions. By providing access to schools, jobs and shopping, it is also a vital force in economic development. This is especially true in the Coachella Valley where nearly 75% of the 4 million annual SunBus riders take a bus to work and/or school. Public

transit buses have a 12-year life. Passage of Measure "A" will enable Sunline's fleet to be replaced as needed. Funds will also be used to increase frequency of service, which is the single most important factor in use of public transportation.

PALO VERDE VALLEY AREA

The Palo Verde Valley area is located in the far eastern part of Riverside County. It is geographically separated from the Western and Coachella Valley areas. The population within the area is relatively small, and significant growth over the next 30 years is not anticipated.

The Palo Verde Valley is served by Interstate 10 which provides adequate connections to the more westerly portions of Riverside County and easterly to Arizona. Increasing transit needs can be adequately met using existing revenue sources available for that purpose. The greatest need for the Palo Verde Valley is additional funding to adequately maintain and rehabilitate local streets and roads.

All of the funding generated by Measure "A" returned to the Palo Verde Valley is to be used for local streets and roads. Funds shall be distributed to the City of Blythe and the County of Riverside by formula. The formula distribution is based 75% on proportionate population and 25% on sales tax revenues generated in each area.

MEASURE 'A' REVENUE ALLOCATIONS (\$ millions)

Western County Area

Highway Improvements	\$ 1,020
New Corridors	\$ 370
Commuter Rail / Intercity Bus/ Specialized	\$ 390
Transit/ Commuter Services	
Regional Arterial Projects	\$ 300
Local Streets and Road Improvements	\$ 970
Bond Finance	\$ 270
Economic Development Projects	\$ 40
TOTAL	\$3,360

Coachella Valley

Highways and Regional Arterials	\$ 628
Local Streets and Roads	\$ 439
Specialized and Public Transit	\$ 188
TOTAL	\$1,255

Palo Verde Valley Area

Local Street and Road Improvements	\$ 47
TOTAL	\$ 47

GENERAL PROVISIONS OF THE TRANSPORTATION IMPROVEMENT PLAN

1 BASIS FOR REVENUE ESTIMATES

Federal and state participation for highways, commuter rail, new corridors, and major non-highway roadway improvements is assumed to be \$40 million per year allocated biannually by the California Transportation Commission through the State Transportation Improvement Program (STIP) process. The Riverside County Transportation Commission currently programs 24.2% of these funds on a discretionary basis for projects. This practice will be continued in order to fund major improvements that will arise and have not been anticipated by this Transportation Improvement Plan.

Measure "A" revenue estimates have not been adjusted to reflect inflation. It is assumed that inflation revenue increases will be offset by inflation costs to deliver the projects. "Real Growth" is assumed to parallel countywide population growth. Based upon these factors, Measure "A" revenues over the 30-year period are assumed to be about \$4.665 billion.

2 BASIS FOR COST ESTIMATES

All cost estimates for highway projects were developed by Caltrans based on a specific scope of improvements and are based on 2001 values. Future costs may increase due to inflation or other factors beyond the control of the Commission. The 2001 costs estimates are to be used to determine the proportionate distribution of funds to the categories of projects and programs identified in the transportation program.

3 STATE HIGHWAY AND MAJOR ARTERIAL PROGRAMS

A Eligible state highway project costs include preliminary engineering, environmental clearances, design engineering, project management, right of way acquisition and long-term leases and construction. Measure "A" funds are intended to supplement and not replace existing federal and state sources. If it is determined by the Commission that Riverside County is not receiving its fair share of existing funds, sales tax funds may be directed to other types of transportation needs.

- B** The actual scope of the highway, and major arterial projects to be implemented is to be determined through a prioritization process, required environmental analysis, and full consideration of reasonable alternatives Public participation during the environmental analysis process is required
- C** The Commission shall establish a "State Highway Account" for funding capital expenditures for state highway improvements

4 PUBLIC TRANSIT

- A** Eligible programs include special discount fares for the elderly and persons with disabilities, funding for computer assisted rideshare programs, commuter incentive programs, "seed" programs to encourage the creation of vanpools and buspools, bus capital replacement and additional bus service in the Coachella Valley, and capital and operating assistance for commuter rail expansion and intercity bus service implementation in the Western County area
- B** Western County area commuter rail services are anticipated to continue to be operated by Metrolink on existing rail lines to Los Angeles, Orange and San Bernardino counties Increasing the level of services will require negotiation of the appropriate agreements with the railroads and appropriate cost sharing between the counties served Extension of service to the Moreno Valley area and the City of Perris is anticipated to be along the San Jacinto Branch Line owned by the Commission Measure "A" funds will be used for operating costs and to match federal and state funds for capital improvements
- C** Western County area intercity bus express services to be implemented are intended to specifically target commuters and provide a viable connection to the Metrolink service and transportation between and to key employment centers within the region
- D** The Commission shall establish a "Public Transit Account" for funding these programs The Commission shall determine which public transportation or specialized transportation services operators, and carpool/vanpool facilitating agencies, shall receive funding assistance The Commission may directly provide or operate these services and programs if it is determined that they are the most appropriate agency to do so in the Western County area In the Coachella Valley area, the services will be provided by the SunLine Transit Agency Based on 30 year funding estimates, the amount of funds should be \$340 million for the Western County and \$188 million for the Coachella Valley area

5 LOCAL STREETS AND ROADS PROJECTS

- A Eligible local street and road project costs include any environmental review and mitigation, engineering, right of way acquisition and, capital or maintenance cost Decisions on projects are to be made by local jurisdictions, but subject to capital Improvement requirements
- B Annual population estimates used for the distribution formula for the Western County and Palo Verde Valley areas shall be from the State Department of Finance Dwelling unit estimates used for the distribution formula in the Coachella Valley shall be from the Riverside County Planning Department Actual State Board of Equalization retail sales transactions shall be used for the formula in all three areas The County Planning Department shall estimate the share for each of the unincorporated areas for the three areas, from the total retail sales transactions for the total unincorporated area
- C The Commission shall assure the cities and the County are in compliance with maintenance of effort requirements before allocating funds for local streets and roads Further, the Commission shall not allocate funds to an individual city or the County for local streets and roads within the Western County and Coachella Valley areas unless the local agency is certified by the Coachella Valley Association of Governments or in the Western County Area by the Commission or the Western Riverside County Association of Governments as applicable, to be a participant in the Transportation Uniform Mitigation Fee (TUMF) program necessary for the implementation of the Regional Arterial Program in their area The cities and the county in the Western County Area must participate in the Multi Species Habitat Conservation Plan (MSHCP) by endorsing the Permit Allocation and executing the Implementation Agreement with the resources agencies in order to be eligible to receive local streets and roads funds
- D Funding which is not allocated to a city or the county because it is not a participant in the TUMF program in the Coachella Valley area and the TUMF and the MSHCP in the Western County area shall be allocated to the Regional Arterial Program in the geographic area in which the city or portion of the county is located

6 FUNDING FLEXIBILITY AND BONDING TO EXPEDITE PROJECTS

The Commission may make maximum use of available funds by temporarily shifting allocations between geographic areas and transportation purposes. However, the proportionate shares for areas and purposes over the 30-year period may not be changed without an amendment of the Transportation Improvement Plan as required by law. Shifts may not be made without previous consultation with the affected agencies and two-thirds majority approval of the Board of Commissioners.

The Commission may also use bonds to speed implementation of some projects. Bonding will not be used without first determining that the benefits of an accelerated program outweigh the additional cost of interest on borrowing funds.

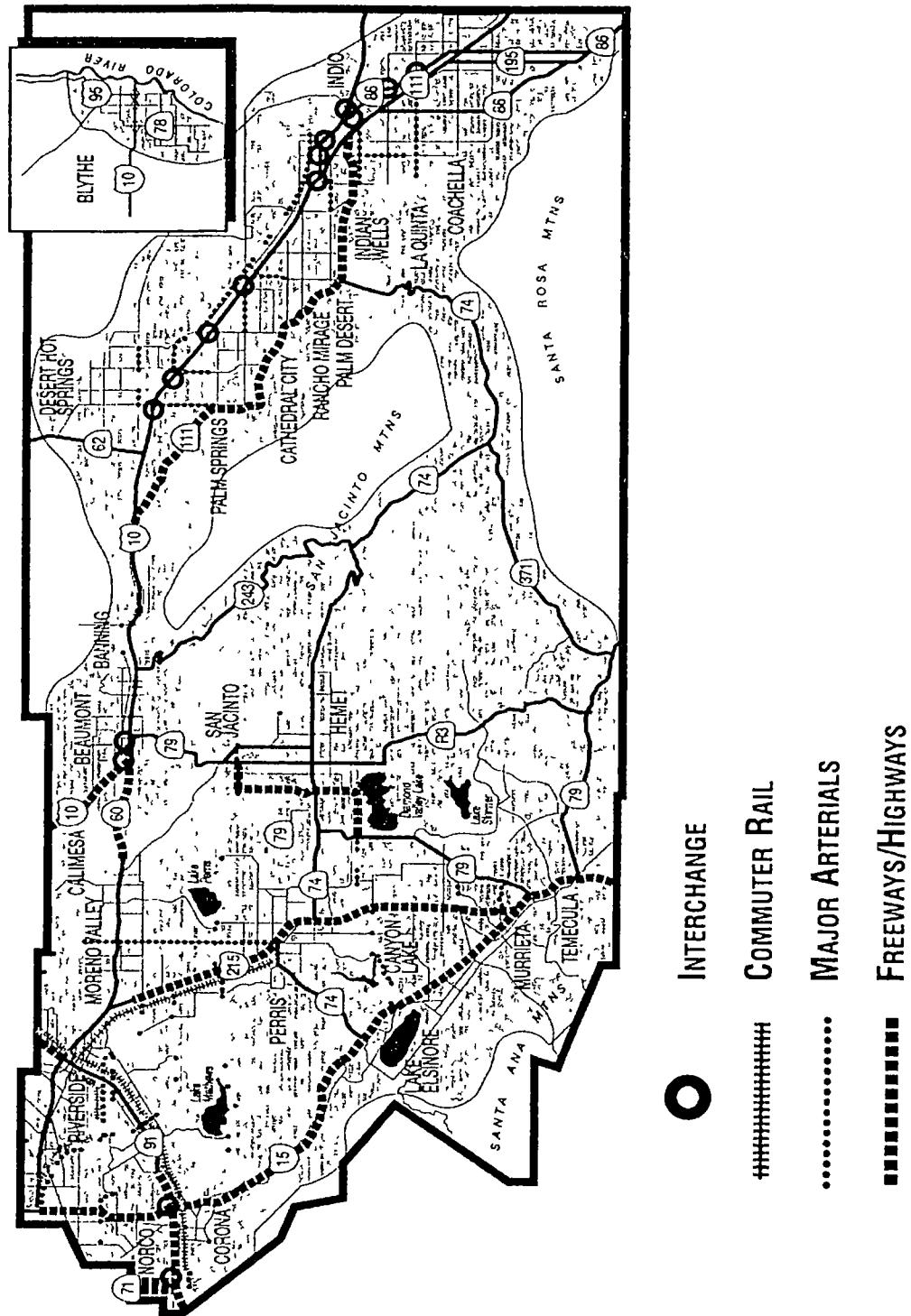
7 INFORMING THE PUBLIC OF LOCAL FUNDING SUPPORT

All state highway, commuter rail, and regional arterial projects using \$1 million or more of sales tax revenues shall be signed to inform the public that local voter approved revenues are being used to support the project.

8 SEVERANCE PROVISIONS

If any provision of this Transportation Improvement Plan is for any reason held invalid and unenforceable by a court of competent jurisdiction, that holding shall not effect the validity or enforceability of the remaining provisions, and the Commission declares that it would have passed each part of the Plan irrespective of the validity of any other part.

Major Highway and Commuter Rail Projects Under the New Measure A Transportation Improvement Plan



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 29, 2026
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Deputy Executive Director Jeanette Flores, External Affairs Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Traffic Relief Plan 2026 Funding Efforts

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file:
 - a) Background and purpose of the Traffic Relief Plan (TRP);
 - b) Summary of the public engagement and education efforts;
 - c) Results of the 2025 and 2026 public opinion surveys;
 - d) Legislative update;
- 2) Discuss local funding options and opportunities in 2026; and
- 3) TRP public outreach in 2026.

Background

The Riverside County Transportation Commission's TRP, originally adopted in 2020 and updated in 2024, represents an aspirational framework for transportation investments and services across Riverside County. Developed through extensive public outreach and engagement with residents, community stakeholders, and local leaders, the TRP identifies more than \$30 billion in transportation improvements intended to reduce congestion, improve mobility, and expand transportation choices for Riverside County residents.

The improvements in the TRP are categorized into key investment areas, including safe streets and roads, highways, public transportation, regional connections, active transportation, flood and blow-sand control, and environmental mitigation. These investment types are tailored to meet the specific needs of Riverside County residents while supporting balanced and equitable decision-making across the region's transportation system. TRP investments are intended to be responsive to the three geographical areas of the County: the Coachella Valley, Palo Verde Valley, and Western Riverside County with accountability and transparency guiding how funding is utilized to deliver transportation projects.

The TRP is not funded. The projects and investment categories represent long-term needs and priorities which cannot be completed without securing new funding. As federal and state

transportation funding becomes increasingly limited, exploring alternative funding sources is a crucial aspect of implementing the TRP.

The updated TRP was adopted by the Commission in April 2024. Based on the adoption, an ordinance and expenditure plan that could have been used for a potential ballot measure was developed and discussed at the July 2024 Commission meeting. Ultimately, the Commission decided not to seek voter approval to fund the projects in TRP in 2024 even though public support remained high for new transportation funding. The level of support did not meet the two-thirds voter approval threshold required by law to pass a new measure.

Past and Current Public Education Efforts

Since 2019, the Commission has implemented a comprehensive public education effort to increase awareness of the TRP and provide Riverside County residents with opportunities to read the Plan and provide feedback in both Spanish and English. The success of these outreach efforts is reflected in increased public knowledge of a “plan to reduce congestion and improve transportation” in Riverside County. By 2024, approximately 30 percent of adult residents reported being aware of a plan. Given the County’s population of more than 2.4 million residents, this level of awareness represents a significant milestone for the Commission’s public education outreach.

The Commission’s outreach spanned all cities and unincorporated communities within Riverside County, involving presentations to city councils, MACs, service clubs, transportation advocacy groups, and business organizations. The level of awareness achieved was substantial due to a comprehensive digital and in-person engagement strategy. The TRP was available at www.trafficreliefplan.org, in digital content across social media platforms, and streaming radio. The TRP received media coverage and was shared through blog posts and news releases. In the spring of 2024, RCTC hosted tele-town halls and made presentations to more than 70 groups. Table 1 outlines the public outreach goals and results from the 2024 outreach effort.

Table 1. Goals and Results of 2024 Public Engagement and Outreach Program

Goal	Result
Directly engage with at least 95,889 adult residents of Riverside County	Approximately 101,527 Riverside County residents engaged with the TRP materials.
Directly deliver the Traffic Relief Plan to 50% of the adult population of Riverside County (958,885) with the Plan accessible to 100% of the population	The TRP was delivered to more than 6.1 million times to users across various platforms in Riverside County.
Conduct a public opinion survey that informs the Commission about the general public support for funding the TRP (by June 1, 2024)	Two public opinion surveys were conducted. A total of 3,083 survey responses were recorded.

At its September 2025 Commission meeting, the Commission approved a new TRP public engagement effort for 2026. Building on the success of the 2024 outreach efforts, the 2026 engagement strategy will include a combination of digital and in-person activities such as presentations to community organizations, host booths at community events, tele-town hall meetings, and digital outreach.

The goals of the 2026 public engagement include:

- Increasing public awareness of the TRP by at least 15 percent from the baseline by spring 2026.
- Identifying champions to advocate for the TRP in person, on video, or through other formats.
- Scheduling participation for Commission staff in at least 50 community events and public meetings.
- Ensuring that 50 percent of adult residents in Riverside County are informed about the TRP, with engagement from at least 7 percent of residents.

The public engagement work has already begun, focusing on:

- A public education effort, including print, digital, billboards, and other media.
- Participating in various community events across the County.
- Updating educational materials, including brochures, postcards, and mailers in both English and Spanish.

Since the 2024 public engagement effort, residents across Riverside County continue to identify traffic congestion and improving mobility as key transportation concerns. The 2026 public outreach effort will focus on educating how TRP projects and services help reduce time spent in traffic and expand mobility options. The outreach theme for this effort is *“Getting You There with Time to Spare.”*

Funding the Traffic Relief Plan

Implementation of the TRP's projects and services will require significant new funding. Potential funding sources could include a new sales tax measure dedicated to transportation projects, increased transportation spending by the federal government, and securing state and federal grants. A sales tax measure will require local voter approval by Riverside County residents.

2025 and 2026 Public Opinion Surveys

As part of the presentation and discussion at the workshop, the Commission will receive a summary of results from the two most recently conducted statistically valid public opinion surveys.

The first survey began on September 28, 2025, and the second survey started on January 6, 2026.

Legislative Update – SB 512

In 2025, the Self-Help Counties Coalition sponsored Senate Bill (SB) 512 by Senator Sasha Renée Pérez (Alhambra), which would have clarified that special districts with existing sales tax authority, such as RCTC, could administer a voter-approved transaction and use tax as determined by a citizens' initiative. Currently, citizens' initiatives have a voter approval threshold of over 50 percent. However, Governor Newsom vetoed SB 512.

RCTC Sales Tax Authority Statutes and Approval Threshold

In 1987, the State authorized the Commission to seek voter approval for a half-cent sales tax measure to fund transportation improvements (PUC 240000). PUC 240301 states:

“The commission may levy a retail transactions and use tax applicable in the incorporated and unincorporated territory of the county in accordance with this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The ordinance shall only become effective if adopted by a two-thirds vote of the commission and subsequently approved by two-thirds of the electors voting on the measure....”

In 2017, the Commission's ability to impose a half cent sales tax was increased by one cent and again in 2023 to a new topline of 1.5 cents (PUC 240306).

Next Steps

The Commission will receive a presentation on recent public opinion survey results evaluating multiple local funding options, including an increase in sales tax as contemplated by the TRP, an extension of the existing Measure A sales tax, or a combination of both.

The Commission will continue its public engagement program in 2026, including a final public opinion survey intended to inform a potential ballot decision in late spring.

No action is required by the Commission at this workshop. However, Commissioner input on potential sales tax options will assist staff in preparing materials for a final Commission decision anticipated in late spring 2026.

FISCAL IMPACT:

This is an informational item. There is no fiscal impact.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 30, 2026
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State Route 91 Masterplan

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt an initial State Route 91 Masterplan that:
 - a. Prioritizes the 91 Eastbound Corridor Operations project (ECOP), 91 Express Lanes Major Pavement Rehab, 91 Third Express Lane, and 15/91 Express Transit Connector (ETC) and commits to consultation and coordination with partner agencies;
 - b. Incorporates 91 Westbound Improvements if revenue is available;
- 2) Proceed with the 91 Third Express Lane *Project Study Report - Project Development Support* phase in consultation and coordination with the Orange County Transportation Authority (OCTA), Foothill/Eastern Transportation Corridor Agency (TCA), and Caltrans; and
- 3) Proceed with the 15/91 ETC *Project Approval/Environmental Document* phase.

BACKGROUND INFORMATION:

In 2002, Assembly Bill (AB) 1010 allowed OCTA to purchase the 91 Express Lanes franchise from the California Private Transportation Company. AB 1010 also eliminated the existing non-compete clause in the franchise agreement that prohibited any capacity-enhancing improvements from being made to SR-91 until the year 2030. The purchase of the 91 Express Lanes and the elimination of the non-compete clause allowed much needed improvements to be planned and implemented within the SR-91 corridor.

In 2008, Senate Bill (SB) 1316 authorized an extension of OCTA's tolling authority to 2065 and authorized OCTA to transfer the segment of its tolling franchise in Riverside County to the Commission. SB 1316 further authorized the Commission to impose tolls and fees for 50 years on transportation facilities and to use toll revenues to construct, operate, and maintain toll facilities on SR-91 in Riverside County. The Commission and OCTA entered into a series of agreements to facilitate the transfer of the tolling franchise and to establish long-term cooperation on the SR-91 corridor. In 2017, the Commission opened the extension of the 91 Express Lanes into Riverside County with completion of the initial phase of the SR-91 Corridor

Improvement Project (CIP). The SR-91 CIP included an eight-mile extension of the OCTA 91 Express Lanes into Riverside County from the Orange County line to Interstate 15. See Figure 1 for the *Riverside County 91 Express Lanes Limits*. The extension, operated by the Commission, provided for two express lanes in each direction as currently operated today.

SB 1316 also required the creation of the SR-91 Advisory Committee with specific responsibilities composed of board members from the Commission and OCTA. SB 1316 also required the continuation of annual updates of an implementation plan of SR-91 improvements for the Legislature initially required under AB 1010. Consistent with the legislation, OCTA and the Commission in consultation with Caltrans coordinate and complete the SR-91 Implementation Plan on an annual basis. The plan includes proposed projects and completion schedules for transportation improvements along the SR-91 corridor to Metrolink, express bus, express lanes, freeways and interchanges, new east-west highway corridors, and high-speed rail.

One of the more significant projects in the SR-91 implementation Plan is the 241/91 Express Connector (EC) project. This is a regionally significant median-to-median tolled facility that provides a direct connection between the 91 Express Lanes and 241 Toll Road. In 2019, TCA, Caltrans, OCTA and the Commission collectively developed and adopted a term sheet that established the partnership and guidelines for developing and operating the 241/91 EC. For several years, staff has been working in close partnership with TCA, Caltrans, and OCTA to implement the 241/91 EC project, with a keen focus on maximizing system performance, meeting performance metrics and providing operational benefits to the traveling public. Interagency agreements have been developed to document the roles and responsibilities of each partner agency which include new governing mechanisms to manage traffic within the SR-91 corridor. In September 2025, the Commission approved the master agreement and operating agreement for the 241/91 EC. This project is expected to start construction later this year and is targeting completion in 2029.

Eastbound 91 Express Lanes

In 2023, the Commission opened the 15/91 Express Lanes Connector (ELC) which also included the Eastbound 91 Express Lane Addition (EB 2.0) through the I-15 Interchange area. Prior to constructing EB 2.0, the afternoon peak periods experienced daily recurring queues in the Eastbound 91 Express Lanes with a peak toll rate of \$27.90 on Friday afternoon. Friday afternoon travel demand reached the point of inelasticity meaning that further increasing the toll price had little effect on managing the traffic demand. After opening of the 15/91 ELC and EB 2.0, the queues were eliminated and toll rates dropped to the \$9 range due to the increased capacity provided by EB 2.0.

Currently, two projects are under development that are expected to increase demand in the Eastbound 91 Express Lanes: the 241/91 EC project expected to open in 2029 and the 91 ECOP expected to open in 2030. These projects improve throughput at the Orange/Riverside County line area putting more demand on the Riverside County segment of SR-91. This additional demand and corresponding congestion in the Riverside County segment is expected to increase

demand for the free-flowing Eastbound 91 Express Lanes. Although the 2030 condition of the Eastbound 91 Express Lanes is anticipated to manage demand with the dynamically priced toll rate and progressive demand management of the 241/91 EC, based on traffic growth, demand will increase to a level where it is inelastic with high toll rates and queuing in the Eastbound 91 Express Lanes.

Westbound 91 Express Lanes

The significant demand for the Westbound 91 Express Lanes during morning peak period commute hours has resulted in queuing at the Westbound McKinley entrance since the opening of the facility in 2017. There is simply too much traffic vying for a single lane entrance into the Express Lanes which is exacerbated by queue jumpers. Increasing toll rates and various attempts to improve the entrance configuration have not been able to resolve the queues which often exceed one mile in length and a wait time of 10 to 25 minutes just to get into the Express Lanes.

The completion of the 15/91 ELC also had impacts on the Westbound 91 Express Lanes. The addition of the Southbound I-15 Express Lanes to Westbound 91 Express Lanes added a third lane of traffic converging with the two existing Express Lanes. This convergence contributes to daily recurring congestion during the morning peak period that extend for approximately two miles from the Westbound 91 Express Lanes entrance to the vicinity of Lincoln Avenue. This three-to-two lane convergence also contributes to daily recurring congestion on both the Southbound I-15 to Westbound 91 Express Lanes connector as well as the Northbound I-15 to Westbound 91 Express Lanes connector. Toll rates for the Westbound 91 Express Lanes are approximately \$24 during morning peak periods. Traffic growth is expected to worsen queueing unless toll rates are increased significantly above the already high levels.

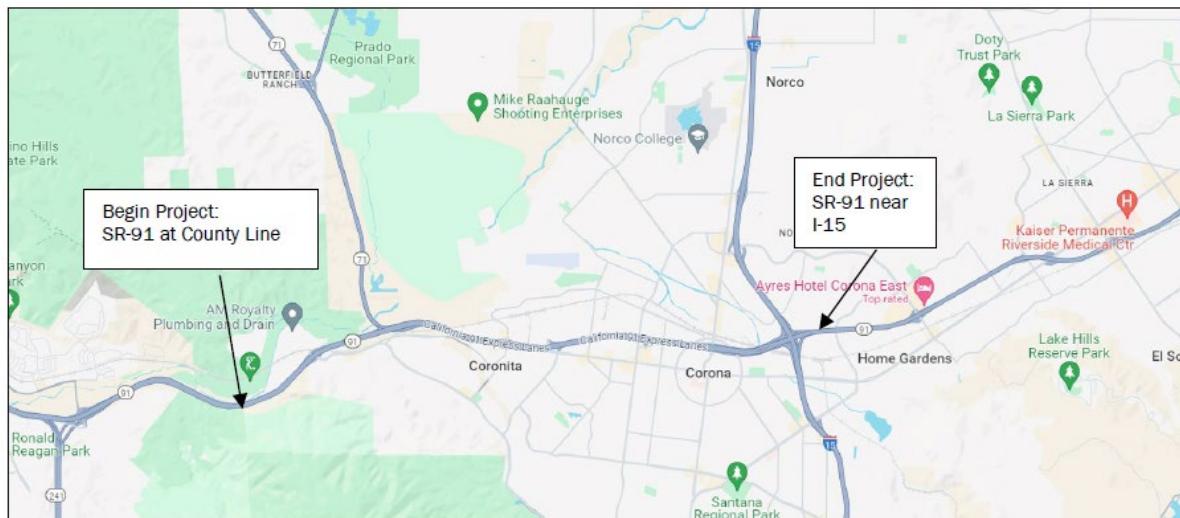


Figure 1 – Riverside County 91 Express Lanes Limits

DISCUSSION:

Commission staff is continuously looking for ways to improve mobility in this regionally significant corridor. The SR-91 corridor is unique in that it includes priced managed lanes, transit, and rail that are within the Commission's ability to influence. The tools we have available in the SR-91 corridor and the available revenue received from the 91 Express Lanes opens the opportunity for the Commission to improve mobility substantially for Riverside County residents.

The purpose of this item is to seek the Commission's direction on the "SR-91 Masterplan" regarding prioritizing projects to move forward within the SR-91 corridor. Upon Commission concurrence of the SR-91 Masterplan, staff will work cooperatively with partner agencies to develop the projects to ensure coordination with their plans and projects. In particular, Commission staff will work closely with OCTA on updating the SR-91 Implementation Plan and ensuring continued strong partnership on joint operation of the 91 Express Lanes.

91 Third Express Lane

The SR-91 CIP constructed the SR-91 corridor with a high level of geometric standards which generally included 12-foot lanes, a 4-foot buffer, and 10-foot left and right shoulders. It is not uncommon to see 11-foot lanes and reduced left shoulders on many freeways in Southern California. For example, the recently opened I-10 Express Lanes in San Bernardino County included segments with a 4-foot left shoulder, two 11-foot Express Lanes, a 2-foot buffer, and two 11-foot general purpose lanes. It is anticipated that similar lane, shoulder, and buffer widths applied to SR-91 could yield enough width to construct a third express lane in each direction primarily within the existing 91 freeway cross-section. Some median barrier reconstruction may be necessary to maintain usable left shoulder/refuge areas in certain segments. Refer to Figure 2 for the *91 Third Express Lane Cross-Section Concept*.

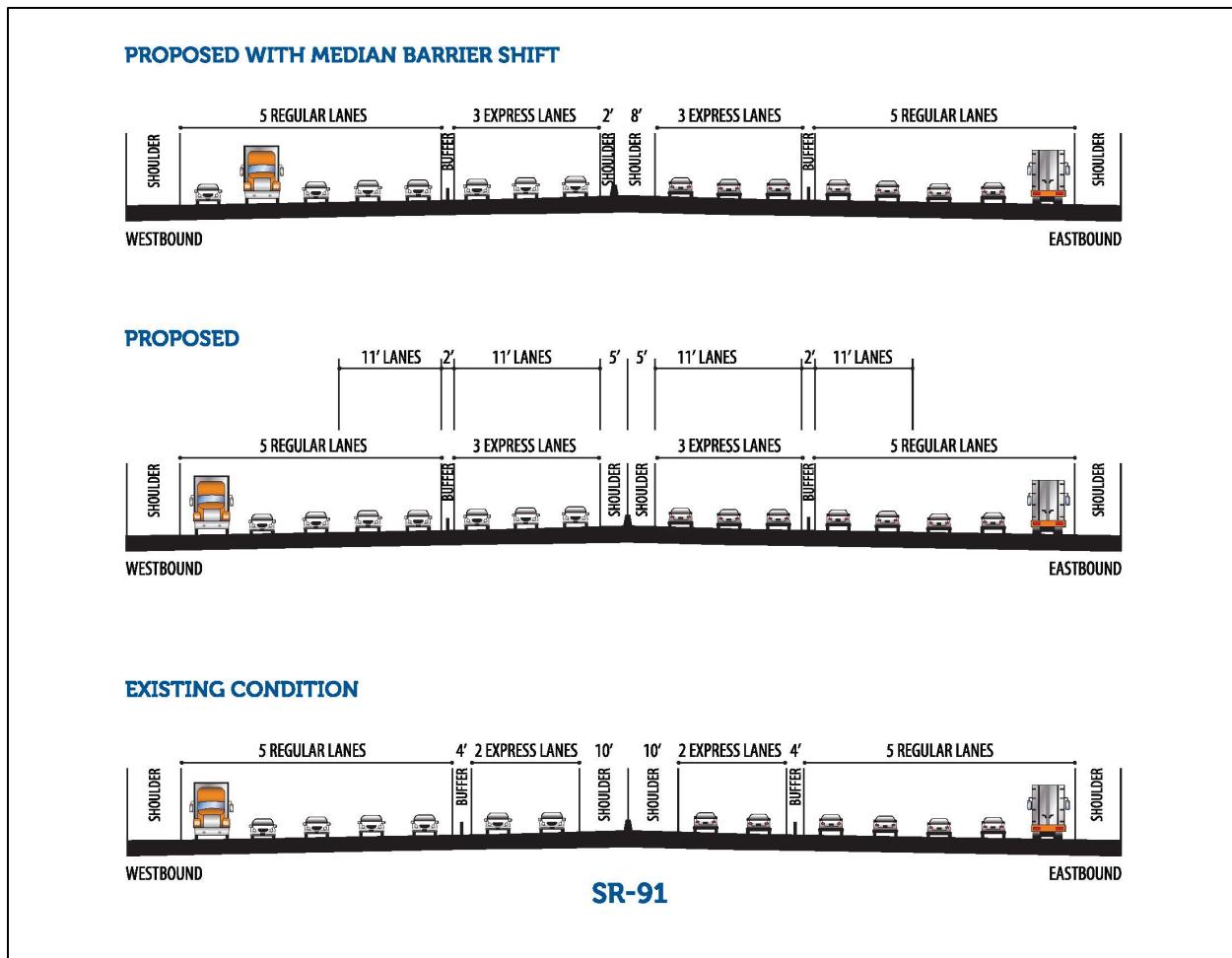


Figure 2 – 91 Third Express Lane Cross-Section Concept

15/91 Express Transit Connector

In September 2024, the Commission approved a consultant contract and cooperative agreement with Caltrans to advance the 15/91 ETC project with the development of a Project Study Report - Project Development Support document. This project was initiated to provide transit connectivity between the 91 Express Lanes and the transit facilities located in the city of Corona at the Corona Transit Center. Per Commission direction, the project also targets providing direct access for HOVs to the 91 Express Lanes from a central location in the city of Corona. See Figure 3 for the *15/91 ETC Vicinity Map*.



Figure 3 – 15/91 ETC Vicinity Map

Other SR-91 Corridor Projects

Other planned projects and projects under study in the SR-91 corridor are included in the table below:

Project	Description
91 Westbound Improvements	Future phase of SR-91 CIP - adds a WB lane from SR-71 to SR-241
91 Improvements East of I-15	Future phase of SR-91 CIP - adds a WB and EB lane from I-15 to Pierce Street
91 NextGen Express Lanes	Feasibility Study – extends express lanes into Riverside
91 EL Major Pavement Rehab	Commitment in Toll Facility Agreement with Caltrans – reconstructs express lane pavement

RECOMMENDATION:

Staff recommends that the Commission:

- 1) Adopt an initial SR-91 Masterplan that:
 - a. Prioritizes the 91 ECOP, 91 Express Lanes Major Pavement Rehab, 91 Third Express Lane, and 15/91 ETC and commits to consultation and coordination with partner agencies;
 - b. Incorporates 91 Westbound Improvements if revenue is available;
- 2) Proceed with the 91 Third Express Lane *Project Study Report - Project Development Support* phase in consultation and coordination with OCTA, TCA, and Caltrans; and
- 3) Proceed with the 15/91 ETC *Project Approval/Environmental Document* phase.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 30, 2026
TO:	Riverside County Transportation Commission
FROM:	David Lewis, Project Manager Erik Galloway, Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Draft Partner Agency Project Implementation Procedure Outline

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on the development of a Draft Partner Agency Project Implementation Procedure Outline; and
- 2) Provide direction on revisions and direct staff to return to the Commission with a final Partner Agency Project Implementation Procedure and Policy.

BACKGROUND INFORMATION:

RCTC's mission to improve mobility for the people of Riverside County means that RCTC provides support to many transportation projects throughout the county that are led by agencies other than RCTC, such as cities, the County of Riverside, and transit operators. RCTC's involvement in non-RCTC projects can range from simply programming the project in regional plans so they are eligible for funding, to technical assistance on regulatory or engineering challenges, to funding strategy, all the way to taking over project delivery at the sponsor's request. The Commission employs a lean, effective, entrepreneurial staff with deep expertise in engineering, environmental and regulatory permitting, finance, relationships with state and federal agencies, and policy. RCTC is driven to assist partners to deliver successful projects that improve mobility and seeks to help wherever possible.

Partner agencies periodically request the highest level of support from RCTC: taking over as lead on project delivery. These requests are typically driven by the increasing complexity of project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroads, utilities, and extensive environmental and Right of Way coordination.

Historically, RCTC has become the lead agency for locally sponsored projects on a case-by-case basis. For each project, the Commission and the Partner Agency enter into a cooperative agreement that defines each party's roles and responsibilities. These cooperative agreements are largely consistent with one another. Key features of cooperative agreements between the Commission and Partner Agencies include:

- Project scope and delivery responsibilities
- Roles and responsibilities of RCTC and the Partner Agency
- Funding sources, financial reimbursement, and cost responsibilities
- Schedule assumptions and key milestones
- Total Installed Cost development and cost recovery provisions
- Compliance, reporting, and coordination requirements
- Risk allocation and amendment provisions

While the case-by-case approach to deciding whether the Commission should assume project delivery responsibilities on behalf of a Partner Agency has worked well and provides maximum flexibility, staff anticipate requests from cities, transit agencies, and others may increase in the coming years. The Commission has proven effective at delivering complex regional transportation projects. In anticipation of further requests for assistance, staff sees a need for Commission-adopted consistent, transparent, and defensible framework to evaluate when RCTC should assume project delivery responsibilities, define roles, and ensure that regional priorities—particularly Measure A commitments and requirements—are supported and are not adversely impacted.

To assess requests for RCTC to lead partner projects, staff is developing a draft Partner Agency Project Implementation Procedure that formalizes the evaluation, approval, and administration process for agency-requested projects. This draft outline is being presented to the Commission for information and feedback and the resolution adopting the policy and final procedure will be brought back for formal Commission consideration and approval later in 2026.

DISCUSSION

Draft Partner Agency Project Implementation Procedure

To support understanding of the proposed procedure, a draft flow chart is included as an attachment to this staff report. The flow chart visually summarizes the key decision points, approvals, and steps outlined in the draft Partner Agency Project Implementation Procedure, from initial Partner Agency request through Commission approval and project delivery.

The Partner Agency Project Implementation Procedure establishes a structured process for evaluating, approving, and administering Partner Agency projects where RCTC may assume a project delivery role.

The procedure is intended to:

- Provide consistency and transparency in how agency requests are evaluated;
- Clearly define RCTC and Partner Agency roles and responsibilities;
- Ensure compliance with federal, state, and Caltrans requirements;
- Protect RCTC staffing capacity and Measure A program delivery commitments; and
- Establish a clear cost recovery and reimbursement framework.

The procedure begins with a comprehensive project assessment to determine whether RCTC is the appropriate agency to assume responsibility. Key evaluation criteria include project scope and complexity, schedule and funding deadlines, stakeholder involvement, environmental and right of way status, consultant contracts, project risks, and staff workload impacts.

An internal partner agency takeover checklist and executive summary recommendation are prepared to document findings, risks, and the recommended RCTC role. Projects that advance beyond this step require management and executive approval prior to proceeding.

Administrative setup tasks, including project number assignment and reimbursement tracking, are completed prior to staff charging time to the project.

Cooperative Agreements and Cost Development

If RCTC proceeds with project administration, the procedure outlines a standardized approach for developing cooperative agreements with the requesting agency. These agreements define scope, roles, cost responsibilities, schedules, reporting requirements, and communication protocols.

The procedure also requires development of a comprehensive Total Installed Cost (TIC), including:

- Consultant cost estimates validated through independent cost estimates;
- RCTC staff time based on scope, schedule, and complexity;
- Right of Way and utility costs;
- Legal, program management, and quality assurance/quality control (QA/QC) support costs; and
- Indirect cost recovery through an established administration fee.

All costs are documented and presented to the Commission as part of the approval process. All project costs are reimbursed by the Partner Agency in accordance with the terms of the cooperative agreement, and RCTC does not assume responsibility for any additional project-related costs.

Project Delivery After Agreement Execution

Once agreements are executed, RCTC manages project delivery consistent with Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) requirements. The procedure outlines RCTC responsibilities across all phases, including:

- Project Initiation Documents;
- Environmental and project approval phases;
- Plans, Specifications, and Estimates;

- Right of Way acquisition and utility coordination;
- Stakeholder and railroad agreements; and
- Construction management using the Award–Administer–Accept (AAA) model.

The procedure reflects RCTC's recent experience delivering locally sponsored projects throughout the county.

FISCAL IMPACT:

This is a receive and file item with no immediate fiscal impact. Future fiscal impacts associated with individual agencies projects will be evaluated and presented to the Commission on a project-by-project basis. The intent of the procedure will be to ensure cost neutrality to the Commission for any projects for which it becomes the lead.

Attachments:

- 1) Draft Partner Agency Project Implementation Outline
- 2) Partner Agency Project Implementation Flow Chart

Draft Partner Agency Project Implementation Procedure Outline

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1. Background

- 1.1. RCTC role and responsibilities
 - 1.1.1. Brief overview of RCTC's statutory authority and responsibilities for delivering regional transportation projects
- 1.2. Reference Measure A voter commitments that guide project funding priorities and regional responsibilities
- 1.3. RCTC Mission statement and how this procedure supports that mission

2. Purpose and need for this implementation procedure

- 2.1. Reasons for Partner Agency to request RCTC assistance, such as:
 - 2.1.1. Regional significance or nexus to Measure A
 - 2.1.2. Imminent state and federal funding deadlines
 - 2.1.3. Complex federal and Caltrans project delivery requirements
 - 2.1.4. Visibility and sensitivity of certain projects
 - 2.1.5. Schedule delays due to project complexity, staffing gaps or regulatory coordination
- 2.2. Procedure ensures a transparent, consistent, and defensible approach for evaluating and accepting Partner Agency projects
- 2.3. RCTC staff expertise and capabilities
 - 2.3.1. Highlight staff expertise in:
 - 2.3.1.1. Federal funding compliance (FHWA/FTA/FRA)
 - 2.3.1.2. Caltrans processes (PID's, PA/ED, PS&E, ROW certification, Construction)
 - 2.3.1.3. Environmental Approvals (NEPA/CEQA)
 - 2.3.1.4. Railroad negotiations (BNSF, UPRR, Metrolink)
 - 2.3.1.5. Utility Coordination
 - 2.3.1.6. Public Outreach and Agency/stakeholder coordination
 - 2.3.2. Relevant Past and Current RCTC assisted Partner Agency Projects
 - 2.3.2.1. City of Wildomar – PID/PSR Phase
 - 2.3.2.2. City of Beaumont – Potrero Interchange – PSE and Construction

2.3.2.3. Optional additions if needed (SART, Highland Springs, Railroad Canyon, Franklin, City of Coachella Station Study)

3. RCTC Project Assumption Determination Process

- 3.1. Partner Agency Project Assessment (to assist in determining if RCTC will administer the project)
- 3.2. Staff Project evaluation – evaluate whether RCTC is the appropriate agency to assume project delivery responsibilities, considering:
 - 3.2.1. Regional significance or nexus to Measure A
 - 3.2.2. Project Scope and Complexity
 - 3.2.3. Schedule Status and Deadlines
 - 3.2.4. Budget, Funding Sources, and Funding requirements and deadlines
 - 3.2.5. Stakeholders' involvement– Railroads, Utilities, Caltrans, Elected Officials, regional partners
 - 3.2.6. Understand Project Risks – Environmental, ROW, utility conflicts, political risks, funding risks
 - 3.2.7. Evaluate existing Consultant Contracts and Procurement needs
 - 3.2.8. Environmental Status – type of document (CE, IS/EA, EIR/EIS), technical studies, pending approvals
 - 3.2.9. Design and Right of Way Status - % design complete, certified ROW needs, utility relocation status
 - 3.2.10. Public Involvement and Communication – community outreach needs, communications strategy
- 3.3. Staff workload evaluation
 - 3.3.1. Review existing staff assignments, workloads, and delivery schedules
 - 3.3.2. Identify any staffing constraints, resource conflicts or need for consultant support
- 3.4. Measure A Program Impact Assessment
 - 3.4.1. Evaluate whether supporting the Partner Agency Project would affect Measure A project delivery schedules, create staff capacity conflicts, shift resources needed for high-priority regional commitments

4. Completion of Partner Agency Takeover checklist

- 4.1. Staff completes the internal Partner Agency Takeover Checklist
- 4.2. Prepares an executive summary recommendation outlining the status of the project, risks and needs, recommended RCTC role and justification, makes recommendation to management and executive team for approval

5. Administrative Setup

- 5.1. Staff completes the Project Number worksheet and Project is available for staff to start charging to project for reimbursement

6. Process for Developing RCTC and Partner Agency Cooperative Agreements

6.1. Negotiation of terms

- 6.1.1. RCTC and Partner Agency staff collaboratively define the roles and responsibilities, cost responsibilities, schedule expectations, and reporting/communication protocols

- 6.2. Reference precedent agreements and utilize the templates already established to streamline the development of the agreements and coordinate with BBK to draft and finalize

6.3. Development of Total Installed Cost (TIC) and Independent Cost Estimates

- 6.3.1. Prepare a comprehensive TIC including:

- 6.3.1.1. Consultant cost estimates to perform work – RCTC performs ICE to validate consultant costs

- 6.3.1.2. RCTC staff time estimate – based on scope, schedule, phase, and complexity

- 6.3.1.3. ROW and Utility Cost Assessments

- 6.3.1.4. BBK and Bechtel Supporting costs – legal, program management, QA/QC support

- 6.3.1.5. Develop RCTC staff time – included in total installed cost estimate – schedule, status, and complexity have impacts on cost

- 6.3.1.6. Assess ROW and Utility costs – included in total installed cost estimate

- 6.4. Develop BBK and Bechtel support costs – included in total installed cost estimate
Internal Cost Recovery and Indirect Charges

- 6.4.1. Document RCTC staff participation - include RCTC staff time - Executive Director and Executive Management, Capital/Toll Project Managers, ROW staff, Finance, Contracts, Procurement, Planning and Programming, Public Outreach, Administration
- 6.5. Identification of Fringe Benefits and Indirect Administrative Overhead – Establishes options for recovering indirect costs through an administrative fee applied to RCTC costs. Fee options include 10-15%, depending on the level of support and services provided.
- 6.6. Approval Process
 - 6.6.1. Prepare staff report, cooperative agreement, and necessary supporting information to present to Commission for approval

7. RCTC Management and Delivery Process after Agreement Execution

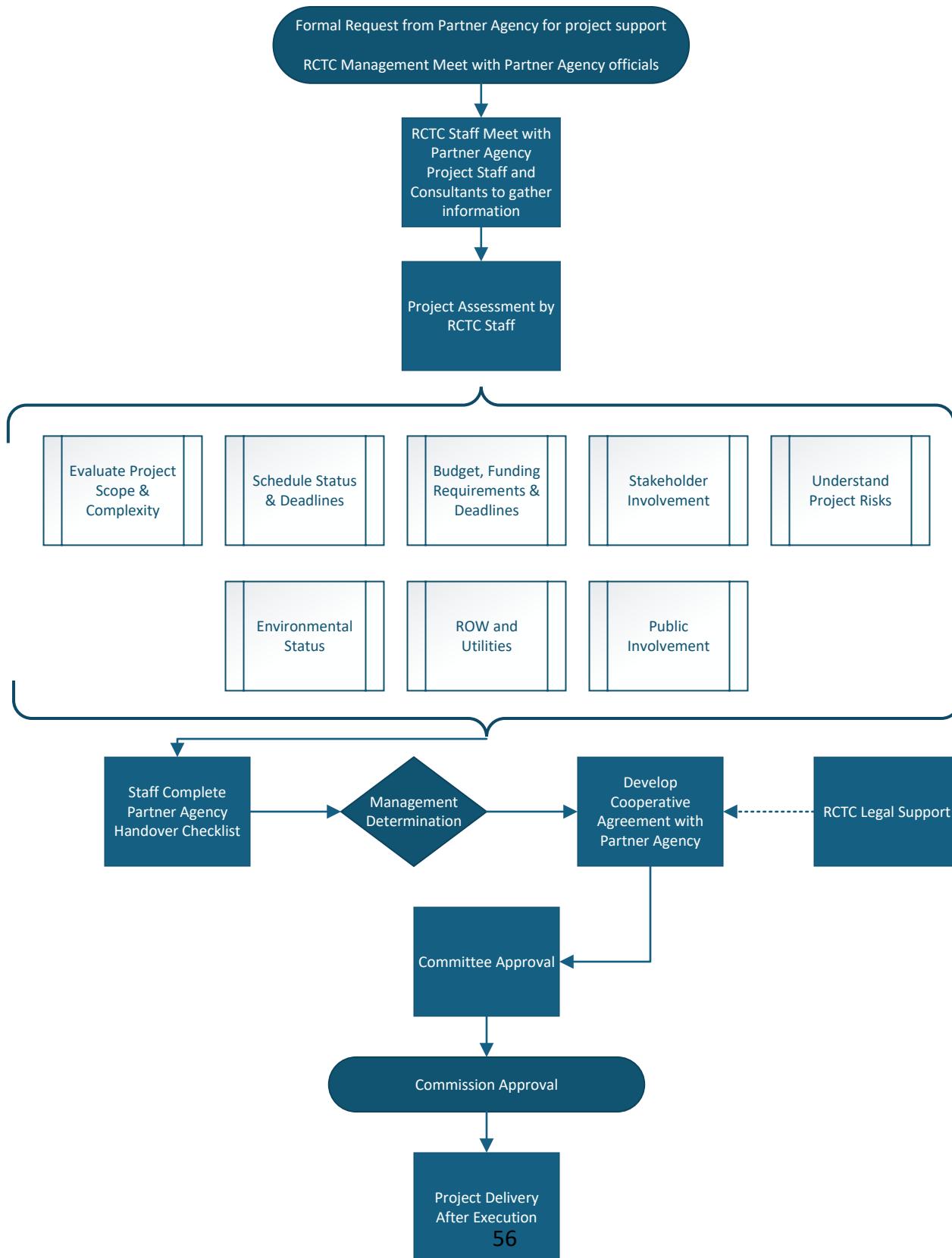
- 7.1. RCTC assumes responsibility for managing project delivery consistent with Caltrans/FHWA/FTA/FRA requirements.
 - 7.1.1. Project Initiation Documents Phase – Project Study Reports, PES forms, PEAR's, Feasibility Studies
 - 7.1.2. Project Approval/Environmental Document Phase – preliminary engineering documents and technical studies, Project Reports, and NEPA and CEQA Environmental Documents – CE, IS/EA, EIR/EIS
 - 7.1.3. Plans, Specifications and Estimate Phase – 60/90/100% plan check submittal, specification packages, final design technical studies
 - 7.1.4. Right of Way Phase – conduct all right of way activities including appraisals and acquisitions, certifications, relocations, utility coordination
 - 7.1.5. Develop Cooperative Agreements – Utility, Railroad, Caltrans and other key stakeholders and local agencies
- 7.2. Construction Management and Acceptance Process - Award Administer Accept (AAA) model
 - 7.2.1. Construction Management – RCTC utilizes existing bench of on call consultants to streamline the procurement process
 - 7.2.2. Bid and Award – public, low bid procurement process
 - 7.2.3. Construction Oversight – daily oversight, inspection, change order review
 - 7.2.4. Close out – final audits, certifications, record drawings, grant reporting and project acceptance

8. Examples of Recent RCTC/Partner Agency Cooperative Agreements

- 8.1. Bundy Canyon and Wildomar Trail Interchanges - Wildomar – PID/ PSR
- 8.2. Highland Springs Interchange – Banning and Beaumont - PAED
- 8.3. Potrero Boulevard Interchange Phase II – Beaumont – PS&E and Construction



Partner Agency Project Implementation Procedure



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 30, 2025
TO:	Riverside County Transportation Commission
FROM:	Lorelle Moe Luna, Multimodal Services Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Warehousing and Logistics Growth Update in Riverside County

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on the status of warehousing and logistics growth in Riverside County; and
- 2) Review and discuss the Commission's role in providing feedback to local jurisdictions on warehousing and logistics facilities.

BACKGROUND INFORMATION:

The Commission, in its role as the regional transportation planning agency (RTPA), monitors freight and goods movement related activities and projects including warehousing and logistics growth that impact the regional public transportation system. RCTC collaborates with various local, state, and federal stakeholders to plan and invest in transportation infrastructure and services to improve mobility. RCTC does not have land use authority. As a result, the Commission's engagement with partners includes facilitating the funding and delivery of projects and helping to identify solutions to reduce truck congestion and the community impacts from the flow of goods from regional ports and nearby warehousing and logistic centers within the region's transportation system.

The Commission works with various entities as summarized in Table 1, to meet the complex demands of the goods movement system as the supply chain layers traverses Riverside County and the rest of the nation.

Table 1. Key Partners and Stakeholders Roles and Responsibilities

Level	Agency	Roles and Responsibilities
State	California Transportation Agency (CalSTA), Caltrans, and California	Sets policies and develops strategies to improve the freight network and its impacts to the State Highway System. Leads the development and implementation of the California Freight Mobility Plan which identifies priority projects and strategies.

	Transportation Commission (CTC)	Caltrans is the owner and operator of the state highway system. The CTC administers the Trade Corridor Enhancement Program (TCEP), a funding program for projects that improve trade corridors, consisting of federal funds and state funds from SB 1 revenue.
Metropolitan Planning Organization	Southern California Association of Governments (SCAG)	Leads the coordination with key regional partners and stakeholders, including state and federal agencies, to develop tools and resources to navigate state and federal policies and programs. Conducts studies related to goods movement.
Subregional	Western Riverside County Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG)	Works with local jurisdictions to update the countywide traffic and land use model, RIVCOM. Conducts studies and plans and works with local jurisdictions to assess future growth and administer their respective Transportation Uniform Mitigation Fee Programs to improve regional arterials. Conducts studies related to goods movement.
Local	Cities and County	Implements land use policies and programs and approves development projects.
Other	Universities, consortium groups	Provides research and development, pilot projects, and networking opportunities for private and public sector partners.

Commission staff are also active members of various standing committees and working groups, such as the California Freight Advisory Committee (CFAC), which is a statewide advisory body representing public and private sector freight stakeholders, representatives of ports, shippers, carriers, workforce, Caltrans, and other RTPAs; and the Southern California Association of Governments (SCAG) Goods Movement Working Group which includes partners from the Ports of Long Beach and Los Angeles, private sector stakeholders, and other RTPAs and discusses major projects, funding opportunities, and industry advancements. Commission staff also engages with researchers and consortium groups such as the University of California, Riverside's Center for Environmental Research and Technology, Community Translational Research Institute, and the Inland Empire Economic Partnership to monitor and learn about the different facets of the impacts from warehousing and logistics centers on public health, latest technology, and potential pilot projects. Over the years, the Commission has also led studies and plans such as the 2017 Grade Separation Prioritization Study and Regional Truck Logistics Fee Nexus Study to identify priority projects and analyze current conditions and forecast traffic growth related to goods movement.

At its December 10, 2025, Commission meeting, Commissioners requested that a discussion item be placed on the 2026 Commission Annual Workshop agenda regarding logistics so that the Commission could discuss logistics in the context of regional transportation issues. This agenda item fulfills this request and will provide a venue for discussion.

DISCUSSION:

RCTC does not have land use authority, therefore, it has a limited role in the development review and approval process of warehousing and logistics facilities. Local land use decisions are in the hands of cities and the County.

RCTC's involvement has occurred only in exceptional circumstances where a project's scale and regional transportation impacts raised significant issues for the regional transportation system. One such example was the World Logistics Center located in Moreno Valley, which was proposed to be the largest of its kind in North America and potentially the world. Due to the magnitude of the project and potential traffic impacts, the Commission joined the County of Riverside in litigation related to the project's environmental review.

The litigation resulted in a settlement agreement that assigned the Commission to conduct a regional truck logistics study, which was completed and approved in 2019 as the Regional Truck Logistics Fee Nexus Study. As part of that study, an Existing Conditions Analysis was conducted to forecast logistics growth in Riverside County through 2040 based, on the SCAG 2016 Regional Transportation Plan/Sustainable Cities Strategy (RTP/SCS). The analysis was intended to verify the anticipated rate of growth in warehousing and logistics-related development in Riverside County, and to quantify the associated level of traffic impacts on the highway system.

Although the findings of the study were intended to provide the basis for a potential impact fee that would be utilized to build projects to mitigate truck traffic impacts associated with new warehousing and logistics development, such a fee was not adopted by local jurisdictions. Nevertheless, the study was provided valuable information on countywide truck travel patterns, including an inventory of existing and future warehouse-related land uses, trip generations with origin and destinations, and tabulating existing truck volumes on major roadways. The key findings of the 2019 study concluded that:

- Warehouse growth in square footage (SF) was forecast to increase 59 percent from 63.3 million SF to 100.6 million SF between 2016 to 2040.
- Warehouse employment growth was forecast to increase 155 percent from 2016 to 2040.
- About 12 percent of future truck traffic was determined to be the attributable share of regional impacts on the highway network from new warehousing and logistics development in Riverside County.
- A total of 19 freeway segments along Interstate 15 (I-15), SR-60, I-215, and SR-91 were found to be critically deficient based on volume-to-capacity ratios attributable to new logistics truck traffic.

By late 2023, it became evident during the pandemic that significant shifts in the warehousing sector were occurring rapidly with the development of new logistics facilities particularly in Western Riverside County. In response, Commission staff initiated an update of the Existing Conditions Analysis in 2023 with the project consultant, WSP, to reassess growth projections in

warehousing development and truck traffic. The purpose of the Existing Conditions Analysis update was to address the following key questions:

1. How have warehousing growth patterns changed?
2. How are logistic warehouses impacting the freeway network?
3. How are trucks impacting the San Gorgonio Pass and Coachella Valley areas?

The update, which was completed in March 2025 required recalibrating the base data set using the more recent data from the 2020 SCAG RTP/SCS and the State Employment Development Department estimates. The update concluded with the following major trends:

- Warehousing employment growth from 2016 to 2022 accelerated far more significantly than the 2019 study anticipated, partially due to pandemic changes in shopping patterns and logistic shipping patterns. Over the past 20 years, warehousing employment grew in the Riverside-San Bernardino Metropolitan Statistical Area from 6,600 employees to 129,000 with over 14,000 jobs being added per year from 2016 to 2022.
- New warehousing is anticipated to develop along the SR-60 and through the SR-60 San Gorgonio Pass area.
- Truck volume and trips have increased significantly, with an estimated rise of 29 percent in truck vehicle miles traveled (VMT) over the past decade. The surge in truck traffic underscores the substantial growth in the region but as the warehousing sector matures and available land becomes scarcer, the rate of new growth is expected to decline, and each additional year of growth will likely contribute to a smaller overall growth percentage. The updated analysis estimates that future truck traffic on the highways will be about 2 percent attributable to new warehousing compared to the 12 percent from the 2019 study.
- The highest truck flows in 2045 in the County are found along I-10 and SR-60 including the highest growth in truck flows from 2019 to 2045.
- Large external truck inflows along the I-10 are estimated to represent over 50 percent of future daily traffic into the Coachella Valley and between 20 percent to 40 percent through the San Gorgonio Pass and Coachella Valley.
- Freeway truck VMT grows from 19 percent of overall Riverside County freeway VMT in model year 2019 to 26 percent in 2045, a total overall increase of 38 percent over 26 years. Truck travel in 2045 is estimated to be 8.4 million VMT with heavy heavy-duty trucks (HHDT) representing the vast share of the overall VMT at over 79 percent. HHDT are expected to grow at a faster rate between year 2019 and 2045 than light heavy-duty trucks and medium heavy-duty trucks, growing at 76 percent over 26 years compared to 56 percent, respectively.

The updated analysis indicates that warehousing and logistics growth in Riverside County accelerated at a pace significantly greater than previously forecasted, particularly during the pandemic period. While the rate of new warehousing development is expected to moderate over time as developable land becomes increasingly constrained, truck traffic volumes are projected

to continue increasing as existing and approved development is built out and as regional and interregional goods movement activity grows. The analysis also shows that future truck traffic growth is concentrated along major corridors, including I-10 and SR-60, and is increasingly driven by external truck flows rather than new local warehousing development. Heavy-duty trucks are expected to account for the majority of future truck vehicle miles traveled, reinforcing the continued and growing impact of freight movement on the regional highway system.

Conclusion

This item is intended to provide a forum for Commissioners to share perspectives, experiences, and recommendations on goods movement as it pertains to regional transportation issues.

FISCAL IMPACT:

There is no fiscal impact on this item.