RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING AGENDA

TIME/DATE: **9:30 a.m. / Wednesday, June 10, 2026**

LOCATION: **BOARD ROOM**
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

:

COMMISSIONERS

Chair – Raymond Gregory
Vice Chair – Jeremy Smith
Second Vice Chair – Chuck Washington

Jose Medina, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Yxstian Gutierrez, County of Riverside, District 5
Sheri Flynn / Cynthia Barrington, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Eric Cundieff, City of Calimesa
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / Ernesto Gutierrez, City of Cathedral City
Denise Delgado / To Be Appointed, City of Coachella
Jim Steiner / Tony Daddario, City of Corona
Dirk Voss / To Be Appointed, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Joe Males, City of Hemet
Toper Taylor / Dana Reed, City of Indian Wells
Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Armando Carmona, City of Jurupa Valley
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Magee / Timothy Sheridan, City of Lake Elsinore
Ricky Estrada / Bob Karwin, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lisa DeForest, City of Murrieta
Fia Sullivan / Kevin Bash, City of Norco
Jan Harnik / Joe Pradetto, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
Michael M. Vargas / Elizabeth Vallejo, City of Perris
Steve Downs / Ted Weill, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Valerie Vandever / Alonso Ledezma, City of San Jacinto
James Stewart / Brenden Kalfus, City of Temecula
Joseph Morabito / Dustin Nigg, City of Wildomar
Catalino Pining, Governor's Appointee Caltrans District 8

Comments are welcomed by the Commission. If you wish to provide comments to the Commission, please complete and submit a Speaker Card to the Clerk of the Board.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

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

9:30 a.m.
Wednesday, June 10, 2026

Board Room
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside, CA 92501

This meeting is being conducted in person via teleconference. Please visit https://rivco.org/constituent-speaking-request to complete a speaker slip and receive further instructions to participate via teleconference. For members of the public wishing to submit written comments, please email comments to the Clerk of the Board at lmobley@rctc.org prior to June 9, 2026, and your comments will be made part of the official record of proceedings.

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, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. 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.

5. ADDITIONS / REVISIONS – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

6. PUBLIC HEARING – PROPOSED FISCAL YEAR 2026/27 BUDGET

Page 1

Overview

This item is for the Commission to:

1) Receive input on the proposed Fiscal Year 2026/27 Budget;
2) Approve the salary schedule effective July 9, 2026, located in Appendix B of the proposed FY 2026/27 Budget;
3) Receive and file a report on the Commission's vacancies, recruitments, and retention efforts in compliance with Assembly Bill No. 2561;
4) Authorize the use of $35,684,800 of 91 Express Lanes and $51,597,200 of 15 Express Lanes toll revenues designated as surplus to fund Commission costs related to capital projects listed within Table A below;
5) Close the public hearing on the proposed FY 2026/27 Budget on June 10, 2026; and
6) Adopt the proposed FY 2026/27 Budget.

7. CONSENT CALENDAR – *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

7A. APPROVAL OF MINUTES – MAY 13, 2026

Page 189

7B. RECURRING CONTRACTS FOR FISCAL YEAR 2026/27

Page 213

Overview

This item is for the Commission to:

1) Approve the single-year recurring contracts in an amount not to exceed $13,227,172 for Fiscal Year 2026/27;
2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed $4,277,750 in FY 2026/27 and $9,048,780 in FYs 2027/28 – 2031/32; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements and amendments on behalf of the Commission.

7C. QUARTERLY SALES TAX ANALYSIS

Page 222

Overview

This item is for the Commission to:

1) Receive and file the sales tax analysis for Quarter 4, 2025 (Q4 2025).

7D. QUARTERLY FINANCIAL STATEMENTS

Page 231

Overview

This item is for the Commission to:

1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2026.

7E. APPROPRIATIONS LIMIT FOR FISCAL YEAR 2026/27

Page 241

Overview

This item is for the Commission to:

1) Adopt Resolution No 26-009 *"Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit"* for Fiscal Year 2026/27.

7F. MONTHLY INVESTMENT REPORT

Page 248

Overview

This item is for the Commission to:

1) Receive and file the Monthly Investment Report for the month ended April 30, 2026.

7G. 2026 STATE ROUTE 91 IMPLEMENTATION PLAN

Page 251

Overview

This item is for the Commission to:

1) Approve the 2026 State Route 91 Implementation Plan.

7H. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Page 309

Overview

This item is for the Commission to:

1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three-month period ending March 31, 2026.

7I. FISCAL YEARS 2026/27 – 2030/31 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

Page 311

Overview

This item is for the Commission to:

1) Approve the Fiscal Years (FYs) 2026/27 – 2030/31 Measure A Five-year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
2) Authorize the Executive Director or designee to approve minor amendments to CIPs at the request of participating agencies.

7J. FISCAL YEAR 2026/27 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Page 652

Overview

This item is for the Commission to:

1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of $1,237,500 to Western Riverside Council of Governments (WRCOG) and $675,000 to Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year (FY) 2026/27 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

7K. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY – MARCH 2026

Page 667

Overview

This item is for the Commission to:

1) Receive and file the Quarterly Public Engagement Metrics Report for January through March 2026.

7L. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 673

Overview

This item is for the Commission to:

1) Receive and file a state and federal legislative update.

7M. AGREEMENT FOR PUBLIC OUTREACH AND MARKETING SERVICES FOR RAIL PROGRAM

Page 679

Overview

This item is for the Commission to:

1) Award Agreement No. 26-25-052-00 to Costin Public Outreach Group, Inc., for public outreach and marketing services for Rail Program, for a three-year term and one, two-year option to extend the agreement, in an amount not to exceed $2,000,000; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

7N. FISCAL YEAR 2026/27 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

Page 708

Overview

This item is for the Commission to:

1) Approve the Fiscal Years 2026/27 – FY 2028/29 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2026/27 – 2030/31 SRTP for the Commission's Rail and Vanpool Programs;

2) Approve FY 2026/27 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill 125 funds for the cities of Banning (contingent on final audit), Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs aggregating $243,697,723 and $59,100 of State Transportation Improvement Program (STIP) funds for the Commission's Rail Program for a total aggregate of $243,756,823;
3) Adopt Resolution No. 26-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2026/27";*
4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators' SRTP aggregating $70,629,587; and
5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

7O. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AGREEMENT FOR BI-COUNTY TRANSPORTATION DEMAND MANAGEMENT PROGRAM ADMINISTRATION

Page 1458

Overview

This item is for the Commission to:

1) Approve Agreement No. 26-41-087-00 with the San Bernardino County Transportation Authority (SBCTA) for a three-year term to reimburse the Commission in an amount not to exceed $10,700,000 for the provision of rideshare, vanpool, and multi-modal programs implementation services provided by the Commission, on behalf of both agencies; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

7P. AGREEMENTS FOR FREEWAY SERVICE PATROL TOW TRUCK SERVICE

Page 1488

Overview

This item is for the Commission to:

1) Award Agreement No. 26-45-054-00 to Royal Coaches Auto Body and Towing, LLC (Royal Coaches) for Freeway Service Patrol (FSP) tow truck services on State Route 91 and State Route 60, Beat Nos. 4 and 8, for a five-year term, in the amount of $7,207,200, plus a contingency amount of $360,400, for a total amount not to exceed $7,567,600;

2) Award Agreement No. 26-45-085-00 to Carpe Carma, LLC (Pomona Valley Towing) for FSP tow truck services on State Route 60, Beat No. 7, for a five-year term, in the amount of $2,659,000, plus a contingency amount of $133,000, for a total amount not to exceed $2,792,000;
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
4) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for these services.

7Q. TRAFFIC RELIEF PLAN PUBLIC ENGAGEMENT SUMMARY

Page 1584

Overview

This item is for the Commission to:

1) Receive and file the Traffic Relief Plan Public Information and Awareness Program summary.

8. APRIL-MAY 2026 PUBLIC OPINION SURVEY RESULTS

Page 1619

Overview

This item is for the Commission to:

1) Receive a presentation on the April-May 2026 public opinion survey.

9. MEASURE A RENEWAL ORDINANCE, EXPENDITURE PLAN AND RELATED DOCUMENTS

Page 1620

Overview

This item is for the Commission to:

1) Adopt Ordinance No. 26-001 and corresponding Expenditure Plan for the renewal of the 2009 Measure A transactions and use tax (sales tax) at the current rate of one-half percent (1/2%; one-half cent) to continue funding transportation improvements;
2) Adopt Resolution No. 26-011 placing the Ordinance and Expenditure Plan for the 2009 Measure A renewal of the existing transportation sales tax measure, without raising the existing sales tax rate, on the November 2026 General Election ballot;
3) Adopt Ordinance No. 26-002 adopting technical provisions for the continued collection and administration of the current transactions and use tax (sales tax) at the rate of one-half percent (1/2%; one-half cent) by the California Department of Tax and Fee Administration to fund transportation improvements, programs, and services;
4) Authorize staff to develop and file a notice of exemption under the California Environmental Quality Act (CEQA) for the Sales Tax Ordinance;
5) Receive and file Economic and Fiscal Impact Report and Sales Tax Forecast Report for a renewed measure;

6) Approve Agreement No. 25-11-110-02, Amendment No. 2 to Agreement No. 25-11-110 with Bodewell Group LLC for Public Information and Awareness Services to extend the term to November 30, 2026, and for an additional amount of $500,000, and a total amount not to exceed $1,250,000; and
7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Amendment No. 2 to Agreement No. 25-11-110 with Bodewell Group LLC, on behalf of the Commission.

10. METROLINK FISCAL YEAR 2026/27 OPERATING BUDGET REQUEST

Page 1729

Overview

This item is for the Commission to:

1) Approve Amendment No. 1 to Agreement No. 25-25-097-00 with the Southern California Regional Rail Authority (SCRRA) for Fiscal Year (FY) 2026/27 First Quarter Funding for an additional amount of $9,411,202, with a contingency of $588,798, for a total amount not to exceed $10,000,000;
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Amendment No. 25-25-097-01 on behalf of the Commission; and
3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the service.

11. PROGRAMMING FLEXIBILITY FOR CITY OF WILDOMAR PROJECTS AWARDED IN THE 2023 REGIONAL ARTERIALS CALL FOR PROJECTS

Page 1735

Overview

This item is for the Commission to:

1) Approve the city of Wildomar's request (Wildomar) to move programmed regional arterials funds between three projects Wildomar received funding awards for in the 2023 Regional Arterials Call for Projects (Call).

12. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

13. EXECUTIVE DIRECTOR REPORT

14. COMMISSIONER COMMENTS

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

15. ADJOURNMENT

The next Commission meeting is scheduled to be held on **Wednesday, August 12, 2026.**

AGENDA ITEM 6

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Sergio Vidal, Chief Financial Officer Jennifer Fuller, Deputy Finance Director Maria Garcia, Financial Budget Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Proposed Fiscal Year 2026/27 Budget

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive input on the proposed Fiscal Year 2026/27 Budget;
2) Approve the salary schedule effective July 9, 2026, located in Appendix B of the proposed FY 2026/27 Budget;
3) Receive and file a report on the Commission's vacancies, recruitments, and retention efforts in compliance with Assembly Bill No. 2561;
4) Authorize the use of $35,684,800 of 91 Express Lanes and $51,597,200 of 15 Express Lanes toll revenues designated as surplus to fund Commission costs related to capital projects listed within Table A below;
5) Close the public hearing on the proposed FY 2026/27 Budget on June 10, 2026; and
6) Adopt the proposed FY 2026/27 Budget.

BACKGROUND INFORMATION:

In accordance with Section 7(A) of the Riverside County Transportation Commission (RCTC) administrative code, an annual budget is required to be considered and subsequently adopted annually by June 15 after holding public hearings. A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget.

The initial step in the development of the proposed FY 2026/27 budget is the Commission's Policy Goals and Objectives which were approved by the Commission in March. The next step in the annual budget development process included the consideration of the Executive Summary, which represents the core elements and funding priorities of the proposed budget, along with the opening of the public hearing during the May 2026 Commission meeting. During the June Commission meeting, staff is presenting the complete budget document including detailed narratives and the FY 2026/27 salary schedule. Also, staff recommends the Commission close the public hearing on June 10 and adopt the proposed FY 2026/27 Budget.

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2026/27 and identifying the resources to fund those needs. The proposed FY 2026/27 Budget is attached which includes the following sections: FY 2026/27 Budget Introduction letter, Commission Introduction, the Executive Summary, the Gann Appropriations Limit, Financial Overview, Fund Budgets, Department Budgets, and Appendices including acronyms, the salary schedule effective July 9, 2026, and organization chart.

Since the presentation of the Executive Summary during the May 2026 Commission meeting, the following changes have been made to the proposed FY 2026/27 Budget:

- **Uses addition** (expenditures increase):
  Increase of $6.3 million as the result of the three-party agreement between RCTC, OCTA and Kapsch TrafficCom for the 91 back-office consolidation that was approved by the Commission during the May 2026 Commission meeting.

- **Category change** (no increase/decrease to the FY 2026/27 Budget):
  Re-classified Beaumont - Pennsylvania Avenue Grade Separation project from Capital Highway, Rail and Regional Arterial (category) to Planning and Programming (category), no cost increase. The project is considered a partner project delivered by the Commission.

The Commission's budget is primarily project-driven and includes enterprise operations such as the Interstate 15 and State Route 91 Express Lanes. As projects move through different phases, the Commission accumulates fund balance over multiple fiscal years for specific projects and programs, providing flexibility to adjust project development and program delivery during economic downturns or in response to unexpected expenses. The proposed FY 2026/27 Budget anticipates total Uses (expenditure/transfers out) will exceed Sources (revenues/transfers in) by $30.1 million, primarily due to the following initiatives:

- Transit operating and capital disbursements utilizing both Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for transit operators, such as Riverside Transit Agency, Sunline Transit Agency, Palo Verde Valley Transit Agency, and the four municipal operators in western Riverside County (i.e., cities of Banning, Beaumont, Corona, and Riverside).
- Transit and Intercity Rail Capital Program (TIRCP) SB 125 funding, including capital allocations to the transit operators and grade separation projects such as city of Banning-Hargrave Avenue, city of Beaumont-Pennsylvania Avenue, city of Corona-McKinley Street, and County of Riverside-Broadway Street.
- Highway projects funded by Measure A highway funds such as SR-79 and Mid County Parkway Projects.

Outlined in the Executive Summary included in the Budget attachment, tables 18-20 provide a summary of budgeted Sources and Uses from different perspectives (comparative, operating and capital, and fund type), as follows:

- **Table 18** – Budget Comparative by Summarized Line Item - Illustrates the Commission revenues and expenditures by function including other financing sources and uses (transfers in/transfers out);
- **Table 19** – Operating and Capital Budget - Presents the revenues and expenditures, including sources and uses, that support the Commission's efforts on both an operating and capital basis; and
- **Table 20** – Budget by Fund Type - Depicts the budget by fund type(s) including General Fund, Special Revenue, Capital Projects, Debt Service, and Enterprise Funds (Toll Program).

Projected Fund Balances by Fund Type and Programs (Table 17), outline components of the projected fund balance by program anticipated to be $2,139,949,400 by June 30, 2027, the end of the fiscal year. Majority of funds are restricted for various highway-related projects; public and specialized transit; rail; community environmental transportation acceptability process (CETAP) and regional arterial projects; and toll operations. The remaining fund balance is assigned for management services.

FY 2026/27 Proposed Budget – Sources

The proposed budget for FY 2026/27 reflects Sources (revenues/transfers in - Table 2) at approximately $1.3 billion, including transfers in, a 4 percent overall increase from the prior year revised budget. The break-out is as follows:

Summary of Attachment 1: Table 2

FY 2026/27 – Proposed Budget (Sources)		
Revenues	$	1,054,002,000
Transfers In		269,173,800
Total Sources	**$**	**1,323,175,800**

TABLE 2 – SOURCES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Measure A Sales Tax	$ 280,039,500	$ 280,000,000	$ 280,000,000	$ 280,000,000	$ –	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	–	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Intergovernmental	335,355,200	285,191,400	200,971,100	298,107,700	12,916,300	5%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
Contribution	11,727,300	–	–	–	—	N/A
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
TOTAL Sources	$ 1,295,840,200	$ 1,267,487,800	$ 1,187,043,200	$ 1,323,175,800	$ 55,688,000	4%

-Dollar change and percent change compares FY 26/27 Budget to FY 25/26 Revised Budget.

The increase in revenues is largely attributable to:

- Anticipated increase to intergovernmental revenues tied to reimbursements for projects such as Mid County Parkway, I-15 Southern Extension, and I-15/Franklin Street Interchange.
- Anticipated increase in investment Income is due to increased fund balances and interest rates.
- Anticipated increase in toll revenues is driven by higher traffic demand.
- Anticipated increase to other revenues reflects an anticipated land sale near Cajalco Road, which is a one-time event.

The decrease in transfers in is largely attributable to:

- The final repayment of the inter-fund loan from the 15 Express Lanes to Measure A (Western County) funds; and
- Transfers within the Enterprise funds to fund future repair and rehabilitation obligations for the 91 Express Lanes along with the anticipated surplus funding generated in the recently completed FY 2025/26.

The staff's estimate of total Sources represents a cautiously optimistic outlook to the County's economic activity. Key trends to be monitored by staff impacting our estimates include the unemployment, interest, and inflation rates.

FY 2026/27 Proposed Budget - Uses

FY 2026/27 uses (expenditures/transfers out - Table 3) are estimated to be approximately $1.3 billion, representing a six percent decrease from the prior year revised budget. The break-out is as follows:

Summary of Attachment 1: Table 3

FY 2026/27 – Proposed Budget (Uses)		
Expenditures	$	1,084,123,500
Transfers Out		269,173,800
Total Uses	**$**	**1,353,297,300**

See Table 3 on next page

TABLE 3 – USES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	$ 343,309,800	$ 510,078,800	$ 313,993,200	$ 432,811,700	$ (77,267,100)	-15%
Capital Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Commuter Assistance	4,870,100	8,017,600	5,790,800	11,731,000	3,713,400	46%
Debt Service	91,359,300	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Management Services	22,291,400	42,145,100	36,364,000	42,739,200	594,100	1%
Motorist Assistance	5,418,800	7,648,500	5,760,400	8,506,300	857,800	11%
Planning and Programming	9,846,300	23,253,100	12,528,400	83,357,300	60,104,200	258%
Public and Specialized Transit	204,737,800	365,881,900	205,952,600	303,955,100	(61,926,800)	-17%
Rail Maintenance and Operations	44,391,800	76,111,200	50,965,000	78,339,900	2,228,700	3%
Regional Conservation	9,842,600	13,846,500	10,759,300	14,669,600	823,100	6%
Toll Program	40,498,200	189,463,500	154,064,100	196,792,300	7,328,800	4%
TOTAL Uses	$ 860,964,100	$ 1,412,259,300	$ 977,580,400	$ 1,353,297,300	$ (58,962,000)	-4%

-Dollar change and percent change compares FY 26/27 Budget to FY 25/26 Revised Budget.

The decline in Uses is primarily due to:

- Anticipated decrease to Capital Highway, Rail, and Regional Arterials is primarily attributed to project activity winding down, reduction in anticipated allocation, or nearing completion in the upcoming fiscal year for the following projects: 71/91 Connector, Jurupa Avenue Grade Separation, Coachella Valley Measure A, and Smart Freeways.
- Anticipated decrease in Debt Service is nominal due to lower interest expense in the upcoming fiscal year.
- Anticipated decrease in Public and Specialized Transit is due to a reduction in the anticipated operating and capital allocation needs by transit operators, including SB 125 transit capital projects.

This increase in expenditure is partially offset by:

- Anticipated increase in Planning and Programming is largely due to funding for partner projects delivered by the Commission, such as Beaumont Potrero Interchange Phase II Project and I-15/Franklin Street Interchange project in Lake Elsinore.
- Anticipated increase to Capital Local Streets and Roads is due to additional funding provided to partner agencies, aligned with growth in Measure A.
- Anticipated increase to Commuter Assistance is due to increased funding for RCTC initiatives in the upcoming fiscal year, such as, Trip Spark and the Transportation Demand Management Study, and funding for reduced or free Metrolink Passes to eligible commuters.
- Anticipated increases in Management Services, Rail Maintenance and Operations, and Regional Conservation align with projected program growth.

- Anticipated increases to the Toll Program (includes Operations and Capital Projects) includes enhanced funding for surplus projects for each Express Lanes as follows:

Table A

Project	91 Express Lanes	15 Express Lanes
15/91 Express Lanes Connector	$ 119,800	$ -
91 Corridor Operations project	4,631,700	-
91/241 Connector Agreement Development	109,300	-
91 Eastbound Corridor Operations project	25,239,200	-
15/91 Express Lanes Transit Connector	3,337,400	-
91 Feasibility	2,247,400	-
15 Express Lanes-Southern Extension	-	51,597,200
Total Uses	**$ 35,684,800**	**$ 51,597,200**

With the FY 2026/27 Budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus to the local economy. Significant capital projects budgets by phase include:

Engineering:

- **Highway**
  - SR-79 Segment 3
  - 15/91 Express Lanes Transit Connector
  - 91 Pavement Rehabilitation
  - I-10 Pass Express Lanes
  - 91 Third Express Lane
- **Rail**
  - Mead Valley Station
  - Perris Valley Line Double Track
- **Public and Specialized Transit**
  - SB 125 Formula Funding - Grade Separation
    - City of Banning – Hargrave Ave Grade Separation
    - Riverside-Broadway Grade Separation

Construction:

- **Highway**
  - Mid County Parkway projects
  - I-15 Southern Extension
  - Smart Freeways
- **Regional Arterial**
  - Beaumont Potrero Interchange Phase II
  - Jurupa Avenue Grade Separation
  - Wildomar Bundy Canyon Rd Segment 2

- Banning Sun Lakes Extension
- **Rail**
  - South Perris Valley Line Station & Layover Facility
  - Perris Valley Line Double Track
  - Riverside Downtown Metrolink Station at Grade Crossing
- **Public and Specialized Transit**
  - SB 125 Formula Funding - Grade Separation
    - City of Corona-McKinley Street
    - County of Riverside-Jurupa Avenue

Design-Build:

- **Highway**
  - I-15 Express Lanes - Southern Extension
  - 91 Eastbound Corridor Operations project
  - SR-91 Corridor

Right of Way and Land:

- **Highway**
  - SR-79 Realignment projects
  - Mid County Parkway projects
  - Right-of-Way Advanced Mitigation Program
- **Regional Arterial**
  - I-15/Franklin St. Interchange project
  - Santa Ana Trail – West of SR71

Personnel costs account for 2.2 percent of budgeted expenditure. The FY 2026/27 personnel budget reflects recent Commission actions, including:

- The addition of five full-time equivalent (FTE) positions for Toll Operations and Regional Conservation. The added positions for Toll Operations were a Deputy Director of Toll Operations Technology and Roadway, Roadway and Facilities Operations Manager, and a Toll Contracts and Budget Manage. Regional Conservation added positions include a Senior Management Analyst (RC) Management & Monitoring and MSHCP Compliance. RCA will reimburse RCTC for all eligible costs related to their associated positions;
- A four (4) percent pool for performance merit-based salary increases;
- An annual salary range structure cost of living adjustment (COLA) of three 3.5 percent adopted by the Executive Committee at its April 2026 meeting. The COLA only applies to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ended December 31, rounded to the nearest half percent, with a maximum adjustment of 4 percent. The COLA will be equal to the CPI, but no less than zero percent and no greater than 4 percent. The salary range schedule

structure approved by the Executive Committee in April 2026, is included in Appendix B to the budget and complies with Government Code §20636, "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."; and

- Increase the monthly employer contribution towards employee health care to a total up to $1,938.10 and offer a monthly $200.00 lump sum or 401(a) contribution to employees who elect to waive health coverage though the Commission's health plan.

Staff recommends approving the salary schedule effective July 9, 2026, located in Appendix B of the proposed FY 2026/27 Budget.

Staff recommends the Commission receive and file a report on the Commission's vacancies, recruitments, and retention efforts in compliance with Assembly Bill No. 2561, included as Attachment 2 to this staff report.

Staff recommends that the Commission authorize uses of $35,684,800 of 91 Express Lanes and $51,597,200 of 15 Express Lanes toll revenues designated as surplus to fund Commission costs related to capital projects listed within Table A above.

The Commission opened the public hearing during its May 13 meeting. Staff recommends the closing of the public hearing on June 11 followed by the adoption of the proposed FY 2026/27 Budget. In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

FISCAL IMPACT:

A summary of the proposed FY 2026/27 Budget is as follows:

See Budget Summary Table on next page

	Proposed FY 2026/27 Budget
Revenues and other financing sources:	
Measure A	$ 280,000,000
Local Transportation Funds	150,000,000
Intergovernmental (i.e., federal, state, and local)	298,107,700
Transportation Uniform Mitigation Funds	22,000,000
State Transit Assistance	31,499,900
Tolls, Penalties, and Fees	160,722,000
Other Revenues	41,470,300
Investment Income	70,202,100
Transfers In	269,173,800
Total revenues and other financing sources	1,323,175,800
Expenditures and other financing uses:	
Personnel Salaries and Benefits	24,234,300
Professional Services and Support Costs	57,388,200
Projects and Operations	900,015,400
Capital Outlay	6,383,600
Debt Service (principal and interest)	96,102,000
Transfers Out	269,173,800
Total expenditures and other financing uses	1,353,297,300
Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses	(30,121,500)
Beginning fund balance (projected)	2,170,070,900
Ending fund balance (projected)	$ 2,139,949,400

Attachments:

1) Proposed FY 2026/27 Budget
2) AB 2561 Report











RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27

BUDGET

Riverside County Transportation Commission
Riverside County, California

June 10, 2026

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2026/27 BUDGET INTRODUCTION

RCTC: Safety. Fiscal Responsibility. Economic Recovery. Improving mobility for the residents of Riverside County.

Thank you for reviewing the Fiscal Year (FY) 2026/27 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the daily lives of Riverside County residents. Riverside County's population continues to grow faster than many other areas in California and the nation. The region's transportation systems also continue to see increased use from goods movement. Due to major logistics hub tied to the ports, the region continues to experience a large share of goods movement. As a result, the Commission's mission to provide transportation projects and services is increasingly important in protecting and improving the quality of life for more than 2.4 million residents.

RCTC continues to adapt not just to a changing climate from the perspective of building lasting infrastructure, but also to changing funding and delivery processes as the state and federal governments endeavor to reduce carbon emissions. RCTC is developing and promoting multimodal transportation alternatives that improve air quality in a region historically impacted by pollution in the South Coast Air Basin, reducing carbon emissions, and promoting commuter choice and equitable access.

The region has demonstrated resiliency with the unemployment rate around 5% while geopolitical tensions continue to loom. However, given the factors occurring during the present time, sales tax revenues have stabilized from previous highs and have not dramatically decreased. Specifically, we continue to see strong online sales and robust performance within the restaurant sector offsetting decreases within both transportation and business to business sectors. As noted, sales tax revenues are projected to stabilize in the near-term. However, the Commission owned and operated toll facilities within the County (SR-91 and I-15 Express Lanes) continue to outpace revenue projections due to higher than anticipated traffic demand, which has resulted in Toll Operations maintaining increased funding for surplus projects within their existing corridors while relieving Measure A to fund other key projects.

It is with this backdrop that RCTC presents its FY 2026/27 budget. Overall, while the budget assumes a stabilizing Measure A sales tax and continued higher than anticipated express lanes revenues, it also serves as the foundation for a smart and aggressive program to fund highway, regional arterial, and multimodal services. Staff has continued to identify funding sources to fund the Commission's initiatives while reducing its reliance on Measure A Sales Tax. Measure A continues to be the primary funding source for funding projects, however, staff has identified projects that can be funded by alternative sources such as toll revenue, resulting in Measure A providing additional capacity to multiple fund projects.

RCTC is poised to deliver these necessary transportation infrastructure projects and programs to meet the needs of Riverside County's growing population and economy. Several economic forecasts predict modest economic growth in the upcoming year for the region due to recent high inflation levels and along with continued high interest rates. The combination of these factors will impact economic progress for the County. However, the Commission will attempt to mitigate this impact by ramping up infrastructure projects, which create jobs and economic opportunities. Furthermore, RCTC will take a leading role in that effort under the direction of our 34-member Commission, whose mission is to serve the taxpayers of Riverside County. Moreover, the Commission will continue to aggressively seek additional revenue from grants and other funding sources to meet the County's growing transportation needs.

FORECASTING FUTURE TRANSPORTATION NEEDS WHILE MEETING TODAY'S CHALLENGES

RCTC's voter-approved half-cent sales tax measure serves as a key revenue source for transportation funding in Riverside County. Historically, Measure A sales tax revenues have experienced stable growth year over year. Since FY 2018/19 through the most recently completed FY 2024/25, Measure A sales tax has increased approximately 40% largely because of increases in online sales and legislation for taxation of e-commerce companies. Measure A revenues fund capital projects and multimodal services, as well as local transportation priorities and needs. During FY 2026/27, the Commission has allocated $84.3 million in funding to local cities and the County for locally-prioritized street and road improvements.

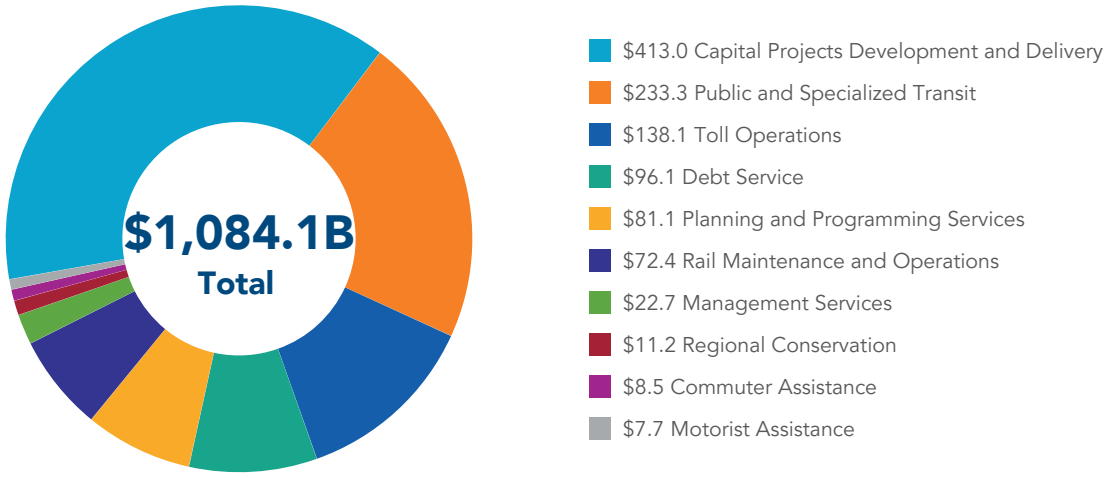
To augment Measure A funding, the Coachella Valley Association of Governments (CVAG) and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs to serve local and regional arterial needs. In the Coachella Valley, arterials are funded through a combination of TUMF, Measure A, and additional local contributions. In Western Riverside County, TUMF dollars are equally split between WRCOG and the Commission with RCTC's dollars allocated to regional arterials and new transportation corridors.

Ongoing capital and operating for transportation projects and services requires a combination of funding sources. Specifically, the Commission receives and programs funding from state and federal sources, such as California's Transportation Development Act (TDA), which are allocated primarily to the County's major public transit operators. Services provided by transit operators include but are not limited to:

- Transit fare discounts
- Reduced fare and/or discounts for senior citizens, persons with disabilities, or other disadvantaged members of the community
- Commuter rail and intercity bus services
- Commuter assistance programs (CAP) that provide traveler information and ridesharing support to employers and commuters

Chart 1 summarizes the Commission's overall budget of $1,084.1 billion (excluding transfers out) for FY 2026/27 by program, including delivery of capital projects, management services, planning and programming, rail and transit operations, motorist and commuter assistance, toll operations, regional conservation, and debt service.

CHART 1 – FY 2026/27 BUDGET (IN MILLIONS $)



BUILDING A BETTER FUTURE

The Commission and its project partners, such as the California Department of Transportation (Caltrans), local jurisdictions, and transit agencies, will continue investing in mobility throughout the County using a variety of local, state, and federal sources. These funds will be used to deliver capital projects and strengthen multimodal transportation services countywide.

During FY 2026/27, the Commission will invest $498.1 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position, as significant pre-construction work has taken place with several projects and the Commission has successfully sought funding from a variety of funding sources to ensure a productive year.

Notable capital projects funded in FY 2026/27 include, but are not limited to the following:

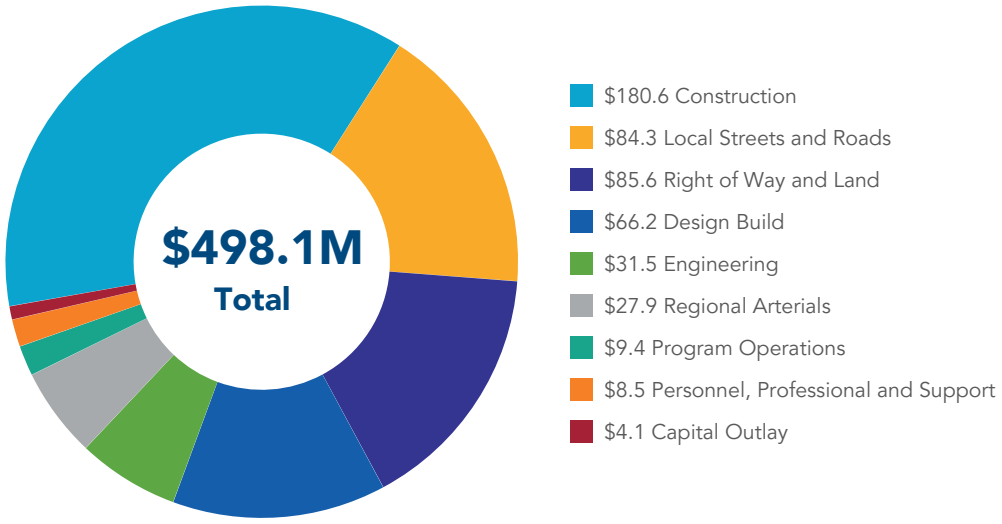
- Commencement of pre-National Environmental Policy Act (NEPA) station feasibility studies for the Coachella Valley Rail Corridor project
- Construction of Mid County Parkway (MCP) 3 project
- Construction of the Moreno Valley to Perris Double Track project
- Construction of the South Perris Station Expansion and 4th Layover Track project
- Construction of the 71/91 Connector
- Construction of the Interstate (I)-15 Smart Freeways project
- Construction of the Jurupa Avenue and McKinley Street grade separation projects
- Engineering and environmental revalidation for the Mead Valley Multimodal Metrolink Station
- Engineering and environmental revalidation for the State Route (SR) 79 Segment 3 project
- Engineering and environmental studies for the 15 Express Lanes Project – Southern Extension
- Engineering and environmental studies for the I-10/Highland Springs Avenue Interchange
- Engineering and environmental studies for the 91 Eastbound Corridor Operations project (91 ECOP)
- Project development for the additional segment of the MCP
- Right of way land purchases for various projects including MCP related projects and the 91 Corridor

Supporting partner projects include:

- Construction of SR-60 Potrero Interchange project
- Engineering and environmental studies for Santa Ana River Trail 1 - Phases 2, 2A, and 3 within Prado Basin
- Engineering and environmental studies for Santa Ana River Trail 2 - Phases 4 within Green River Golf Course
- Engineering and environmental studies for I-15/ Franklin Street Interchange
- Environmental document development for I-10 Highland Springs Interchange
- Project development for the I-15 Wildomar Trail Interchange project
- Project development for the I-15 Bundy Canyon Trail Interchange project
- Project development for the I-10 / SR-79 / SR60 Interchange project

The Commission is a project-driven agency. Capital project costs comprise 46% of the Commission's FY 2026/27 overall budget. Chart 2 illustrates the capital projects expenditures by function.

CHART 2 – CAPITAL PROJECTS (IN MILLIONS $)



RCTC 15 EXPRESS LANES AND 91 EXPRESS LANES

RCTC operates 2 tolled Express Lanes totaling approximately 30 miles and up to 8 lanes, providing the region an efficient alternative form of travel. Specifically, the 15 Express Lanes facility is located within the cities of Corona, Norco, Eastvale, and Jurupa Valley while the 91 Express Lanes facility is located in the City of Corona between the Orange County/Riverside County line and I-15. The Commission opened the 15/91 Express Lanes Connector in November 2023, completing the network of express lanes between the 91 Express Lanes and the 15 Express Lanes. The 15/91 Express Lanes Connector improved the flow of traffic for all motorists who travel through the 15/91 interchange.

Thanks to its prudent fiscal strategy and reserves set aside for debt service, the Commission's near-term and mid- term debt service requirements are fully funded. Furthermore, operating revenues are outpacing projections, further enhancing the financial viability of these operations. In 2024, the Commission retired its Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the 15 Express Lanes, removing administrative burdens resulting from federal funding and significantly reducing the finance costs.

The express lanes serve as a key component to the region's overall traffic congestion relief and multimodal goals.

PLANNING FOR THE NEEDS OF TODAY AND THE CHALLENGES OF TOMORROW

Funding is a key element in determining the future of transportation. To help guide the Commission through the County's challenges with population growth, economic needs, and technological change, RCTC approved its Riverside County Traffic Relief Plan (TRP or Plan) in May 2020. Future projects listed in this long-range transportation plan included the MCP, realignment of SR-79, passenger rail service to the Coachella Valley, expanded Metrolink passenger rail service, a variety of active transportation projects, and a new expressway along Elsinore- Ethanac Road within Southwestern Riverside County. In addition, the Plan included funding for new interchanges and local streets and roads. The Plan was developed as a blueprint for not only traffic relief, but also for improving equity and access to transportation systems and services countywide.

The TRP was intended to lay the foundation for the Commission to place a sales tax measure on the 2020 ballot for voter consideration. Due to the emergence of COVID-19 in early 2020, the Commission approved the TRP, but deferred action related to a sales tax measure. Since then, RCTC has continued to seek funding from state and federal sources for key projects. In 2023, the Commission directed staff to evaluate the 2020 TRP and update it based on new information, including new state and federal policies, state and federal funding opportunities, changes in project delivery costs and feasibility, and input from the County's residents. The Commission approved the draft update and a public engagement program to help complete the public outreach and collect input from residents on the Plan. This culminated with the Commission's approval for the 2024 TRP in July 2024. The community-informed input will assist the Commission as they explore a TRP funding strategy during the upcoming fiscal year.

Effective January 1, 2021, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by the RCA for management and oversight costs; accordingly, RCTC's funding sources are not used to support this role. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Species Habitat Conservation Plan (MSHCP). In addition to conserving habitat to protect 146 native animal and plant species, the MSHCP enables RCTC and other project sponsors a more streamlined approach to develop needed infrastructure. Thanks to this program, the time needed to get projects to construction has been reduced, which, in turn, has a positive impact on the Commission's overall efficiency in delivering projects.

A COMMITMENT TO RIVERSIDE COUNTY

Ensuring local funding for transportation will require ongoing outreach along with transparent oversight and management of public funds. As public stewards, a conservative budgeting approach while planning for anticipated expenditures ensures public confidence in the Commission's fiduciary, oversight, and visionary roles. This budget document is intended to demonstrate the Commission's commitment to the public as well as to document its dedication to sound budget practices. This budget document is one of many ways the Commission works to ensure public accountability and full transparency of its actions.

The Commission has also expanded its commitment to communicate with the public and closely monitors its public engagement activities, reporting these efforts on a quarterly basis. RCTC welcomes public input and participation and invites the public to visit rctc.org and to follow @theRCTC on Facebook, Twitter, and Instagram. A major emphasis for the Commission during the coming year is to seek and achieve equity in mobility for all stakeholders within Riverside County.

Ongoing communication will be critical as needs rapidly change in an uncertain environment. Staff will likely return with periodic budget updates and adjustments. The basic nature of this document reflects the current macroeconomic situation while providing current and needed budgetary information.

ACKNOWLEDGMENTS

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2026/27. The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the public. Staff acknowledges and appreciates the guidance, inspiration, and leadership of the Commissioners in advancing the future of transportation in Riverside County.



Aaron Hake, Executive Director



Sergio Vidal, Chief Financial Officer

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COMMISSION INTRODUCTION

State of California (State or California) law created the Riverside County Transportation Commission (Commission or RCTC) in 1976 to oversee the funding and coordination of all public transportation services within Riverside County (County). The Commission's mission is to assume a leadership role in improving mobility in the County. The governing body consists of:

- All five members of the County Board of Supervisors;
- One elected official from each of the County's 28 cities; and
- One non-voting member appointed by the Governor of California.

The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transit operators and other agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities.

The Commission is legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: the Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

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 of one cent transaction and use tax (sales tax) to fund specific transportation programs that commenced in July 1989 (1989 Measure A). Voters approved the 1989 Measure A for 20 years, and it expired on June 30, 2009. On November 5, 2002, the voters of Riverside County approved the renewal of Measure A beginning in July 2009 through June 2039 (2009 Measure A).

Acting in its capacity as the Riverside County Service Authority for Freeway Emergencies (SAFE), the Commission also provides a comprehensive motorist aid program designed to expedite traffic flow, enhance safety, and assist disabled motorists. Services include roving Freeway Service Patrol (FSP) services during peak traffic periods on the busiest highway segments and 511 traveler information. The Commission provides these services at no charge to motorists. A $1 surcharge on vehicle registrations, a state allocation, and a portion of Senate Bill (SB) 1's increase in the state gas tax fund these services.

The Commission is designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions to establish congestion mitigation procedures for the County's roadway system.

The Commission participates in ongoing funding and governance of the Southern California Regional Rail Authority (SCRRA), known as Metrolink. The Commission owns and operates all nine commuter rail stations serving the County.

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). The Commission reached substantial completion on the I-15 Express Lanes project and commenced toll operations on the 15 Express Lanes in April 2021. The Commission reached substantial completion of the 15/91 Express Lanes connector, a tolled connector between the existing RCTC 91 Express Lanes and the 15 Express Lanes north of SR-91, and commenced toll operations in November 2023.

Effective January 1, 2021, RCTC became the managing agency for the RCA. RCTC is fully reimbursed by RCA for management and oversight costs. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's MSHCP.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION — LIST OF PRINCIPAL OFFICIALS

NAME	TITLE	AGENCY
Jose Medina	Member	County of Riverside, District 1
Karen Spiegel	Member	County of Riverside, District 2
Chuck Washington	2nd Vice Chair (Commission)	County of Riverside, District 3
V. Manuel Perez	Member	County of Riverside, District 4
Yxstian Gutierrez	Member	County of Riverside, District 5
Sheri Flynn	Member	City of Banning
Lloyd White	Member	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Chair (Budget and Implementation Committee)	City of Calimesa
Jeremy Smith	Vice Chair (Commission)	City of Canyon Lake
Raymond Gregory	Chair (Commission)	City of Cathedral City
Denise Delgado	Member	City of Coachella
Jim Steiner	Member	City of Corona
Dirk Voss	Member	City of Desert Hot Springs
Clint Lorimore	Member	City of Eastvale
Linda Krupa	Member	City of Hemet
Toper Taylor	Vice Chair (Toll Policy and Operations Committee)	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Chair (Toll Policy and Operations Committee)	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	Member	City of Lake Elsinore
Bob Karwin	Member	City of Menifee
Ulises Cabrera	Member	City of Moreno Valley
Cindy Warren	Member	City of Murrieta
Fia Sullivan	Member	City of Norco
Jan Harnik	Member	City of Palm Desert
David Ready	Member	City of Palm Springs
Michael M. Vargas	Chair (Western Riverside County Programs and Projects Committee)	City of Perris
Steve Downs	Member	City of Rancho Mirage
Chuck Conder	Vice Chair (Western Riverside County Programs and Projects Committee)	City of Riverside
Valerie Vandever	Vice Chair (Budget and Implementation Committee)	City of San Jacinto
James Stewart	Member	City of Temecula
Joseph Morabito	Member	City of Wildomar
Catalino Pining	Governor's Appointee	Caltrans, District 8

NAME	TITLE
Aaron Hake	Executive Director
David Knudsen	Deputy Executive Director
Sergio Vidal	Chief Financial Officer
Lisa Mobley	Director of Administrative Services/Clerk of the Board
Vacant	External Affairs Director
Lorelle Moe-Luna	Multimodal Director
Jillian Guizado	Planning and Programming Director
Erik Galloway	Project Delivery Director
Aaron Gabbe	Regional Conservation Director
Jennifer Crosson	Toll Operations Director
David Thomas	Toll Project Delivery Director

EXECUTIVE SUMMARY

INTRODUCTION

The budget for FY 2026/27 is presented to the Board of Commissioners (Board) and the residents of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission's monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and re-prioritize the budgeted revenues and expenditures as necessary. The discussion in each department includes a review of accomplishments, major initiatives, and key assumptions.

POLICY GOALS AND OBJECTIVES

As approved at its March 11, 2026 meeting, the Commission is driven by four core mission statements and underlying goals to improve mobility for the people of Riverside County and the transportation system upon which they rely:

QUALITY OF LIFE **RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.**	
Choice	RCTC empowers the people of Riverside County to choose how to safely and efficiently get to where they are going.
Environmental Stewardship	RCTC supports environmental protection by implementing sustainable practices for its capital projects, as well as designing and operating energy efficient water conserving facilities. As the managing agency of the Western Riverside County Regional Conservation Authority and a permittee of the Multiple Species Habitat Conservation Plan, RCTC protects open space for county residents and conserves habitat of threatened and endangered species.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a multimodal mobility partner.
Equity	RCTC supports transportation services and projects that address inequities, especially those in rural, low income, and disadvantaged communities.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region, and RCTC strives to make them equitably accessible to all communities served.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to maintain the supply chain and to protect public health. RCTC identifies solutions to reduce truck congestion and community impacts from the flow of goods from nearby ports.
Public Engagement	RCTC is dedicated to engaging all Riverside County residents through ongoing, meaningful two-way public communication and outreach.

OPERATIONAL EXCELLENCE **RCTC is a responsible and conservative steward of taxpayer dollars.**	
State of Good Repair	RCTC provides funding for road safety and maintenance as well as sustainable practices to maintain its stations and facilities.
Promises Fulfilled	Projects are completed on-time and on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Efficiency	RCTC operates in an efficient and cost-effective manner.
Innovation	RCTC seeks to implement innovative transportation solutions.
Information	RCTC seeks to provide timely, transparent, and easily accessible information to the public; ensuring people receive prompt, dependable, and quality service.

CONNECTING THE ECONOMY **RCTC is a driver of economic growth in Riverside County.**	
Workforce Mobility	RCTC improves the economy by creating a robust workforce-to-workplace system; RCTC fosters workforce development by improving transportation access from housing to employment and education centers.
Population Growth	Riverside County's population has quadrupled from 550,000 to nearly 2.5 million since 1976, and is projected to increase by at least 500,000 to over 3 million residents by 2050. RCTC has been responsible for anticipating and accommodating this growth while supporting the county's economy. RCTC is mindful of and strives to be responsive to each geographic area's unique needs.
Economic Impact	RCTC has invested over $5.2 billion in the County's economy from both Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

RESPONSIBLE PARTNER **RCTC partners with local, tribal, regional, and state governments to deliver transportation projects and programs.**	
Streets and Roads	RCTC has invested over $1.5 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC partners with transit operators to provide residents mobility choices, flexibility, intercity and inter-county connectivity, and access.
Active Transportation Facilities	RCTC continually improves its stations for better bicycle and pedestrian access and partners with agencies within the county to promote active transportation alternatives, including building regional trails and bicycle and pedestrian facilities in accordance with local general plans and active transportation plans.
Grants	RCTC actively pursues and obtains state and federal grants to leverage Measure A and toll revenue dollars to improve mobility for our communities.
Local Value of Measure A	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the county.
Partnerships	RCTC strives to form collaborative partnerships with key stakeholders in the public and private sectors to ensure support for projects and programs, relief from regulations, and to find solutions for shared challenges.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to further guide the planning for the FY 2026/27 budget.

CAPITAL AND TOLL PROJECT DEVELOPMENT AND DELIVERY

- Continue preliminary engineering, design, right of way acquisition, and/or construction of projects included in the Western County Highway Delivery Plan and development of projects that improve operations of Metrolink commuter rail service.
- Continue as the lead agency for delivering the Coachella Valley Rail corridor (CV Rail corridor) project.
- Begin preliminary design of the I-15 Express Lanes-Southern Extension (ELPSE) project.
- Continue Plans, Specifications, and Estimates (PS&E) and right of way acquisition for the SR-79 corridor project, segment 3.
- Complete innovative funding and finance study to identify means to deliver SR-79 Segments 1 and 2.
- Commence the development of I-10/SR-79 Interchange Improvement Project Project Study Report - Project Development Support document.
- Continue construction of the MCP Ramona Expressway project.
- Commence planning and identify funding for MCP 2 or 4 project.
- Begin preliminary design and right of way acquisition for the 91 ECOP project.
- Initiate the 15/91 Express Transit Connector Project Approval/Environmental Document phase.
- Initiate the 91 Third Express Lane Project Study Report - Project Development Support document.
- Initiate the 91 Express Lanes Major Pavement Rehab Project Approval/Environmental Document phase.
- Complete the I-10 (San Gorgonio Pass) Express Lanes Project Study Report - Project Development Support document.
- Commence construction of the South Perris Station and Layover expansion project
- Commence design of the Mead Valley Commuter Rail Station.
- Complete the design and commence construction of the Perris Valley Line Double Track Project, 6.8 miles long.
- Complete the design and commence construction of the Riverside Downtown Station At-grade crossing project.
- Initiate the I-215 Railroad Barrier Wall Project Study Report and commence design of the project.
- Initiate the Perris Valley Line drainage Project Study Report.
- Continue to support operations planning, design, and construction of projects led by other agencies.
- Continue as lead agency for partner agency projects; continue preliminary engineering of the I-10/Highland Springs Avenue Interchange project; continue environmental clearance, design, and construction efforts for the Santa Ana River Trail; continue construction on the SR-60/Potrero Boulevard interchange phase II project; continue design of the I-15/Franklin interchange project and Pennsylvania Avenue grade separation project; and continue development of project study reports for I-15/Wildomar Trail and I-15/Bundy Canyon Road interchanges.
- Consider opportunities to implement technology-based strategies, or smart freeway projects, to manage traffic, reduce congestion and pollution, increase safety, and improve the quality of commutes. Continue operation of the Smart Freeway project on I-15 in Temecula. Complete the Design and Engineering Evaluation Report for the I-10 Ramp Metering project in the San Gorgonio Pass.
- Maintain and enhance communication and collaboration with the California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and Caltrans to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the NEPA to improve the Commission's ability to deliver critical projects.

OPERATIONS

- Efficiently operate the 91 and 15 Express Lanes, achieve high customer satisfaction, and provide a reliable travel option.
- Efficiently and cost effectively operate the nine Commission-owned and -operated commuter rail stations and the 91/Perris Valley Line (PVL) rail corridor to ensure reliable high quality commuter rail service.
- Efficiently provide motorist assistance services so that motorists can conveniently travel and use transportation facilities as safely as possible.

REGIONAL PROGRAMS

- Proactively engage state and federal legislators and agencies to advance principles identified in the adopted Legislative Platform to ensure the Commission receives due consideration for transportation projects and funding for key regional needs and mobility choice.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Continue to subsidize reliable and cost-effective Metrolink commuter rail service, operated by SCRRA, to, from, and throughout Riverside County.
- Provide continued leadership in the planning and development for the CV Rail corridor.
- Support innovative programs that provide transit assistance in rural areas as well as for riders with specialized transit needs.
- Promote cost controls and operating efficiency for transit operators as well as supporting regional goals to reduce congestion and improve air quality and mobility options for all users.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting telework and motorized and non-motorized transportation alternatives such as vanpools.

MANAGEMENT SERVICES

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission, including Measure A and key Commission funding sources.
- Develop and execute a communication, public information, and community engagement strategy for the purposes of education, partnership building, information sharing, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2026/27 Management Services budget is 2.00% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2026/27 administrative salaries and benefits is 0.64% of Measure A revenues.
- Maintain prudent cash reserves to provide for unplanned expenditures or economic downturns.
- Continue communicating current and anticipated financial performance for RCTC-issued debt financings ensuring the corresponding rating is achieved and issued by the applicable rating agencies.
- Establish and maintain revenues and related reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements, maintenance, repair and rehabilitation, administration, operations, and capital projects within the corridor.

LINKING COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

The following matrix (Table 1) illustrates the linkage of the Commission's core mission statements described in this section to the individual departmental mission statements included in each department's section.

TABLE 1 – RELATIONSHIP BETWEEN COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

Department	Quality of Life	Operational Excellence	Connecting the Economy	Responsible Partner
Management Services				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X	X	X
Finance		X		
Regional Programs				
Planning and Programming	X	X	X	X
Rail Maintenance and Operations	X	X	X	X
Public and Specialized Transit	X	X	X	X
Commuter Assistance	X	X	X	X
Motorist Assistance	X	X	X	X
Regional Conservation	X	X	X	X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

BUDGET OVERVIEW

The FY 2026/27 budget includes revenues of $1,054,002,000 and transfers in of $269,173,800 for total sources of $1,323,175,800 (Table 2). The FY 2026/27 budget includes expenditures/expenses of $1,084,123,500 and transfers out of $269,173,800 for total uses of $1,353,297,300 (Table 3).

The upcoming FY 2026/27 budget anticipates utilizing $30,121,500 in fund balance reserves. Specifically, the use of fund balance is projected to fund multi-year projects as follows: Regional Arterial projects funded by both TUMF and Measure A regional arterial funds (Western county and Coachella Valley; Transit operating and capital disbursements utilizing both LTF and State Transit Assistance (STA) funds; MCP projects; capital projects and station maintenance and rehabilitation (e.g., Mead Valley and Riverside Downtown stations); and programmed SB 125 transit capital and grade separation projects.

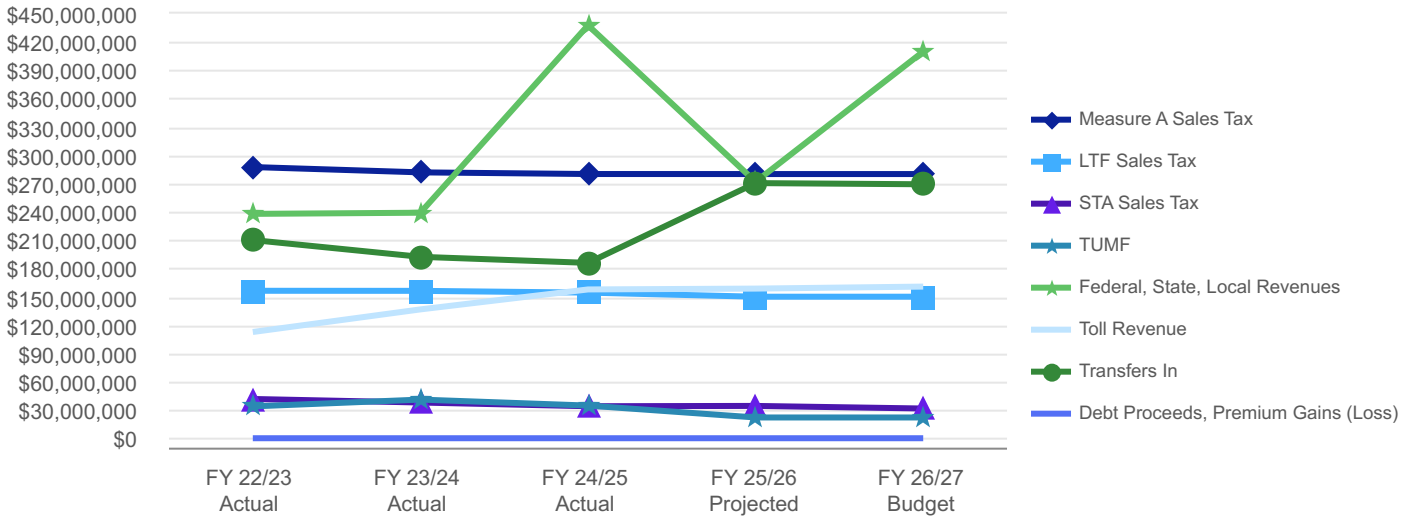
Total Sources (Table 2) are budgeted at $1,323,175,800, a 4% increase over FY 2025/26 budget. The increase is a result of higher intergovernmental revenues related to the following projects: SR-79 realignment, MCP #3, Smart Freeway, 15 Express Lanes — Southern Extension, 91 ECOP, Santa Ana River Trail, rail station rehabilitation, Coachella Valley rail station planning and development, Perris Valley Line Double Track, I-10 Highland Springs interchange, I-15/Franklin Street interchange, I-15 Bundy Canyon Road interchange, I-15 Wildomar Trail interchange, SR-60/Potrero Boulevard interchange phase II, SB 125 projects, and Mid County Parkway, offset by a decrease in reimbursements for the SR-71/91 interchange project due to the near completion of the project; increase in Toll, Penalties, and Fees for the RCTC 91 Express Lanes and 15 Express Lanes due to continued out-performance of traffic and revenue expectations; anticipated investment income due to projected higher investment yields and cash balances; and an anticipated land sale. Total sources are comprised of revenues of $1,054,002,000 and transfers in of $269,173,800.

TABLE 2 – SOURCES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Measure A Sales Tax	$ 280,039,500	$ 280,000,000	$ 280,000,000	$ 280,000,000	$ –	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	–	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Intergovernmental	335,355,200	285,191,400	200,971,100	298,107,700	12,916,300	5%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
Contribution	11,727,300	–	–	–	—	N/A
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
TOTAL Sources	$ 1,295,840,200	$ 1,267,487,800	$ 1,187,043,200	$ 1,323,175,800	$ 55,688,000	4%

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable, as well as plentiful commercial real estate and land available for development at lower costs. Riverside County's economy is benefiting from employment gains that are a function of the County's ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Stability in the local labor and housing markets have contributed to sales tax revenue stability as noted on Chart 3.

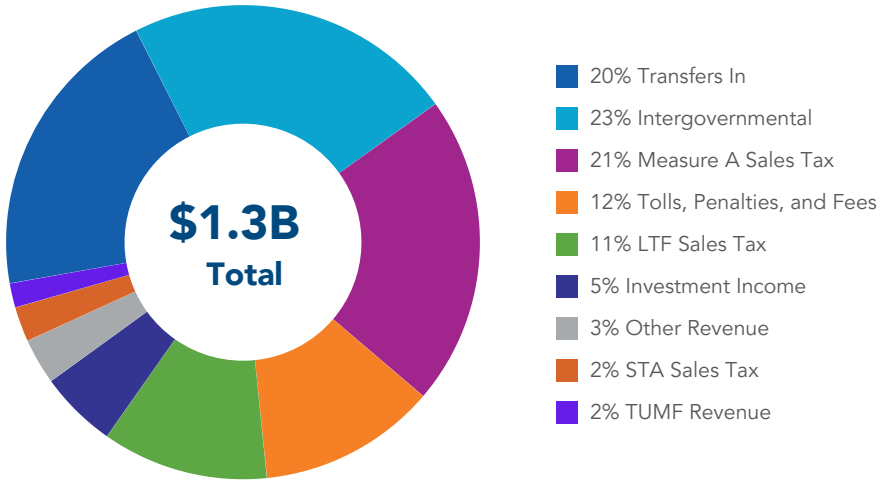
CHART 3 – SOURCES: FIVE-YEAR TREND



Regardless of current and future economic conditions, the Commission faces formidable ongoing challenges in providing needed infrastructure enhancements to support a population and an economy that has outgrown the capacity of its existing infrastructure. The foundation of the regional economy continues to retain many of the fundamental positive attributes that fueled its earlier growth, including more affordable real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

While the Commission's primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission's programs and projects as illustrated in Chart 4.

CHART 4 – SOURCES: MAJOR CATEGORIES



After considering the state of the local economy, staff projects Measure A sales tax revenues at $280,000,000 for FY 2026/27. This is unchanged from the FY 2025/26 projection of $280,000,000. Generally, the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2026/27 as other key economic indicators become known such as the region's inflation and unemployment rate, along with impacts (if any) resulting from macro economic factors which affect the local economy.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at $150,000,000, and remains unchanged from the FY 2025/26 $150,000,000 projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2026/27 STA/SGR allocations, based on recent State estimates, is $31,499,900.

Intergovernmental revenues include reimbursement revenues from federal sources of $131,119,300, state sources of $70,285,000, and local agencies of $96,703,400 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 5% in FY 2026/27 compared to the FY 2025/26 budget is related to state reimbursements primarily related to the MCP projects, SR-60/Potrero Boulevard interchange phase II project, south Perris station layover facility expansion, Coachella Valley Rail, and SB 125 grade separation and transit projects. Other state reimbursements will fund Regional Early Action Plan (REAP 2.0), FSP, SAFE (administered by the CA Department of Motor Vehicles), and station rehabilitation and improvement projects. Federal reimbursements provide funding for the I-15 Express Lanes — Southern Extension, 91 ECOP, MCP, SR-60/Potrero Boulevard interchange phase II project, Smart Freeways, CV Rail planning and station development, and station rehabilitation and improvement projects. Local reimbursements will fund the 91 ECOP, 91, SR-79 project, Santa Ana River Trail Extension, SR-60/Potrero Boulevard interchange phase II project, I-15/Franklin Street interchange project, I-15 Bundy Canyon Road interchange, I-15 Wildomar trail interchange, continued funding for prior year approved regional arterial projects, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the WRCOG, the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2026/27 TUMF fees at $22,000,000.

Toll, Penalties, and Fees are anticipated to increase $12,864,300 or 9% percent in the FY 2026/27 budget when compared to the FY 2024/25 revised budget. The increase is due to both the SR-91 and I-15 Express Lanes exceeding expectations from a revenue perspective following increased traffic within the corridors.

FY 2025/26 marked the ninth complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. The Commission estimates FY 2026/27 toll revenues, penalties and fees of $104,870,000, a increase from the FY 2025/26 projected revenues of $103,372,400, due to the implementation of dynamic pricing. However, the FY 2026/27 increase from the FY 2025/26 budget by $10,119,000 is due to increased traffic within the corridor.

FY 2025/26 marked the fifth full year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes project and opening of the 15 Express Lanes in April 2021. For FY 2026/27, the Commission projects $55,852,000 in toll revenues, penalties and fees for the 15 Express Lanes and reflects an increase from the FY 2025/26 projected revenues of $55,227,800. The FY 2026/27 budget is an increase from the FY 2025/26 budget by $2,745,300 due largely to higher congestion within the southern corridor of the enterprise.

Other revenue of $41,470,300 includes property management generated from properties acquired in connection with various highway and rail properties, and an anticipated land sale due to sale of surplus land for .

The Commission anticipates a 58% increase in FY 2026/27 investment income from the FY 2025/26 budget due to higher investment yields and cash balances. The FY 2026/27 budget conservatively estimates investment income at a 3% investment yield.

Contributions in FY 2026/27 reflects an 100% decrease when compared to FY 2024/25, related to the one-time payment of the I-15 Express Lanes initial TIFIA loan which was paid off in October 2024. Specifically, FY 2024/25 Contributions resulted from a loan and accrued interest funded by Measure A and payable by the I-15 Express Lanes, as required by TIFIA, which was waived in connection with pay off of I-15 TIFIA Loan.

Transfers in of $269,173,800 primarily relate to the transfer of Transit funding (funded by LTF and STA) for general administration, planning and programming, rail operations, and rail station rehabilitation and development projects; approved interfund allocations for specific projects and administrative cost allocations; Inter-fund loan repayment by the I-15 Express Lanes to Western County Measure A funds; and debt service requirements from highway, new corridors, and TUMF Community Environmental Transportation Acceptability Process (CETAP) funds.

Total uses (Table 3), including transfers out of $269,173,800, are budgeted at $1,353,297,300 a 4% decrease from the prior year budget amount of $1,412,259,300. Program expenditures (excluding debt service and management services) and transfers out totaling $1,214,456,100 represent 90% of total budgeted uses in FY 2026/27. Program costs increased (5)% from $1,273,193,000 in FY 2025/26 due to projects and programs identified below.

TABLE 3 – USES FY 2025-2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	$ 343,309,800	$ 510,078,800	$ 313,993,200	$ 432,811,700	$ (77,267,100)	-15%
Capital Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Commuter Assistance	4,870,100	8,017,600	5,790,800	11,731,000	3,713,400	46%
Debt Service	91,359,300	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Management Services	22,291,400	42,145,100	36,364,000	42,739,200	594,100	1%
Motorist Assistance	5,418,800	7,648,500	5,760,400	8,506,300	857,800	11%
Planning and Programming	9,846,300	23,253,100	12,528,400	83,357,300	60,104,200	258%
Public and Specialized Transit	204,737,800	365,881,900	205,952,600	303,955,100	(61,926,800)	-17%
Rail Maintenance and Operations	44,391,800	76,111,200	50,965,000	78,339,900	2,228,700	3%
Regional Conservation	9,842,600	13,846,500	10,759,300	14,669,600	823,100	6%
Toll Operations	40,498,200	189,463,500	154,064,100	196,792,300	7,328,800	4%
TOTAL Uses	$ 860,964,100	$ 1,412,259,300	$ 977,580,400	$ 1,353,297,300	$ (58,962,000)	-4%

Note: Management Services includes Executive Management, Administration, External Affairs, and Finance.

Capital highway, rail, and regional arterials budgeted uses of $432,811,700 are 15% lower compared to the FY 2025/26 budget due to decreases in project activities related to the 71/91 Connector, SR-60 Truck Lanes, and Smart Freeways projects. Budget increases in project activity are attributed to the SR-79 project activities, Mid County Parkway (MCP), Western County 2009 Measure A and TUMF regional arterial projects, and rail station development and rehabilitation projects.

Local streets and roads expenditures of $84,292,900 reflect a increase of $5,401,000 over the FY 2025/26 budget and represent the disbursement of 2009 Measure A sales tax revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of $11,731,000 are 46% higher than the FY 2025/26 budget due to launching of a new transit trainer program and potential strategic Transportation Demand Management (TDM) Plan.

Debt service of $96,102,000 is a slight decrease but remains within the expected range from FY 2025/26 budget.

Management services expenditures of $42,739,200 increased 1% due to county-wide transportation relief planning, increases in risk and insurance management, and a funding transfer for debt service payments related to the Commission's Measure A Sales Tax debt obligation.

Motorist assistance expenditures of $8,506,300 increased 11% primarily due to anticipated general program cost increases and a Map Study.

Planning and programming budgeted expenditures of $83,357,300 increased 258% due to increased projects and operation activities in connection with partner agency related projects and capital allocations for SR-60/Potrero Boulevard interchange phase II project and Right of Way.

Public and specialized transit budgeted expenditures of $303,955,100 are 17% lower than the FY 2025/26 budget due to anticipated operating and capital allocation needs by transit operators, including SB 125 transit capital projects. The FY 2026/27 budget reflects SB 125 funding for engineering in the amount of $7,500,000, construction of $6,100,000, and right of way of $245,000 approved through an amendment to the Budget Act of 2023, which provided formula Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds.

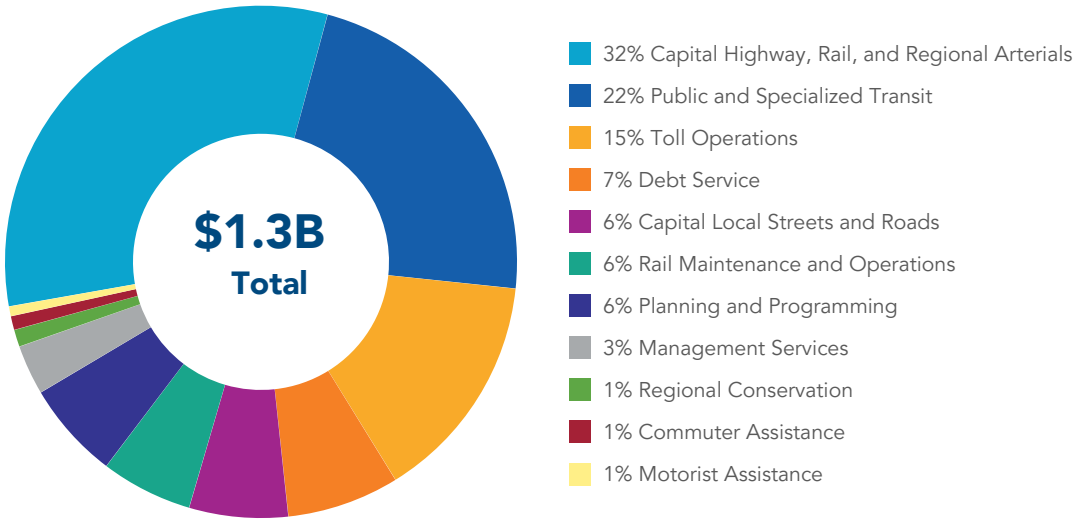
The rail maintenance and operations budgeted expenditures of $78,339,900 are 3% higher than the FY 2025/26 budget due to CV Rail service development plan (SDP), rail station security guards, maintenance and repairs, utilities, and a transfer to rail operations for the Metrolink Perris Valley line from Measure A.

Regional conservation budgeted expenditures of $14,669,600 reflects a fifth full year serving as the managing agency for the RCA. FY 2026/27 reflects an increase of $823,100 or 6% due to monitoring and management contracts. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA.

Toll operations expenses are budgeted at $196,792,300 reflects a 4% increase when compared to the FY 2025/26 Budget primarily due to the following operating transfers: SR-91 Express Lanes transfers for projected surplus for FY 2025/26 and required repair and rehabilitation (R&R) funding; I-15 Express Lanes transfers for repayment of the inter-fund loan to Measure A in connection with the pay off of the TIFIA Loan. Other cost increases are related to management of operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes. The increase is also related to the inclusion of the 15/91 Express Lanes Connector and I-15 Express Lanes Southern Extension project from the Measure A Western County highway fund. Professional costs decreased $(1,643,100) related to a decrease in anticipated capital needs for the 91 Express Lanes pavement rehabilitation, and the 15 Express Lanes project Southern Extension. Projects and operations increased 103% due to program management, engineering, right of way, and design build expenses for the 91 ECOP, 15/91 Express Lanes Connector, 15/91 Express Transit Connector, 91 Express Lanes pavement rehabilitation, 91 Express Lanes roadway repair and rehabilitation, and 15 Express Lanes Southern Extension project. Capital outlay decreased $(612,900) for office and property improvements.

Chart 5 is an illustration of total uses included in the FY 2026/27 budget by major categories.

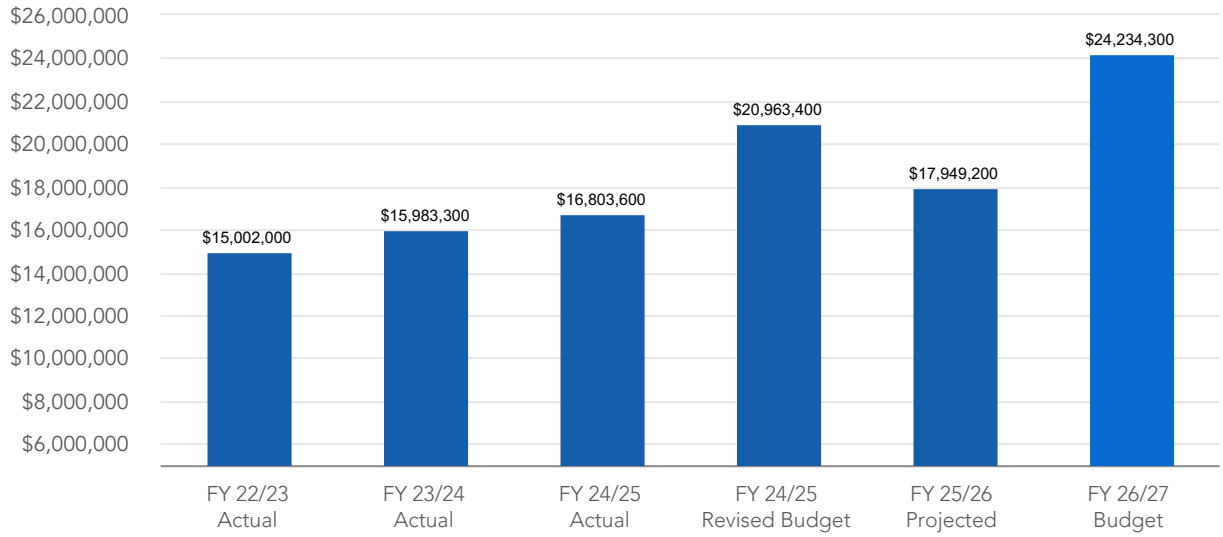
CHART 5 – USES: MAJOR CATEGORIES



COMMISSION PERSONNEL

The Commission's salaries and benefits total $24,234,300 for FY 2026/27. This represents an increase of $3,270,900 or 16% over the FY 2025/26 budget of $20,963,400 (Chart 6). The increase is reflective of a 5.0 full-time equivalent (FTE) position related to the additions of a MHSCP Compliance Manager, Roadway and Facilities Operations Manager, Senior Management Analyst Management & Monitoring, Toll Contracts and Budget Manager, and Deputy Director of Toll Operations Technology and Roadway; a 4% pool for performance merit-based salary increases; and a 3.5% annual salary range structure cost of living adjustment (COLA). The COLA only applies to the to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4%. The COLA will be equal to the CPI, but no less than 0% and no greater than 4%. The CPI for the All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2025 was 3.3%. In accordance with the Board's action, CPI was rounded up to 3.5% and applied to the Commission's salary range structure for FY 2026/27. Significant variances in prior years (Chart 6) are primarily due to reorganization of the toll program, the addition of three new positions, an increase to the Commission's contribution to employee health benefits in FY 2022/23; a 4% pool for performance merit-based salary increases; and a 3% annual salary range structure COLA in FY 2023/24; and the addition of three new FTE positions, the reclassification of four existing positions in FY 2024/25, and the addition of one new FTE and one reclassification in FY 2025/26 . The Commission's salary schedule for FY 2026/27 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

CHART 6 – SALARIES AND BENEFITS COST: FIVE-YEAR COMPARISON



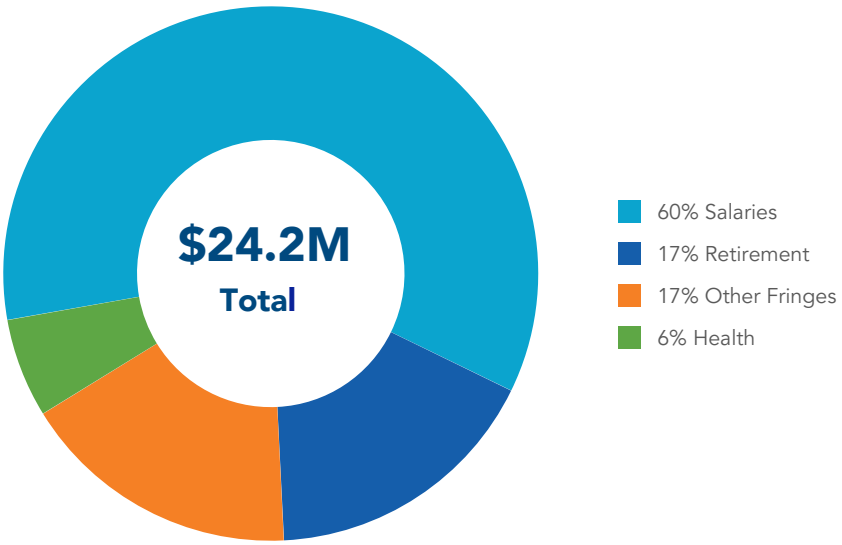
The 90 FTE positions included in the FY 2026/27 budget (Table 4) reflects an increase of five FTE for a Deputy Director of Toll Operations Technology and Roadway, MSHCP Compliance Manager, Roadway and Facilities Operations Manager, Senior Management Analyst (RC) Management & Monitoring, and Toll Contract and Budget Manager from FY 2025/26 budget. Management continues its commitment with its intent for the Commission's enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

TABLE 4 – FULL-TIME EQUIVALENTS BY DEPARTMENT FY 2025 - 2027

	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Executive Management	0.9	2.1	2.1
Administration	11.3	10.2	9.9
External Affairs	4.1	3.6	3.8
Finance	11.1	11.5	11.7
Planning and Programming	6.4	6.3	7.6
Rail Maintenance and Operations	4.5	4.7	4.8
Public and Specialized Transit	3.0	3.3	3.0
Commuter Assistance	1.2	1.4	1.4
Motorist Assistance	1.2	1.0	1.3
Regional Conservation	17.6	16.7	18.5
Capital Project Development and Delivery	13.7	12.1	10.5
Toll Operations	9.0	12.1	15.6
TOTAL	84.0	85.0	90.0

The Commission provides a comprehensive package of benefits to employees. The package includes health, dental, vision, life insurance, short and long-term disability, workers' compensation, tuition assistance, sick and vacation leave, retirement benefits in the form of participation in California Public Employees Retirement System (CalPERS), postretirement health care, deferred compensation, and employee assistance program. Chart 7 illustrates the compensation components.

CHART 7 – PERSONNEL SALARIES AND BENEFITS



DEPARTMENT INITIATIVES

Staff prepared each department's budget based on key assumptions, accomplishments in FY 2025/26, major initiatives for FY 2026/27, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

EXECUTIVE MANAGEMENT

- Continue project development and delivery as the key Measure A priority.
- Foster growth in usage of express lanes and ensure their optimal financial performance.
- Continue planning efforts to advance passenger rail service in the CV Rail corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.
- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive digital, in-person, and community-based public outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

TABLE 5 – EXECUTIVE MANAGEMENT

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 629,300	$ 690,800	$ 767,200	$ 736,600	$ 45,800	7%
Professional	111,300	3,220,000	1,705,000	3,585,000	365,000	11%
Support	70,500	637,600	582,100	254,400	(383,200)	-60%
TOTAL	$ 811,100	$ 4,548,400	$ 3,054,300	$ 4,576,000	$ 27,600	1%

ADMINISTRATION

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain an accurate and efficient electronic records management system.
- Provide timely communications and high-quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

TABLE 6 – ADMINISTRATION

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 1,884,500	$ 1,990,300	$ 1,762,100	$ 2,224,500	$ 234,200	12%
Professional	1,270,600	2,310,000	2,105,000	2,541,500	231,500	10%
Support	2,887,200	4,065,800	3,527,300	4,413,200	347,400	9%
Capital Outlay	815,700	1,300,000	665,000	1,015,000	(285,000)	-22%
TOTAL	$ 6,858,000	$ 9,666,100	$ 8,059,400	$ 10,194,200	$ 528,100	5%

EXTERNAL AFFAIRS

- Develop effective partnerships with transportation providers and community stakeholders to communicate a unified message to Congress, State Legislature, and to other state and federal officials regarding mobility and transportation funding needs.
- Advocate on behalf of Riverside County's interests and local authority associated with the planning, programming, and delivery of transportation improvements, especially as it relates to the State's continued incorporation of competing priorities, ranging from climate goals to housing goals, into transportation policies and funding programs.
- Advocate policy positions in the State Legislature and in Congress that advance the County's transportation interests.
- Continue a leadership role in formulating a countywide direction on federal and state transportation policies.
- Use latest platforms to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission's projects and programs.
- Engage with and seek understanding of the Riverside County's community-based stakeholders to build trust and gain support to inform the decision-making process.
- Build awareness and support for the RCA and the implementation of the MSHCP.

TABLE 7 – EXTERNAL AFFAIRS

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 996,300	$ 850,800	$ 934,000	$ 922,500	$ 71,700	8%
Professional	555,500	976,300	660,500	992,100	15,800	2%
Support	72,000	307,800	97,900	296,600	(11,200)	-4%
TOTAL	$ 1,623,800	$ 2,134,900	$ 1,692,400	$ 2,211,200	$ 76,300	4%

FINANCE

- Proactively monitor, assess, manage, and minimize financial impacts on the Commission's programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission's 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission's accounting and financial reporting activities and implement new pronouncements.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information to facilitate automation of a paperless workflow system.

- Continue software implementations and updates that enhance process improvements and streamline efficiencies.
- Protect the Commission's cash resources by regular monitoring of short and long-term investment practices to ensure consistency with Commission approved investment policy.

TABLE 8 – FINANCE

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 1,743,400	$ 2,400,500	$ 2,082,200	$ 2,593,400	$ 192,900	8%
Professional	827,800	1,739,300	965,000	1,546,500	(192,800)	-11%
Support	350,300	530,700	414,500	513,200	(17,500)	-3%
Capital Outlay	48,700	1,055,000	80,000	1,075,000	20,000	2%
Transfers Out	10,028,300	20,070,200	20,016,200	20,029,700	(40,500)	0%
TOTAL	$ 12,998,500	$ 25,795,700	$ 23,557,900	$ 25,757,800	$ (37,900)	0%

PLANNING AND PROGRAMMING

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), Community Project Funding/Congressionally Directed Spending Program and other funded projects consistent with CTC, Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas (GHG) reduction implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Monitor and track local, state, and federal funding sources in a customized database system including assisting in the administration of 2009 Measure A local streets and roads, Measure A Regional Arterials (MARA), TUMF Regional Arterials, and LTF SB 821 programs.

TABLE 9 – PLANNING AND PROGRAMMING

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 1,045,900	$ 1,706,800	$ 1,144,800	$ 2,050,500	$ 343,700	20%
Professional	213,800	143,000	134,100	435,300	292,300	204%
Support	46,600	66,900	48,000	88,200	21,300	32%
Projects and Operations	7,112,400	18,839,200	9,446,900	78,431,400	59,592,200	316%
Capital Outlay	23,900	23,000	30,000	60,000	37,000	161%
Transfers Out	1,403,700	2,474,200	1,724,600	2,291,900	(182,300)	-7%
TOTAL	$ 9,846,300	$ 23,253,100	$ 12,528,400	$ 83,357,300	$ 60,104,200	258%

RAIL MAINTENANCE AND OPERATIONS

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public's transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the CV Rail corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

TABLE 10 – RAIL MAINTENANCE AND OPERATIONS

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 876,000	$ 1,244,600	$ 769,800	$ 1,290,300	$ 45,700	4%
Professional	418,300	6,123,500	1,614,500	6,191,000	67,500	1%
Support	3,048,800	3,738,800	2,747,800	3,230,800	(508,000)	-14%
Projects and Operations	39,447,900	60,064,500	41,904,800	61,687,700	1,623,200	3%
Capital Outlay	–	10,000	–	–	(10,000)	-100%
Transfers Out	600,800	4,929,800	3,928,100	5,940,100	1,010,300	20%
TOTAL	$ 44,391,800	$ 76,111,200	$ 50,965,000	$ 78,339,900	$ 2,228,700	3%

PUBLIC AND SPECIALIZED TRANSIT

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate state and federal apportionment and regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.

TABLE 11 – PUBLIC AND SPECIALIZED TRANSIT

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 687,100	$ 779,100	$ 704,900	$ 832,600	$ 53,500	7%
Professional	283,900	1,482,600	367,200	404,200	(1,078,400)	-73%
Support	156,200	245,500	167,700	230,100	(15,400)	-6%
Projects and Operations	158,706,800	300,620,400	176,983,300	231,764,700	(68,855,700)	-23%
Capital Outlay	53,700	217,200	65,000	100,600	(116,600)	-54%
Transfers Out	44,850,100	62,537,100	27,664,500	70,622,900	8,085,800	13%
TOTAL	$ 204,737,800	$ 365,881,900	$ 205,952,600	$ 303,955,100	$ (61,926,800)	-17%

COMMUTER ASSISTANCE

- Operate a comprehensive regional CAP promoting sustainable commuting options to reduce single-occupant vehicle (SOV) use, vehicle trips, vehicle miles traveled (VMT), and emissions.
- Administer and grow the IE Commuter Program, in partnership with San Bernardino County Transportation Authority (SBCTA), to deliver rideshare services to Riverside and San Bernardino residents and regional employers.
- Operate and expand the VanClub program to subsidize vanpools, enhancing accessibility and affordability for both traditional work commuters and agricultural workers commuting to Riverside County worksites.
- Administer a Low Carbon Transit Operations Program (LCTOP) funded program offering free Metrolink passes for Riverside and San Bernardino residents to "Experience Metrolink" for both work and discretionary trips.
- Pilot a Transit Training Program concept designed to assist new or inexperienced public transit users by pairing them with seasoned commuters at a worksite (i.e., coworkers) or providing consultant led ride-a-longs for discretionary trips.
- Explore options to assess CAP and develop a strategic TDM plan that will serve as a blueprint for a next generation TDM program and inform the next procurement for CAP consultant services.
- Administer the leased Park & Ride program to support CAP initiatives, providing convenient, multi-modal parking options that connect commuters to carpools, vanpools, and transit networks.

TABLE 12 – COMMUTER ASSISTANCE

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 309,500	$ 338,600	$ 362,400	$ 381,100	$ 42,500	13%
Professional	123,900	1,097,700	115,700	1,415,300	317,600	29%
Support	11,400	105,100	31,500	113,400	8,300	8%
Projects and Operations	4,187,900	6,106,100	4,947,800	6,557,300	451,200	7%
Capital Outlay	–	10,000	–	10,000	–	0%
Transfers Out	237,400	360,100	333,400	3,253,900	2,893,800	804%
TOTAL	$ 4,870,100	$ 8,017,600	$ 5,790,800	$ 11,731,000	$ 3,713,400	46%

MOTORIST ASSISTANCE

- Operate a cost-effective Freeway Service Patrol program to assist stranded or disabled motorists on Riverside County's most congested highways, improving traffic flow and safety.
- Provide 24/7 access to real-time traffic updates, transportation resources, and services through the SoCal 511 regional traveler information platform in partnership with Los Angeles Metropolitan Authority (Metro), Orange County Transportation Authority (OCTA), SBCTA, and Ventura County Transportation Commission (VCTC).
- Operate TDM programs and services in eastern Riverside County via the CAP, ensuring consistent and equitable service countywide.
- Conduct a forward-looking motorist aid study to explore innovative technologies and solutions that address current challenges and future needs.

TABLE 13 – MOTORIST ASSISTANCE

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 162,400	$ 191,900	$ 173,800	$ 294,600	$ 102,700	54%
Professional	178,900	456,700	262,800	843,500	386,800	85%
Support	104,600	196,500	45,300	260,500	64,000	33%
Projects and Operations	4,604,800	6,120,800	4,815,700	6,290,800	170,000	3%
Capital Outlay	6,400	10,000	–	10,000	–	0%
Transfers Out	361,700	672,600	462,800	806,900	134,300	20%
TOTAL	$ 5,418,800	$ 7,648,500	$ 5,760,400	$ 8,506,300	$ 857,800	11%

REGIONAL CONSERVATION

- Maintain commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents.
- Enhance communications to stakeholders, members of the public, and elected officials to be transparent about the RCA's conservation efforts, funding, and collaboration opportunities.
- Build upon relationships with local, tribal, state, and federal agencies to acquire and manage lands purchased or controlled by the RCA.

TABLE 14 – REGIONAL CONSERVATION

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 3,128,000	$ 3,825,300	$ 3,099,600	$ 4,779,300	$ 954,000	25%
Professional	3,792,000	5,282,300	4,306,500	5,058,400	(223,900)	-4%
Support	467,200	712,000	594,400	829,800	117,800	17%
Projects and Operations	354,400	858,400	398,400	487,000	(371,400)	-43%
Capital Outlay	–	5,000	–	5,000	–	0%
Transfers Out	2,101,000	3,163,500	2,360,400	3,510,100	346,600	11%
TOTAL	$ 9,842,600	$ 13,846,500	$ 10,759,300	$ 14,669,600	$ 823,100	6%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue 71/91 connector, SR-79 realignment, MCP, Smart Freeway projects, Perris Valley Line station layover facility, and rail station rehabilitation and improvements. Including projects on behalf of other agencies, including the I-15/Franklin Interchange, I-10/Highland Springs Road Interchange, SR-60/Potrero Boulevard Interchange Phase II, and I-15/Wildomar Trail and Bundy Canyon Interchanges projects.
- Procure an environmental consultant to commence pre-NEPA station feasibility study document for the Coachella Valley Rail corridor project.
- Commence construction of the South Perris Station Expansion and MCP 3 projects.
- Complete design of the Perris Valley Line Double Track project.
- Continue design and development led by other agencies related to the I-15 Express Lanes—Northern Extension.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to CVAG for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

TABLE 15 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 3,189,200	$ 3,330,900	$ 2,912,600	$ 3,188,400	$ (142,500)	-4%
Professional	3,403,700	3,614,200	1,090,200	3,755,900	141,700	4%
Support	361,600	1,675,700	598,100	1,563,000	(112,700)	-7%
Projects and Operations	286,726,100	480,832,200	281,798,700	401,129,600	(79,702,600)	-17%
Capital Outlay	7,461,500	3,975,000	1,865,000	3,400,000	(575,000)	-14%
Debt Service	69,158,300	69,185,200	69,185,300	69,191,000	5,800	0%
Transfers Out	126,565,700	95,542,700	110,109,900	104,067,700	8,525,000	9%
TOTAL	$ 496,866,100	$ 658,155,900	$ 467,559,800	$ 586,295,600	$ (71,860,300)	-11%

TOLL OPERATIONS

- Continue project work on the 91 ECOP, I-15 Express Lanes—Southern Extension, 15/91 Express Lanes Connector, 15/91 Express Lanes Transit Connector, 91 Express Lanes eastbound lane to McKinley Avenue.
- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission's Express Lanes toll policies.
- Manage toll operations in an effective manner which provides superior customer service while achieving projected revenue and cost assumptions used in the financial plans specific to each express lane facility.
- Maintain the Express Lanes to provide a safe and pleasant experience to customers.
- Develop a long-term repair and rehabilitation plan for the express lanes and its operating systems.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design and development led by other agencies related to the 241/91 Express Lanes connector and I-15 Express Lanes—Northern Extension.

TABLE 16 – TOLL OPERATIONS

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Personnel	$ 2,152,000	$ 3,613,800	$ 3,235,800	$ 4,940,500	$ 1,326,700	37%
Professional	2,045,200	8,292,600	5,451,400	6,649,500	(1,643,100)	-20%
Support and Maintenance	8,790,500	11,503,400	10,534,300	12,176,800	673,400	6%
Projects and Operations	24,084,700	56,119,300	30,445,300	113,666,900	57,547,600	103%
Capital Outlay	212,600	1,320,900	597,000	708,000	(612,900)	-46%
Debt Service	22,201,000	27,736,000	27,836,000	26,911,000	(825,000)	-3%
Transfers Out	3,213,200	108,613,500	103,800,300	58,650,600	(49,962,900)	-46%
TOTAL	$ 62,699,200	$ 217,199,500	$ 181,900,100	$ 223,703,300	$ 6,503,800	3%

FUND BALANCES

The projected total fund balance as of June 30, 2026 is $2,170,070,900. The available amount for expenditures/ expenses (excluding amounts restricted for debt service of $15,523,800 and advances receivable of $11,067,672) is $2,143,479,428. After revenues of $1,054,002,000, total funding available for the FY 2026/27 budget totals $3,197,481,428. The Commission expects the FY 2026/27 budgeted activities to result in a $30,121,500 decrease of total fund balance at June 30, 2027 to $2,139,949,400. The primary cause of the decrease are project activities in FY 2026/27 related to the I-15 Express Lanes — Southern Extension, 91 eastbound COP, MCP, SR-79 projects, Smart Freeways, Coachella Valley Rail corridor, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2027.

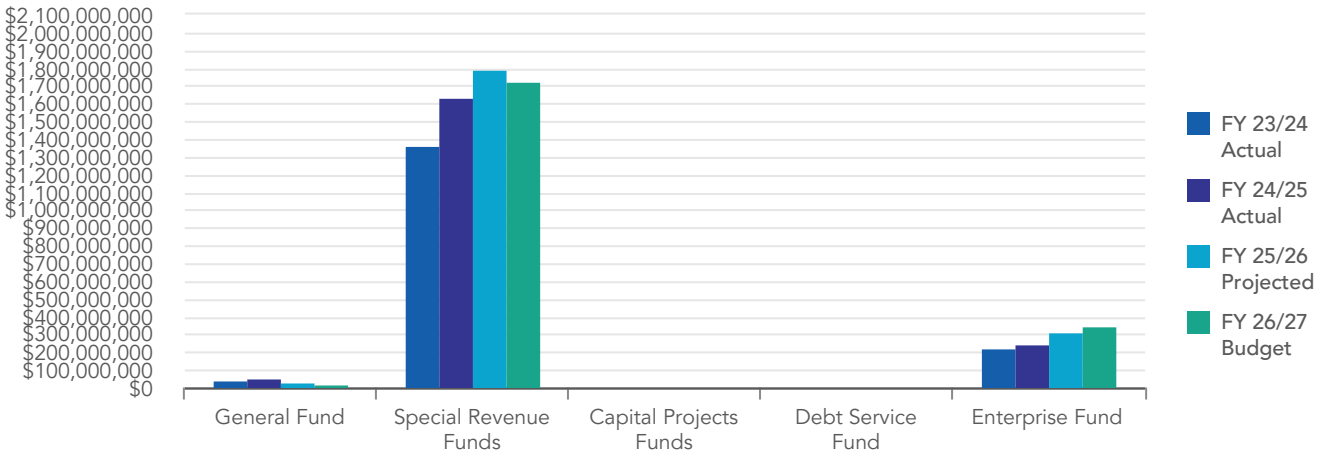
TABLE 17 – PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2027

	Measure A Sales Tax				
	Western County	Coachella Valley	Palo Verde	Other	Total
Restricted:					
Bond Financing	$ 92,677,100	$ –	$ –	$ –	$ 92,677,100
Commuter Assistance	26,587,500	–	–	1,778,400	28,365,900
Debt Service	–	–	–	16,067,200	16,067,200
Economic Development	25,712,300	–	–	–	25,712,300
Highways	142,158,800	100	–	12,413,700	154,572,600
New Corridors	123,183,500	–	–	–	123,183,500
Planning and Programming	–	–	–	9,578,800	9,578,800
Public and Specialized Transit	31,642,200	2,326,700	–	828,898,900	862,867,800
Rail	59,488,000	–	–	16,507,500	75,995,500
CETAP	–	–	–	154,948,900	154,948,900
Regional Conservation	–	–	–	94,800	94,800
Regional Arterials	110,797,000	–	–	116,310,100	227,107,100
Motorist Assistance	–	–	–	13,839,200	13,839,200
Toll Operations	–	–	–	352,142,500	352,142,500
Assigned:					
Management Services	–	–	–	2,796,200	2,796,200
TOTAL Fund Balance[1]	$ 612,246,400	$ 2,326,800	$ –	$ 1,525,376,200	$ 2,139,949,400

[1]Fund balance includes primarily current assets less current liabilities. Restricted fund balance may include limitations imposed by creditors (debt covenants, reserves), contributions, laws or regulations of other governments, and constraints imposed by law through constitutional provisions or through enabling legislation (TDA, SB 132, SB 125, FSP, SAFE, Toll Operations).

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2023/24 through FY 2026/27.

CHART 8 – PROJECTED FUND BALANCE TRENDS BY FUND TYPE FY 2024 - 2027



BUDGET SUMMARY

The overall budget for FY 2026/27 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

TABLE 18 – BUDGET COMPARATIVE BY SUMMARIZED LINE ITEM FY 2025 - 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 280,039,500	$ 280,000,000	$ 280,000,000	$ 280,000,000	$ –	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	–	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Federal Reimbursements	48,074,100	82,643,100	44,363,600	131,119,300	48,476,200	59%
State Reimbursements	258,471,600	116,380,100	104,634,600	70,285,000	(46,095,100)	-40%
Local Reimbursements	28,809,500	86,168,200	51,972,900	96,703,400	10,535,200	12%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
TOTAL Revenues	1,098,250,900	969,124,100	916,643,000	1,054,002,000	84,877,900	9%
Expenditures/Expenses						
Personnel Salaries and Benefits	16,803,600	20,963,400	17,949,200	24,234,300	3,270,900	16%
Professional and Support						
Professional Services	13,224,800	34,738,200	18,777,900	33,418,200	(1,320,000)	-4%
Support Costs	16,366,700	23,785,800	19,388,900	23,970,000	184,200	1%
TOTAL Professional and Support Costs	29,591,500	58,524,000	38,166,800	57,388,200	(1,135,800)	-2%
Projects and Operations						
Program Operations	45,418,600	54,302,900	41,641,700	56,840,400	2,537,500	5%
Engineering	12,872,600	71,430,700	26,156,900	59,415,000	(12,015,700)	-17%
Construction	91,200,700	296,610,600	95,525,200	221,261,800	(75,348,800)	-25%
Design Build	7,380,700	16,519,100	6,501,000	66,163,800	49,644,700	301%
Right of Way/Land	17,346,500	65,726,500	30,056,400	116,245,300	50,518,800	77%
Operating and Capital Disbursements	195,322,700	278,980,900	209,369,500	264,823,200	(14,157,700)	-5%
Special Studies	4,418,100	7,098,300	8,859,500	3,076,000	(4,022,300)	-57%
Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Regional Arterials	66,867,000	60,000,000	48,249,400	27,897,000	(32,103,000)	-54%
TOTAL Projects and Operations	525,224,900	929,560,900	550,740,900	900,015,400	(29,545,500)	-3%
Debt Service						
Principal Payments	34,210,000	40,690,000	40,690,000	42,185,000	1,495,000	4%
Interest Payments	57,149,317	56,231,200	56,331,300	53,917,000	(2,314,200)	-4%
TOTAL Debt Service	91,359,300	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Capital Outlay	8,622,500	7,926,100	3,302,000	6,383,600	(1,542,500)	-19%
TOTAL Expenditures/Expenses	671,601,800	1,113,895,600	707,180,200	1,084,123,500	(29,772,100)	-3%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	426,649,100	(144,771,500)	209,462,800	(30,121,500)	114,650,000	-79%
Other Financing Sources (Uses)						
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
Transfers Out	(189,362,000)	(298,363,700)	(270,400,200)	(269,173,800)	29,189,900	-10%
Contribution	11,727,300	–	–	–	–	–%
Net Financing Sources (Uses)	8,227,300	–	–	–	–	–%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	434,876,400	(144,771,500)	209,462,800	(30,121,500)	114,650,000	-79%
Beginning Fund Balance	1,525,731,700	1,960,608,100	1,960,608,100	2,170,070,900	209,462,800	11%
ENDING FUND BALANCE	$ 1,960,608,100	$ 1,815,836,600	$ 2,170,070,900	$ 2,139,949,400	$ 324,112,800	18%

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2026/27

	FY 26/27 Operating Budget	FY 26/27 Capital Budget	FY 26/27 TOTAL Budget
Revenues			
Measure A Sales Tax	$ 38,608,000	$ 241,392,000	$ 280,000,000
LTF Sales Tax	150,000,000	–	150,000,000
STA Sales Tax	31,499,900	–	31,499,900
Federal Reimbursements	28,414,600	102,704,700	131,119,300
State Reimbursements	27,406,000	42,879,000	70,285,000
Local Reimbursements	74,409,900	22,293,500	96,703,400
TUMF Revenue	–	22,000,000	22,000,000
Tolls, Penalties, and Fees	–	160,722,000	160,722,000
Other Revenue	654,900	40,815,400	41,470,300
Investment Income	36,285,300	33,916,800	70,202,100
TOTAL Revenues	387,278,600	666,723,400	1,054,002,000
Expenditures/Expenses			
Personnel Salaries and Benefits	16,105,400	8,128,900	24,234,300
Professional and Support			
Professional Services	23,012,800	10,405,400	33,418,200
Support Costs	10,230,200	13,739,800	23,970,000
TOTAL Professional and Support Costs	33,243,000	24,145,200	57,388,200
Projects and Operations			
Program Operations	19,340,800	37,499,600	56,840,400
Engineering	27,868,000	31,547,000	59,415,000
Construction	40,630,900	180,630,900	221,261,800
Design Build	–	66,163,800	66,163,800
Right of Way and Land	30,689,000	85,556,300	116,245,300
Operating and Capital Disbursements	264,823,200	–	264,823,200
Special Studies	1,867,000	1,209,000	3,076,000
Local Streets and Roads	–	84,292,900	84,292,900
Regional Arterials	–	27,897,000	27,897,000
TOTAL Projects and Operations	385,218,900	514,796,500	900,015,400
Debt Service			
Principal Payments	–	42,185,000	42,185,000
Interest Payments	–	53,917,000	53,917,000
TOTAL Debt Service	–	96,102,000	96,102,000
Capital Outlay	2,275,600	4,108,000	6,383,600
TOTAL Expenditures/Expenses	436,842,900	647,280,600	1,084,123,500
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(49,564,300)	19,442,800	(30,121,500)
Other Financing Sources (Uses)			
Transfers In	89,649,600	179,524,200	269,173,800
Transfers Out	(106,455,500)	(162,718,300)	(269,173,800)
Net Financing Sources (Uses)	(16,805,900)	16,805,900	–
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(66,370,200)	36,248,700	(30,121,500)
Beginning Fund Balance	1,203,871,600	966,199,300	2,170,070,900
ENDING FUND BALANCE	$ 1,137,501,400	$ 1,002,448,000	$ 2,139,949,400

TABLE 20 – BUDGET BY FUND TYPE FY 2026/27

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	TOTAL Budget
Revenues						
Measure A Sales Tax	$ –	$ 280,000,000	$ –	$ –	$ –	$ 280,000,000
LTF Sales Tax	–	150,000,000	–	–	–	150,000,000
STA Sales Tax	–	31,499,900	–	–	–	31,499,900
Federal Reimbursements	10,000,000	66,205,800	–	2,812,200	52,101,300	131,119,300
State Reimbursements	898,900	69,386,100	–	–	–	70,285,000
Local Reimbursements	–	89,592,400	–	–	7,111,000	96,703,400
TUMF Revenue	–	22,000,000	–	–	–	22,000,000
Tolls, Penalties, and Fees	–	–	–	–	160,722,000	160,722,000
Other Revenue	–	41,361,900	–	–	108,400	41,470,300
Investment Income	1,085,000	60,619,000	419,900	543,400	7,534,800	70,202,100
TOTAL Revenues	11,983,900	810,665,100	419,900	3,355,600	227,577,500	1,054,002,000
Expenditures/Expenses						
Personnel Salaries and Benefits	9,092,200	10,201,600	–	–	4,940,500	24,234,300
Professional and Support						
Professional Services	9,914,300	16,854,400	–	–	6,649,500	33,418,200
Support Costs	5,827,600	5,965,600	–	–	12,176,800	23,970,000
TOTAL Professional and Support Costs	15,741,900	22,820,000	–	–	18,826,300	57,388,200
Projects and Operations						
Program Operations	–	28,722,800	–	–	28,117,600	56,840,400
Engineering	–	52,489,000	–	–	6,926,000	59,415,000
Construction	–	216,069,300	–	–	5,192,500	221,261,800
Design Build	–	270,000	–	–	65,893,800	66,163,800
Right of Way/Land	–	108,738,300	–	–	7,507,000	116,245,300
Operating and Capital Disbursements	46,987,500	217,835,700	–	–	–	264,823,200
Special Studies	1,867,000	1,179,000	–	–	30,000	3,076,000
Local Streets and Roads	–	84,292,900	–	–	–	84,292,900
Regional Arterials	–	27,897,000	–	–	–	27,897,000
TOTAL Projects and Operations	48,854,500	737,494,000	–	–	113,666,900	900,015,400
Debt Service						
Principal Payments	–	–	–	37,475,000	4,710,000	42,185,000
Interest Payments	–	–	–	31,716,000	22,201,000	53,917,000
TOTAL Debt Service	–	–	–	69,191,000	26,911,000	96,102,000
Capital Outlay	2,250,600	3,425,000	–	–	708,000	6,383,600
TOTAL Expenditures/Expenses	75,939,200	773,940,600	–	69,191,000	165,052,700	1,084,123,500
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	(63,955,300)	36,724,500	419,900	(65,835,400)	62,524,800	(30,121,500)
Other Financing Sources (Uses)						
Transfers In	58,770,500	103,196,700	3,012,700	69,191,000	35,002,900	269,173,800
Transfers Out	(4,287,700)	(200,410,600)	(3,012,700)	(2,812,200)	(58,650,600)	(269,173,800)
Net Financing Sources (Uses)	54,482,800	(97,213,900)	–	66,378,800	(23,647,700)	–
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	(9,472,500)	(60,489,400)	419,900	543,400	38,877,100	(30,121,500)
Beginning Fund Balance	36,749,400	1,792,538,300	11,994,000	15,523,800	313,265,400	2,170,070,900
ENDING FUND BALANCE	$ 27,276,900	$ 1,732,048,900	$ 12,413,900	$ 16,067,200	$ 352,142,500	$ 2,139,949,400

TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2026/27

Description		
HIGHWAY ENGINEERING		
91 Pavement Rehabilitation	$	2,550,000
I-10 Pass Express Lanes		1,865,000
I-10/SR 79 - Realignment Study		1,240,000
I-10 Ramp Metering		384,000
I-15/Franklin St. Interchange		1,566,000
I-10 Highland Springs Ave Interchange		360,000
Beaumont - Pennsylvania Ave Grade Separation		4,672,000
91 Third Express Lane		1,333,000
15/91 Express Lanes Transit Connector		2,750,000
Santa Ana Trail - SR71 to Eastvale		960,000
Santa Ana Trail - West of SR71		182,000
71/91 Habitat Mitigation and Monitoring		300,000
91 Eastbound COP		43,000
I-15 Express Lanes — Southern Extension		250,000
I-15 Bundy Canyon Road Interchange		1,040,000
MCP		30,000
MCP Construction Package		842,000
SR-74 Corridor — Ethanac Road		128,800
SR-79 Realignment		30,000
SR-79 Segment 3 Realignment		5,537,000
SR-60 Trust Lanes Habitat Mitigation		30,000
Beaumont Potrero Interchange Phase II		16,000
I-15 Wildomar Trail Interchange		82,000
SUBTOTAL HIGHWAY ENGINEERING		26,190,800
REGIONAL ARTERIAL ENGINEERING		
Various Western County Measure A regional arterial (MARA) and TUMF regional arterial projects		7,405,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING		7,405,000
RAIL ENGINEERING		
Coachella Valley Rail Corridor — Tier II		10,250,000
Perris Valley Line Double Track		2,244,900
Perris Valley Line Layover Facility		265,100
Perris — Mead Valley Station		3,825,000
Riverside Downtown Station Grade Crossing		109,200
I-215/Rail ROW Barrier Wall		875,000
PVL Drainage Project Study Report		750,000
SUBTOTAL RAIL ENGINEERING		18,319,200
PUBLIC AND SPECIALIZED TRANSIT		
SB 125 Formula Funds		7,500,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND PUBLIC AND SPECIALIZED TRANSIT ENGINEERING	**$**	**59,415,000**
HIGHWAY CONSTRUCTION		
15 Express Lanes		53,100
15 East Lane R&R		300,000
71/91 Connector		117,000
91 East Lane Roadway R&R (details presented in Section 3.4 Toll Operations)		639,400
Santa Ana Trail - SR71 to Eastvale		1,120,000
Santa Ana Trail - West of SR 71		3,980,500
I-15/Franklin St. Interchange		100,000
I-15 Express Lanes — Southern Extension		4,200,000
MCP construction package		70,727,000
Beaumont Potrero Interchange Phase II		29,330,400
SR-79 Segment 3 Realignment		100,000

TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2026/27 (continued)

Description	
Smart Freeways	2,535,000
General *(details presented in Section 3.3 Capital Projects)*	156,600
SUBTOTAL HIGHWAY CONSTRUCTION	113,359,000
REGIONAL ARTERIAL CONSTRUCTION	
Various Western County MARA and TUMF regional arterial projects	66,683,300
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	66,683,300
RAIL CONSTRUCTION	
Perris Valley Line Double Track	8,375,000
Perris Valley Line Station Layover Facility	24,042,000
Riverside Downtown Station Grade Crossing	2,602,500
Mead Valley Station	100,000
SUBTOTAL RAIL CONSTRUCTION	35,119,500
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	6,100,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	**$ 221,261,800**
HIGHWAY DESIGN-BUILD	
91 Eastbound COP	19,013,800
15/91 Express Transit Connector (ETC)	250,000
15/91 Express Lane Connector (ELC)	67,000
91 Third Express Lane	180,000
SR91 Corridor Design-Build	2,733,000
I-15 Express Lanes — Northern Extension	270,000
I-15 Express Lanes — Southern Extension	43,650,000
TOTAL HIGHWAY DESIGN-BUILD	**$ 66,163,800**
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	$ 60,000
71/91 Connector	250,000
I-15/Franklin St. Interchange Project	18,060,000
Beaumont Potrero Interchange Phase II	5,725,000
Beaumont - Pennsylvania Ave Grade Separation	3,478,000
SR-79 Modified Realignment	64,910,000
91 Eastbound COP	4,100,000
I-15 Express Lanes - Southern Extension	1,540,000
SR-71/91 Habitat Mitigation & Monitoring	25,000
SR91 Corridor Design-Build	1,807,000
I10 Highland Springs Ave Interchange	35,000
Santa Ana Trail - SR71 to Eastvale	370,000
Santa Ana Trail - West of SR71	2,376,000
MCP	6,318,200
SR-60 Truck Lanes	100,000
SR-60 Truck Lanes Habitat Mitigation	66,000
SR-91 High Occupancy Vehicle (HOV) lanes/Adams Street to 60/91/215 interchange	195,000
General *(details presented in Section 3.3 Capital Projects)*	4,035,100
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	113,450,300
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
Calimesa Realignment	2,000,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	2,000,000
RAIL RIGHT OF WAY AND LAND	
General	150,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	150,000

TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2026/27 (continued)

Description	
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	245,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs *(details presented in Section 3.2 Regional Conservation)*	400,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	**$ 116,245,300**
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	**$ 463,085,900**

GANN APPROPRIATIONS LIMIT

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative (Gann). The proposition created Article XIIIB of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the "proceeds of taxes." In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year's limit adjusted for population changes and changes in the California per capita income.

The Commission is subject to the requirements of Article XIIIB. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIIIB implementing legislation, the Board approved Resolution No. 26-009 on June 10, 2026, establishing appropriations limits for the Commission at $719,858,224. The FY 2026/27 budget appropriated $369,901,000 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission's use of the proceeds of taxes, as defined by Article XIIIB, will continue to fall below the appropriations limit.

The calculation for the FY 2026/27 appropriations limit is as follows:

FY 2026/27 Appropriations Limit	**$ 683,037,127**

FY 2026/27 adjustment:		**x 1.0539079**
• Change in California per capita personal income	1.0495 ((4.95 + 100) / 100 = 1.0495)	
• Change in Population, Riverside County	1.0042 ((0.42 + 100) / 100 = 1.0042)	
• Calculation of factor for FY 2025/26	1.0495 x 1.0042 = 1.0539079	
FY 2026/27 Appropriations Limit		**$ 719,858,224**

- $683,037,127 x 1.0539079 = $719,858,224

Source: California per capita income – California Department of Finance
Population, Riverside County – California Department of Finance

SECTION 1

Financial Overview

FINANCIAL OVERVIEW

FISCAL ACCOUNTABILITY POLICIES

As the steward of local, state, and federal resources, RCTC maintains financial policies that promote fiduciary responsibility and organizational excellence.

FINANCIAL PLANNING	
Balanced Budget	RCTC adopts an annual budget in which recurring operating and capital expenditures and other financing uses are equal to or less than identified / recurring revenues and other financing sources including available fund balances.
Administration	Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits. • Administrative salaries and benefits cannot exceed 1% of anticipated Measure A sales tax revenues. • Administrative costs will not exceed 4% of anticipated Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the unfunded actuarial liability (UAL) and for postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted each fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as existing financing agreements.

REVENUES	
Sales Tax	RCTC prepares annual and mid-year revenue projections incorporating current and relevant data; staff may adjust amounts during the budget process to reflect current economic trends.
Tolls	RCTC-adopted policies establish congestion pricing to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to: • Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves; • Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and • Projects within the corridor that generated the revenue.
Funding Sources	RCTC leverages local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

EXPENDITURES/EXPENSES	
Priorities	RCTC annually reviews established priorities for planning and programming of capital projects.
Accountability	RCTC compares actual expenditures/expenses to the budget quarterly and appropriately explains and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on December 10, 2025.
Capital and Intangible Assets	On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation. • RCTC does not capitalize non-toll infrastructure, which title will be vested with Caltrans or another governmental agency. • RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.

DEBT MANAGEMENT	
Debt Limitation	Outstanding sales tax revenue debt cannot exceed $975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains a minimum debt service coverage ratio of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

CASH MANAGEMENT	
Management	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on December 10, 2025 or debt agreements.
Receipts	Where possible, RCTC encourages receipt of funds by wire or electronic funds transfer to its accounts.
Payments	RCTC remits cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
Operating Balances	RCTC maintains a sufficient balance within its operating bank account at the amount necessary to meet monthly expenditures/expenses.

ACCOUNTING AND FINANCIAL REPORTING	
Accounting System	RCTC maintains an ERP system that integrates project and toll operations accounting needs and improves accounting efficiency.
Reporting	RCTC issues an annual comprehensive financial report and budget document; separate financial reports for the LTF, STA, SGR Program, LCTOP, and toll operations; and the State Controller's Transportation Planning Agency Financial Transactions Report and Government Compensation in California Report.
Audits	An independent accounting firm conducts an annual audit of the Commission's accounting books and records; RCTC obtains audits of Measure A and TDA funding recipients for compliance and other matters in a timely manner.

FUNCTIONAL MANAGEMENT

Unlike many governments that provide direct services to the public, the Commission's overall responsibility is to manage transportation planning and funding for the County. As a result, its budget in terms of dollars, is comprised primarily of capital-related programs and projects; the operating component of the budget is related to toll operations, multimodal programs (transit planning, rail operations, and commuter and motorist assistance services), and regional conservation. Management services, consisting of executive management, administration, external affairs, and finance, provide support to both capital and operating programs and projects. Chart 9 depicts the organization of the Commission's oversight and management functions. The Commission's staff organization chart can be found in Appendix B.

CHART 9 – FUNCTIONAL ORGANIZATION CHART FY 2026/27

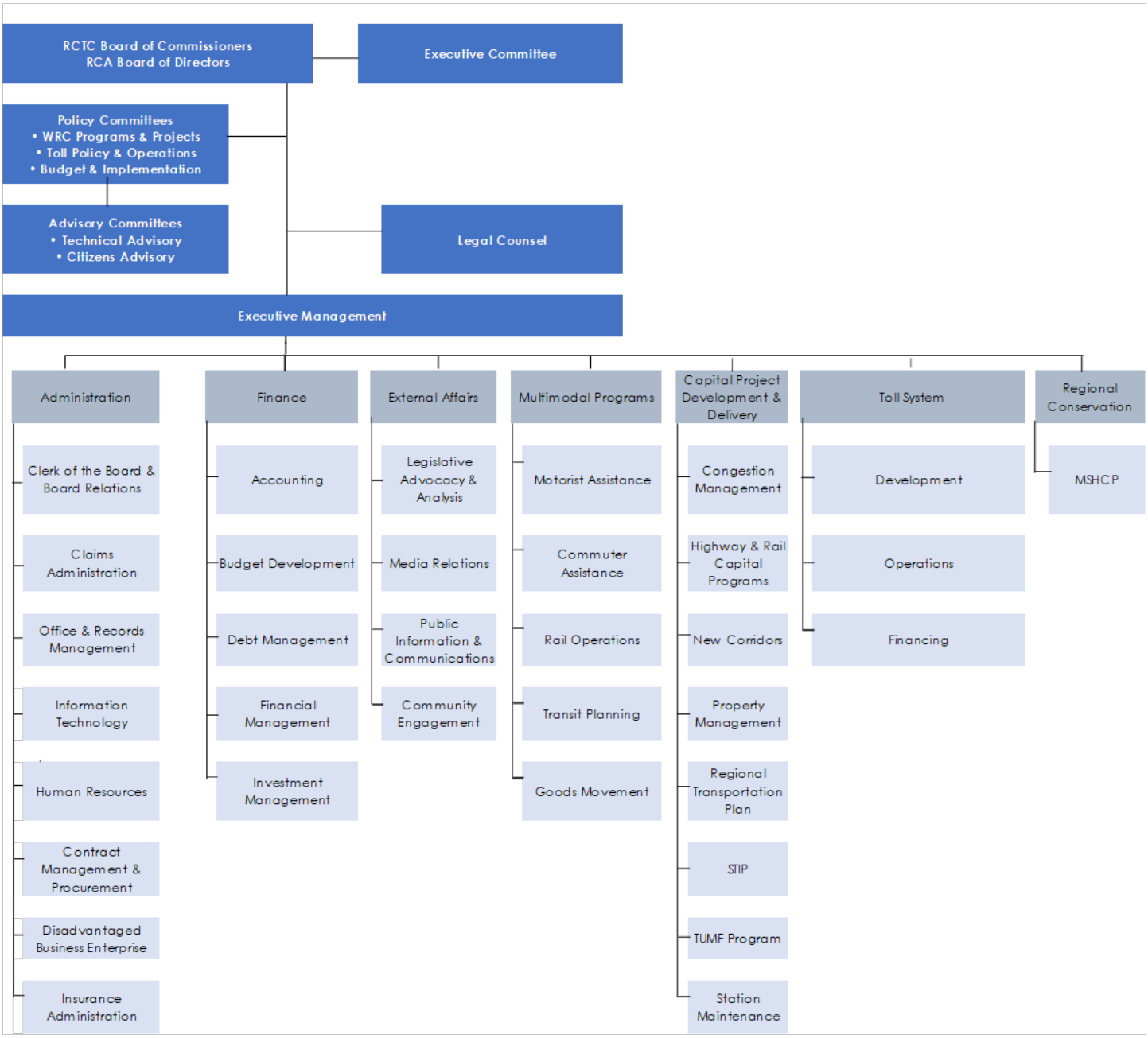


Chart 10 illustrates the relationship between the Commission's functional management or departments and the Commission's fund structure.

CHART 10 – RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail Maintenance and Operations	X	X			
Public and Specialized Transit	X	X			
Commuter Assistance		X			
Motorist Assistance		X			
Regional Conservation		X			
Capital Projects Development and Delivery		X	X	X	
Toll Operations					X

BUDGET PROCESS

The budget is the primary performance tool used to measure and control accountability of public agencies for taxpayer dollars. The budget communicates to all stakeholders (i.e., elected officials, regional agencies, and citizens) how the investment they made will be put to use by providing detailed information on the specifics of resource allocation and uses. The Commission monitors progress on a monthly basis, and it makes revisions and updates as necessary to reflect changing dynamics and accommodate unplanned requests. This results in a budget document that is useful and meaningful as a benchmark against which to evaluate government accomplishments and/or challenges and to assess compliance with fiscal accountability.

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2026/27 budget and monitoring of the FY 2025/26 approved budget. Each task is summarized below.

CHART 11 – BUDGET PROCESS

			2025							2026				
ID	TASK NAME	DURATION	J	A	S	O	N	D	J	F	M	A	M	J
1	Short Term Strategic Direction Phase	140 Days												
2	Resource Identification and Allocation Phase	200 Days												
3	Needs Assessment Phase	120 Days												
4	Development and Review Phase	150 Days												
5	Adoption and Implementation Phase	60 Days												
6	Budget Roles and Responsibilities	365 Days												

SHORT-TERM STRATEGIC DIRECTION PHASE

The first phase of the budget process is to determine the direction of the Commission in the short-term and to integrate this with the Commission's long-term goals and objectives, including the Western County Delivery Plan as updated and discussed in the Capital Project Development and Delivery department section. In January, staff both analyzes actual results compared to the current year budget, and maps changes in strategy for the ensuing fiscal year. Additionally, staff reviews and, if necessary, updates Commission mission statements and underlying goals. Those goals, upon review by the Board, become the Commission's short-term strategic direction.

Annually, a workshop is held for the Board to evaluate and determine where the Commission plans to be and what it desires to accomplish over the next five to ten years. The Commission held a workshop in January 2026; Commissioners provided direction on technology solutions, Measure A revenue projections, and a master plan for SR-91.

RESOURCE IDENTIFICATION AND ALLOCATION PHASE

Simultaneous with the short-term strategic direction phase, staff focuses on available funding sources and estimated carry over amounts from the current year. The Commission analyzes its fund balances, the excess of fund assets over fund liabilities, for available appropriation in the following fiscal year. Resource identification occurs throughout the year, but it is finalized in the upcoming fiscal year budget. In connection with the long-term strategic planning process, the Commission determines borrowing needs, but it adjusts such amounts in the annual budget to reflect current information.

NEEDS ASSESSMENT PHASE

Staff and consultants evaluate projects and studies for consideration in the next year. Project priority and sequencing set in the long-term strategic plan are the top candidates for budget submission. However, priorities may have changed due to economic necessities or political realities, resulting in rescheduling projects by acceleration or postponement. The Commission may add new projects or delete existing priorities.

DEVELOPMENT AND REVIEW PHASE

Using all the data and information gathered from the previously mentioned stages, department managers submit their desired budgets to the Finance Department. Finance staff compiles the information, along with staff and overhead allocations, into a preliminary or draft budget. After review by the Executive Director and inclusion of the desired changes, staff presents the draft budget to the Board for input.

ADOPTION AND IMPLEMENTATION PHASE

Staff submits the proposed budget to the Commission no later than its June meeting, and the Commission conducts a public hearing to allow for public comment on the proposed budget. The Commission may choose, after the public hearing, to adopt the budget or to request additional information and/or changes to the budget. The budget, including the salary schedule, must be adopted no later than June 15 of each year. Upon adoption by the Commission, staff enters the budget into the ERP system effective July 1 for the next fiscal year.

BUDGET ROLES AND RESPONSIBILITIES

Involvement in the budget requires all staffing levels at the Commission, as presented in the staff organization chart in Appendix B, from clerical support staff to policy makers. Each program manager develops a detailed line-item budget that consists of the operating and/or capital components and submits those budgets, by program, to the department director for review and concurrence. While all departments have operating components, rail station operations and maintenance and toll operations represent the Commission's primary operation functions that consider long-range planning. Details on these operations are included in the Rail and Toll Operations department sections, respectively. The department directors submit their budgets to the Chief Financial Officer by mid-March, and the Finance Department compiles the department budgets. Both the capital and operating budgets are combined into the draft budget for the entire Commission. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short and long-term strategic direction of the Commission, appropriateness of funding sources for the identified projects and programs, and reasonableness of the operating and capital budget expenditures/expenses.

Expenditure/expense activities of the funds are controlled at the budgetary unit, which is the financial responsibility level (General, Measure A, Motorist Assistance, LTF, STA, TUMF, Other Agency Projects, Regional Conservation, Capital Projects, Debt Service Funds, and Enterprise Fund) for each function (i.e., administration, operations, programs, intergovernmental distributions, debt service, capital outlay, and other financing uses). These functions provide the legal level of budgetary control (i.e., the level at which expenditures/expenses cannot legally exceed the appropriated amount).

Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer budgeted amounts within the fiscal responsibility unit according to function or may provide support for supplemental budget appropriations requests, including reallocating budget authority between/across all Commission fund types if the overall authorized Commission approved budget authority is not increased. Supplemental budget appropriation requests that increase approved budget authority amounts, require the authorization of the Commission. The Commission may act at any monthly meeting to amend the budget. In some years, the Finance Department may compile miscellaneous requests and submit a budget appropriations adjustment at mid-year to the Commission for approval. Those budget amendments approved by the Commission are incorporated into the budget, as they occur, and are reflected in the annual comprehensive financial report in the final budget amounts reported in the budgetary schedules.

SECTION 2

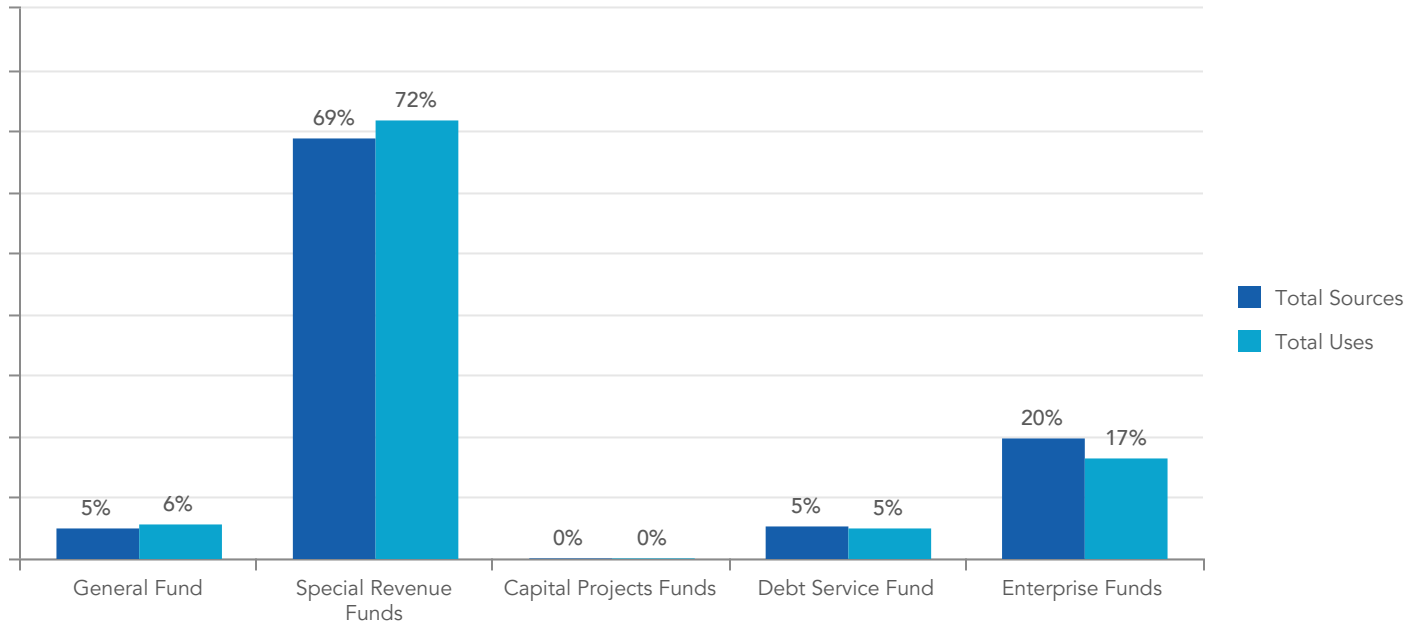
Fund Budgets

FUND BUDGETS

BUDGETARY BASIS

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2026/27 budget.

CHART 12 – TOTAL SOURCES AND USES BY FUND TYPE FY 2026/27



FUND STRUCTURE

The Commission accounts for its sources and uses in 33 funds (Chart 13) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise funds. All of the Commission's funds are budgeted. There are three funds reported in the General fund and 25 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has two enterprise funds to account for the RCTC 91 Express Lanes and 15 Express Lanes operations.

CHART 13 – BUDGETED FUNDS STRUCTURE FY 2026/27

General Fund	Special Revenue Funds	Capital Projects Funds	Debt Service Fund	Enterprise Funds
Administration Rail Operations Planning & Programming	**2009 MEASURE A** Western County Highways Local Streets & Roads Specialized Transit Bus Transit Rail Transit & Maintenance Commuter Assistance New Corridors Bond Financing Regional Arterials Economic Coachella Valley Highways & Regional Arterials Local Streets & Roads Specialized Transit Palo Verde Valley Local Streets & Roads FSP SAFE LTF STA SGR TUMF Coachella Valley Rail Other Agency Projects Fund Regional Conservation SB125 SB132	Commercial Paper Sales Tax Bonds	Sales Tax Bonds	RCTC 91 Express Lanes 15 Express Lanes

GENERAL FUND

OVERVIEW

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 22 presents the FY 2026/27 budget for the General fund, followed by a discussion of significant components of the budget.

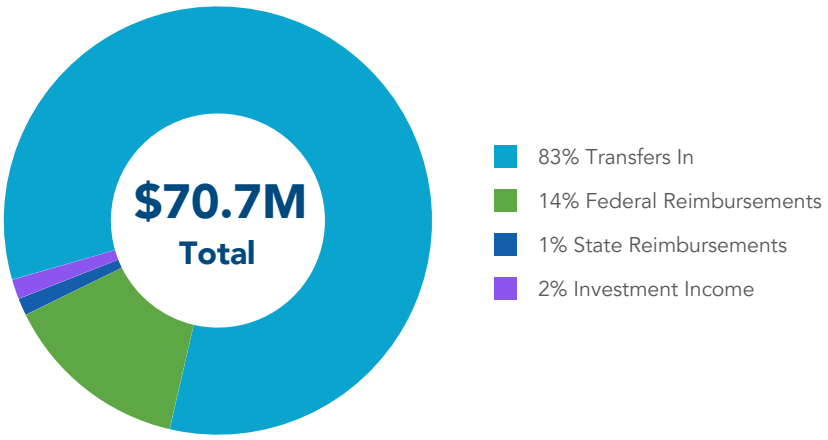
TABLE 22 – GENERAL FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	$ 3,946,600	$ 10,500,000	$ 3,330,000	$ 10,000,000	$ (500,000)	-5%
State Reimbursements	7,743,800	4,322,300	8,008,000	898,900	(3,423,400)	-79%
Local Reimbursements	6,500	2,000	–	–	(2,000)	-100%
Other Revenue	3,841,100	–	–	–	–	N/A
Investment Income	2,191,500	1,463,100	1,853,500	1,085,000	(378,100)	-26%
TOTAL Revenues	17,729,500	16,287,400	13,191,500	11,983,900	(4,303,500)	-26%
Expenditures						
Personnel Salaries and Benefits	7,347,800	8,603,500	7,675,700	9,092,200	488,700	6%
Professional and Support						
Professional Services	3,227,200	9,087,000	6,139,100	9,914,300	827,300	9%
Support Costs	3,587,800	5,945,000	4,863,000	5,827,600	(117,400)	-2%
TOTAL Professional and Support Costs	6,815,000	15,032,000	11,002,100	15,741,900	709,900	5%
Program Operations						
Program Operations	18,600	–	–	–	–	N/A
Engineering	–	–	–	–	–	N/A
Operating and Capital Disbursement	36,685,300	45,487,000	38,272,000	46,987,500	1,500,500	3%
Special Studies	4,198,100	3,936,600	6,881,900	1,867,000	(2,069,600)	-53%
TOTAL Projects and Operations	40,902,000	49,423,600	45,153,900	48,854,500	(569,100)	-1%
Capital Outlay	941,900	2,595,200	840,000	2,250,600	(344,600)	-13%
TOTAL Expenditures	56,006,700	75,654,300	64,671,700	75,939,200	284,900	0%
Excess (deficiency) of Revenues over (under) Expenditures	(38,277,200)	(59,366,900)	(51,480,200)	(63,955,300)	(4,588,400)	8%
Other Financing Sources (Uses)						
Transfers In	52,900,800	63,476,800	37,321,700	58,770,500	(4,706,300)	-7%
Transfers Out	(2,176,100)	(4,417,900)	(3,177,900)	(4,287,700)	130,200	-3%
Net Financing Sources (Uses)	50,724,700	59,058,900	34,143,800	54,482,800	(4,576,100)	-8%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	12,447,500	(308,000)	(17,336,400)	(9,472,500)	(9,164,500)	2975%
Beginning Fund Balance	41,638,300	54,085,800	54,085,800	36,749,400	(17,336,400)	-32%
ENDING FUND BALANCE	$ 54,085,800	$ 53,777,800	$ 36,749,400	$ 27,276,900	$ (26,500,900)	-49%

The sources for the General fund (Chart 14) consist of:

- Various federal and state reimbursements for planning activities and commuter rail station operations;
- Investment income;
- Transfers from various funds for the allocation of administrative costs;
- Transfers of LTF sales tax revenues for planning, programming, and monitoring (PPM) activities; and
- Transfers of LTF Article 4 allocations for commuter rail operations and capital.

CHART 14 – GENERAL FUND SOURCES FY 2026/27



Federal reimbursements relate to rail station preventative maintenance. State reimbursements include STIP funds for PPM activities and LCTOP funds for discounted fares.

The Commission allocates and transfers to the General fund a portion of LTF sales tax revenues for administration, planning and programming, and rail transit operations and capital for the following purposes:

- General fund administration allocations funded with LTF sales tax revenues of $139,000 in FY 2026/27.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2026/27 budget for planning allocations is $4,500,000 and is consistent with the FY 2025/26 revised budget.
- LTF sales tax revenues of $3,585,300 in FY 2026/27 will fund General fund allocations for planning, programming, and regional activities.
- Commuter rail operating and capital needs determine the amount of LTF, STA, and Measure A allocations to the extent that revenues and reserved fund balance are available. The FY 2026/27 budget includes $1,789,700, $23,289,700, and $3,000,000 in LTF, STA, and Measure A allocations, respectively, primarily to fund operating and preventative maintenance contribution expenditures to SCRRA.
-

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2026/27 General fund administrative allocation of $7,729,100 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, regional conservation, and other agency project funds of $14,627,400 in FY 2026/27 increased from $13,782,700 in FY 2025/26 due to increased level of activity requiring administrative support.

CHART 15 – GENERAL FUND USES FY 2026/27

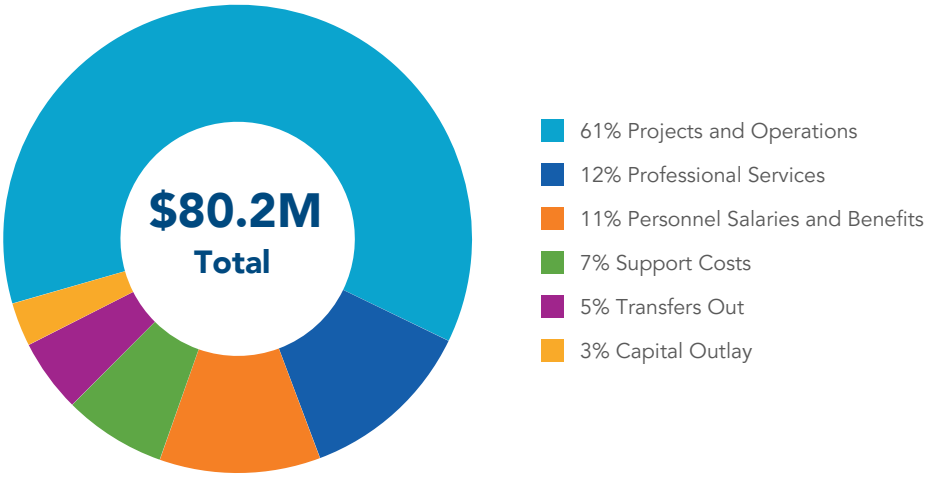


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased $488,700 due to the net change in allocation of FTEs, including five new FTE positions for a MHSCP Compliance Manager, Roadway and Facilities Operations Manager, Senior Management Analyst Management & Monitoring, Toll Contracts and Budget Manager, and Deputy Director of Toll Operations Technology and Roadway, and a 4% pool for performance merit-based salary increases. Professional costs increased 9% due to funding for the Commission approved Traffic Relief Plan (TRP) and related outreach. Support costs decreased (2)% primarily due to nominal decrease in advertising.

The FY 2026/27 operating and capital disbursements budget includes allocations of $45,075,000 for the Metrolink commuter rail subsidy and $1,912,500 for planning operating disbursements. Special studies expenditures include REAP 2.0 funded Core Capacity Innovative Transit, CVAG Vehicle Miles Traveled, CVAG CV Link Community Connector Analysis, and future rail studies. Capital outlay expenditures decreased 13% and include office expansion related costs. Transfers out include $4,287,700 to the General fund for administration from rail operations and planning and programming activities.

SPECIAL REVENUE FUNDS

OVERVIEW

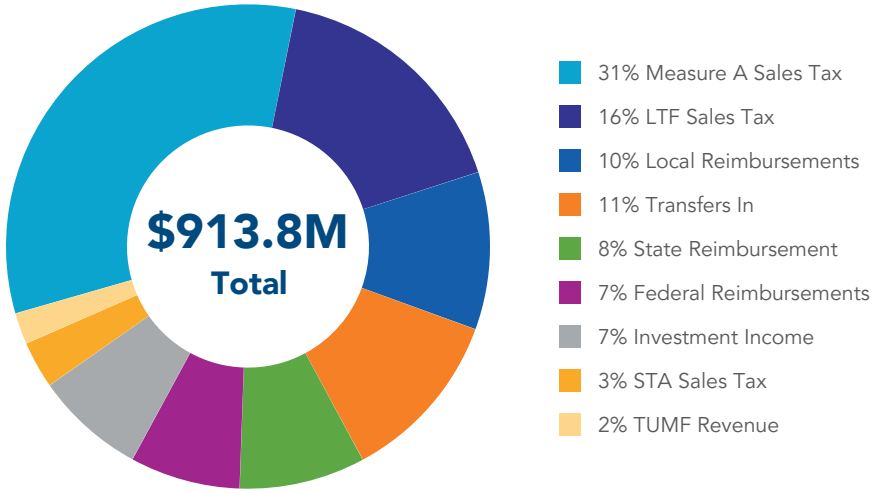
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special revenue funds' budgets, and Tables 24 through 37 present the individual budgets along with respective discussions.

TABLE 23 – SPECIAL REVENUE FUNDS FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 280,039,500	$ 280,000,000	$ 280,000,000	$ 280,000,000	$ –	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	–	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Federal Reimbursements	41,309,400	52,514,000	32,536,400	66,205,800	13,691,800	26%
State Reimbursements	250,727,900	112,057,800	96,626,600	69,386,100	(42,671,700)	-38%
Local Reimbursements	28,177,800	78,863,200	51,972,900	89,592,400	10,729,200	14%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0%
Other Revenue	3,971,000	3,554,400	1,200,000	41,361,900	37,807,500	1064%
Investment Income	75,307,800	37,456,400	54,651,500	60,619,000	23,162,600	62%
TOTAL Revenues	902,399,300	770,382,000	723,233,000	810,665,100	40,283,100	5%
Expenditures						
Personnel Salaries and Benefits	7,303,800	8,746,100	7,037,700	10,201,600	1,455,500	17%
Professional and Support						
Professional Services	7,952,300	17,358,600	7,187,400	16,854,400	(504,200)	-3%
Support Costs	3,988,500	6,337,400	3,991,600	5,965,600	(371,800)	-6%
TOTAL Professional and Support Costs	11,940,800	23,696,000	11,179,000	22,820,000	(876,000)	-4%
Projects and Operations						
Program Operations	27,898,900	26,956,600	23,802,200	28,722,800	1,766,200	7%
Engineering	12,649,900	65,437,500	23,301,300	52,489,000	(12,948,500)	-20%
Construction	84,810,500	291,180,300	92,875,600	216,069,300	(75,111,000)	-26%
Design Build	7,469,400	280,100	–	270,000	(10,100)	-4%
Right of Way	17,346,500	65,424,000	30,023,400	108,738,300	43,314,300	66%
Operating and Capital Disbursements	158,637,400	233,493,900	171,097,500	217,835,700	(15,658,200)	-7%
Special Studies	160,600	2,353,700	1,411,000	1,179,000	(1,174,700)	-50%
Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Regional Arterials	66,867,000	60,000,000	48,249,400	27,897,000	(32,103,000)	-54%
TOTAL Projects and Operations	460,238,200	824,018,000	475,141,700	737,494,000	(86,524,000)	-11%
Capital Outlay	7,467,900	4,010,000	1,865,000	3,425,000	(585,000)	-15%
TOTAL Expenditures	486,950,700	860,470,100	495,223,400	773,940,600	(86,529,500)	-10%
Excess (deficiency) of Revenues over (under) Expenditures	415,448,600	(90,088,100)	228,009,600	36,724,500	126,812,600	-141%
Other Financing Sources (Uses)						
Transfers In	28,518,300	91,238,700	87,235,200	103,196,700	11,958,000	13%
Transfers Out	(173,674,700)	(182,520,200)	(157,597,100)	(200,410,600)	(17,890,400)	10%
Net Financing Sources (Uses)	(145,156,400)	(91,281,500)	(70,361,900)	(97,213,900)	(5,932,400)	6%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	270,292,200	(181,369,600)	157,647,700	(60,489,400)	120,880,200	-67%
Beginning Fund Balance	1,364,598,400	1,634,890,600	1,634,890,600	1,792,538,300	157,647,700	10%
ENDING FUND BALANCE	$ 1,634,890,600	$ 1,453,521,000	$ 1,792,538,300	$ 1,732,048,900	$ 278,527,900	19%

The Commission accounts for Measure A and LTF sales taxes, STA and SGR allocations, Western County TUMF, state budgetary allocations, vehicle registration fees, and other agency and regional conservation reimbursements in the 25 special revenue funds. Federal, state, and local reimbursements primarily relate to MCP project, CV Rail planning and station development, SR-79 realignment project, Beaumont Pennsylvania Avenue Grade Separation, South Perris Station layover facility project, SB 125 TIRCP allocations, Santa Ana River Trail project, and Beaumont Potrero interchange phase II project. Transfers in include amounts for the repayment of the interfund loan from I-15 Express Lanes to Western County Measure A funds in connection with the TIFIA Loan and funding from SB 125 and STA for the CV Rail corridor project. Chart 16 illustrates the various special revenue fund sources.

CHART 16 – SPECIAL REVENUE FUNDS SOURCES FY 2026/27

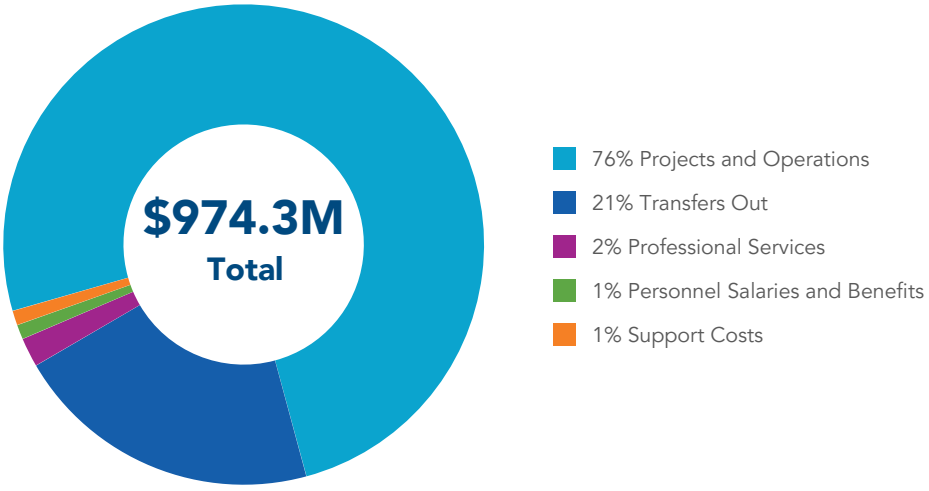


The Commission expends special revenue funds' resources on:

- County highway, rail, regional arterial, and new corridors engineering, right of way acquisition, construction, and design-build;
- Local streets and roads maintenance, repair, and construction;
- Economic development incentives;
- Sales tax bond financing;
- Bicycle and pedestrian facilities;
- Education and incentive programs to encourage use of alternate modes of transportation;
- Special social service transportation programs;
- Public transit operations and capital needs;
- Motorist towing; and
- Regional conservation management.

As shown in Chart 17, projects and operations expenditures represent the primary use of special revenue fund resources.

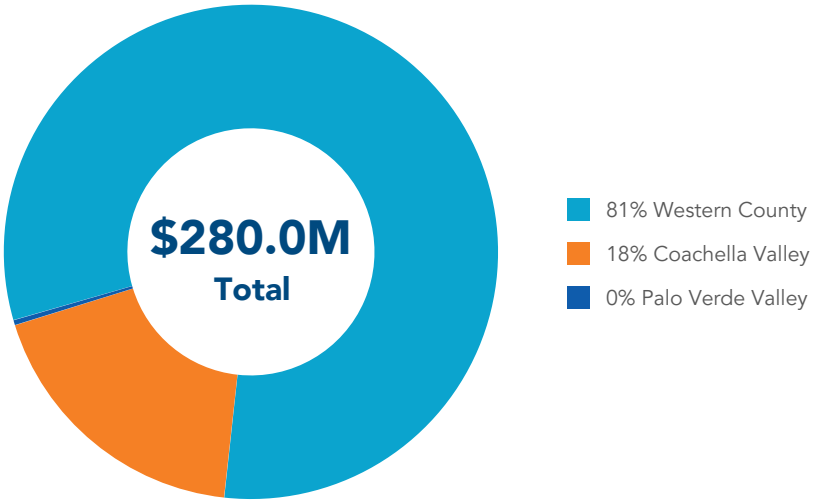
CHART 17 – SPECIAL REVENUE FUNDS USES FY 2026/27



MEASURE A SPECIAL REVENUE FUNDS

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 18) primarily funds 14 of the special revenue funds. There are ten 2009 Measure A Western County funds, three 2009 Measure A Coachella Valley funds, and one 2009 Measure A Palo Verde Valley fund.

CHART 18 – MEASURE A SALES TAX REVENUES BY GEOGRAPHIC AREA



With the commencement of the 2009 Measure A on July 1, 2009, 14 funds will be in existence for the 30-year term. These funds account for all Measure A project and program expenditures and transfers of debt service for capital projects.

The Measure A special revenue funds expend monies on capital construction and improvements to highways, commuter rail, regional arterials, new corridors, and local streets and roads. Funding is also reserved for commuter assistance, public and specialized transit, and economic development incentives programs as well as bond financing costs. Riverside County is a self-help county. That means Riverside County cannot fully rely on federal and state governments to help build transportation infrastructure. As such, on major highway projects, the Commission supplements government spending. Upon completion of most highway projects, Caltrans takes over the maintenance and operations of the projects.

The Commission pledged all Measure A sales tax revenues as security for the Commission's senior sales tax revenue bonds and subordinate commercial paper notes. Debt service on the bonds is recorded in the Sales Tax Bonds debt service fund, and Measure A special revenue funds provide most of the resources for debt service through transfers out.

WESTERN COUNTY MEASURE A FUNDS

The Western County Measure A special revenue funds account for Western County's approximately 81% share of the Measure A sales tax. Taxable sales changes among the geographic areas impact the geographic allocation formula from year to year. As demonstrated in Table 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.



Perris Valley Line

TABLE 24 – WESTERN COUNTY MEASURE A FUNDS FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	$ 18,205,500	$ 18,264,000	$ 18,264,000	$ 18,264,000	$ –	0%
Commuter Assistance	3,371,400	3,382,000	3,382,000	3,382,000	–	0%
Economic Development Incentives	2,697,100	2,706,000	2,706,000	2,706,000	–	0%
Highways	68,776,300	68,998,000	68,999,000	68,999,000	1,000	0%
Local Streets and Roads	65,404,900	65,615,000	65,615,000	65,615,000	–	0%
New Corridors	24,948,300	25,028,000	25,029,000	25,029,000	1,000	0%
Public Bus Transit	3,438,800	3,450,000	3,450,000	3,450,000	–	0%
Rail	13,755,300	13,800,000	13,799,000	13,799,000	(1,000)	0%
Regional Arterials	20,228,300	20,293,000	20,294,000	20,294,000	1,000	0%
Specialized Transit	5,731,400	5,750,000	5,749,000	5,749,000	(1,000)	0%
Total Measure A	226,557,200	227,286,000	227,287,000	227,287,000	1,000	0%
Federal Reimbursements	41,309,400	47,514,000	28,370,400	48,249,200	735,200	2%
State Reimbursements	44,765,100	31,013,500	27,799,900	42,879,000	11,865,500	38%
Local Reimbursements	2,399,500	4,422,400	4,154,700	17,901,400	13,479,000	305%
Other Revenue	1,548,800	3,536,100	1,141,700	1,361,900	(2,174,200)	-61%
Investment Income	24,295,300	11,226,000	17,436,700	21,536,500	10,310,500	92%
Transfers In	29,978,500	79,820,800	86,608,400	93,882,500	14,061,700	18%
TOTAL Sources	370,853,800	404,818,800	392,798,800	453,097,500	48,278,700	12%
Uses						
Personnel Salaries and Benefits	3,369,500	3,691,200	3,049,500	4,115,900	424,700	12%
Professional Services	3,478,300	4,904,500	1,174,900	5,375,400	470,900	10%
Support Costs	3,404,100	5,414,600	3,322,800	4,830,000	(584,600)	-11%
Projects and Operations						
Program Operations	27,431,200	19,486,800	17,824,200	19,821,000	334,200	2%
Engineering	9,089,100	15,725,500	9,489,000	17,386,000	1,660,500	11%
Construction	84,232,000	182,677,700	78,297,800	166,693,900	(15,983,800)	-9%
Design Build	4,400,800	280,100	–	270,000	(10,100)	-4%
Right of Way	12,371,800	12,237,100	6,184,400	75,999,300	63,762,200	521%
Operating and Capital Disbursements	5,332,800	8,750,000	7,931,100	9,250,000	500,000	6%
Special Studies	160,600	1,603,700	700,000	1,179,000	(424,700)	-26%
Local Streets and Roads	65,242,400	61,269,400	65,507,000	65,476,000	4,206,600	7%
TOTAL Projects and Operations	208,260,700	302,030,300	185,933,500	356,075,200	54,044,900	18%
Capital Outlay	7,461,500	3,995,000	1,865,000	3,410,000	(585,000)	-15%
Transfers Out	119,852,900	107,804,100	114,886,400	107,467,600	(336,500)	0%
TOTAL Uses	345,827,000	427,839,700	310,232,100	481,274,100	53,434,400	12%
Excess (deficiency) of Sources over (under) Uses	$ 25,026,800	$ (23,020,900)	$ 82,566,700	$ (28,176,600)	$ (5,155,700)	22%

The budgeted Western County Measure A sales tax reflects a less than 1% increase from the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Federal reimbursements for highway and rail projects are higher in the FY 2026/27 budget. The 2% increase in federal reimbursements is primarily attributable to federal funding for prior year activity for MCP Construction. Federal funding will reimburse eligible expenditures on the Smart Freeways, Perris Valley Line Double Track, and station rehabilitation and improvement projects in FY 2026/27. Federal reimbursements relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and congressional earmarks.

State reimbursements are higher by 38% compared to the FY 2025/26 budget primarily due to prior year activity on 71/91 Connector. State funding will reimburse eligible expenditures on the MCP, South Perris station and layover expansion project and Perris Valley Line Double Track in FY 2026/27. State reimbursements primarily reflects funding from SB 125 TIRCP, State Highway Operations and Protection Program (SHOPP), and SB 1's Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP). Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Local reimbursements are higher by 305% compared to the FY 2025/26 budget and reflects funding for the SR-79 Realignment and local agency collaboration projects. Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Other revenue is lower by (61)% from the prior year and is attributable to property management lease revenues. Investment income increased 92% from the previous year due to projected higher investment yields. The FY 2026/27 budget projects investment income at 3.5% investment yield, 0.5% higher than the conservative estimate of 3% investment yield in FY 2025/26.

Transfers in include:

- $19,290,000 from the 15 Express Lanes fund for repayment of the interfund loan to Measure A Western County funds in connection with the pay off of the TIFIA Loan;
- $20,000,000 from the 2009 Measure A bond financing fund to subsidize a portion of Western County debt service;
- $8,215,600 from the 2009 Measure A Western County new corridors fund for its share of the MSHCP debt service obligation;
- $5,298,200 from the TUMF CETAP fund for the MCP projects;
- $3,521,200 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- $2,812,200 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- $2,592,900 from the STA fund for Perris Valley Line double track project;
- $4,265,100 from the STA fund for south Perris station and layover expansion project; and
- $3,825,000 from the STA fund for the Perris Mead Valley Station project.

Personnel salaries and benefits expenditures increased 12% and reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases.

Measure A Western County professional services expenditures in FY 2026/27 increased 10% largely due to the I-15 East Lane Segment. Professional services consists of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. Support costs related to highway and rail projects and property management as well as the CAP decreased $584,600, or 11%, due to station maintenance, repairs, utilities, and a software addition providing comprehensive traffic and population movement data.

General program operations comprise of the program management with outside consultants for the highway and rail capital and commuter assistance programs, permits required for capital projects, and subsidies and certificates for the commuter assistance program. Such levels of operations typically fluctuate as project activities transition to another phase.

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering to increase 11% due to SR-79 Realignment, Beaumont-Pennsylvania Avenue Grade Separation. Construction is expected to decrease 9% due to Jurupa Avenue Grade Separation construction winding down. These decreases are offset by increases in project activity related to MCP, Perris Mead Valley Station, and various regional arterial projects. Design build decreased 4% primarily due to the 91 Project. Right of way is anticipated to increase 521% primarily due to SR-79 Realignment activity.

Operating and capital disbursements increased 6% compared to the FY 2025/26 budget due to a decrease in rail capital funded by Measure A and relate to Western County intercity bus service and specialized transit expenditures. Operating and capital disbursements are made based on the needs of transit operators. Special studies decreased $424,700 or 26% due to the Next Generation Toll Feasibility Study. Local streets and roads or turn back payments to local jurisdictions and the County, are comparable to the prior year as a result of comparable Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 15% decrease for station rehabilitation and improvements.

Significant transfers out from the Western County Measure A funds include:

- Funding for debt service payments of $66,178,300;
- $8,215,600 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- $3,000,000 from the 2009 Measure A Western County rail fund for rail operations; and
- $3,486,900 for the administrative costs allocation.

COACHELLA VALLEY MEASURE A FUNDS

These special revenue funds account for Coachella Valley's 18% share of the Measure A sales tax (Table 25).

TABLE 25 – COACHELLA VALLEY MEASURE A FUNDS FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	$ 26,259,800	$ 25,876,000	$ 25,875,000	$ 25,875,000	$ (1,000)	0%
Local Streets and Roads	18,381,900	18,113,000	18,113,000	18,113,000	–	0%
Specialized Transit	7,877,900	7,763,000	7,763,000	7,763,000	–	0%
Total Measure A	52,519,600	51,752,000	51,751,000	51,751,000	(1,000)	0%
Local Reimbursements	—	–	–	–	–	N/A
Investment Income	4,135,000	869,500	1,827,200	156,900	(712,600)	-82%
Transfers In	73,500	–	66,300	50,100	50,100	
TOTAL Sources	56,728,100	52,621,500	53,644,500	51,958,000	(663,500)	-1%
Uses						
Personnel Salaries and Benefits	—	–	–	–	–	N/A
Professional Services	10,100	10,900	–	–	(10,900)	-100%
Projects and Operations						
Operating and Capital Disbursements	8,238,000	7,000,000	7,000,000	7,200,000	200,000	3%
Local Streets and Roads	18,219,400	16,821,400	18,005,000	17,974,000	1,152,600	7%
Regional Arterials	66,867,000	60,000,000	48,249,400	27,897,000	(32,103,000)	-54%
TOTAL Projects and Operations	93,324,400	83,821,400	73,254,400	53,071,000	(30,750,400)	-37%
Transfers Out	345,500	382,800	3,336,700	3,429,700	3,046,900	796%
TOTAL Uses	93,680,000	84,215,100	76,591,100	56,500,700	(27,714,400)	-33%
Excess (deficiency) of Sources over (under) Uses	$ (36,951,900)	$ (31,593,600)	$ (22,946,600)	$ (4,542,700)	$ 27,050,900	-86%

Coachella Valley Measure A sales tax revenues reflect a nominal decrease from the prior year. Taxable sales changes between jurisdictions within the County periodically affect the geographic allocation formula from year to year.

Investment income decreased 82% compared to the previous year's budget due to increased use of regional arterial funds leading to lower anticipated cash balances.

The Coachella Valley operating and capital disbursements represent specialized transit funds distributed to SunLine Transit Agency (SunLine) for transit operations. Local streets and roads payments to local jurisdictions are directly affected by changes in Measure A sales tax revenues. Regional arterial projects are highway and regional arterial projects managed by CVAG and reflect a (54)% decrease from the prior year.

The Commission accounts for debt service funding related to CVAG highway and regional arterial projects, under advance funding agreements, in projects and operations in order to be consistent with the accounting in the ERP system.

Transfers out of $3,429,700 relate to the administrative costs allocation.

PALO VERDE VALLEY MEASURE A FUND

This special revenue fund accounts for Palo Verde Valley's less than 1% share of the Measure A sales tax (Table 26).

TABLE 26 – PALO VERDE VALLEY MEASURE A FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	$ 962,700	$ 962,000	$ 962,000	$ 962,000	$ –	0%
Uses						
Projects and Operations						
Local Streets and Roads	936,200	801,100	869,300	842,900	41,800	5%
Transfers Out	26,500	98,900	92,700	119,100	20,200	20%
TOTAL Uses	962,700	900,000	962,000	962,000	62,000	7%
Excess (deficiency) of Sources over (under) Uses	$ –	$ 62,000	$ –	$ –	$ (62,000)	-100%

Total Measure A sales tax revenues remain aligned with prior year. Taxable sales changes between jurisdictions within the County periodically affect the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of $119,100 relate to the administrative costs allocation.

NON-MEASURE A SPECIAL REVENUE FUNDS

The non-Measure A special revenue funds account for LTF disbursements; TUMF Western County project costs; motorist assistance expenditures for towing service and 511 traveler information system operations; transit disbursements from STA and SGR funding; Coachella Valley rail planning and development; interagency project activities; SB 125 and SB 132 project activities; and regional conservation. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, SB 125, SB 132, and regional conservation special revenue funds, respectively.

LOCAL TRANSPORTATION FUND

The LTF special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to source and provides for funding of public transit operations in the County, bicycle and pedestrian facility projects, planning, and administration (Table 27).

TABLE 27 – LOCAL TRANSPORTATION FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	$ 154,335,600	$ 150,000,000	$ 150,000,000	$ 150,000,000	$ –	0 %
Local Reimbursements	10,627,000	–	–	–	–	N/A
Investment Income	19,346,300	10,645,400	13,600,200	14,538,000	3,892,600	37 %
TOTAL Sources	184,308,900	160,645,400	163,600,200	164,538,000	3,892,600	2 %
Uses						
Projects and Operations						
Operating and Capital Disbursements	115,184,100	148,192,600	131,451,300	150,873,700	2,681,100	2 %
Transfers Out	36,977,300	37,079,800	20,032,100	33,514,000	(3,565,800)	(10)%
TOTAL Uses	152,161,400	185,272,400	151,483,400	184,387,700	(884,700)	0 %
Excess (deficiency) of Sources over (under) Uses	$ 32,147,500	$ (24,627,000)	$ 12,116,800	$ (19,849,700)	$ 4,777,300	(19)%

The Commission projects LTF sales tax revenue in FY 2026/27 to remain flat compared to the prior year. Investment income increased 37% compared to the previous year's budget due to projected higher investment yields at 3.5% compared to 3% in FY 2025/26.

In FY 2026/27, approximately 96% and 4% of the LTF transit expenditures of $136,670,000 and $6,145,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2026, are comprised of 72% to Western County, 27% to Coachella Valley, and 1% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of $6,921,700 and planning and administration allocations of $1,137,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of $3,585,300; rail operations of $1,789,700; $4,500,000 for planning, programming, and agency share of the administrative costs; $2,000,000 for station maintenance; and $139,000 for administrative costs allocation.

TRANSPORTATION UNIFORM MITIGATION FEE FUND

The TUMF fund accounts for the Commission's share of developer fee assessments on new residential and commercial developments in Western County for regional arterials and CETAP corridors (Table 28).

TUMF revenues includes $22,000,000 based on projected fees distributed to the Commission. Other Revenue of $40,000,000 include an anticipated one time land sale. Investment income increased 74% compared to the previous year's budget due higher projected investment yield of 3.5% compared to 3% in FY 2025/26.

TABLE 28 – TRANSPORTATION UNIFORM MITIGATION FEE FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ –	$ 13,625,000	$ 410,200	$ –	$ (13,625,000)	-100 %
Local Reimbursements	4,307,700	46,230,300	36,017,600	–	(46,230,300)	-100 %
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0 %
Other Revenue	2,422,300	18,300	58,300	40,000,000	39,981,700	218479 %
Investment Income	10,481,900	4,974,700	8,555,800	8,678,400	3,703,700	74 %
Transfers In	3,600	75,000	–	–	(75,000)	-100 %
TOTAL Sources	51,824,800	86,923,300	67,041,900	70,678,400	(16,244,900)	-19 %
Uses						
Personnel Salaries and Benefits	397,100	664,600	492,100	77,300	(587,300)	-88 %
Professional Services	334,600	450,800	260,200	84,800	(366,000)	-81 %
Support Costs	300	11,800	25,600	500	(11,300)	-96 %
Projects and Operations						
Program Operations	477,600	685,600	630,800	5,000	(680,600)	-99 %
Engineering	3,055,900	17,318,000	10,803,600	7,235,000	(10,083,000)	-58 %
Construction	578,600	54,097,600	10,577,800	8,744,500	(45,353,100)	-84 %
Right of Way	4,405,600	48,110,900	23,014,000	2,050,000	(46,060,900)	-96 %
Special Studies	–	750,000	711,000	–	(750,000)	(100)%
TOTAL Projects and Operations	8,517,700	120,962,100	45,737,200	18,034,500	(102,927,600)	-85 %
Transfers Out	6,921,200	8,950,000	6,520,000	14,594,200	5,644,200	63 %
TOTAL Uses	16,170,900	131,039,300	53,035,100	32,791,300	(98,248,000)	-75 %
Excess (deficiency) of Sources over (under) Uses	$ 35,653,900	$ (44,116,000)	$ 14,006,800	$ 37,887,100	$ 82,003,100	-186 %

Personnel salaries and benefits reflect an decrease of 88% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional services decreased 81% primarily due to anticipated project legal services. Support costs reflect a 96% decrease due to reimbursable utility fee activity for the SR-60/Potrero Boulevard interchange phase II project.

Projects and operations costs decreased 85%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. FY 2026/27 includes a regional arterial call for projects awarded in June 2023. Approximately 100% of the projects and operations costs are attributable to programmed regional arterial projects. The decrease in projects and operations costs is largely attributed to anticipated right of way activities on SR-79 realignment project and construction on Beaumont Potrero Interchange Phase II project. Transfers out represent $765,800 to the General fund related to the administrative cost allocation; $3,521,200 to the 2009 Measure A Western County highways fund for TUMF CETAP's share of the MSHCP debt service obligation; and $5,298,200 to the 2009 Measure A Western County new corridors fund for the MCP projects.

FREEWAY SERVICE PATROL FUND

The FSP fund accounts for the state and local resources provided to cover the costs of servicing stranded motorists in covered service areas and construction zones by means of towing, changing tires, and providing fuel (Table 29).

The State's funding share of $3,370,000 increased from the FY 2025/26 budget by 1%. Investment income increased by 35% from the previous year's budget due to lower projected cash balances, offset by projected higher investment yield of 3% compared to 2% in FY 2025/26.

TABLE 29 – FREEWAY SERVICE PATROL FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 3,622,400	$ 3,330,000	$ 3,394,500	$ 3,370,000	$ 40,000	1%
Investment Income	334,000	93,700	197,600	126,400	32,700	35%
TOTAL Sources	3,956,400	3,423,700	3,592,100	3,496,400	72,700	2%
Uses						
Personnel Salaries and Benefits	107,600	162,600	119,300	238,500	75,900	47%
Professional Services	7,300	30,400	6,000	33,000	2,600	9%
Support Costs	57,200	95,100	42,400	106,400	11,300	12%
Projects and Operations						
Program Operations	4,444,600	6,117,800	4,815,200	6,278,800	161,000	3%
Capital Outlay	6,400	10,000	–	10,000	–	0%
Transfers Out	175,800	257,900	210,300	308,800	50,900	20%
TOTAL Uses	4,798,900	6,673,800	5,193,200	6,975,500	301,700	5%
Excess (deficiency) of Sources over (under) Uses	$ (842,500)	$ (3,250,100)	$ (1,601,100)	$ (3,479,100)	$ (229,000)	7%

Personnel salaries and benefits increased 47% due to net FTE allocations and a 4% pool for performance merit-based salary increases. Professional services related to legal and other professional services increased 9% from the prior year. Support costs related to printing and communications increased 12% compared to the prior year budget. Program operations in FY 2026/27 increased by $161,000 or 3% due to anticipated increases in FSP equipment cost. Capital outlay remained flat in comparison to the prior year and include amounts for FSP truck radios and tablets. Transfers out to the General fund of $308,800 are administrative cost allocations.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND

The SAFE fund accounts for the $1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the the operations of the 511 traveler information system (Table 30).

TABLE 30 – SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 2,231,900	$ 2,170,000	$ 2,174,000	$ 2,240,000	$ 70,000	3%
Local Reimbursements	3,500	3,800	4,000	4,800	1,000	26%
Investment Income	400,500	300,400	329,300	391,100	90,700	30%
TOTAL Sources	2,635,900	2,474,200	2,507,300	2,635,900	161,700	7%
Uses						
Personnel Salaries and Benefits	54,800	29,300	54,500	56,100	26,800	91%
Professional Services	171,600	426,300	256,800	810,500	384,200	90%
Support Costs	47,300	101,400	2,900	154,100	52,700	52%
Projects and Operations						
Program Operations	160,200	3,000	500	12,000	9,000	300%
Transfers Out	185,900	414,700	252,500	498,100	83,400	20%
TOTAL Uses	619,800	974,700	567,200	1,530,800	556,100	57%
Excess (deficiency) of Sources over (under) Uses	$ 2,016,100	$ 1,499,500	$ 1,940,100	$ 1,105,100	$ (394,400)	-26%

Investment income increased 30% compared to the previous year's budget due to higher projected investment yields at 3.5% compared to 3% in FY 2025/26.

Personnel salaries and benefits increased 91% due to FTE allocation, offset by a 4% pool for performance merit-based salary increases. Professional services increased 90% due to transition to regional 511 program. Support costs increased 52% due to CalSAFE hosting. Projects and operations costs increased 300% from FY 2025/26 due to transition to regional 511 program support. The transfers out reflect $325,000 to Measure A Commuter Assistance fund for Coachella Valley TDM and $173,100 to the General fund for administrative cost allocations.

STATE TRANSIT ASSISTANCE FUND

The STA fund accounts for the state budgetary allocation of gas tax revenues designated for rail and bus transit operations and capital requirements (Table 31). Estimates of diesel fuel sales tax revenues provided by the State Controller, subject to an annual state budget appropriation, serve as the basis for the allocation.

TABLE 31 – STATE TRANSIT ASSISTANCE FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	$ 28,984,600	$ 28,874,500	$ 29,183,900	$ 26,338,300	$ (2,536,200)	-9%
Investment Income	9,323,100	4,877,900	6,584,700	6,240,700	1,362,800	28%
TOTAL Sources	38,307,700	33,752,400	35,768,600	32,579,000	(1,173,400)	-3%
Uses						
Professional Services	20,200	20,900	–	–	(20,900)	-100%
Projects and Operations						
Operating and Capital Disbursements	21,654,300	35,350,000	19,125,000	25,500,000	(9,850,000)	-28%
Transfers Out	5,847,300	12,066,800	4,921,300	12,199,100	132,300	1%
TOTAL Uses	27,521,800	47,437,700	24,046,300	37,699,100	(9,738,600)	-21%
Excess (deficiency) of Sources over (under) Uses	$ 10,785,900	$ (13,685,300)	$ 11,722,300	$ (5,120,100)	$ 8,565,200	-63%

Investment income increased 28% compared to the previous year's budget due projected higher investment yield at 3.5% compared to 3% in FY 2025/26.

In FY 2026/27, approximately 81% of the allocations are in Western County, 18% in Coachella Valley, and less than 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2026. Transfers out represent rail allocations of $23,289,700 to the Rail Operations fund, $1,175,600 to the Coachella Valley rail fund, $201,500 to the SB 125 fund for Palo Verde Valley Transit Agency (PVVTA) facilities improvement project, $139,000 to the General fund for administrative cost allocations, and $10,683,00 to the 2009 Measure A Western County rail fund for the Perris Valley Line Double Track, Perris Mead Valley Station, and south Perris station and layover expansion project.

STATE OF GOOD REPAIR FUND

The SGR fund accounts for additional STA funding under SB 1 for transit infrastructure repair and service improvements (Table 32). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

TABLE 32 – STATE OF GOOD REPAIR FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	$ 4,936,400	$ 5,061,700	$ 5,061,700	$ 5,161,600	$ 99,900	2%
State Reimbursements	–	–	–	–	–	N/A
Investment Income	854,900	135,500	663,900	593,000	457,500	338%
TOTAL Sources	5,791,300	5,197,200	5,725,600	5,754,600	557,400	11%
Uses						
Professional Services	–	–	–	–	–	N/A
Projects and Operations						
Operating and Capital Disbursements	3,429,200	6,458,300	3,440,100	4,448,000	(2,010,300)	-31%
Transfers Out	1,194,700	1,227,600	976,000	1,239,100	11,500	1%
TOTAL Uses	4,623,900	7,685,900	4,416,100	5,687,100	(1,998,800)	-26%
Excess (deficiency) of Sources over (under) Uses	$ 1,167,400	$ (2,488,700)	$ 1,309,500	$ 67,500	$ 2,556,200	-103%

Investment income increased 338% compared to the previous year's budget due to lower projected cash balances, offset by projected higher investment yield of 3.5% compared to 3% in FY 2025/26.

The operating and capital disbursements consist of allocations primarily for bus capital purposes, comprising approximately 96% of the total. In FY 2026/27, 71% of the allocations are in Western County, 28% in Coachella Valley, and 2% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2025. Transfers out of $139,000 relate to the General fund for administrative costs allocations and $1,100,100 to the 2009 Measure A Western County rail fund for rail station rehabilitation.

SB 125 FORMULA FUND

SB 125 was approved through an amendment to the Budget Act of 2023, which provides formula TIRCP and ZETCP to funding agencies (Table 33). TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met.

TABLE 33 - SB 125 FORMULA FUNDS FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	$ 200,057,700	$ 61,848,000	$ 61,848,000	$ 8,318,400	$ (53,529,600)	-87 %
Investment Income	5,272,200	4,158,100	5,266,600	8,253,200	4,095,100	98 %
Transfers In	87,900	50,000	293,500	201,500	151,500	303 %
TOTAL Sources	205,417,800	66,056,100	67,408,100	16,773,100	(49,283,000)	-75 %
Uses						
Personnel Salaries and Benefits	17,700	51,900	29,400	71,200	19,300	37 %
Professional Services	2,200	1,033,000	–	1,000	(1,032,000)	-100 %
Support Costs	–	500	1,500	500	–	– %
Projects and Operations						
Program Operations	68,500	95,500	95,500	84,000	(11,500)	(12)%
Engineering	–	21,800,000	1,575,300	7,500,000	(14,300,000)	-66 %
Construction	–	45,000,000	4,000,000	6,100,000	(38,900,000)	-86 %
Right of Way	900	231,000	215,000	245,000	14,000	6 %
Operating and Capital Disbursements	4,799,000	27,743,000	2,150,000	20,564,000	(7,179,000)	-26 %
TOTAL Projects and Operations	4,868,400	94,869,500	8,035,800	34,493,000	(60,376,500)	-64 %
Transfers Out	–	10,250,000	200,000	21,687,500	11,437,500	112 %
TOTAL Uses	4,888,300	106,204,900	8,266,700	56,253,200	(49,951,700)	-47 %
Excess (deficiency) of Sources over (under) Uses	$ 200,529,500	$ (40,148,800)	$ 59,141,400	$ (39,480,100)	$ 668,700	-2 %

State reimbursements of $8,318,400 in FY 2026/27 consist of SB 125 TIRCP and ZETCP grants based on a population funding formula. The Commission began receiving these formula funds in FY 2025/26 and funding is expected to be fully disbursed to the Commission by 2028. Investment income is projected at an investment yield of 3.5%. Transfers in of $151,500 reflect STA funding for the PVVTA facilities improvement projects.

Personnel salaries and benefits increased due to net FTE allocations to the SB 125 fund. Professional services reflects a 100% decrease over grade separation studies wind down. Program operations of $84,000 includes Bechtel Infrastructure (Bechtel) management. Engineering of $7,500,000 includes an allocation of $4,500,000 for grade separation projects in the cities of Banning and Riverside. Also included in engineering are $3,000,000 for the PVVTA facilities improvement project. Construction of $6,100,000 is allocated for grade separation projects in the city of Banning and Riverside. Right of way activity of $245,000 is related to the PVVTA facilities improvement project. Operating and capital disbursements for $20,564,000 consists of capital allocations to various transit agencies. Transfers out of $21,687,500 include the allocation to the Coachella Valley Rail fund for the Coachella Valley Tier II project.

COACHELLA VALLEY RAIL FUND

The Coachella Valley rail fund accounts for funding for the planning and development of the new Coachella Valley-San Gorgonio Pass Corridor rail service (Table 34).

TABLE 34 – COACHELLA VALLEY RAIL FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	$ –	$ 5,000,000	$ 1,000,000	$ 5,000,000	$ —	— %
State Reimbursements	50,700	71,300	1,000,000	10,000,000	9,928,700	13925 %
Investment Income	124,700	59,800	92,700	66,600	6,800	11 %
Transfers In	217,700	11,292,900	267,000	1,175,600	(10,117,300)	-90 %
TOTAL Sources	393,100	16,424,000	2,359,700	16,242,200	(181,800)	-1 %
Uses						
Personnel Salaries and Benefits	78,900	98,000	126,200	182,200	84,200	86 %
Professional Services	27,400	5,077,500	1,063,000	5,078,000	500	0 %
Support Costs	900	1,000	2,000	22,500	21,500	2150 %
Projects and Operations						
Program Operations	83,300	287,900	203,000	346,000	58,100	20 %
Engineering	1,700	10,250,000	1,000,000	10,250,000	–	0 %
TOTAL Projects and Operations	85,000	10,537,900	1,203,000	10,596,000	58,100	1 %
Transfers Out	46,500	824,100	303,300	943,300	119,200	14 %
TOTAL Uses	238,700	16,538,500	2,697,500	16,822,000	283,500	2 %
Excess (deficiency) of Sources over (under) Uses	$ 154,400	$ (114,500)	$ (337,800)	$ (579,800)	$ (465,300)	406 %

Federal reimbursements of $5,000,000 in FY 2026/27 are anticipated for the CV Rail SDP. State reimbursements of $10,000,000 budgeted in FY 2026/27 are anticipated for Coachella Valley Rail Tier II project activity. Investment income increased 11% from the FY 2025/26 budget due to higher projected investment yield of 3.5% compared to 3% in the prior year. Transfers in of $1,175,600 reflect STA and SB 125 fund allocations for the Coachella Valley Tier II project and administrative costs.

Personnel salaries and benefits increased 86% due to net FTE allocations offset by a 4% pool for performance merit-based salary increases. Professional services remain aligned with FY 2025/26 CV Rail SDP. Program operations consist of support from Bechtel. Engineering of $10,250,000 is related to the Coachella Valley Tier II project. Transfers out to the General fund of $943,300 relate to administrative costs allocations.

OTHER AGENCY PROJECTS FUND

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 35). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

TABLE 35 – OTHER AGENCY PROJECTS FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	$ 997,600	$ 14,361,800	$ 1,046,200	$ 57,020,600	$ 42,658,800	297%
Investment Income	41,100	900	18,900	3,600	2,700	300%
TOTAL Sources	1,038,700	14,362,700	1,065,100	57,024,200	42,661,500	297%
Uses						
Personnel Salaries and Benefits	65,800	223,200	67,100	681,100	457,900	205%
Professional Services	12,500	122,000	120,000	413,300	291,300	239%
Support Costs	–	1,000	–	21,800	20,800	2080%
Projects and Operations						
Program Operations	154,500	181,600	134,600	959,000	777,400	428%
Engineering	503,200	344,000	433,400	10,118,000	9,774,000	2841%
Construction	–	9,405,000	–	34,530,900	25,125,900	267%
Right of Way	261,700	4,085,000	310,000	30,044,000	25,959,000	635%
TOTAL Projects and Operations	919,400	14,015,600	878,000	75,651,900	61,636,300	440%
TOTAL Uses	997,700	14,361,800	1,065,100	76,768,100	62,406,300	435%
Excess (deficiency) of Sources over (under) Uses	$ 41,000	$ 900	$ –	$ (19,743,900)	$ (19,744,800)	-2193867%

The District is responsible for 100% of the Santa Ana River Trail project costs. It will reimburse the Commission, including providing an advance deposit, for all salaries and benefits, professional services, support costs, project management, engineering, construction costs, and right of way.

SB 132 FUND

The SB 132 fund (Table 36) accounts for the $427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission's 15/91 Express Lanes Connector project, substantially completed in 2023;
- City of Corona's McKinley Avenue grade separation project;
- County's Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County's I-15/Limonite Interchange project with the cities of Eastvale and Jurupa Valley as its partners completed in 2020; and
- County's Hamner Bridge widening project with the City of Norco as its partner.

Without the state funding approved by the Governor and State Legislators in April 2017 as part package of legislation that passed with SB 1, these projects would not have been built for many years.

Funding allocations were completed by the end of FY 2025/26. Any remaining interest income was moved to Toll to offset administration cost related to 15/91 Express Lanes Connector project.

TABLE 36 – SB 132 FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	$ –	$ –	$ –	$ –	$ –	N/A
Other Revenues	—	–	–	–	–	N/A
Investment Income	655,900	112,900	69,000	–	(112,900)	-100%
Transfers In	(1,843,000)	–	–	–	–	N/A
TOTAL Sources	(1,187,100)	112,900	69,000	–	(112,900)	-100%
Uses						
Personnel Salaries and Benefits	84,500	–	–	–	–	N/A
Professional Services	96,200	–	–	–	–	N/A
Support Costs	11,400	–	–	–	–	N/A
Projects and Operations						
Program Operations	(4,986,700)	–	–	–	–	N/A
Engineering	–	–	–	–	–	N/A
Construction	–	–	–	–	–	N/A
Design Build	3,068,600	–	–	–	–	N/A
Right of Way	17,700	–	–	–	–	N/A
TOTAL Projects and Operations	(1,900,400)	–	–	–	–	N/A
Transfers Out	–	–	3,505,400	–	–	N/A
TOTAL Uses	(1,708,300)	–	3,505,400	–	–	N/A
Excess (deficiency) of Sources over (under) Uses	$ 521,200	$ 112,900	$ (3,436,400)	$ –	$ (112,900)	-100%

There are no budgeted uses in FY 2026/27 as active projects previously funded by SB 132 have been moved to Measure A and Toll Operations funds in FY 2026/27.

REGIONAL CONSERVATION

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation department provides these management services through its staff and consultants to fulfill the needs and requirements of the RCA.

The Regional Conservation fund (Table 37) accounts for interagency assistance with the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

TABLE 37 – REGIONAL CONSERVATION FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	$ 9,842,400	$ 13,844,900	$ 10,750,400	$ 14,665,600	$ 820,700	6%
Investment Income	43,100	1,600	8,900	4,000	2,400	150%
TOTAL Sources	9,885,500	13,846,500	10,759,300	14,669,600	823,100	6%
Uses						
Personnel Salaries and Benefits	3,128,000	3,825,300	3,099,600	4,779,300	954,000	25%
Professional Services	3,791,900	5,282,300	4,306,500	5,058,400	(223,900)	-4%
Support Costs	467,200	712,000	594,400	829,800	117,800	17%
Projects and Operations						
Program Operations	65,600	98,400	98,400	87,000	(11,400)	-12%
Right of Way	288,800	760,000	300,000	400,000	(360,000)	-47%
TOTAL Projects and Operations	354,400	858,400	398,400	487,000	(371,400)	-43%
Capital Outlay	–	5,000	–	5,000	–	0%
Transfers Out	2,101,000	3,163,500	2,360,400	3,510,100	346,600	11%
TOTAL Uses	9,842,500	13,846,500	10,759,300	14,669,600	823,100	6%
Excess (deficiency) of Sources over (under) Uses	$ 43,000	$ –	$ –	$ –	$ –	N/A

Personnel salaries and benefits increased 25% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs decreased 4% due to monitoring and management contracts. Support costs increased 17% primarily due to insurance costs. Program operations decreased 12% due to Bechtel program management. Right of way decreased 47% due to potential land appraisals and acquisition costs that vary from year to year. Transfers out to the General fund of $3,510,100 relate to administrative costs allocations.

The RCA is responsible for 100% of the regional conservation costs. It will reimburse the Commission for all salaries and benefits, professional services, support costs, program operations, right of way costs, and administrative allocations.

CAPITAL PROJECTS FUNDS

OVERVIEW

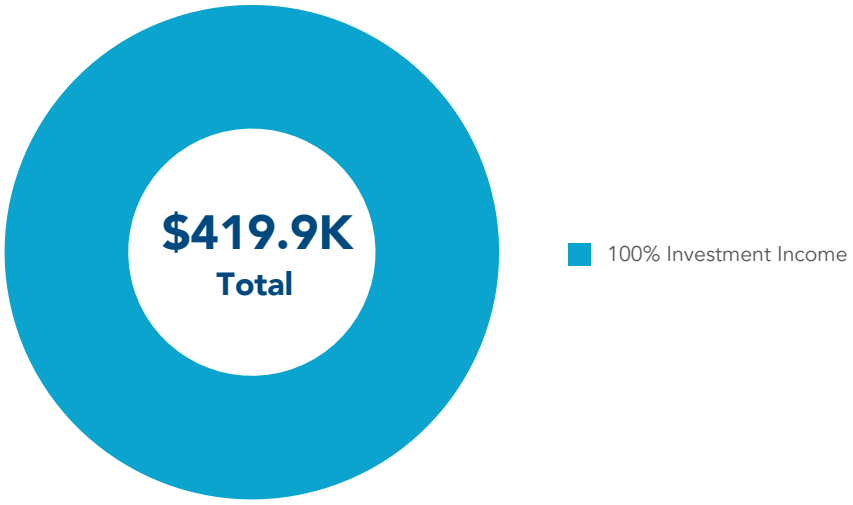
Two capital projects funds account for all debt proceeds from commercial paper notes and sales tax revenue bonds (Table 38).

TABLE 38 - CAPITAL PROJECTS FUNDS FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Investment Income	$ 909,000	$ 432,700	$ 704,000	$ 419,900	$ (12,800)	-3%
TOTAL Revenues	909,000	432,700	704,000	419,900	(12,800)	-3%
Other Financing Sources (Uses)						
Contributions	2,727,300	–	–	–	–	N/A
Transfers In	210,900	–	3,012,700	3,012,700	3,012,700	N/A
Transfers Out	(7,195,500)	–	(3,012,700)	(3,012,700)	(3,012,700)	N/A
Net Financing Sources (Uses)	(4,257,300)	–	–	–	–	N/A
Excess (deficiency) of Revenues over (under) Uses	(3,348,300)	432,700	704,000	419,900	(12,800)	-3%
Beginning Fund Balance	14,638,300	11,290,000	11,290,000	11,994,000	704,000	6%
ENDING FUND BALANCE	$ 11,290,000	$ 11,722,700	$ 11,994,000	$ 12,413,900	$ 691,200	6%

As illustrated in the following charts for FY 2026/27, capital projects funds sources and uses consist of investment income (Chart 19) . In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2026/27.

CHART 19 – CAPITAL PROJECTS FUNDS SOURCES FY 2026/27



OVERVIEW

Under the 2009 Measure A program, as amended by Measure K in November 2010, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of $975,000,000.

The Commission pledged future Measure A sales taxes as security for Measure A debt service payments on the sales tax revenue bonds and commercial paper notes. In order to advance project development activities, the Commission established a commercial paper program in 2005. Periodically the Commission issues commercial paper notes and retires some of the notes with proceeds from sales tax revenue bonds.

The current commercial paper program authorization is $60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of $60,750,000 and a reimbursement agreement with a bank that expired in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County bond financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2026/27 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1 rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

The sales tax revenue bonds are limited tax bonds secured by a pledge of the 2009 Measure A revenues. All outstanding sales tax revenue bonds are fixed rate bonds that mature on or before June 2039, prior to the expiration of the 2009 Measure A. Currently, the Commission has five series of sales tax revenue bonds outstanding:

- *Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act*. The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2026/27 BABs subsidy of approximately 5.7%;
- *Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);*
- *Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;*
- *Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and*
- *Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).*

The Commission maintains long-term debt ratings of Aa2, AA+, and AA+ from Moody's, S&P, and Fitch Ratings (Fitch), respectively on its currently outstanding sales tax revenue bonds.

The debt agreements require the trustee to hold all sales tax debt proceeds and a portion of the sales tax revenues intercepted from the CDTFA and to segregate all funds into separate accounts. These monies are included in the restricted investments held by trustee in the Capital Projects funds and debt service fund. Under the sales tax indentures, the Commission may use sales tax revenues for any lawful purpose related to the Riverside County TIP after the trustee has satisfied debt service requirements.

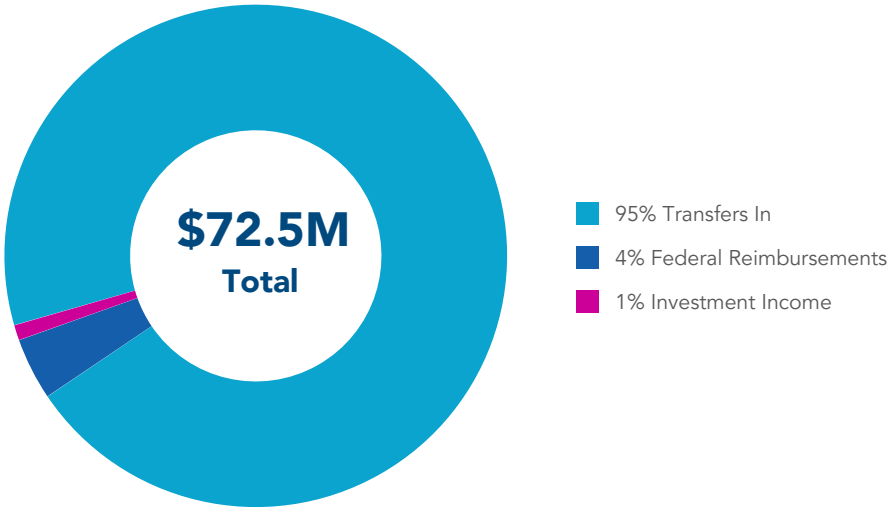
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 39). The Commission does not anticipate any issuances of sales tax bonds in FY 2026/27.

TABLE 39 – DEBT SERVICE FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	$ 2,818,000	$ 2,812,100	$ 2,812,200	$ 2,812,200	$ 100	0%
Investment Income	1,384,900	425,000	968,200	543,400	118,400	28%
TOTAL Sources	4,202,900	3,237,100	3,780,400	3,355,600	118,500	4%
Expenditures						
Debt Service						
Principal Payments	34,210,000	35,815,000	35,815,000	37,475,000	1,660,000	5%
Interest Payments	34,948,300	33,370,200	33,370,300	31,716,000	(1,654,200)	-5%
TOTAL Expenditures	69,158,300	69,185,200	69,185,300	69,191,000	5,800	0%
Excess (deficiency) of Revenues over (under) Expenditures	(64,955,400)	(65,948,100)	(65,404,900)	(65,835,400)	112,700	0%
Other Financing Sources (Uses)						
Transfers In	69,160,400	69,185,200	69,185,300	69,191,000	5,800	0%
Transfers Out	(3,102,400)	(2,812,100)	(2,812,200)	(2,812,100)	–	0%
Net Financing Sources (Uses)	66,058,000	66,373,100	66,373,100	66,378,900	5,800	0%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	1,102,600	425,000	968,200	543,500	118,500	28%
Beginning Fund Balance	13,453,000	14,555,600	14,555,600	15,523,800	968,200	7%
ENDING FUND BALANCE	$ 14,555,600	$ 14,980,600	$ 15,523,800	$ 16,067,300	$ 1,086,700	7%

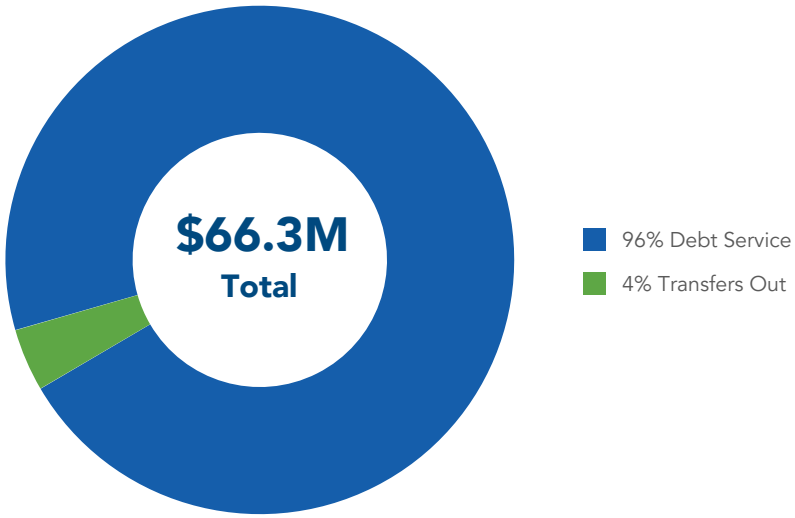
Reimbursements consist of federal cash subsidy payments related to the 2010B Bonds designated as BABs. The BABs subsidy payments reflect a reduction in the expected payments due to federal sequestration cuts. Investment income is higher than the previous fiscal year due to projected higher investment yields. Transfers in represent the primary source of funding for the debt service funds and reserves (Chart 20) and consist of funds from the 2009 Measure A Western County highways and bond financing special revenue funds.

CHART 20 – DEBT SERVICE FUND SOURCES FY 2026/27



Debt Service fund uses (Chart 21) consist of principal and interest debt service payments on the outstanding sales tax revenue bonds (2010B Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) and transfer of the BABs subsidy payments to the 2009 Measure A Western County highways fund.

CHART 21 – DEBT SERVICE FUND USES FY 2026/27



OVERVIEW

In FY 2026/27, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017 and the 15 Express Lanes opened in April 2021.

Toll revenues generated on the RCTC 91 Express Lanes are pledged to pay debt service on the tax-exempt toll bonds issued in July 2013 (2013 Toll Bonds) and in October 2021 (2021 Toll Refunding Bonds) for the 91 Project. The federal TIFIA loan executed with the United States Department of Transportation (U.S. DOT) in July 2013 (2013 TIFIA Loan) for the 91 Project was prepaid with the 2021 Toll Refunding Bonds. Additionally, the 2021 Toll Refunding Bonds were used to refund a portion of the 2013 Toll Bonds current interest bonds (CIBs) and defease in accreted value of the 2013 Toll Revenue Capital Appreciation Bonds (CABs) maturing in the years 2022 through 2025 and 2027 through 2029.

The 2013 Toll Bonds and the 2021 Toll Refunding Bonds are secured by a lien on the RCTC 91 Express Lanes trust estate, which consists primarily of toll revenues and non-toll transaction and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes. The 2013 Toll Bonds long-term ratings from S&P and Fitch are A and A, respectively. The 2021 Toll Refunding Bonds, Series A, B-1, and B-2 long-term ratings from S&P and Fitch are A and A, respectively. Additionally, the 2021 Toll Refunding Bonds, Series C long-term ratings from S&P and Fitch are A- and A-, respectively.

Under a separate debt indenture for the RCTC 91 Express Lanes, the Commission pledged the system's toll revenues as security for the respective toll revenue bonds. The RCTC 91 Express Lanes debt agreement requires the trustee to hold all debt proceeds and the toll revenues from the express lanes' operations and to segregate all funds into separate accounts. Under the 91 toll indenture, a separate flow of funds administered by the trustee prescribes the use of toll revenues for the express lanes system.

The Commission excludes accretion amounts related to CABs, as they do not affect the annual budget activities.

In October 2024, the Commission prepaid the I-15 Express Lanes 2017 TIFIA loan totaling approximately $173.7 million. The TIFIA loan was prepaid utilizing a combination of excess toll revenues, contributions from Measure A, existing I-15 Express Lanes reserves and an internal loan funded by Measure A. The Measure A loan will be repaid by the I-15 Express Lanes annually with available surplus. Included in FY 2026/27 are loan repayments to Measure A of $19.2 million. The anticipated interfund loan balance between Measure A and the I-15 Express Lanes as of June 30, 2026 will be completed.

Excess toll revenues (i.e. surplus revenue) after commitments are available for projects within the SR-91 and I-15 Corridors. Table 56 provides the list of projects to be funded in FY 2026/27 with projected surplus revenue.

RCTC 91 EXPRESS LANES

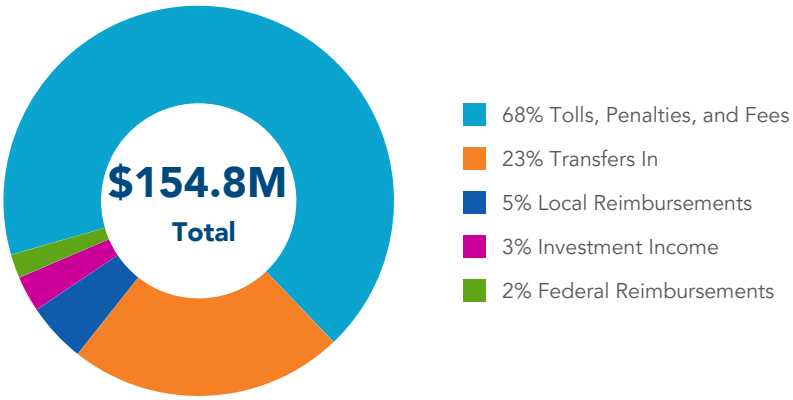
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the OCTA 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange and the newly opened 15/91 express lanes connector to the I-15 north of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 40). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The RCTC 91 Express Lanes converted to Dynamic Pricing in 2025 following approval by the Commission. The RCTC 91 Express Lanes completed the implementation of a new back office system and customer service contract in 2023 improving customer service and operations efficiency. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general-purpose lanes.

TABLE 40 – RCTC 91 EXPRESS LANES ENTERPRISE FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	$ –	$ 3,388,000	$ 710,000	$ 2,701,300	$ (686,700)	-20%
Local Reimbursements	625,200	7,305,000	–	7,111,000	(194,000)	-3%
Tolls, Penalties, and Fees	103,467,300	94,751,000	103,372,400	104,870,000	10,119,000	11%
Other Revenue	–	2,084,000	66,900	–	(2,084,000)	-100%
Investment Income	10,505,700	3,899,500	8,944,900	5,207,100	1,307,600	34%
TOTAL Revenues	114,598,200	111,427,500	113,094,200	119,889,400	8,461,900	8%
Expenses						
Personnel Salaries and Benefits	1,399,500	1,986,100	1,908,900	2,713,800	727,700	37%
Professional and Support						
Professional Services	1,203,800	5,377,100	3,039,200	4,625,900	(751,200)	-14%
Support Costs	5,609,300	7,364,500	6,725,400	7,943,800	579,300	8%
TOTAL Professional and Support Costs	6,813,100	12,741,600	9,764,600	12,569,700	(171,900)	-1%
Program and Operations						
Program and Operations	10,568,700	18,496,900	9,790,000	18,722,500	225,600	1%
Engineering	222,700	4,343,200	2,280,600	6,676,000	2,332,800	54%
Construction	6,365,500	5,030,300	1,937,300	639,400	(4,390,900)	-87%
Right of Way	–	302,500	33,000	5,967,000	5,664,500	1873%
Design Build	(88,700)	4,460,000	2,801,000	22,243,800	17,783,800	399%
Special Studies	59,300	808,000	566,600	30,000	(778,000)	-96%
TOTAL Program and Operations	17,127,500	33,440,900	17,408,500	54,278,700	20,837,800	62%
Debt Service						
Principal Payments	–	4,875,000	4,875,000	4,710,000	(165,000)	-3%
Interest Payments	22,201,000	22,201,000	22,201,000	22,201,000	–	0%
TOTAL Debt Service	22,201,000	27,076,000	27,076,000	26,911,000	(165,000)	-1%
Capital Outlay	160,400	800,000	336,000	455,000	(345,000)	-43%
TOTAL Expenses	47,701,500	76,044,600	56,494,000	96,928,200	20,883,600	27%
Excess (deficiency) of Revenues over (under) Expenditures	66,896,700	35,382,900	56,600,200	22,961,200	(12,421,700)	-35%
Other Financing Sources (Uses)						
Transfers In	31,400	70,463,000	73,645,300	35,002,900	(35,460,100)	-50%
Transfers Out	(2,707,700)	(71,898,700)	(71,607,400)	(37,612,000)	34,286,700	-48%
Net Financing Sources (Uses)	(2,676,300)	(1,435,700)	2,037,900	(2,609,100)	(1,173,400)	82%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	64,220,400	33,947,200	58,638,100	20,352,100	(13,595,100)	-40%
Beginning Fund Balance	109,628,300	173,848,700	173,848,700	232,486,800	58,638,100	34%
ENDING FUND BALANCE	$ 173,848,700	$ 207,795,900	$ 232,486,800	$ 252,838,900	$ 45,043,000	22%

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 22). Such revenues consist of toll revenues of $91,965,000 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of $12,905,000 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds and reflects a 34% increase due to projected higher investment yield at 3% compared to 2% in the prior year. Federal reimbursements of $2,701,300 are for project activity on 91 ECOP. Local reimbursements of $7,111,000 include anticipated reimbursements from Transportation Corridor Agencies from OCTA for 91 ECOP.

CHART 22 – RCTC 91 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2026/27



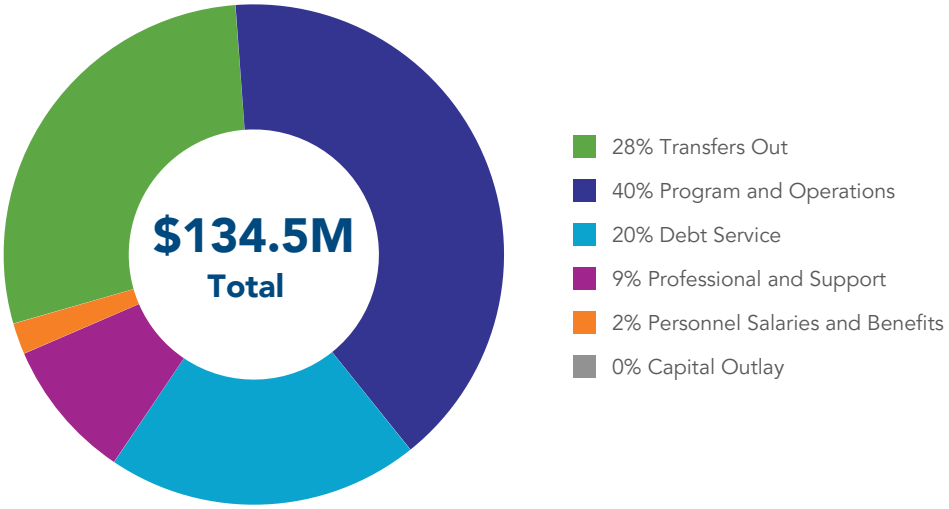
Toll operations expenses in FY 2026/27 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 23). Personnel salaries and benefits represents 2% of the total budgeted uses. Personnel salaries and benefits increased 37% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional and support costs are 9% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of $18,722,500 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing and program management for various capital projects within the corridor. Engineering and construction costs of $6,676,000 and $639,400, respectively, include required major repair and rehabilitation activity and various capital projects that are funded utilizing surplus toll revenues. Right of way of $5,967,000 is primarily comprised of right of way activity for 91 ECOP. Design build costs increased from the prior year due to varying phases of required major repair and rehabilitation activity along with project work on 91 ECOP. Special studies of $30,000 is anticipated for the 15/91 Express Transit Connector.

Debt service includes interest payments of $22,201,000 for the 2021 Toll Refunding Bonds. Interest payments on the 2013 Toll Revenue Bonds began December 2025. Principal payments were not required until June 2026 for the 2013 Toll Bonds and the 2021 Toll Refunding Bonds.

Capital outlay of $455,000 is related to office improvements and procurement of transponders.

In October 2021, the Commission issued the 2021 Toll Refunding Bonds consisting of $88,735,000 senior lien federally taxable bonds, $450,629,000 senior lien tax-exempt bonds, and $75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue CIBs, pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the 2013 TIFIA Loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds were issued in exchange for certain 2013 Toll Revenue CIBs accepted for exchange. Additionally, the Commission deposited available funds with an escrow agent to defease approximately $28,919,000 in accreted value of the 2013 Toll Revenue CABs maturing in the years 2022 through 2025 and 2027 through 2029. The recording of the 2021 Toll Refunding Bonds transaction was recorded in the Commission's balance sheet.

CHART 23 – RCTC 91 EXPRESS LANES ENTERPRISE FUND USES FY 2026/27



Transfers out include $35,000,000 of RCTC 91 Express Lanes surplus toll revenues to advance fund major repair and rehabilitation costs in upcoming fiscal years, as listed on Table 56. Transfers out also includes $2,612,000 to the General fund for administrative cost allocations.

15 EXPRESS LANES

The 15 Express Lanes opened in April 2021 and consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 41). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The 15 Express Lane operates a customer service center and traffic operations center. Commuters on I-15 have a choice of using either express lanes or the general-purpose lanes.

TABLE 41 – RCTC 15 EXPRESS LANES ENTERPRISE FUND FY 2025 – 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	$ —	$ 13,429,000	$ 4,975,000	$ 49,400,000	35,971,000	268%
Tolls, Penalties, and Fees	54,236,300	53,106,700	55,227,800	55,852,000	2,745,300	5%
Other Revenue	107,800	106,300	106,300	108,400	2,100	2%
Investment Income	4,067,800	715,400	2,330,800	2,327,700	1,612,300	225%
TOTAL Revenues	58,411,900	67,357,400	62,639,900	107,688,100	40,330,700	60%
Expenses						
Personnel Salaries and Benefits	752,400	1,627,700	1,326,900	2,226,700	599,000	37%
Professional and Support						
Professional Services	841,400	2,915,500	2,412,200	2,023,600	(891,900)	-31%
Support Costs	3,181,200	4,138,900	3,808,900	4,233,000	94,100	2%
TOTAL Professional and Support Costs	4,022,600	7,054,400	6,221,100	6,256,600	(797,800)	-11%
Program and Operations						
Program and Operations	6,932,400	8,849,400	8,049,500	9,395,100	545,700	6%
Engineering	–	1,650,000	575,000	250,000	(1,400,000)	-85%
Construction	24,700	400,000	712,300	4,553,100	4,153,100	1038%
Right of Way	—	—	—	1,540,000	1,540,000	—%
Design Build	–	11,779,000	3,700,000	43,650,000	31,871,000	271%
TOTAL Projects and Operations	6,957,100	22,678,400	13,036,800	59,388,200	36,709,800	162%
Debt Service						
Principal Payments	–	–	–	–	–	–%
Interest Payments	2,875,000	660,000	760,000	–	(660,000)	-100%
TOTAL Debt Service	2,875,000	660,000	760,000	–	(660,000)	-100%
Capital Outlay	52,200	520,900	261,000	253,000	(267,900)	-51%
TOTAL Expenses	14,659,300	32,541,400	21,605,800	68,124,500	35,583,100	109%
Excess (deficiency) of Revenues over (under) Expenditures	43,752,600	34,816,000	41,034,100	39,563,600	4,747,600	14%
Other Financing Sources (Uses)						
Contributions	9,000,000	–	–	–	–	–%
Transfers In	35,040,100	4,000,000	–	–	(4,000,000)	-100%
Transfers Out	(505,500)	(36,714,800)	(32,192,900)	(21,038,600)	15,676,200	-43%
Net Financing Sources (Uses)	43,534,600	(32,714,800)	(32,192,900)	(21,038,600)	11,676,200	-36%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	87,287,200	2,101,200	8,841,200	18,525,000	16,423,800	782%
Beginning Fund Balance	(15,349,800)	71,937,400	71,937,400	80,778,600	8,841,200	12%
ENDING FUND BALANCE	$ 71,937,400	$ 74,038,600	$ 80,778,600	$ 99,303,600	$ 25,265,000	34%

Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 24). Such revenues consist of $45,960,000 based on estimated toll transactions, while the balance of $9,892,000 represents penalties and fees related to toll transactions and other customer account fees. Other revenues reflect operating lease payments for the 91 Express Lanes' customer service center, which is owned by the 15 Express Lanes. Investment income represents earnings on operating and other restricted funds. Investment income increased 225% compared to the previous year's budget due to projected higher investment yields at 3.5% compared to 3% in FY 2025/26.

CHART 24 – RCTC 15 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2026/27

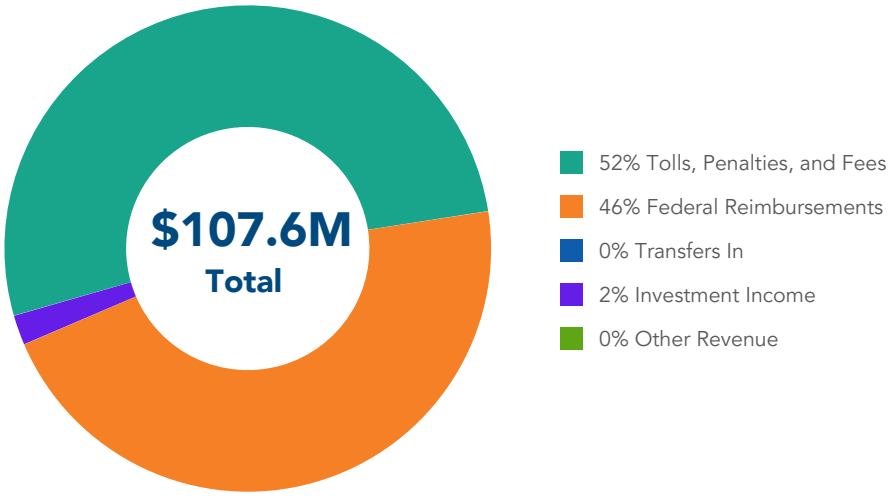
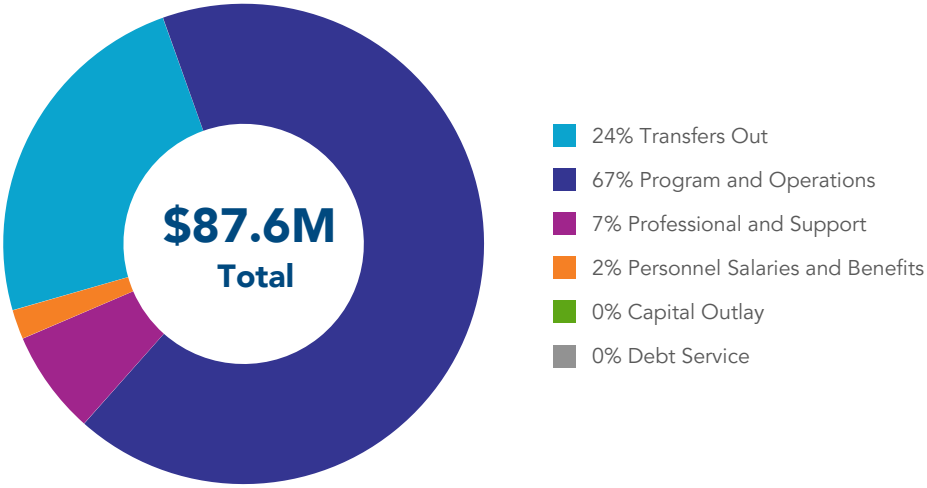


CHART 25 – RCTC 15 EXPRESS LANES ENTERPRISE FUND USES FY 2026/27



Toll operations expenses in FY 2026/27 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 25). Personnel salaries and benefits represents 2% of the total budgeted uses. Personnel salaries and benefits increased 37% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional and support costs is 7% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of $59,388,200 consist of the toll services provider expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, violation collection processing, and program management. Capital outlay of $253,000 is related to office improvements. Transfers out of $21,038,600 includes a $19,200,000, and $1,748,600 to the General fund for the administrative cost allocations.

SECTION 3

Departments Budgets

TABLE 42 – BUDGET COMPARISON BY DEPARTMENT FY 2025 - 2027

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	$ 280,039,500	$ 280,000,000	$ 280,000,000	$ 280,000,000	$ –	0%
LTF Sales Tax	154,335,600	150,000,000	150,000,000	150,000,000	–	0%
STA Sales Tax	33,920,900	33,936,200	34,245,600	31,499,900	(2,436,300)	-7%
Federal Reimbursements	48,074,100	82,643,100	44,363,600	131,119,300	48,476,200	59%
State Reimbursements	258,471,600	116,380,100	104,634,600	70,285,000	(46,095,100)	-40%
Local Reimbursements	28,809,500	86,168,200	51,972,900	96,703,400	10,535,200	12%
TUMF Revenue	34,609,300	22,000,000	22,000,000	22,000,000	–	0%
Tolls, Penalties, and Fees	157,703,600	147,857,700	158,600,200	160,722,000	12,864,300	9%
Other Revenue	7,920,000	5,746,700	1,373,200	41,470,300	35,723,600	622%
Investment Income	94,366,800	44,392,100	69,452,900	70,202,100	25,810,000	58%
Total Revenues	1,098,250,900	969,124,100	916,643,000	1,054,002,000	84,877,900	9%
Expenditures/Expenses						
Management Services:						
Executive Management	811,100	4,548,400	3,054,300	4,576,000	27,600	1%
Administration	6,858,000	9,666,100	8,059,400	10,194,200	528,100	5%
External Affairs	1,623,800	2,134,900	1,692,400	2,211,200	76,300	4%
Finance	2,970,200	5,725,500	3,541,700	5,728,100	2,600	0%
Total Management Services	12,263,100	22,074,900	16,347,800	22,709,500	634,600	3%
Regional Programs:						
Planning and Programming Services	8,442,600	20,778,900	10,803,800	81,065,400	60,286,500	290%
Rail Maintenance and Operations	43,791,000	71,181,400	47,036,900	72,399,800	1,218,400	2%
Public and Specialized Transit	159,887,700	303,344,800	178,288,100	233,332,200	(70,012,600)	-23%
Commuter Assistance	4,632,700	7,657,500	5,457,400	8,477,100	819,600	11%
Motorist Assistance	5,057,100	6,975,900	5,297,600	7,699,400	723,500	10%
Regional Conservation	7,741,600	10,683,000	8,398,900	11,159,500	476,500	4%
Total Regional Programs	229,552,700	420,621,500	255,282,700	414,133,400	(6,488,100)	-2%
Capital Project Development and Delivery	301,142,100	493,428,000	288,264,600	413,036,900	(80,391,100)	-16%
Toll Operations	37,285,000	80,850,000	50,263,800	138,141,700	57,291,700	71%
Debt Service:						
Principal Payments	34,210,000	40,690,000	40,690,000	42,185,000	1,495,000	4%
Interest Payments	57,149,317	56,231,200	56,331,300	53,917,000	(2,314,200)	-4%
Total Debt Service	91,359,300	96,921,200	97,021,300	96,102,000	(819,200)	-1%
Total Expenditures/Expenses	671,602,200	1,113,895,600	707,180,200	1,084,123,500	(29,772,100)	-3%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	426,649,100	(144,771,500)	209,462,800	(30,121,500)	114,650,000	-79%
Other Financing Sources (Uses)						
Transfers In	185,862,000	298,363,700	270,400,200	269,173,800	(29,189,900)	-10%
Transfers Out	(189,362,000)	(298,363,700)	(270,400,200)	(269,173,800)	29,189,900	-10%
Contributions	11,727,300	—	—	–	—	#DIV/0!
Net Financing Sources (Uses)	8,227,300	–	–	–	–	N/A
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	434,876,400	(144,771,500)	209,462,800	(30,121,500)	114,650,000	-79%
Beginning Fund Balance	1,525,731,700	1,960,608,100	1,960,608,100	2,170,070,900	209,462,800	11%
Ending Fund Balance	$ 1,960,608,100	$ 1,815,836,600	$ 2,170,070,900	$ 2,139,949,400	$ 324,112,800	18%

SECTION 3.1

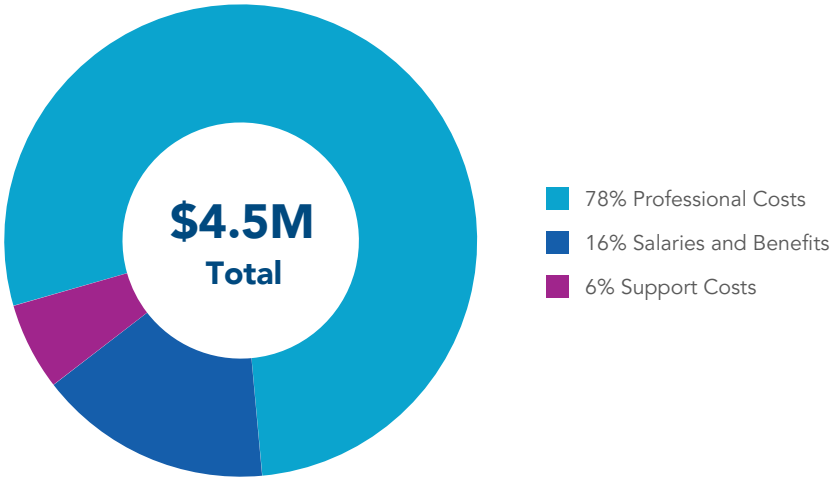
Management Services

EXECUTIVE MANAGEMENT

MISSION STATEMENT:

Executive Management maintains the highest level of achievement and professionalism while managing the activities of the Commission to effectuate sound transportation policies, projects, and services to meet Riverside County's mobility needs.

CHART 26 – EXECUTIVE MANAGEMENT



EXPENDITURES

Executive Management has a budget of $4,576,000 (Table 43) for oversight of all Commission functions. The 7% increase in salaries and benefits reflects the net change in FTE allocations, including a 4% pool for performance merit-based salary increases. Professional costs of $3,585,000 include legal fees and professional consulting services. The 12% increase reflects expenditure for a county-wide TRP outreach initiative. Support costs of $254,400 include various membership dues and staff-related travel costs and reflects an decrease of -60% due to a reduction in advertising .

TABLE 43 – EXECUTIVE MANAGEMENT EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 629,300	$ 690,800	$ 767,200	$ 736,600	$ 45,800	7%
Professional Costs						
Legal Services	111,300	350,000	270,000	375,000	25,000	7%
Professional Services - General	–	2,870,000	1,435,000	3,210,000	340,000	12%
Total Professional Costs	111,300	3,220,000	1,705,000	3,585,000	365,000	11%
Support Costs	70,500	637,600	582,100	254,400	(383,200)	-60%
TOTAL Executive Management	$ 811,100	$ 4,548,400	$ 3,054,300	$ 4,576,000	$ 27,600	1%

EXECUTIVE MANAGEMENT STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.05	0.02	0.15
Administrative Supervisor/Executive Assistant	0.00	0.50	0.39
Community Engagement Manager	0.00	0.20	0.15
Deputy Executive Director	0.42	0.42	0.47
Executive Director	0.40	0.34	0.42
External Affairs Director	0.00	0.23	0.17
Legislative Affairs	0.00	0.01	0.01
Public Affairs Manager	0.00	0.12	0.10
Senior Administrative Assistant	0.01	0.00	0.00
Senior Management Analyst	0.00	0.25	0.21
Senior Office Assistant	0.05	0.01	0.01
FTE	0.93	2.10	2.09

DEPARTMENT OVERVIEW

The Executive Director is responsible for developing and implementing new strategies at the local, regional, and statewide levels to assure delivery of transportation improvements and programs throughout the County. Furthermore, Executive Management is committed to fostering a positive and supportive work environment for staff that emphasizes quality work and encourages teamwork and open communication, with a commitment to serving the public. This is accomplished through a productive and collaborative effort with the members of the Commission and the oversight of the Commission's Executive Committee.

DEPARTMENT GOALS

EM1 – Focus on timely and effective completion of capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Responsible Partner)*

EM2 – Maximize funding for transportation improvements in Riverside County through legislative advocacy. *(Policy Goal: Quality of Life)*

EM3 – Maintain effective working relationships with Commissioners to strengthen and expand the Commission's leadership in transportation policy decision-making at all levels of government and raise the Commission's profile in the community. (Policy Goals: Quality of Life, Operational Excellence)

EM4 – Support regional transportation solutions in cooperation with surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

EM5 – Promote the Commission's effectiveness by improving and developing staff skills, using state-of-the-art working tools, and fostering an environment that encourages and rewards individual and team effort. This has the added goal of making the Commission a desirable place to work and more competitive in seeking talented employees for job vacancies. *(Policy Goal: Operational Excellence)*

EM6 – Continue and enhance the effective implementation and administration of the MSHCP with the integration of the RCA. *(Policy Goals: Quality of Life and Operational Excellence)*

EM7 – Foster and maintain a Commission culture that provides equal opportunity, enhances productivity, encourages regular and open communication among staff, and promotes the mutual achievement of individual and organizational goals and objectives. *(Policy Goal: Operational Excellence)*

EM8 – Develop and ensure an agency culture that prioritizes equity in every facet of the Commission's activities and especially in its interaction with the public, including:

- Proactive communication with a wide variety of communities throughout Riverside County, ensuring transportation services, programs and opportunities to serve all – especially rural, low-income and disadvantaged communities; and
- Specialized outreach to small and disadvantaged businesses in terms of contracting opportunities and to create and maintain a diverse and empathetic Commission workforce reflecting the residents of all of Riverside County. *(Policy Goals: Connecting the Economy, Operational Excellence, Quality of Life, Responsible Partner)*

ID	Executive Management Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
EM1	Expenditures/Expenses	$ 1,276,772,300	$ 671,601,800	$ 1,113,895,600	$ 1,084,123,500
EM4					
EM5	Staffing levels	84	84	85	90
EM6					
EM5	Administration costs as percentage of expenditures / expenses	1.7 %	1.8 %	2.0 %	2.1 %

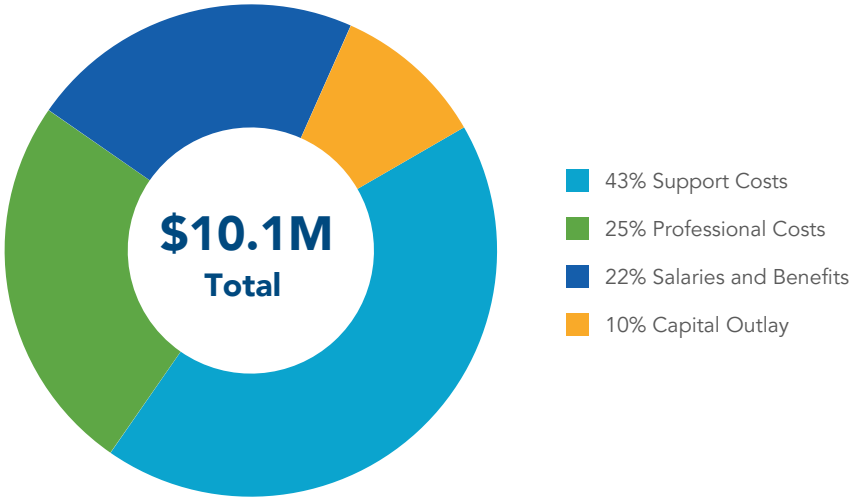


ADMINISTRATION

MISSION STATEMENT:

Comprised of office operations – including information technology, clerk of the board, procurement, and human resources, Administration provides quality and efficient services to the Board as well as the RCA Board of Directors, staff, and external customers in compliance with applicable federal, state, and local requirements.

CHART 27 – ADMINISTRATION



EXPENDITURES

The Administration Department's total budget is $10,194,200 (Table 44) for office operations including management of office space, lease, information technology, and equipment; records; Commission and committee meetings; RCA Board of Directors and committee meetings; special events; clerk of the board; human resources; and procurement. Salaries and benefits expenditures of $2,224,500 reflects a increase of 12% due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of $2,541,500 cover various services including, but not limited to, Commissioner per diem, legal fees, and consultant and other professional services. The increase of 10% reflects the increase for risk and insurance management, and procurement advertising and legal support. Support costs of $4,413,200 include administrative overhead including office lease and maintenance; information technology updates, support, and maintenance; insurance; and recruitments. Support costs increased 9% due to insurance and equipment purchase. Capital outlay of $1,015,000 covers office space improvements, information technology improvements and upgrades, and equipment upgrades. Clerk of the Board costs related directly to regional conservation are included in the Regional Conservation Department.

TABLE 44 – ADMINISTRATION EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 1,884,500	$ 1,990,300	$ 1,762,100	$ 2,224,500	$ 234,200	12%
Professional Costs						
Commissioner Per Diem	50,200	65,000	45,000	65,000	–	0%
Legal Services	45,700	195,000	150,000	206,500	11,500	6%
Professional Services - General	1,174,700	2,050,000	1,910,000	2,270,000	220,000	11%
Total Professional Costs	1,270,600	2,310,000	2,105,000	2,541,500	231,500	10%
Support Costs	2,887,200	4,065,800	3,527,300	4,413,200	347,400	9%
Capital Outlay	815,700	1,300,000	665,000	1,015,000	(285,000)	-22%
TOTAL Administration	$ 6,858,000	$ 9,666,100	$ 8,059,400	$ 10,194,200	$ 528,100	5%

ADMINISTRATION STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	1.48	1.75	1.44
Administrative Services Director- Clerk of the Board	0.81	0.89	0.80
Administrative Supervisor/Executive Assistant	1.00	0.48	0.32
Deputy Clerk of the Board	1.08	1.10	1.09
Deputy Director of Administrative Services	0.70	0.20	0.56
Facilities Administrator	0.07	0.01	0.00
Human Resources Specialist	1.00	1.00	1.00
Human Resources Manager	1.00	1.00	1.00
IT Administrator	1.00	1.00	1.00
Procurement Analyst	0.17	0.15	0.14
Procurement Manager	0.38	0.22	0.27
Records Technician	1.00	1.00	1.00
Senior Administrative Assistant	0.85	0.42	0.28
Senior Office Assistant	0.65	0.81	0.75
Senior Procurement Analyst	0.12	0.17	0.22
FTE	11.31	10.20	9.87

DEPARTMENT OVERVIEW – OFFICE OPERATIONS

Office Operations oversees the daily maintenance needs of the Commission's office facilities and staff; manages information technology and records management systems; oversees the office lease with the County; purchases office supplies and equipment; posts public notices on the website and local newspaper; maintains a safe working environment for Board members, staff, and consultants; and provides support services.

DEPARTMENT GOALS – OFFICE OPERATIONS

OO1 – Ensure quality service that demonstrates responsiveness and flexibility and provides services at the most reasonable cost. *(Policy Goal: Operational Excellence)*

OO2 – Facilitate access to Commission information and records. *(Policy Goal: Operational Excellence)*

DEPARTMENT OVERVIEW – CLERK OF THE BOARD

The Clerk of the Board provides support services to the Board and its alternates and for Commission and committee meetings; the Clerk of the Board also supports the RCA Board of Directors and its alternates and for RCA board and committee meetings. It serves as an important resource for the Commission and RCA and has the responsibility for:

- Recording, publishing, preserving, and filing meeting proceedings of documents acted upon by the boards and its committees;
- Processing claims against the Commission and RCA;
- Fulfilling requirements of the Commission and RCA, including committees, as it relates to the Conflict of Interest Code;
- Serving as the Filing Officer for Economic Interest and Campaign Disclosure statements and legal claims against the Commission and RCA;
- Coordinating special events and meetings; and
- Performing all duties required by law, rules, or order of the Board and RCA.

As such, this department has a direct link and responsibility to serve local taxpayers and the public while supporting the actions of the Commission and RCA. The need to be accountable to the public at large is further amplified by the need to comply with federal and state law requiring prompt responses to California Public Records Act requests.

DEPARTMENT GOALS – CLERK OF THE BOARD

CB1 – Ensure coordination and documentation of board and committee meetings as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate public access to board meetings, agenda items, and records as required by state regulations. *(Policy Goal: Operational Excellence)*

DEPARTMENT OVERVIEW – HUMAN RESOURCES

Human Resources responsibilities include:

- Planning, administering, and implementing human resources programs, including the recruitment, selection, and appraisal process;
- Employee training and development;
- Classification and compensation studies;
- Benefits administration;
- Employee relations; and
- Recommending, implementing and maintaining personnel policies, procedures, and practices.

DEPARTMENT GOALS – HUMAN RESOURCES

HR1 – Administer human resources policies, procedures, and programs in order to align personnel laws and the Commission's policies with continuous improvement principles. *(Policy Goal: Operational Excellence)*

HR2 – Continue to strategically employ and recruit a diverse, dynamic, and talented workforce to meet the needs of the growing organization. *(Policy Goal: Operational Excellence)*

HR3 – Train and develop staff to be their best in order to meet the needs of the organization. *(Policy Goal: Operational Excellence)*

HR4 – Understand and consistently deliver excellent customer service to all employees within a hybrid setting. *(Policy Goal: Operational Excellence)*

HR5 – Strengthen organizational culture and operational effectiveness by administering proactive safety protocols and risk mitigation practices within a hybrid work environment . *(Policy Goal: Operational Excellence)*

HR6 – Through standardized processes, clear communication, and accountability, ensure fair and consistent practices across recruitment, classification, compensation, employee relations, and workforce administration.*(Policy Goal: Operational Excellence)*

DEPARTMENT OVERVIEW – PROCUREMENT

Procurement management is responsible for the purchase of all goods and services, in accordance with the Commission's Procurement Policy Manual and federal and state funding requirements to ensure the implementation of the Commission's projects and programs. The procurement process is centralized and includes conducting outreach, issuing solicitations, oversight of the proposal evaluation process, conducting contract negotiations, recommending contract award, and updating procurement policies and procedures as required. After contract award and during the contract lifetime, contract administration activities include issuing contract task orders and amendments; ensuring compliance with contract terms, conditions, and deliverables; and monitoring contract balances to prevent contract overruns. The Commission approved the revised Procurement Policy Manual in December 2025 to include changes in organizational structure, federal procurement thresholds, and internal practices.

Procurement management also includes oversight of the Commission's DBE and SBE program. This includes attending various DBE/SBE outreach events to encourage participation on Commission contracts, monitoring DBE participation achievement, and ensuring all vendors have an equal opportunity to provide the Commission with goods and services.

Risk management includes identifying Commission insurance needs to protect the Commission's assets, such as its commuter rail stations, toll facilities, and vacant land, and to ensure that insurance requirements for services purchased with public funds are applied in the Commission's best interests. Activities also include reviewing scopes of work to ensure insurance limits are adequate, tracking consultant insurance certificates, managing claims, and annually reviewing and renewing the Commission's insurance policies.

DEPARTMENT GOALS – PROCUREMENT

P1 – Procure goods and services from qualified consultants, contractors, and other vendors in accordance with the Commission's Procurement Policy Manual and applicable laws and regulations at a competitive price. *(Policy Goal: Operational Excellence)*

P2 – Review existing procurement policies and procedures. *(Policy Goal: Operational Excellence)*

P3 – Protect the Commission's assets by ensuring appropriate insurance is obtained. *(Policy Goal: Operational Excellence)*

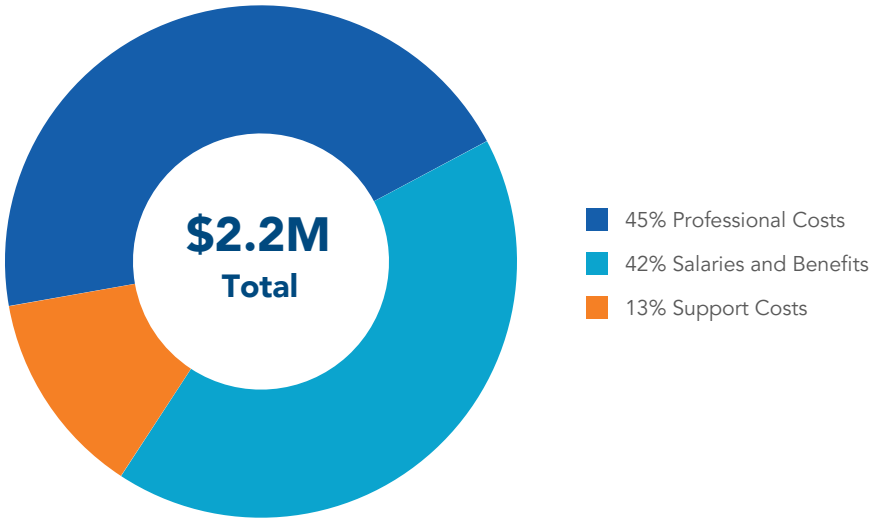
ID	Administration Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
OO1	Staff supported: Regular full-time	84	84	85	90
OO2	Legal notices	15	12	12	15
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	75	61	70	70
CB1	RCTC and RCA board members supported (including alternates)	108	108	108	108
HR1, HR4	Employee policies and procedures/ Benefits review sessions held	8	2	6	4
HR2	Recruitments	4	13	4	3
HR2	Positions filled	4	13	4	3
HR3	Employee training sessions held	2	3	3	3
P1	Agreements processed	245	259	250	260

EXTERNAL AFFAIRS

MISSION STATEMENT:

The External Affairs Department fosters relationships with the public, businesses and organizations, as well as government leaders to help shape and share transportation projects and programs that reflect the unique needs of Riverside County.

CHART 28 – EXTERNAL AFFAIRS



EXPENDITURES

The External Affairs Department has a total budget of $2,211,200 (Table 45), reflecting a increase of 4%. Salaries and benefits reflect a increase of 8% due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of $992,100 include legislative advocacy, outreach support, graphic design, social media communications, and targeted digital advertising. The 2% increase is due to targeted digital advertising. Support costs include advertising, various membership dues, subscriptions to business software products, journalistic publications, and staff-related travel costs to Sacramento, Washington, D.C., and professional conferences.

TABLE 45 - EXTERNAL AFFAIRS EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 996,300	$ 850,800	$ 934,000	$ 922,500	$ 71,700	8%
Professional Costs						
Legal Services	10,800	35,000	18,000	30,000	(5,000)	-14%
Professional Services - General	544,700	941,300	642,500	962,100	20,800	2%
Total Professional Costs	555,500	976,300	660,500	992,100	15,800	2%
Support Costs	72,000	307,800	97,900	296,600	(11,200)	-4%
TOTAL External Affairs	$ 1,623,800	$ 2,134,900	$ 1,692,400	$ 2,211,200	$ 76,300	4%

EXTERNAL AFFAIRS STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.00	0.00	0.10
Administrative Supervisor/ Executive Assistant	0.00	0.00	0.15
Community Engagement Manager	0.75	0.55	0.52
Deputy Director of Administrative Services	0.00	0.01	0.00
Deputy Executive Director	0.57	0.02	0.02
External Affairs Director	0.00	0.55	0.38
Executive Director	0.00	0.03	0.03
Legislative Affairs Manager	0.70	0.68	0.62
Planning and Programming Director	0.00	0.00	0.00
Procurement Analyst	0.04	0.04	0.02
Procurement Manager	0.02	0.01	0.02
Public Affairs Manager	0.33	0.21	0.23
Senior Administrative Assistant	0.23	0.16	0.24
Senior Management Analyst	1.37	1.37	1.41
Senior Procurement Analyst	0.04	0.01	0.01
FTE	4.05	3.64	3.75

DEPARTMENT OVERVIEW

The External Affairs Department manages three core functions: legislative affairs, public affairs, and community engagement. These are public-facing functions that significantly shape how residents, stakeholders, and decision-makers interact with the Commission and the RCA.

LEGISLATIVE AFFAIRS

Improved mobility for Riverside County residents requires the financial resources and public policy to implement transportation projects, habitat conservation, and programs. Through proactive advocacy at all levels of government, the Commission exercises leadership to advance the agenda of Riverside County residents. The Commission's legislative engagement takes many forms including, but not limited to:

- Seeking favorable funding and policies in state or federal budgets;
- Changing the law;
- Shaping proposed legislation, rules and regulations that would impact the Commission and RCA;
- Educating elected, appointed, and career government officials, as well as interest groups; and
- Ensuring Commission and RCA projects and programs are eligible for new and existing competitive grant programs and formula funding.

Coverage of the many policy and funding issues that affect transportation mobility and habitat conservation within Riverside County requires a coordinated effort. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff, relative to the required tasks and the demands to be met, and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation and habitat conservation policy and funding based in Washington, D.C. and Sacramento, providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission.

Staff, in consultation with the legislative advocates, provides recommendations and support to Commissioners and RCA Board Members, who set legislative policy priorities and are often the Commission and RCA's most effective advocates in Washington, D.C. and Sacramento. Commissioner and Board Member engagement takes the form of actions such as adopting a legislative platform; taking positions on individual bills; and communicating with government decision-makers in writing, verbally, or through trips to capital cities. Thus, the Commission's team approach for legislative advocacy is best likened to a three-legged stool held up by Commissioners and Board members, professional staff, and professional legislative consultants.

An essential component of the Commission's legislative affairs program is participation in formal and informal coalitions among agencies and stakeholders with similar interests. Examples of coalitions are:

- Mobility 21 – a coalition of public agencies, the Automobile Club of Southern California, and business advocacy groups in southern California;
- Self-Help Counties Coalition – an alliance of all California counties with voter-approved sales taxes for transportation projects and programs;
- California Association of Councils of Government – a diverse alliance of transportation and planning agencies that are impacted by state laws and regulations on land use, air quality, and transportation;
- California Toll Operators Committee – an industry group of tolling agencies that collaborates on matters of common interest pertaining to operations, technology, finance and public policy;
- International Bridge, Tunnel, and Turnpike Association – an industry group of public and private stakeholders in the tolling industry that focuses on federal policy and developing best business practices within the tolling community;
- National Habitat Conservation Plans (HCP) Coalition – a diverse coalition to advance the use, effectiveness of, and support for HCPs as economic development and conservation tools; and
- California Habitat Conservation Planning Coalition – a state-level coalition to provide technical support and advocacy on behalf of HCPs and Natural Community Conservation Plans.

Although participation in these coalitions requires staff and consultant time, leveraging the collective strength of voices beyond the Commission and RCA is often necessary to affect policy change. Additionally, members of these coalitions may have expertise and resources outside of the Commission's current capability that can contribute significant value to the Commission.

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. This includes past feedback to the U.S. DOT on the implementation of the federal Infrastructure Investment and Jobs Act (IIJA), as well as ongoing advocacy in support of RCTC priorities for the next surface transportation reauthorization bill ahead of the expiration of IIJA in 2026.

The Commission will continue to engage state and federal officials regarding the implementation of VMT reduction policies and other state and federal policy priorities that may impact the Commission's ability to deliver projects, especially those in the Measure A expenditure plan.

A key recommendation of the Commission's Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the significant gap of funding for Riverside County's long-term mobility needs. Staff will continue to pursue member-directed community project funding in the federal appropriations bill and project funding in the state budget, as well as ensure that Commission projects are eligible and competitive for new and existing grant programs.

The Commission became the managing agency for the RCA as of January 2021. Ongoing outreach to elected and policy officials includes information regarding the MSHCP, issues associated with its implementation, and benefits to transportation infrastructure project delivery.

PUBLIC AFFAIRS

The Commission is committed to engage and educate the county's diverse residents, motorists, business operators, community-based organizations and other major stakeholders about transportation solutions and regional habitat conservation. To achieve a high-level of communication, a comprehensive public affairs program is essential. Over the years, the Commission has created dynamic content in both English and Spanish that is distributed through various communication channels and platforms. The Commission continues to strengthen its relationship with the public by:

- Participating in two-way dialogue to expand digital engagement with the public via RCTC's and RCA's Facebook, X, Instagram, Nextdoor, YouTube, and LinkedIn platforms, with a focus on thoughtful development of high-quality media content;
- Building awareness and support for the Commission's projects, services, and funding needs through a data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding opportunities;
- Communicating in English, Spanish, and other languages to reach the maximum number of residents and help ensure all voices are heard in the transportation decision-making process;
- Maintaining and enhancing the RCTC and RCA websites and promptly responding to web-based inquiries from residents and other interested parties;
- Publishing news updates and storytelling features through RCTC's blog, *The Point*, the RCA's blog, *The Vista*, and sending e-newsletters to subscribers via email and text message;
- Collaborating with our agency partners to distribute timely RCTC and RCA information through their channels;
- Producing and providing resource materials, such as fact sheets, videos, construction updates, surveys, brochures, text messages, frequently asked questions, talking points, annual reports, billboards, digital ads, and newsletters;
- Engaging with news media outlets through news releases, media advisories, radio and television interviews, advertisements, news conferences, and video footage;
- Ongoing interactions with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Hosting public meetings, open houses, and town halls, both in-person and virtual formats;
- Measuring public affairs activities to determine effective means of reaching the public and various stakeholders; and
- Integrating RCA communications, due to the Commission's management role of this agency.

The Commission will place continued emphasis on providing communications support for major projects, such as:

- Coachella Valley Rail
- I-15 Smart Freeway Pilot Project
- I-15 Express Lanes Project – Southern Extension
- SR-60/Potrero Blvd Interchange Project
- Mid County Parkway Ramona Expressway
- SR-79 Realignment Project - Segment 3
- Metrolink Double Track Project – Moreno Valley to Perris
- Mead Valley Metrolink Station / Mobility Hub
- Perris-South Metrolink Station and Layover Facility
- Santa Ana River Trail Extension

The Commission also promotes transportation services and programs including the specialized transit services for disabled, elderly, and low income individuals, motorist and commuter assistance programs such as FSP, the VanClub vanpool subsidy program, and traditional fixed-route services provided by major transit providers such as Riverside Transit Agency (RTA) and SunLine. In addition, the Commission continues to support the public outreach efforts of Caltrans District 8 and member jurisdictions, in relation to transportation planning and construction activities.

The Commission's communications efforts also focus on marketing and customer service for the RCTC 91 Express Lanes, 15 Express Lanes, and public transit operations including Metrolink passenger rail service. The Commission has a significant stake in ensuring positive experiences by the public with these toll and transit services.

An ongoing emphasis for the Commission is increased digital communications. The public will continue to see information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to measure the effectiveness of these digital communication activities. The public can expect more information related to the RCA, including progress towards acquiring land for conservation and outlining the benefits of the MSHCP. Efforts will include expanded social media engagement through @WesternRCA, *The Vista* monthly e-newsletter, website updates to wrc-rca.org, email notifications, video production, stakeholder communication, school programs, and recreational opportunities. Staff continues to support the 146 project encouraging grade school students to learn more about the MSHCP by completing a series of activities to earn an RCA fun-patch. Staff will provide updates to measure the success of these communication activities.

Educating the public about mobility options, funding sources, and challenges for the region remains a critical component of RCTC's communications. RCTC will continue to educate the public about the importance of Measure A, the twice voter-approved half-cent sales tax measure for transportation projects in Riverside County. The Commission approved the 2024 TRP with more than $30 billion of identified projects and services that will address increased traffic congestion across the County. Over the past five years, the Commission carried out a robust public engagement education effort across Riverside County to receive input from residents. The TRP, itself, is unfunded and will require a funding source. The Commission will continue to convey transportation funding challenges to the public to seek solutions for funding the TRP.

COMMUNITY ENGAGEMENT

Awareness and understanding of Riverside County's diverse communities requires a comprehensive and proactive community engagement strategy that supports RCTC's transportation and habitat conservation efforts. The Community Engagement Program is designed to build trust, foster meaningful relationships, gain community support and ensure community perspectives inform decision-making processes. The program engages a broad range of community-based stakeholders to strengthen public understanding, encourage participation, and build long-term support for Commission priorities The Commission's community engagement approach includes, but is not limited to:

- Partnering with community-based organizations to advance equity, mobility, safety, and quality-of-life outcomes through inclusive stakeholder engagement across diverse communities;
- Providing strategic input to support outreach efforts that reach underserved populations with limited access to transportation resources and services;
- Interacting and serving as a liaison among communities of interest and stakeholder groups, including County offices and departments, city councils, chambers of commerce, service clubs, tribal governments, and other community-based organizations and businesses;
- Delivering presentations and briefings to organizational leadership and membership that support awareness, understanding, and informed participation in major projects, programs, and regional efforts;
- Participating at community events hosted by County offices and departments, cities, community-based organizations, business organizations, and other key stakeholders;
- Actively building strong relationships with local jurisdictions and community partners to gain support for grant funding pursuits and advance the Commission's long-term regional goals;
- Working with internal work groups to identify, coordinate, and implement targeted outreach efforts for project-related activities that require community input and buy-in;
- Working closely with the region's tribal governments to ensure meaningful coordination, transparency, and culturally informed engagement ; and
- Acting as primary liaison and providing ongoing support to the Western Riverside County Regional Conservation Authority (RCA) Stakeholders Committee.

DEPARTMENT GOALS

The External Affairs Department plays a unique role by providing broad internal support to all Commission departments while serving as the primary conduit for a wide range of external stakeholders to receive information and advance the public's general interest in improved transportation mobility in Riverside County. In this respect, the goals of the External Affairs Department reflect the Commission's overarching goals of enhancing quality of life, operational excellence, connecting the economy, and being a responsible partner. The External Affairs Department will continue to adapt to ensure achievement of these broader organizational objectives.

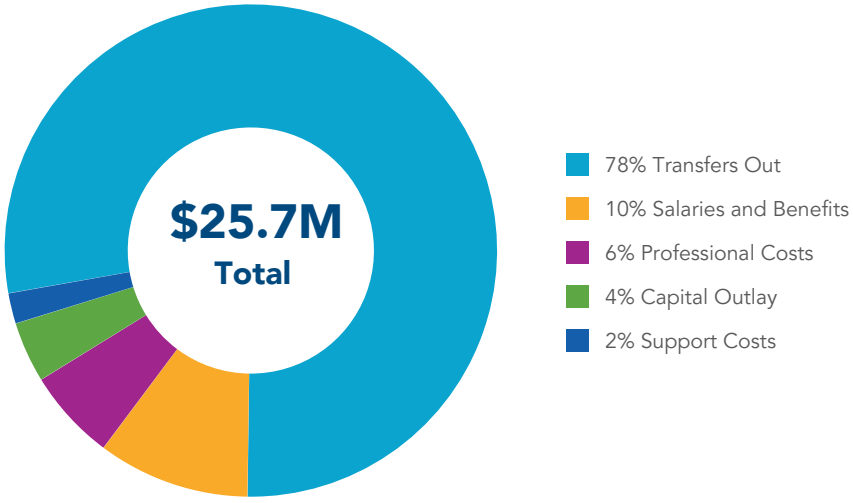
External Affairs Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
Legislative action submittals to Commission and RCA Board	6	4	6	5
Commission-adopted legislative positions by vote or pursuant to the Commission-adopted and RCA Board-adopted platforms	6	3	6	5
Letters received supporting state/ federal/regional funding pursuits (grants, earmarks, etc.)	100	289	150	200
Targets of state and federal strategic legislative, budgetary, and regulatory engagement at the direction of the Commission/RCA Board or pursuant to the Commission-adopted and RCA Board-adopted platforms	25	53	30	40
Speakers bureau/stakeholder presentations/events/ meetings (virtual and in- person)	50	50	75	50
Social media postings per week (RCTC average)	5	3.5	4	3
Social media postings per week (RCA average)	N/A	2	N/A	2
Facebook followers (RCTC)	15,000	14,562	15,000	15,100
Facebook followers (RCA)	N/A	3,003	N/A	3,200
X followers (RCTC)	1,840	1,846	1,850	1,860
X followers (RCA)	N/A	165	N/A	180
Instagram followers (RCTC)	5,000	5,241	5,500	5,700
Instagram followers (RCA)	N/A	806	N/A	870
LinkedIn followers (RCTC)	N/A	2,191	N/A	2,500
LinkedIn followers (RCA)	N/A	N/A	N/A	100
The Point articles per month (average)	3	3.75	3	3
The Point subscribers	8,250	8,239	8,600	9,000
The Vista articles per month (average)	N/A	2.4	N/A	2.5
The Vista subscribers	N/A	5,344	N/A	5,500
Website visitors per quarter (RCTC average)	55,000	91,075	60,000	70,000
Website visitors per quarter (RCA average)	N/A	3,751	N/A	3,900

FINANCE

MISSION STATEMENT:

Finance safeguards the Commissions assets and maintains strong and prudent fiscal controls in accounting, budgeting, debt financing, investing, and financial reporting including ongoing disclosure to all interested parties. Finance seeks financing alternatives that complement the Commission's strategic direction.

CHART 29 – FINANCE



EXPENDITURES

The Finance Department's total budget is $25,757,800 (Table 46) and reflects an overall remains flat. Salaries and benefit costs will total $2,593,400 and reflects a 8% increase due to the net change in FTE allocations, and a 4% pool for performance merit-based salary increases. Professional costs of $1,546,500 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, annual financial report, annual graphic design, and publications. Support costs of $513,200, which reflects an decrease of 3% due to no maintenance and repairs costs anticipated for the upcoming year. Support costs include printing, membership and subscriptions, and staff training. Capital outlay of $1,075,000 includes an ERP implementation, including a timekeeping software implementation, and new equipment to support financial ERP software. Transfers out of $20,000,000 and $29,700 are related to funding a portion of the sales tax debt service payments to the Debt Service fund and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

TABLE 46 – FINANCE EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 1,743,400	$ 2,400,500	$ 2,082,200	$ 2,593,400	$ 192,900	8%
Professional Costs						
Legal Services	19,700	304,000	60,000	261,000	(43,000)	-14%
Audit Services	391,700	447,800	386,000	466,000	18,200	4%
Financial Advisory	–	200,000	25,000	100,000	(100,000)	-50%
Professional Services - General	416,400	787,500	494,000	719,500	(68,000)	-9%
Total Professional Costs	827,800	1,739,300	965,000	1,546,500	(192,800)	-11%
Support Costs	350,300	530,700	414,500	513,200	(17,500)	-3%
Capital Outlay	48,700	1,055,000	80,000	1,075,000	20,000	2%
Transfers Out	10,028,300	20,070,200	20,016,200	20,029,700	(40,500)	0%
TOTAL Finance	$ 12,998,500	$ 25,795,700	$ 23,557,900	$ 25,757,800	$ (37,900)	0%

FINANCE STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Accountant	2.00	2.02	2.00
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	1.95	2.04	2.15
Accounting Technician	1.00	1.01	1.10
Administrative Assistant	0.28	0.18	0.14
Chief Financial Officer	0.45	0.41	0.40
Deputy Director of Finance	0.98	0.98	0.81
Deputy Executive Director	0.04	0.04	0.04
Executive Director	0.04	0.02	0.02
Financial Administration Manager	0.05	0.16	0.50
Financial Budget Manager	1.00	0.99	0.80
Procurement Analyst	0.02	0.04	0.04
Procurement Manager	0.01	0.01	0.02
Senior Accountant	1.00	1.00	1.00
Senior Administrative Assistant	0.07	0.42	0.36
Senior Office Assistant	0.16	0.17	0.24
Senior Procurement Analyst	0.02	0.01	0.01
Toll Finance Manager	0.02	0.01	0.06
FTE	11.07	11.50	11.69

DEPARTMENT OVERVIEW

FINANCE AND ACCOUNTING

Commission resources are allocated to assure financial stability and fiscal accountability. Finance activities include monitoring the Commission's cash resources, planning and directing financial transactions, and subsequent monitoring of legal and regulatory requirements. Adequate cash flow must be maintained while prudently investing operating and capital project funds. Borrowing needs are evaluated utilizing both short- and long-term debt. Once debt is issued, there are continuing disclosure responsibilities including interaction with financial advisors, bond counsel, bond insurers, and trustees; issuing and paying agents, arbitrage consultants, investment managers, and rating agencies; as well as providing regular and consistent information disclosure to investors who hold the Commission's sales tax revenue and toll revenue bonds.

Fiscal accountability involves receiving all funds due the Commission, timely satisfying all Commission obligations, maintaining the general ledger, reporting regularly on the Commission's fiscal results, and preparing and monitoring the budget. Fiscal accountability also requires the coordination of budget planning and monitoring and the accurate and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. Accounting encompasses cash receipt and disbursement functions, maintenance of the general ledger including project cost accounting, payroll processing, debt and investment management, quarterly and annual financial reporting, and retention of and coordination with independent auditors. In connection with its accounting and financial reporting responsibilities, the Commission will continue to monitor financial reporting standards.

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at the local, regional, state, and national levels. Measures have been implemented related to oversight, reporting, fraud prevention, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association's (GFOA) Certificate of Achievement for Excellence in Financial Reporting Program. The Commission has achieved this prestigious award for 32 consecutive years.

DEPARTMENT GOALS

F1 – Protect the Commission's cash resources by regular monitoring of investment practices to ensure consistency with Commission approved investment policy. *(Policy Goal: Operational Excellence)*

F2 – Manage the Commission's outstanding debt ensuring compliance with applicable laws and regulations including the Measure A ordinance and continued investor awareness and receptivity to the Commission's program. (*Policy Goal: Operational Excellence)*

F3 – Ensure the Commission and funding recipients comply with Measure A and TDA laws and regulations as they relate to the annual financial and compliance audits as well as close cooperation and coordination with independent auditors. *(Policy Goal: Operational Excellence)*

F4 – Maintain fiscal and budgetary control through monitoring of periodic results and ensuring consistency with the Commission's strategic direction. *(Policy Goal: Operational Excellence)*

F5 – Assure fiscal accountability for Commission funds with general ledger accounting and financial reporting consistent with generally accepted accounting principles. *(Policy Goal: Operational Excellence)*

F6 – Develop and maintain an organizational accountability program encompassing financial and operational functions. *(Policy Goal: Operational Excellence)*

ID	Finance Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
F1	Average yield on investments[1]	3.00% operating and debt proceeds	3.00% operating and debt proceeds	3.00% operating and debt proceeds	3.50% operating and debt proceeds
F2	Sales tax revenue bonds rating[2]	Aa2/AA+/AA+	Aa2/AA+/AA+	Aa2/AA+/AA+	Aa2/AA+/AA+
F2	Toll revenue bond rating:				
	2013 Bonds	A/A	A/A	A/A	A/A
	2021 Refunding Bonds, Series A, B-1, B-2	A/A	A/A	A/A	A/A
	2021 Refunding Bonds, Series C	A/A-	A/A-	A/A-	A/A-
F2	TIFIA loan rating:				
	2017 TIFIA Loan[3]	N/A	N/A	N/A	N/A
F2	Commercial paper rating	P-1/A-1	P-1/A-1	P-1/A-1	P-1/A-1
F3	Audit adjustments	0	0	0	0
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F5	Accounts payable invoices processed	9000	9,200	9,000	9,000
F5	Accounts payable checks processed	4500	4,300	4,200	4,200
F5	Payroll hours processed	168400	160,100	160,000	187,200
F5	Accounts receivable invoices processed	370	351	360	360

[1]The yield on investments is based on the county rate, reflecting the majority of the pooled funds are held at that level.
[2]Sales Tax Bonds includes 2010, 2013, 2016, 2017 and 2018 debt issuances.
[3]2017 TIFIA Loan paid off in October 2024.

SECTION 3.2

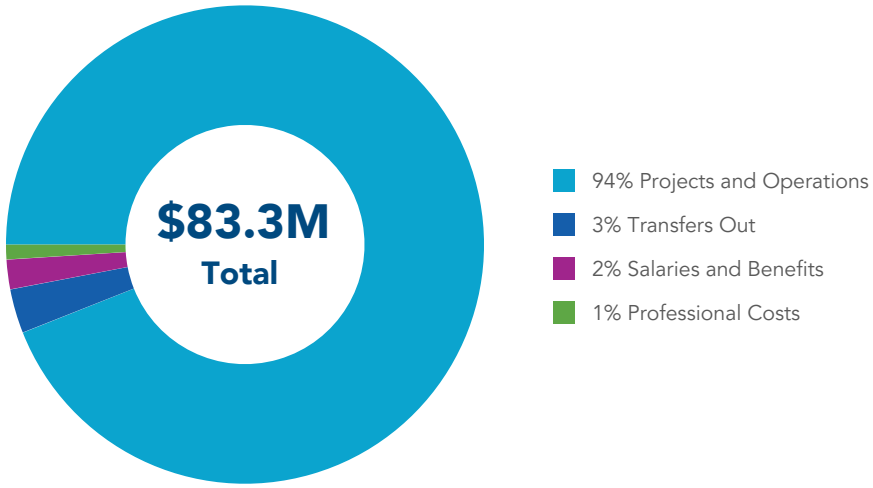
Regional Programs

PLANNING AND PROGRAMMING

MISSION STATEMENT:

Planning and Programming facilitates the advancement of RCTC priority projects and positions Riverside County to receive and retain maximum external funding that makes the most of local investments. Planning and Programming is a resource internally to RCTC and a partner externally to local, regional, state, and federal agencies in improving mobility, fostering environmental stewardship, and expediting project delivery.

CHART 30 – PLANNING AND PROGRAMMING



EXPENDITURES

Planning and Programming expenditures of $83,357,300 reflects a increase of $60,104,200 or 258% (Table 47). Salaries and benefits total $2,050,500 and reflect a 20% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services totaling $435,300, increased 204% due to increases in legal services associated with Santa Ana Trail- West of SR71, Beaumont - Pennsylvania Grade A Separation, I-15/Franklin St. Interchange Project, and I-15 Bundy Canyon Road Interchange in FY 2026/27. Professional services include air quality analysis; project database management; local, regional, and state planning activities; on-call goods movement consultants; and legal services. Support costs increased 32% or $21,300 due to advertising and public outreach for the TRP in the previous year. Support costs include annual project management database maintenance, various membership dues, and staff-related travel costs. Projects and operations costs increased 316% due to construction activity for the Beaumont Potrero Interchange Phase II, and Santa Ana River Trail Extension project for the District. Transfers out include $2,291,900 for administrative costs to the General fund.

TABLE 47 – PLANNING AND PROGRAMMING EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 1,045,900	$ 1,706,800	$ 1,144,800	$ 2,050,500	$ 343,700	20%
Professional Costs						
Legal Services	75,700	134,000	127,200	419,000	285,000	213%
Professional Services - General	138,100	9,000	6,900	16,300	7,300	81%
Total Professional Costs	213,800	143,000	134,100	435,300	292,300	204%
Support Costs	46,600	66,900	48,000	88,200	21,300	32%
Projects and Operations						
Program Operations	173,100	181,600	134,600	959,000	777,400	428%
Engineering	503,200	344,000	433,400	10,118,000	9,774,000	2841%
Construction	–	9,405,000	–	34,530,900	25,125,900	267%
Right of Way	261,700	4,085,000	310,000	30,044,000	25,959,000	635%
Special Studies	4,198,100	2,936,600	6,681,900	867,000	(2,069,600)	-70%
Operating and Capital Disbursements	1,976,300	1,887,000	1,887,000	1,912,500	25,500	1%
Total Projects and Operations	7,112,400	18,839,200	9,446,900	78,431,400	59,592,200	316%
Capital Outlay	23,900	23,000	30,000	60,000	37,000	161%
Transfers Out	1,403,700	2,474,200	1,724,600	2,291,900	(182,300)	-7%
TOTAL Planning and Programming	$ 9,846,300	$ 23,253,100	$ 12,528,400	$ 83,357,300	$ 60,104,200	258%



PLANNING AND PROGRAMMING STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.00	0.00	0.02
Administrative Services Director-Clerk of the Board	0.03	0.01	0.02
Administrative Supervisor	0.00	0.00	0.02
Capital Project Manager	0.33	0.31	0.69
Chief Financial Officer	0.05	0.05	0.00
Deputy Director of Administrative Services	0.00	0.00	0.04
Deputy Executive Director	0.23	0.23	0.08
Executive Director	0.30	0.30	0.12
External Affairs Director	0.23	0.00	0.00
Legislative Affairs Manager	0.01	0.00	0.00
Management Analyst	1.02	0.02	0.10
Multimodal Services Director	0.20	0.20	0.20
Planning and Programming Director	1.00	0.89	0.92
Planning and Programming Manager	1.00	1.84	1.75
Procurement Analyst	0.08	0.01	0.03
Procurement Manager	0.00	0.02	0.06
Project Delivery Director	0.06	0.01	0.07
Public Affairs Manager	0.06	0.01	0.05
Right of Way Manager	0.03	0.03	0.10
Senior Administrative Assistant	0.01	0.02	0.01
Senior Capital Project Manager	0.26	0.21	0.68
Senior Management Analyst	1.35	2.07	2.46
Senior Procurement Analyst	0.12	0.03	0.15
Toll Project Delivery Director	0.04	0.00	0.00
FTE	6.41	6.26	7.57

DEPARTMENT OVERVIEW

TRANSPORTATION PLANNING AND PROGRAMMING

The Planning and Programming Department is responsible for short- and long-range transportation planning and financial programming.

The department's planning role involves working with the Federal Highway Administration (FHWA), CTC, Caltrans, SCAG, councils of governments, local agencies, and other county transportation commissions in the region on various planning efforts such as:

- Development and implementation of SCAG's RTP/SCS, Connect SoCal;
- Development of multi-modal corridor and goods movement plans; and
- Collaboration on active transportation plans.

Programming specifically involves the development, review, and approval of projects for various funding programs, particularly those where the Commission has a responsibility for project nominations. Additionally, programming involves the monitoring of projects from project selection through construction close-out. In order to receive federal funds and approvals, projects must be included in the RTP and FTIP in accordance with project delivery schedules and financial constraint requirements. This also includes regionally significant projects that are state-only or locally funded.

SCAG, as the metropolitan planning organization (MPO), is responsible for incorporating all six county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) long-range plans and transportation improvement programs into one regional programming document – the RTP/SCS. SCAG also conducts a conformity analysis with the adopted air plans to ensure compliance with the National Ambient Air Quality Standards, as stipulated by Environmental Protection Agency's Transportation Conformity Rule, and GHG reduction targets adopted by California Air Resources Board. The RTP/SCS is updated every four years and the FTIP is updated biennially. Additionally, each FTIP cycle includes an opportunity to amend individual projects approximately every month. RTP amendments are less frequent as they require air quality conformity analyses. FTIP amendments can occur for minor project changes that do not affect the conformity determination. SCAG is also responsible for conducting a call for projects for federal formula funds STBG and CMAQ.

The Planning and Programming Department is responsible for allocating, programming, and/or monitoring the following local, state, and federal funding sources:

LOCAL SOURCES	STATE SOURCES	FEDERAL SOURCES
2009 Measure A, including MARA, new corridors, and local streets and roads	SB 821 for bicycle and pedestrian projects (TDA – Article 3)	STBG, formerly Surface Transportation Program
Western County TUMF regional arterial program and CETAP	STIP-RIP	CMAQ
	ATP MPO County share	Community Project Funding/ Congressionally Directed Spending (CPFCDS)
	SB 1 LPP Formula Share	Transportation Alternatives Program (TAP)[1]
	REAP 2.0 Grants	

[1] TAP funds are combined with state/MPO ATP Call for Projects administered by CTC.

The high demand for reporting and monitoring the progress of projects is essential to prevent federal and state funds from lapsing. The Planning and Programming Department assists the Capital Project Development and Delivery Department, the Toll Department, and local agencies by participating in regular project delivery team meetings and preparing and submitting the request for authorization/allocation of federal and state funding for Commission-led projects. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects with federal and state funds to prevent loss of funding. Weekly team meetings facilitate communication between team members to centralize information which further ensures timely project advancement. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal and state funding obligations. To streamline the monitoring and tracking of funds, the Planning and Programming Department utilizes a custom-built database system. This database system includes four modules that facilitate administration of the FTIP, Measure A Local Streets and Roads, LTF SB 821 bicycle and pedestrian programs, and Measure A Regional Arterials program.

Partnership development, public and private, is critical to the Commission's continued success in affecting positive transportation decisions to meet future demands. Commission staff works in close coordination with its partners to advocate for federal, state, and local funding and favorable policies to improve mobility, mitigate the impacts of goods movement, and streamline the programming and project delivery processes.

FEDERAL FUNDING

STBG, CMAQ, CRP, CPF/CDS, and TAP/ATP: Until recently, The Commission was responsible for programming STBG and CMAQ funds on transportation projects in the county. SCAG received a corrective action from FHWA regarding its procedures for programming STBG and CMAQ funding and is now required to administer a call for projects to program the funds. In 2024, SCAG worked closely with the Commission and other county transportation commissions to update its project selection procedures in preparation for a 2025 SCAG Call for Project Nominations. The Commission adopted a Project Prioritization Framework for scoring nominations submitted in the 2025 SCAG Call for Project Nominations. In December 2025, SCAG awarded $37.4 million in STBG and $50.3 million in CMAQ funding for the 15 Express Lanes Project Southern Extension and another $65 million to five other projects in Riverside County. The Commission will continue to work with eligible Riverside County agencies to respond to future SCAG calls for project nominations.

Community Project Funding / Congressional Directed Funding (CPF/CDS) have been authorized in annual federal appropriations legislation since federal Fiscal Year 2022. Since then, each year stakeholders submit applications to their United States Senators and House Representatives to fund projects. The Commission and local agencies have been quite successful securing funds each year for transportation projects. Caltrans is responsible for ensuring the appropriate use of CPF/CDS funds and has implemented an application process for confirming eligibility and project readiness. In October 2023, the Commission provided virtual training for local agencies on how to apply for CPF/CDS funding and how to be strategic in developing funding requests. Many CPF/CDS funds have deadlines for obligation and expenditure. The Commission will continue to work with CPF/CDS recipients and Caltrans to maximize use of these federal funds in Riverside County.

Through SB 99 and Assembly Bill (AB) 101, the State developed the ATP, which consolidated federal and state funding that traditionally funded bicycle and pedestrian projects, including the federal TAP. The CTC administers the ATP, a program designed to encourage increased use of active modes of transportation such as biking and walking. The Planning and Programming Department is involved with the development of the guidelines by participating in CTC workshops and through the Regional Transportation Planning Agencies (RTPA) group to represent the county's best interest for each call for projects cycle.

STATE FUNDING

STIP-RIP: The Commission works on the development of the Regional Transportation Improvement Program, the required document for programming STIP-RIP funding, in addition to monitoring delivery of STIP-RIP projects to ensure the allocation and expenditure of projects by the respective deadlines.

Each county transportation commission throughout the state is responsible for programming RIP funds, which represents 75% of the total STIP funding available statewide for capital enhancement projects. The 75% funding level is then further distributed with 60% of the funds allocated to southern California and 40% to northern California. A population formula is then applied to determine county funding levels called "county shares." The Commission is responsible for ensuring that projects funded with RIP funds are administered and implemented consistent with CTC and Caltrans policies. Typically, the Commission has set aside 3% of new programming capacity for staff support to carry out STIP PPM activities. In the 2026 STIP, this was increased to 5% to cover costs associated with the Coachella Valley-San Gorgonio Pass Rail Corridor Service project, Project Study Reports, general planning, and program administration. The remaining RIP funds are further distributed geographically among Western County, Coachella Valley, and Palo Verde Valley per the Commission's intra-county STIP formula. The Commission may also consider a call for projects for RIP discretionary funds when sufficient programming capacity is available.

The Commission is responsible for approving projects for RIP funds in Western County and coordinating with Caltrans on the selection of Interregional Improvement Program funds as part of the STIP approved by the CTC every two years. The Commission has delegated the authority to nominate projects for RIP funds in the Coachella Valley to CVAG. A MOU between the city of Blythe, representing Palo Verde Valley, and the Commission allows the city to trade RIP funds for local streets and roads Measure A sales tax funds.

SB 1: The State Legislature and Governor approved SB 1 in April 2017. This transportation tax provides annual revenues for transportation purposes statewide, with a portion coming directly to Riverside County. The CTC is responsible for administering the majority of the SB 1 programs. Staff works with the CTC, Caltrans, SCAG, and other RTPAs in the development of SB 1 program guidelines for each funding cycle. The Commission receives LPP formula funds over a two-year cycle. The Commission is eligible to submit project applications for the SB 1 SCCP, TCEP, and LPP competitive programs.

The CTC administers federal TAP funds under the State's ATP that was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Federal TAP funds are authorized each year by the passage of the state budget and are combined with other state funds, including those from SB 1, dedicated to active transportation investments.

SB 821: Also known as TDA Article 3, is funded by 2% of LTF revenues; the expenditures under this program are included in the LTF special revenue fund and reflected in the Public and Specialized Transit Department since the LTF activities relate primarily to transit funding. SB 821 funds local bicycle and pedestrian projects. The Commission released a call for projects in February 2025, and awarded 13 projects in June 2025. The next call for projects will be issued in February 2027.

REAP 2.0: SCAG was awarded REAP 2.0 funds through the California Department of Housing and Community Development (HCD). To enhance the focus on transportation and housing development initiatives, SCAG issued a call for applications for its County Transportation Commission Partnership Program to fund transformative planning activities aligned with strategies identified in Connect SoCal. SCAG awarded REAP 2.0 funding to five projects in Riverside County. The Planning and Programming Department is responsible for managing the REAP 2.0 funds allocated to these projects.

LOCAL FUNDING

2009 MEASURE A WESTERN COUNTY REGIONAL ARTERIAL PROGRAM: The Planning and Programming Department manages the 2009 Western County MARA program. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget. The Commission has programmed MARA funds on projects based on a multi-funding call for projects or separate requests. The Commission released a regional arterials call for projects in February 2023, and awarded funding to 14 projects in June 2023.

2009 MEASURE A LOCAL STREETS AND ROADS: In order to receive Measure A local streets and roads funding each year, the Commission requires the local jurisdictions to submit a five-year Capital Improvement Plan (CIP) based on Measure A revenue projections; a process administered by the Planning and Programming Department and facilitated by the database system. Additionally, the local jurisdictions are required to submit a Maintenance of Effort (MOE) certification consistent with adopted MOE guidelines and participate in the MSHCP and in the local agency's respective TUMF program, as applicable. The Planning and Programming Department processes administrative amendments to CIPs for minor changes that do not affect the total programmed amount or are within budget levels. Significant changes require Commission approval.

WESTERN COUNTY TUMF REGIONAL ARTERIAL PROGRAM AND CETAP: WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 45.7% of the TUMF funds collected. The Commission further distributes these funds equally to the Commission's TUMF CETAP corridors and regional arterial programs. In September 2004, the Commission established a program and approved the programming of 23 regional arterial projects. Since then, the Commission has received and approved separate requests for funding. Most recently, the Commission released a regional arterials call for projects in February 2023, and awarded projects in June 2023, in which six projects were awarded TUMF funds. The expenditures for these regional arterial and CETAP capital projects are included in the Capital Project Development and Delivery Department budget. Planning and Programming staff monitors TUMF regional arterial and CETAP projects based on the agreements between local agencies and the Commission. In addition, Commission staff works with local agencies regarding amendments to agreements and any issues regarding project delivery. Staff coordinates future programming of additional TUMF regional arterial and CETAP projects with WRCOG and local jurisdiction staff.

FUNDING PURSUIT

Having a local sales tax measure dedicated to transportation improvements gives Riverside County the ability to leverage Measure A funds in pursuit of competitive regional, state, and federal funding opportunities. The Planning and Programming Department, in collaboration with other departments, monitors competitive grant opportunities. Regional and local projects are identified that have the potential to meet each funding opportunity's criteria. An analysis is conducted to determine the feasibility of a grant application being successful, and a decision is made whether to pursue any given funding opportunity. In May 2023, the Commission procured a bench of eight qualified firms to assist in funding pursuits. Recently, RCTC has included scope for grant pursuits in project-specific consultant contracts.

In February 2026, the Commission requested $25 million in 2026 federal Better Utilizing Investments to Leverage Development (BUILD) funding from FHWA for the 91 Eastbound Corridor Operations Project. Selections for award will be announced in June 2026.

In FY 2027, the Planning and Programming Department will continue to collaborate with the Toll Delivery Department to seek state and federal funding for the 15 Express Lanes Project Southern Extension and other priority projects.

LONG RANGE PLANNING

The Commission's involvement with long-range planning efforts includes the coordination and input into planning efforts throughout the county, southern California region, and statewide. These efforts involve participation in local, bi-county, and regional corridor plans and studies, including the continued development of the CETAP corridors.

- The passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation of future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020, and updated in November 2024. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.
- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of projects, including highways, arterials, grade separations, transit, and active transportation improvements.
- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2024 RTP, which was adopted in June 2024, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions. SCAG will initiate efforts on the 2028 RTP in FY 2027 and Commission staff will participate in the SCAG working groups that help guide the development of the 2028 RTP.
- Through funding from FTA, the Commission developed the Transit-Oriented Communities Strategic Plan to establish a regional vision of transit-oriented development (TOD) that will support local economic development, increase Metrolink ridership, and decrease auto trips which improves local and regional traffic congestion. The study recommends strategies that incentivize TOD within the eight Metrolink stations along the Perris Valley Line. The Commission collaborated with community members, private developers, and staff from the cities of Perris, Moreno Valley, Riverside, and Corona, the March Joint Powers Authority, and the County of Riverside to develop the study. The plan is intended as a resource for these agencies as they consider TOD opportunities in their jurisdictions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/ goods movement, interregional highways, and air quality plans, to name a few.

REGIONAL ISSUES - FREIGHT

The Commission focuses on facilitating ongoing commitments as well as being responsive to various emerging regional and statewide issues relating to freight/goods movement that traverse the southern California region.

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets on a quarterly basis to discuss freight-related priorities, issues, projects, and funding needs as they relate to the development and implementation of the California Freight Mobility Plan.

The Commission also works with SCAG and partners from the Southern California Consensus Group (Ports of Long Beach and Los Angeles, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, SBCTA, OCTA, Los Angeles County Metropolitan Transportation Authority, Ventura County Transportation Commission, SCAG, and SCRRA) to identify goods movement priorities in the SCAG region.

In 2017, a Companion Study was completed for the 2012 Grade Separation Priority Update Study. The 2012 study was completed to update information regarding improving each of the remaining 46 at-grade crossings. The 2017 study identified 11 grade crossings considered as high priorities for the local jurisdictions for the next 10 years. The Commission continues to work closely with the local jurisdictions to develop funding strategies and provide funding assistance to support projects that are vital for economic growth and reduction of conflicts between rail and road traffic. In 2026, the Grade Separation Priority Study will be updated with an evaluation of the technical criteria, surveys on each jurisdiction's at-grade crossings, and a funding strategy and action plan to support local jurisdictions.

In May 2019, the Commission approved the Logistics Mitigation Fee Nexus Study. The study was started in 2017, to evaluate a logistics-related regional fee on new warehousing facilities as a result of a settlement agreement between the Commission, the County of Riverside, the city of Moreno Valley, and Highland Fairview in response to litigation involving the World Logistics Center. Highland Fairview is the developer of the World Logistics Center, which is planned to encompass more than 40 million square feet of large-scale logistics operations in the eastern portion of the city of Moreno Valley. The study included an existing and future conditions analysis and funding and cost analysis of mitigation projects. At the time of approval of the Nexus Study, the Commission did not pursue the implementation of a fee program that would have been applied to new warehousing and logistics centers to offset the cost of highway improvements caused by the growth in truck trips originating or ending in the county. In 2025, the Commission completed an update of the Existing Conditions Analysis

OTHER AGENCY PROJECTS

The Commission entered into a MOU with the District for the Santa Ana River Trail Extension projects. The projects are a joint effort with several public and private agencies including the County of Orange and the United States Army Corps of Engineers.

SANTA ANA RIVER TRAIL EXTENSION (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail Extension projects under a cooperative planning and development agreement. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The District is responsible for 100% of costs.

FY 2026/27 Cost	$	1,142,000	Engineering
	$	5,100,500	Construction
	$	2,746,000	Right of way
	$	617,500	Other project-related costs
Funding Impact	Costs will be funded by the District.		
Operating Budget Impact	N/A; operations are the responsibility of the District.		

DEPARTMENT GOALS

PP1 – Build upon relationships with local, regional, state, and federal agencies to coordinate short- and long-range planning to ensure that transportation projects receive funding and approvals and are delivered timely. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PP2 – Continue to seek a stronger role for county transportation commissions in state and regional transportation and air quality programs to direct funding for programs and projects that will improve air quality, mobility, and the economy in the county. *(Policy Goals: Quality of Life, Connecting the Economy)*

PP3 – Support local, regional, and state planning efforts in cooperation with SCAG, WRCOG, CVAG, Caltrans, and local agencies including, but not limited to, transportation and air quality modeling updates/upgrades, corridor or focused area studies, development of active transportation plans, or any planning related to the implementation of the RTP/SCS and state and federal planning regulations. *(Policy Goals: Quality of Life, Responsible Partner)*

PP4 – Maintain support of the SCAG regional FTIP and Commission project databases to allow for efficient monitoring of projects and funding obligations with the ability to share project information with local jurisdictions. *(Policy Goal: Operational Excellence)*

PP5 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal funds. *(Policy Goal: Quality of Life)*

PP6 – Provide support to the Commission's Capital Project Development and Delivery, Toll Delivery, Multimodal, and Finance departments to maintain project funding and schedules and minimize programming-related delays. *(Policy Goals: Quality of Life, Operational Excellence)*

PP7 – Collaborate with local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and federal funding programs, including facilitating allocation and obligation processes required for project delivery. *(Policy Goals: Quality of Life, Operational Excellence)*

PP8 – Continue to work with regional, state, and federal agencies to streamline processes for funding and project approvals. (Po*licy Goals: Quality of Life, Operational Excellence)*

ID	Planning and Programming Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
PP1	RTP/FTIP amended projects	300	300	150	150
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	38	38	20	40
PP3	RTP/SCS update projects reviewed[1]	N/A	N/A	646	596
PP4	Biennial 2027 FTIP Project updates	N/A	N/A	350	N/A
PP1 PP5	STIP/SB 1/ATP programming, allocations, amendments, and extensions for Commission and local agency projects	14	14	17	17
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	3	3	4	6
PP5 PP7	State and federal grants pursued	4	4	3	3
PP6	TUMF regional arterial and CETAP projects monitored for implementation/expenditures	15	15	8	8
PP6	TUMF agreements/amendments	3	3	0	0
PP6	Measure A projects monitored for implementation/ expenditures	16	16	14	15
PP6	MARA agreements/amendments	5	5	0	0
PP7	Measure A local streets and roads CIP projects	270	270	280	280
PP7	Measure A CIP project amendments and extension requests reviewed and processed	10	10	10	10

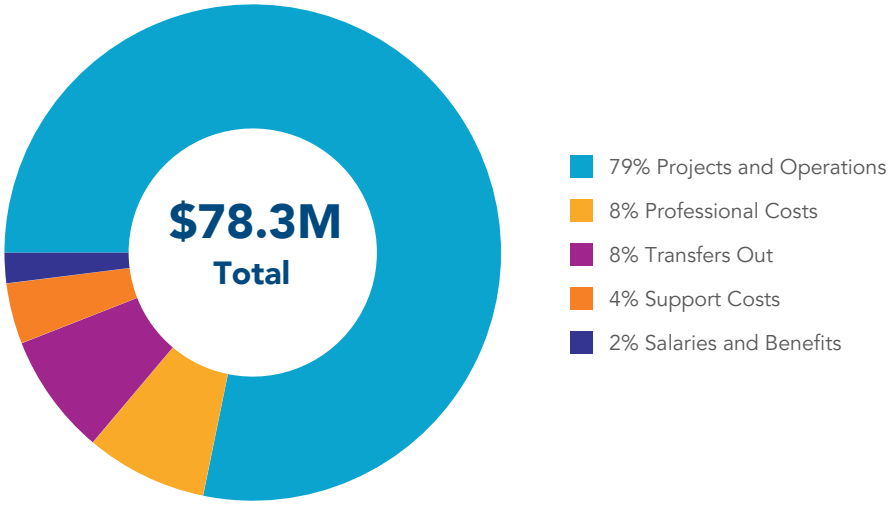
[1] FY 2024/25 reflects N/A due to the RTP/SCS being updated every four years.

RAIL

MISSION STATEMENT:

Rail develops and supports passenger rail transportation options for increased mobility within Riverside County and the region.

CHART 31 – RAIL



EXPENDITURES

Rail expenditures of $78,339,900 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 48). Salaries and benefits reflect an 4% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs, which include legal and consultant services, increased 1% due to Coachella Valley rail SDP. Support costs include station maintenance, media ads, printing services, and marketing incentives and decreased 14% primarily due to anticipated station maintenance needs.

Projects and operations expenditures of $61,687,700 increased 3%, primarily due to Metrolink operating costs. Program operations comprise rail state of good repair and a $45,075,000 operating contribution for SCRRA Metrolink operations. A future rail study is included in special studies and is budgeted at $1,000,000. The Commission's commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. Transfers out of $3,900,000 relate to the Metrolink Perris Valley Line and LCTOP operations, and $2,040,100 for administrative costs to the General fund.

TABLE 48 – RAIL EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 876,000	$ 1,244,600	$ 769,800	$ 1,290,300	$ 45,700	4%
Professional Costs						
Legal Services	62,700	196,000	80,000	175,000	(21,000)	-11%
Audit Services	–	50,000	30,000	–	(50,000)	-100%
Professional Services - General	355,600	5,877,500	1,504,500	6,016,000	138,500	2%
Total Professional Costs	418,300	6,123,500	1,614,500	6,191,000	67,500	1%
Support Costs	3,048,800	3,738,800	2,747,800	3,230,800	(508,000)	-14%
Projects and Operations						
Program Operations	4,737,200	5,214,500	4,319,800	5,362,700	148,200	3%
Engineering	1,700	10,250,000	1,000,000	10,250,000	–	–%
Special Studies	–	1,000,000	200,000	1,000,000	–	–%
Operating and Capital Disbursements	34,709,000	43,600,000	36,385,000	45,075,000	1,475,000	3%
Total Projects and Operations	39,447,900	60,064,500	41,904,800	61,687,700	1,623,200	3%
Capital Outlay	–	10,000	–	–	(10,000)	-100%
Transfers Out	600,800	4,929,800	3,928,100	5,940,100	1,010,300	20%
TOTAL Rail Maintenance and Operations	$ 44,391,800	$ 76,111,200	$ 50,965,000	$ 78,339,900	$ 2,228,700	3%

RAIL STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Supervisor	0.00	0.00	0.01
Capital Project Manager	0.30	0.20	0.05
Community Engagement Manager	0.00	0.00	0.03
Deputy Director of Administrative Services	0.00	0.13	0.05
Deputy Executive Director	0.01	0.01	0.01
Executive Director	0.02	0.04	0.04
External Affairs Director	0.01	0.01	0.03
Facilities Administrator	0.70	0.89	0.80
Legislative Affairs Manager	0.01	0.01	0.05
Management Analyst	0.78	0.78	0.90
Multimodal Services Director	0.40	0.40	0.40
Procurement Analyst	0.22	0.25	0.22
Procurement Manager	0.16	0.16	0.19
Project Delivery Director	0.40	0.53	0.28
Public Affairs Manager	0.08	0.04	0.04
Rail Manager	1.00	1.00	1.00
Right of Way Manager	0.00	0.00	0.05
Senior Administrative Assistant	0.02	0.03	0.02
Senior Management Analyst	0.16	0.12	0.34
Senior Procurement Analyst	0.21	0.08	0.24
FTE	4.48	4.68	4.75

DEPARTMENT OVERVIEW—RAIL OPERATIONS

The Rail Department directs efforts in the areas of regional commuter rail, intercity passenger rail, high speed rail, and capital improvements to support enhanced passenger and freight rail service. The entire program includes elements of planning, programming, commuter and intercity rail development and support, station and corridor management, mitigation of community and environmental impacts, legislative and regulatory advocacy, and construction of capital projects. Other Commission departments, legal counsel, and consultants manage or support many of these elements. Departmental efforts contributing to the rail program are found throughout the budget document.

Coordination and consultation also occur with a variety of public and private entities including CalSTA, CTC, Caltrans, California Public Utilities Commission, California High Speed Rail Authority (CHSRA), Federal Railroad Administration (FRA), FTA, Amtrak, environmental agencies, University California, Riverside (UCR), transit providers, SCAG, WRCOG, CVAG, San Diego Association of Governments, Los Angeles-San Diego-San Luis Obispo (LOSSAN) joint powers authority, local governments, private freight railroads, businesses, and property owners.

The Commission participates in the ongoing funding and governance of Metrolink service through SCRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The Commission holds two voting positions on SCRRA's eleven-member board. The role of chair rotates between the member agencies every two years. Commission staff serves on the five-county Member Agency Advisory Committee (MAAC) that negotiates service and funding levels, based upon each county's established priorities. The MAAC provides policy and technical guidance, coordination between various SCRRA and member agency departments, and linkages to local communities.

Of the seven commuter rail lines operated by Metrolink, three routes consisting of the Riverside, Inland Empire-Orange County, and 91/PVL directly serve Western County. Unlike the other SCRRA member agencies, the Commission owns and operates the commuter rail stations serving the County: Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South (Chart 32).

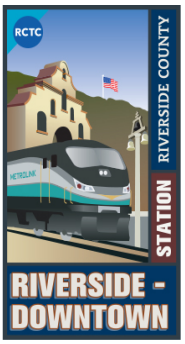
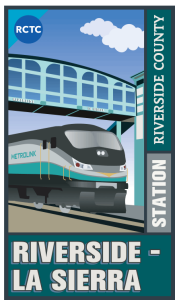
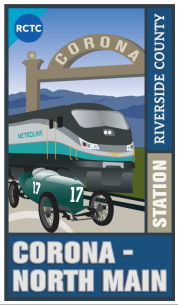
The Riverside Downtown Operations Control Center (RDOCC), located at the west end of the Riverside Downtown station, provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews. Layover track facilities are located at the Riverside Downtown and Perris – South stations; however, SCRRA maintains the layover facilities. Station operation and maintenance costs are included in the Rail Department budget with services currently coordinated by the Capital Projects Development and Delivery Department through the Facilities Administrator. New and ongoing construction projects at these stations are described in the Capital Project Development and Delivery Department.

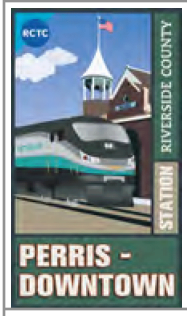
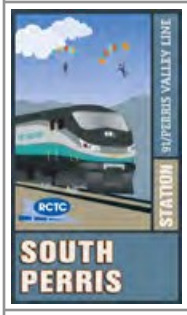
CHART 32 – RIVERSIDE COUNTY METROLINK STATION LOCATIONS



A general description of each of the Commission-owned rail station facilities is presented in Chart 33.

CHART 33 – COMMISSION-OWNED RAIL STATION FACILITIES

Location	In Service Date	Size	Transit Services	Primary Features
 4066 Vine Street, Riverside	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans Amtrak	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
 6001 Pedley Road, Jurupa Valley	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)
 10901 Indiana Avenue, Riverside	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
 155 South Auto Center Drive, Corona	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
 250 East Blaine Street, Corona	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells

Location	In Service Date	Size	Transit Services	Primary Features
 121 South C Street, Perris	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)
 1101 Marlborough Avenue, Riverside	June 2016	9.35 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces)
 14160 Meridian Parkway, Riverside	June 2016	14.47 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell
 1304 Case Road, Perris	June 2016	40.57 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces)
4344 Vine Street, Riverside 	April 2016	3,000 square feet	N/A	CCTV operations center Offices and meeting rooms

Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. LTF allocations are generally used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 49 summarizes the rail station maintenance costs.

TABLE 49 - RAIL STATION MAINTENANCE SUMMARY

	FY 24/25 Actual	FY 25/26 Budget	FY 25/26 Projected	FY 26/27 Budget
Equipment and Grounds Maintenance and Repairs	$ 1,995,000	$ 2,289,900	$ 2,079,000	$ 2,333,500
Utilities and Support	538,700	748,200	632,400	798,200
Property Management and Operations	1,019,200	1,148,100	638,400	653,100
Security	4,142,000	4,380,000	3,482,000	4,380,000
Improvements	–	10,000	–	–
TOTAL Expenditures	$ 7,694,900	$ 8,576,200	$ 6,831,800	$ 8,164,800

In addition to Metrolink, the Commission participates in the governance of LOSSAN, a 351-mile network through a six-county coastal region in southern California that is the second busiest intercity passenger rail corridor in the United States (Chart 34).

CHART 34 – SOUTHERN CALIFORNIA PASSENGER RAIL SYSTEM MAP



LOSSAN is a joint powers authority originally formed in 1989 to increase ridership, revenue, capacity, reliability, coordination, and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo. The Commission is the newest voting member of the 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. The Commission is involved to promote travel options and connections for County residents and to be engaged in decisions impacting the rail track rights the Commission purchased for commuter rail service. Commission staff also participates in the Technical Advisory Committee that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

DEPARTMENT GOALS—RAIL OPERATIONS

RO1 – Improve utilization and increase efficiency of commuter rail lines serving the County. *(Policy Goals: Quality of Life, Responsible Partner)*

RO2 – Maximize opportunities for public use of rail-related investment. *(Policy Goals: Quality of Life, Responsible Partner)*

RO3 – Implement energy efficient systems and generate revenue to offset maintenance costs of rail properties. *(Policy Goals: Quality of Life, Operational Excellence)*

DEPARTMENT OVERVIEW — RAIL DEVELOPMENT

In order to expand passenger rail options throughout the County, the Commission conducts feasibility and planning studies to assess the viability of commuter rail expansion. In 2019, the Commission engaged a consultant to perform a "next generation" rail feasibility study based on findings from the RCTC Strategic Assessment completed in January 2016. The study provided a high-level analysis of future ridership and cost data to help make future decisions on how to proceed with rail transit expansions in the County. Possible rail extensions are also currently being evaluated as part of the Core Capacity Innovative Transit Study expected to be completed this year.

SAN JACINTO BRANCH LINE (SJBL)

The Commission holds title to and manages the 38-mile SJBL (Chart 35) and several adjacent properties, preserved for future passenger rail service. BNSF Railway (BNSF) holds the freight rights in the corridor, providing service to local shippers, and performs maintenance on the line.

CHART 35 – SAN JACINTO BRANCH LINE



PERRIS VALLEY LINE PROJECT

The Commission completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays. In October 2024, added service provided for seven daily round trips to Los Angeles and regular weekend service.

COACHELLA VALLEY RAIL PROJECT



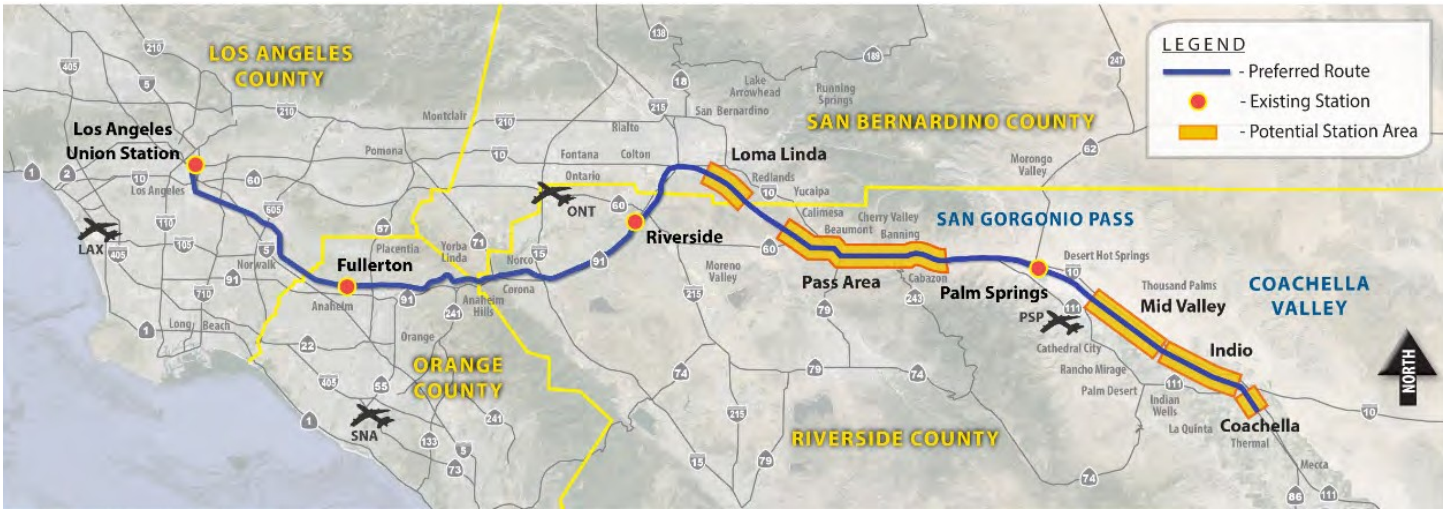
In recent years the Commission also focused attention on the creation of intercity passenger rail service between the Coachella Valley, the Pass Area, Riverside, and the Los Angeles basin through advocacy efforts with state, federal, and local government entities and negotiation with the freight railroads. The Commission ensured the corridor was prominently featured in the updated 2013 California State Rail Plan. In May 2013, the Caltrans Division of Rail completed the first phase of a planning study and initial alternatives analysis for the rail corridor. This planning study was very supportive of the potential for a viable service, and future studies can expand on this by determining ridership demand and better cost estimates. Caltrans also included an updated project description and analysis of the Coachella Valley-San Gorgonio Pass corridor rail service in the 2013 and all subsequent versions of the California State Rail Plans.

Since its inclusion of the project into the State Rail Plan, the Commission has led the planning elements required of the project in order to secure additional funding and project approvals at various state and federal levels. The Commission established a MOU with CVAG for its cooperation in the planning as well as funding through a new TDA bus/rail split for the Coachella Valley. This agreement also included the application of Proposition 1B funds toward the initial Phase I analysis that included public outreach, development of the project Purpose and Need Statement, and development of the Preliminary Alternatives Analysis Report. As part of this effort, the Commission secured a letter of agreement with Caltrans for its cooperation and modeling support. The Commission completed the Phase I planning efforts, including the Alternatives Analysis, and the FRA approved the Phase I work.

In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a SDP. Working under these requirements, the Commission partnered with Caltrans and successfully applied for and was awarded a $2,900,000 FRA grant to complete the corridor study's SDP and Tier 1 Environmental Documents. Staff worked closely with Caltrans and FRA over a period of several years to complete all the required technical studies and modeling to develop the appropriate draft plans that were circulated for review and public comments. In July 2022, the Tier 1 Program-Level environmental document was approved. Staff has identified various state funds to continue the project development and initiate the Tier 2 Project-Level Environmental effort. At the January 2026 Commission Workshop, the Commission approved the contract to advance the Station Feasibility Study and the Tier 2 Environmental CEQA/NEPA effort. This will be a multi-year effort to continue with active project development for this corridor.

The preferred approach is to pursue the project using state-supported intercity trains with operating funds coming from the State Public Transit Accounts funds. The 144-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 36). There are currently nine proposed station stops yet, the exact locations are yet to be determined. The approved Alternative Analysis recommended a preferred alignment through Fullerton and Riverside on the way to the Coachella Valley. This route would need to operate over Union Pacific Railroad and BNSF freight owned tracks and shared use agreements will need to be developed. The initial service plan anticipates two to five daily round trips along the corridor.

CHART 36 – COACHELLA VALLEY-SAN GORGONIO PASS CORRIDOR RAIL SERVICE – PROPOSED ALTERNATIVE



HIGH SPEED RAIL

The Commission continues to play a proactive role in the development of a statewide, high speed passenger rail system, including routing of the backbone corridor through the Inland Empire with possible stations in the Riverside/ Corona and Murrieta/Temecula areas. With the passage of Proposition 1A in November 2008, there is a proposed funding mechanism to move the state high speed rail project forward. The CHSRA began work on a project level environmental assessment and corridor alignment study for the section between Los Angeles and San Diego via the Inland Empire. The Commission directed the review to include an alignment alternative along I-15 for analysis. The Commission entered into a MOU to be supportive in the development of this high-speed rail project and participates in the Southern California Inland Corridor Group meetings. The Commission actively contributed to the development of the supplemental Alternatives Analysis efforts. Work on this effort has slowed down with the release of the latest business plan that extends the development of this Phase II section from Los Angeles to San Diego via the Inland Empire to beyond 2030. The Commission signed a MOU along with the other southern California transportation entities and SCAG to commit $1 billion in unallocated Proposition 1A funds for early investment to be spent locally for rail transportation improvement projects. With recent developments related to the State's high speed rail project, staff will continue to monitor progress and look for opportunities to benefit the regional rail network. In FY26, staff prepared comments to the latest version of the Los Angeles to Anaheim Environmental Impact Statement. There has been no discussion of the extension to San Diego through the Inland Empire segment in several years.

DEPARTMENT GOALS–RAIL DEVELOPMENT

RD1 – Identify and plan for capital improvements necessary to increase the scope, appeal, and reliability of commuter rail operations. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

RD2 – Maintain efforts with local agencies, other southern California counties, and the state and federal governments to expand intercity passenger rail service into the County and the Coachella Valley. *(Policy Goals: Quality of Life, Responsible Partner)*

RD3 – Continue to monitor the state efforts in the creation of a high-speed passenger rail system along an Inland Empire alignment through coordination with state and local agencies. In addition, continue to identify and advocate for high-speed rail funding to be spent on beneficial local rail projects in the County. (*Policy Goals: Quality of Life, Responsible Partner)*

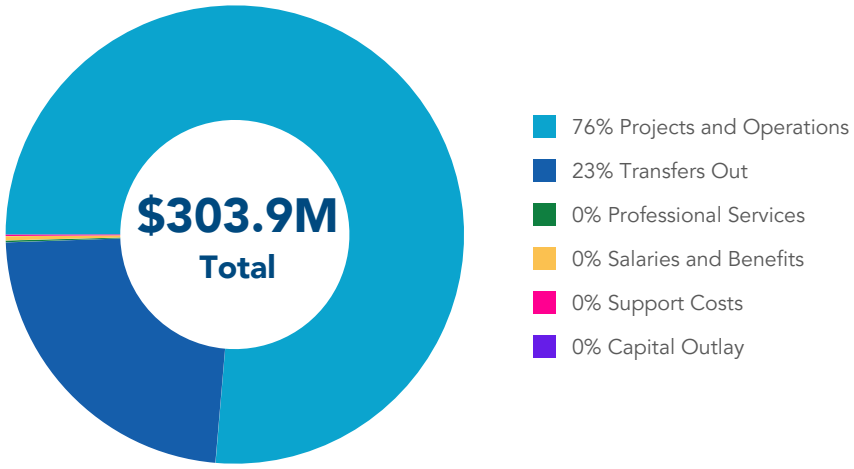
ID	Rail Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
RO1	Weekday trains in Riverside County	42	42	42	46
RD1	Marketing/outreach meetings	50	50	50	50
RD1	Strategic plans and studies	1	1	1	1
RD2	Monitoring of discretionary grant opportunities	6	6	6	6

PUBLIC AND SPECIALIZED TRANSIT

MISSION STATEMENT:

Public and Specialized Transit coordinates the operation of all public transit services within the County. The Commission provides financial oversight and compliance monitoring, as well as evaluates program efficiency and effectiveness between transit operators in achieving federal, state, and regional goals to reduce congestion and improve air quality and mobility options for all users. Public and Specialized Transit also maintains and improves, as resources allow, mobility options to meet travel needs of seniors, persons with disabilities, and persons of limited means to enhance quality of life through innovative solutions and better coordination of existing services.

CHART 37 – PUBLIC AND SPECIALIZED TRANSIT



EXPENDITURES

Public and specialized transit uses are budgeted at $303,955,100 for FY 2026/27, as presented in Table 50, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 7% increase in salaries and benefits reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services decreased $1,078,400 or 73% due to completion of the Coordinated Plan, Triennial Performance Audits, Countywide report and additional studies in the previous year. Support costs remained comparable to the prior year. Program operations, engineering, construction, and right of way totaling $13,929,000 are predominantly related to the SB 125 TIRCP and ZETCP projects, with $3,429,000 of the total intended for PVVTA facilities improvement project.

Operating and capital disbursements decreased 7% primarily because of western STA capital allocations needs to transit operators.

LTF disbursements consist of transit operating and capital allocations to public transit operators of $142,815,000; bicycle and pedestrian facilities allocations to cities and the County of $6,921,700; and planning and administration allocations to other agencies of $1,137,000. STA, SGR, and SB 125 disbursements of $50,512,000 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley.

Measure A disbursements include $4,250,000 for Western County specialized transit funding of the third year of the 2025-2027 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- $1,750,000 for Western County Consolidated Transportation Service Agency allocations;
- $3,250,000 for Western County intercity bus services; and
- $7,200,000 for Coachella Valley public and specialized transit.

The Commission disburses Measure A public transit allocations monthly to RTA and SunLine, the major transit providers in the Western County and Coachella Valley, respectively.

LTF, STA, SGR, Measure A and SB 125 transfers out comprise:

- $23,289,700 for rail operations;
- $9,302,200 for rail station rehabilitation;
- $4,500,000 for planning;
- $3,585,300 for administration;
- $3,280,400 for Perris Valley Line operations and capital;
- $4,265,100 for South Perris operations and capital; and
- $20,000,000 for Jurupa Valley Grade Separation.

Transfers out of $2,400,200 relate to administrative costs to the General fund.

TABLE 50 – PUBLIC AND SPECIALIZED TRANSIT EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 687,100	$ 779,100	$ 704,900	$ 832,600	$ 53,500	7 %
Professional Costs						
Legal Services	70,900	54,000	13,000	40,000	(14,000)	-26 %
Audit Services	1,400	–	–	–	–	N/A
Financial Advisory	18,700	19,200	–	–	(19,200)	-100 %
Professional Services - General	192,900	1,409,400	354,200	364,200	(1,045,200)	-74 %
Total Professional Costs	283,900	1,482,600	367,200	404,200	(1,078,400)	-73 %
Support Costs	156,200	245,500	167,700	230,100	(15,400)	-6 %
Projects and Operations						
Program Operations	68,500	95,500	95,500	84,000	(11,500)	(12)%
Engineering	–	21,800,000	1,575,300	7,500,000	(14,300,000)	-66 %
Construction	–	45,000,000	4,000,000	6,100,000	(38,900,000)	-86 %
Right of Way	900	231,000	215,000	245,000	14,000	6 %
Special Studies	–	–	–	–	–	N/A
Operating and Capital Disbursements	158,637,400	233,493,900	171,097,500	217,835,700	(15,658,200)	-7 %
Total Projects and Operations	158,706,800	300,620,400	176,983,300	231,764,700	(68,855,700)	-23 %
Capital Outlay	53,700	217,200	65,000	100,600	(116,600)	(54)%
Transfers Out	44,850,100	62,537,100	27,664,500	70,622,900	8,085,800	13 %
TOTAL Public and Specialized Transit	$ 204,737,800	$ 365,881,900	$ 205,952,600	$ 303,955,100	$ (61,926,800)	-17 %

PUBLIC AND SPECIALIZED TRANSIT STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Accounting Supervisor	0.01	0.02	0.01
Administrative Assistant	0.00	0.00	0.02
Chief Financial Officer	0.00	0.00	0.04
Deputy Clerk of the Board	0.01	0.00	0.01
Deputy Director of Finance	0.00	0.00	0.01
Deputy Executive Director	0.02	0.02	0.06
Executive Director	0.00	0.00	0.01
Financial Administration Manager	0.03	0.02	0.01
Legislative Affairs Manager	0.01	0.01	0.01
Management Analyst	0.20	0.20	0.00
Multimodal Services Director	0.40	0.40	0.40
Procurement Analyst	0.07	0.00	0.00
Procurement Manager	0.00	0.00	0.01
Project Delivery Director	0.00	0.01	0.01
Public Affairs Manager	0.03	0.03	0.02
Right of Way Manager	0.00	0.00	0.01
Senior Administrative Assistant	0.02	0.24	0.07
Senior Capital Project Manager	0.00	0.15	0.15
Senior Management Analyst	1.11	1.18	1.16
Senior Procurement Analyst	0.10	0.00	0.00
Transit Manager	1.00	1.00	1.00
FTE	3.01	3.28	3.01

DEPARTMENT OVERVIEW

The Commission has public transit operator oversight and fiduciary responsibilities and ensures that annual fiscal audits, reporting, and a state triennial performance audit are conducted in accordance with TDA regulations. The Commission participates in the short and long-range transit planning processes with public transit operators to advance Commission goals. The Commission also reviews public transit operator activities on an annual basis and recommends potential productivity improvements to make services more cost effective and efficient. In addition, the Commission ensures that specialized transit allocations are expended in accordance with funding agreements and engages audit firms to perform certain agreed-upon procedures for the Measure A specialized transit funding recipients.

The Commission also engages the Citizens and Specialized Transit Advisory Committee (CSTAC) as an advisory body that more effectively distributes and promotes public and specialized transit information to various stakeholders.

PUBLIC TRANSIT

Public Transit is responsible for assessing the funding needs and programming needs of federal, state, and local funds within the County for the eight public transit operators consisting of:

- The cities of Banning, Beaumont, Corona, and Riverside;
- Commission's Commuter Rail and Commuter Assistance Vanpool Programs;
- PVVTA;
- RTA; and
- SunLine

Public Transit is a regional program within the Multimodal Services Department and coordinates the annual development, review, and approval of the operator SRTPs as well as allocates transit funding resources to public transit operators. The Commission oversees and allocates the following funding resources: Measure A, LTF, STA, SGR, FTA, LCTOP, and SB 125 funds for public transit. Commission staff works closely with each transit operator to ensure that funds are properly programmed and included in the SRTP for inclusion into the FTIP and/or other major planning documents as necessary for allocation or obligation of funds.

With the passage of SB 1, STA revenues were stabilized and SGR was created to provide support for preventative maintenance and capital rehabilitation projects. Public Transit coordinates with transit operators for the preparation and submission of transit projects to Caltrans for the program of projects required for the SGR program. This also includes a board resolution for each program of projects and annual reporting on funding used and distributed to the transit operators.

Public Transit also coordinates with transit operators for the preparation and submission of transit projects to Caltrans for award of LCTOP funds under the California Air Resources Board's (CARB) Cap and Invest Program. The LCTOP program provides funding for operating and capital transit projects that reduce GHG emissions and improve mobility with a priority of serving disadvantaged communities. The State Controller's Office annually appropriates the LCTOP funds. Riverside County's share has supported projects such as the Commission's PVL service expansions, improvements into the Commission's commuter rail stations that encourage active transportation and energy efficiency; free transit ride campaigns; and expansion of zero-emission fueling operations for transit operators. Funds may also be used to increase service frequency on selected rail and bus lines that operate in disadvantaged communities. The County's share of the annual allocations has fluctuated based on state appropriations.

SB 125 was approved through an amendment to the Budget Act of 2023, which provided formula TIRCP and ZETCP to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allows the Commission to suballocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met. The Commission aligned projects from the TRP, Grade Separation Priority Study, and the Zero-Emission Bus (ZEB) Rollout Plans adopted by each of the transit operators.

The Innovative Clean Transit (ICT) regulation was adopted in 2018 by CARB, requiring public transit operators to transition to zero-emission propulsion technology by 2040. As part of the ICT purchasing rule, each public transit operator was to prepare a plan demonstrating how it would transition its fleet from the current technology to zero-emission by the required 2040 timeline. The Commission assisted the small transit operators in Riverside County in preparing the required ICT ZEB plans in FY 2022/23. The Commission also utilized the efforts of SunLine and RTA's ICT ZEB rollout plans to develop a countywide fiscal impact, which was completed in December 2023. To assist all of the transit operators in paying for the implementation of the ICT ZEB plans, the Commission approved the use SB 125 funds to partially pay for the initial implementation of zero-emission technology.

Within the last fiscal year, Public Transit completed several key planning and compliance projects that support effective service delivery and long-term funding readiness. This included the development of the Transit Funding Policies Manual and the Transit Funding Operator Guide, which provide updated frameworks for policies and funding administration for county transit operators. The program also completed the Public Transit - Human Services Coordinated Plan 2025 Update, the FY 2021/22–2023/24 Triennial Performance Audits, and the FY 2021/22-2023/24 Countywide Report, each contributing to improved regional coordination, regulatory compliance, and system performance transparency.

SPECIALIZED TRANSIT

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Human service, public and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2024/25 - 2026/27 (2025) Call for Projects provided funding for 18 operators over a three-year term through June 30, 2027. The 2025 Call for Projects was opened in February 2024 and recipients were awarded funding in June 2024, and amended in September 2024, March 2025, and March 2026, totaling $11.6 million.

DEPARTMENT GOALS

PST1 – Provide timely information to the public regarding Commission-implemented transit projects and support public relations activities of Measure A-funded transit programs by grant recipients. *(Policy Goals: Operating Excellence, Responsible Partner)*

PST2 – Allocate Measure A specialized transit and federal funds to support services that will maintain and/or enhance mobility by alleviating transportation barriers for seniors, persons with disabilities, and the truly needy. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PST3 – Coordinate the operation of all public transportation services within the County with a goal toward promoting program efficiency and harmony between transit operators as outlined in state law. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

PST4 – Continue to provide staff resources to assist and support the coordination of transit services within the County and throughout the State. (P*olicy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

ID	Public and Specialized Transit Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
PST1	Specialized Transit brochures distributed	12,000	15,000	12,000	5,000
PST2	Specialized Transit grants awarded/ monitored	18	18	22	22
PST2	Specialized Transit site visits[1]	N/A	—	17	—
PST3	Transit operator quarterly coordination meetings	16	8	16	16
PST3	SRTPs submitted by operators and reviewed	8	8	8	8
PST3	SRTP amendments	20	25	20	20
PST4	Social service/partnering agencies monitored in database	550	458	450	475
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	25	15	25	25

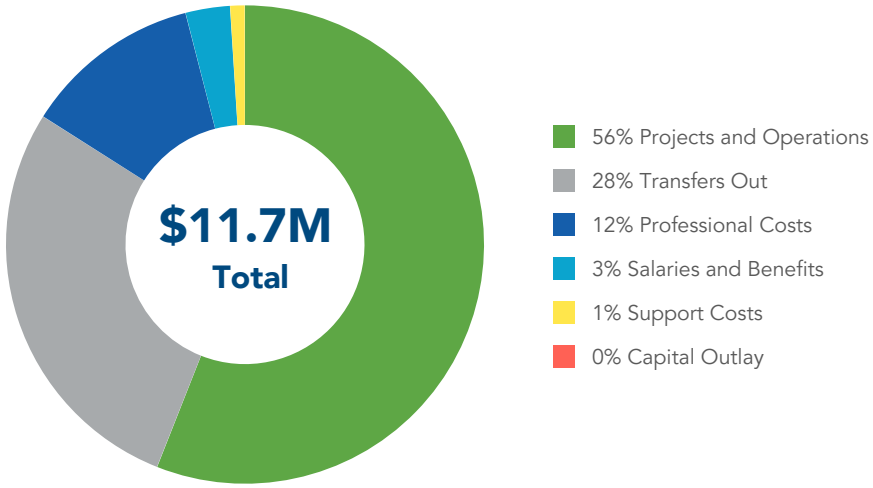
[1]Site visits are conducted in the second year of the three-year call for projects

COMMUTER ASSISTANCE

MISSION STATEMENT:

Commuter Assistance advances regional mobility and quality of life by empowering residents, communities, and employers with accessible, flexible, and cost-effective transportation options that expand travel choice, reduce drive-alone travel, support economic vitality, and advance environmental goals while strengthening overall transportation system performance.

CHART 38 – COMMUTER ASSISTANCE



EXPENDITURES

Commuter Assistance expenditures total $11,731,000, which represents a 46% increase from last year's budget (Table 51) due to new mobility initiatives and increased demand for rideshare incentives and subsidies. Salaries and benefits of $381,100 reflects a 13% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of $1,415,300 increased 29% over the prior year driven by special projects and new initiatives including the Strategic Transportation Demand Management (TDM) Plan, Transit Trainer Program, and IE Commuter platform enhancements. Support costs of $113,400 increased $8,300, or 8% due to expanded program marketing, including media advertising and promotional outreach materials.

Projects and operations expenditures of $6,557,300 consist of regional transportation consultant services to manage and implement a rideshare and vanpool program for Riverside and San Bernardino counties; Vanpool subsidies and commuter incentives; Experience Metrolink fare passes; and Park and ride lease payments. Reimbursements from SBCTA for regional TDM program administration, including rideshare, vanpool, Experience Metrolink, and Strategic TDM Plan services provided by the Commission, are reflected in local revenues and offset a portion of these expenditures.

Transfers out include $3,253,900 for administrative costs to the General fund.

TABLE 51 – COMMUTER ASSISTANCE USES DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 309,500	$ 338,600	$ 362,400	$ 381,100	$ 42,500	13%
Professional Costs						
Legal Services	15,400	35,000	18,000	40,000	5,000	14%
Financial Advisory	9,400	9,600	10,000	12,000	2,400	25%
Professional Services - General	99,100	1,053,100	87,700	1,363,300	310,200	29%
Total Professional Costs	123,900	1,097,700	115,700	1,415,300	317,600	29%
Support Costs	11,400	105,100	31,500	113,400	8,300	8%
Projects and Operations						
Program Operations	4,187,900	6,106,100	4,947,800	6,557,300	451,200	7%
Capital Outlay	—	10,000	—	10,000	—	—%
Transfers Out	237,400	360,100	333,400	3,253,900	2,893,800	804%
TOTAL Commuter Assistance	$ 4,870,100	$ 8,017,600	$ 5,790,800	$ 11,731,000	$ 3,713,400	46%

COMMUTER ASSISTANCE STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.01	0.01	0.00
Chief Financial Officer	0.00	0.00	0.01
Community Engagement Manager	0.00	0.00	0.05
Commuter and Motorist Assistance Manager	0.80	0.90	0.85
Deputy Executive Director	0.01	0.00	0.00
External Affairs Director	0.01	0.01	0.10
Management Analyst	0.25	0.00	0.00
Public Affairs Manager	0.01	0.01	0.01
Senior Administrative Assistant	0.10	0.07	0.05
Senior Management Analyst	0.04	0.42	0.31
FTE	1.23	1.42	1.42

DEPARTMENT OVERVIEW

The Commission's Commuter Assistance Program (CAP) advances the agency's mission to improve regional mobility and quality of life by expanding access to efficient, affordable, and sustainable transportation options. CAP delivers this through a comprehensive employer and commuter program (IE Commuter), vanpool subsidies (VanClub), multi-modal facilities (Park & Ride), that support work-commute travel markets, and free-fare incentives (Experience Metrolink) that encourage transit use regardless of trip purpose. Together, these effective Transportation Demand Management (TDM) strategies reduce drive-alone trips by promoting sustainable transportation options such as bus and rail transit, vanpools, carpools, active transportation (walking and bicycling), and telework.

CAP operates as a coordinated, countywide TDM program, with services in Western Riverside County funded through Measure A and services in Eastern Riverside County funded through Service Authority for Freeway Emergencies (SAFE) funding. This unified approach ensures consistent rideshare assistance and commute support for residents and employers across the region, regardless of location. Together, these programs provide employers with robust commute solutions while helping residents access transportation options that reduce vehicle trips, vehicle miles traveled, and emissions.

IE Commuter: A Regional TDM Program

IE Commuter provides a comprehensive suite of TDM programs and services to Riverside and San Bernardino County residents and regional employers to reduce drive-alone commuting and expand access to shared and sustainable travel options. Services are delivered through a bi-county partnership with the San Bernardino County Transportation Authority (SBCTA) and implemented via consultant support.

- Program Outreach – Conducts countywide outreach engaging employers, residents, and community partners to expand awareness and use of rideshare and sustainable transportation options through incentives, marketing campaigns, digital media, events, and targeted engagement efforts.
- Employer Services – Supports employers of all sizes and industries with employee ridematching and transit planning services, as well as turnkey promotional campaigns and incentives. Large employers (250 or more employees) subject to South Coast Air Quality Management District Rule 2202 receive specialized assistance, including Average Vehicle Ridership (AVR) surveys, calculations, marketing workshops, and on-site support.
- Ridematching Services - Provides registered users with free, personalized transportation options, including transit itineraries and carpool/vanpool matching, to support a shift away from drive-alone travel.
- Information Services – Offers commuters and employers access to online tools, resources, and live customer support via the call center (866-RIDESHARE), email, and live chat services during business hours for ridematching support, transit assistance, or general program inquiries.
- Rideshare Incentives – Encourages participation in alternative work commute modes through targeted incentives, including:
  - $5/Day Rideshare Incentive – Provides up to $125 over a three-month period to commuters who switch from driving alone to eligible alternative transportation for their daily work commute.
  - Monthly Rideshare & Telework Spotlight – Encourages continued participation by offering monthly prize opportunities for logging rideshare or telework activity.
- Guaranteed Ride Home – Supports rideshare participants by providing reimbursable emergency transportation for unplanned circumstances, including overtime or personal emergencies. Eligible reimbursements include Transportation Network Company services, transit, or taxi trips, with a maximum of two reimbursements per year.

IE Commuter FY25 Impact (Employer Partners)



VanClub: A Vanpool Subsidy Program

VanClub enhances accessibility and affordability by subsidizing leased vanpools traveling to worksites in Riverside County, providing up to $600 per vanpool per month. Additionally, as a member of Calvans, the RCTC supports vanpool transportation for farm and agriculture workers across the county, helping connect workers to reliable, safe, and affordable commute options. In Fiscal Year 2025, VanClub subsidized an average of 49 vanpools per month reducing 96,000 vehicle trips, 4.6 million vehicle miles traveled, and 1,750 tons of emissions.

Park & Rides: Multi-Modal Facilities

Park & Ride (P&R) facilities support regional mobility by providing convenient locations for commuters to park and connect with carpools, vanpools, and transit services. These facilities are a critical component of the region's TDM strategy, enabling shared and multimodal travel while reducing drive-alone trips. RCTC expands Park & Ride capacity by leasing excess parking spaces from retail centers, churches, and other property owners throughout Riverside County. These three-party lease agreements between the property owner, Caltrans, and RCTC, provide flexibility to adapt to changing commuter demand while maximizing the efficient use of existing parking resources.

Experience Metrolink: Free Rail Pass Program

Launched in 2025 with funding from the Low Carbon Transit Operations Program (LCTOP), Experience Metrolink represents IE Commuter's strategic expansion beyond traditional employer-based commute programs, by intentionally engaging trip markets outside the work commute, including school, discretionary, and leisure travel. Framed by the tagline "Experience Metrolink: To Work, School, and Play," the program reinforces regional rail as a relaxing and comfortable everyday travel option that supports a wide range of trip purposes.

In 2025, more than 6,100 participants enrolled, demonstrating strong demand for transit options that support ridership recovery and longer-term behavior change. Program participation is estimated to have reduced 57,000 vehicle trips, 3.2 million vehicle miles traveled, and 1,300 tons of emissions.

TDM as a High-Impact Mobility Tool

TDM through Commuter Assistance is one of the Commission's most readily deployable mobility tools, offering a high return on investment by reducing vehicle trips, vehicle miles traveled, and emissions while complementing long-term capital investments. In addition, TDM strategies support environmental clearance efforts and help meet vehicle miles traveled mitigation requirements for transportation projects. Through incentives, engagement, and technology, CAP delivers near-term mobility benefits while advancing the Commission's broader transportation, environmental, and quality-of-life goals.

Future CAP Initiatives

Since the COVID-19 pandemic, the CAP has adapted to an evolving transportation landscape by expanding regional collaboration, modernizing program delivery, and introducing new tools and incentives to respond to changing travel behaviors. Recent efforts include the launch of Telework Employer Assistance (TEA) to support remote and hybrid work models, implementation of the $5/Day Rideshare Incentive to encourage shifts away from driving alone, integration of rideshare platforms with neighboring counties to enhance intercounty ridematching, expanded vanpool subsidies, and free rail pass programs to improve access to shared and regional transit options. Together, these efforts demonstrate CAP's ability to respond quickly and effectively to emerging mobility needs.

Looking ahead, CAP will continue to enhance its programs and services through the following key initiatives:

- Next Generation Strategic TDM Study – CAP will conduct a comprehensive strategic study to guide the next phase of program evolution, analyzing travel behavior across all trip markets, assessing emerging technologies, and developing data-driven recommendations to significantly reduce vehicle miles traveled, with project completion anticipated by the end of 2027.
- Transit Training Program – CAP will pilot a Transit Training Program to assist new or inexperienced transit users by pairing them with experienced riders at worksites or through consultant-led ride-along support for both commute and discretionary trips. If the program proves to be an efficient and sustainable strategy for increasing transit adoption, it will transition to a permanent offering to further enhance public transit accessibility and ridership.
- Technology Enhancements – Leveraging Mobile Source Air Pollution Reduction Review Committee (MSRC) funding secured in 2025, in partnership with SBCTA, the IE Commuter platform will be enhanced to better support multimodal trips for all trip purposes, including a higher-education campus module and automated identification and engagement of carpool, vanpool, and transit opportunities.
- Sustainable Revenue Generation and TDM Reinvestment Opportunities – The vanpool program delivers high-impact commute benefits for both commuters and employers while also offering revenue potential to support the Commission's TDM programs. CAP will examine opportunities to leverage vanpool program performance to support potential revenue opportunities, enhance RCTC eligibility for applicable funding, and reinvest in TDM services to further advance regional mobility goals.

Through its continually evolving suite of services, CAP has demonstrated measurable success in reducing vehicle trips, vehicle miles traveled, and emissions while delivering tangible benefits to residents, communities, and employer partners as it advances RCTC's mobility goals. By embracing innovation, expanding engagement, and strengthening intercounty collaboration, CAP is positioned as a critical, high-impact tool for advancing RCTC's regional mobility priorities and improving quality of life across the region.

DEPARTMENT GOALS

CA1 – Operate a cost-effective CAP resulting in a demonstrable reduction in SOV trips, thus assisting with congestion mitigation and improving air quality. *(Policy Goals: Quality of Life, Responsible Partner)*

CA2 – Ensure the coordination of ridesharing programs throughout the Inland Empire and the southern California region. *(Policy Goals: Quality of Life, Operational Excellence, and Responsible Partner)*

CA3 – Broaden the reach of the program to encourage alternative transportation modes amongst all travelers and continue to grow the core base of employers and their employees. (P*olicy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

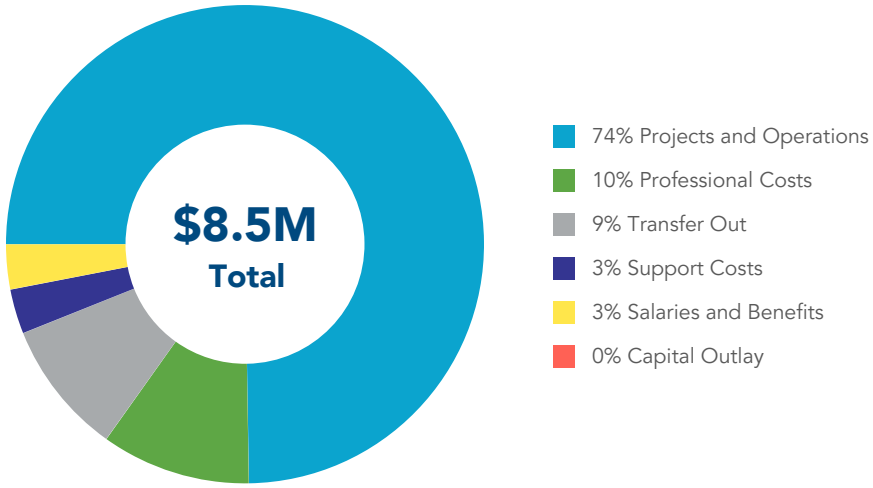
ID	Commuter Assistance Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
CA1	Incentive participation:				
CA1	• Rideshare Incentive	1,300	1,147	1,200	1,300
CA1	• Rideshare/Telework Spotlight	3,450	2,589	2,700	2,800
CA1	Rideshare Week Pledges	1,500	1,156	1,500	1,600
CA1	Number of one-way single occupant vehicle trips reduced from incentive participation and subsidized VanClub vanpools	291,000	360,789	372,000	130,000
CA2	Number of employer partners	320	332	342	352
CA2	Park & ride spaces	2,821	2,821	2,821	2,950
CA2	VanClub Vanpools	51	49	65	80
CA2	VanClub participants cumulative reduction of VMT	4,062,600	4,628,523	6,064,000	7,000,000
CA3	Number of Employee Transportation Surveys	116,000	82,816	85,300	87,900
CA3	RideGuides produced	5,800	5,089	5,240	5,400

MOTORIST ASSISTANCE

MISSION STATEMENT:

Motorist Assistance helps keep traffic flowing with timely incident detection and response through freeway service patrols, provides comprehensive traveler information to support informed routing decisions, and continuously improves services to support safer and more efficient travel on Riverside County highways.

CHART 39 – MOTORIST ASSISTANCE



EXPENDITURES

Motorist Assistance expenditures and uses are budgeted at $8,506,300, an increase of 11% compared to the prior year budget (Table 52) reflecting investments in service modernization. Salaries and benefits reflect an increase of 54% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of $843,500, reflects an increase of $386,800 or 85% due to anticipated costs associated with modernization of the SoCal 511 regional platform and advancement of the Next Generation Motorist Aid Study. Support costs of $260,500 reflects an increase of 33% due to RCTC, along with SBCTA, serving as host agencies for the annual CalSAFE conference, resulting in additional event planning, coordination, and other related expenses.

Program operations include $5,156,000 in towing contract costs for the FSP program. Projects and operations costs increased 3% due to anticipated increases in FSP rates. Capital outlay remained unchanged from the previous year and include replacement of FSP truck radios and tablets. Transfers out represent a $325,000 for the Eastern Riverside County TDM and a $481,900 allocation for administrative costs.

TABLE 52 – MOTORIST ASSISTANCE USES DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 162,400	$ 191,900	$ 173,800	$ 294,600	$ 102,700	54%
Professional Costs						
Legal Services	10,400	26,000	5,500	28,500	2,500	10%
Professional Services - General	168,500	430,700	257,300	815,000	384,300	89%
Total Professional Costs	178,900	456,700	262,800	843,500	386,800	85%
Support Costs	104,600	196,500	45,300	260,500	64,000	33%
Projects and Operations						
Program Operations	4,604,800	6,120,800	4,815,700	6,290,800	170,000	3%
Capital Outlay	6,400	10,000	–	10,000	–	0%
Transfers Out	361,700	672,600	462,800	806,900	134,300	20%
TOTAL Motorist Assistance	$ 5,418,800	$ 7,648,500	$ 5,760,400	$ 8,506,300	$ 857,800	11%

MOTORIST ASSISTANCE STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.01	0.01	0.11
Commuter and Motorist Assistance Manager	0.20	0.10	0.15
Deputy Director of Administrative Services	0.00	0.01	0.02
Management Analyst	0.75	0.00	0.00
Procurement Analyst	0.11	0.07	0.07
Procurement Manager	0.04	0.03	0.04
Public Affairs Manager	0.02	0.01	0.01
Senior Administrative Assistant	0.04	0.02	0.02
Senior Management Analyst	0.04	0.68	0.75
Senior Procurement Analyst	0.02	0.03	0.01
FTE	1.23	0.96	1.28

DEPARTMENT OVERVIEW

As the regional SAFE, the Commission is responsible for delivering a comprehensive motorist aid system that helps keep traffic flowing, supports regional mobility, and promotes efficient highway operations. Through a combination of proactive incident response, real-time traveler information, targeted demand management strategies, and continued program modernization, the Motorist Assistance Program (MAP) provides coordinated services that reduce travel disruptions and improve the overall travel experience across Riverside County.

Freeway Service Patrol (FSP)

The FSP operates a fleet of tow trucks that continuously patrol approximately 130 centerline miles of the county's most congested highways during peak travel periods. FSP tow operators proactively seek out and assist stranded motorists by providing services such as jump starts, tire changes, towing, or a gallon of gas—at no cost to the motorist. By rapidly detecting and clearing disabled vehicles and roadway debris, FSP shortens incident duration, reduces secondary collisions, and helps maintain traffic flow on heavily traveled corridors.

In addition to standard patrol operations, FSP is deployed to support construction zones and major events where incidents can have significant traffic impacts and rapid response is essential to keeping traffic flowing. These supplemental FSP services are provided through special agreements for construction zones, with funding provided by Caltrans or Commission-funded construction projects. FSP assistance is also deployed during major events, including the Coachella and Stagecoach music festivals, to help manage increased regional travel demand and minimize impacts to local residents and traffic.

511 Traveler Information Services (SoCal 511)

SoCal 511 provides motorists with 24/7 real-time traffic speeds, transit options, and commuter information services across multiple platforms, supporting informed travel decisions and efficient use of the regional transportation system. The service is available free of charge and in multiple languages via SoCal511.com, by calling 511 (English and Spanish), or through the SoCal 511 mobile application. The Commission partners with LA Metro, OCTA, SBCTA, and VCTC to share costs and deliver a coordinated, region-wide traveler information service that expands access to timelines and reliable travel information. A comprehensive system refresh is planned, with significant enhancements anticipated for the SoCal 511 website, IVR system, and mobile application to ensure the service continues to meet the evolving needs of travelers across Southern California.

Transportation Demand Management Support in Eastern Riverside County

Beyond these core programs, Motorist Assistance allocates a small portion of SAFE funding to expand access to Commuter Assistance Program (CAP) services in eastern Riverside County. This funding ensures consistent and continued access to transportation demand management (TDM) services – such as IE Commuter programs and incentives and VanClub vanpool subsidies – for residents, communities, and employers in the region. This initiative supports regional mobility and contributes to congestion reduction and air quality improvements with focused TDM efforts across eastern Riverside County.

Next Generation Motorist Assistance Program

Looking ahead, the MAP is working to modernize and evolve its services to better meet changing traveler needs and leverage advances in technology. In 2025, the Commission approved the removal of legacy freeway call boxes, along with the initiation of a comprehensive MAP study to evaluate traffic and incident patterns, emerging technologies, and innovative service delivery approaches. The study will identify effective solutions for incident mitigation, detection, response, and traveler assistance. The study may also inform pilot programs to test new technologies or service models that enhance coverage, improve response times, and better integrate motorist assistance services with regional transportation operations. The study is expected to be completed by the end of calendar year 2027, with recommendations to guide future program improvements.

Together, the Freeway Service Patrol, SoCal 511 Traveler Information Services, Eastern Riverside County TDM services, and Next-Generation Motorist Assistance initiatives form a coordinated and adaptable system that supports efficient highway operations and regional mobility. Through proactive incident response, timely traveler information, targeted demand management strategies, and continued program innovation, the MAP helps keep traffic flowing, minimizes travel disruptions, and supports safer, more efficient travel for residents, visitors, and goods movement throughout Riverside County.

DEPARTMENT GOALS

MA1 – Provide efficient delivery of a comprehensive motorist aid system (511, FSP) and an outstanding level of service to the traveling public. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA2 – Support regional mobility by providing 24/7 access to real-time traffic information, transportation options and services. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA3 – Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA4 – Improve motorist safety on the highway system by conducting a motorist aid study that defines the most effective solutions and potentially piloting programs to replace the call box system. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Motorist Assistance Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
MA1 MA2	Number of 511 phone calls	60,000	53,498	55,200	56,900
MA1 MA2	Number of 511 web visits	450,000	630,177	550,000	566,000
MA1 MA3	Number of FSP assists	57,000	63,885	61,000	62,800
MA1 MA4	Number of call boxes*	158	158	—	—
MA1 MA4	Number of call box calls*	750	218	—	—

*The Riverside County Call Box System was decommission as of June 30, 2025

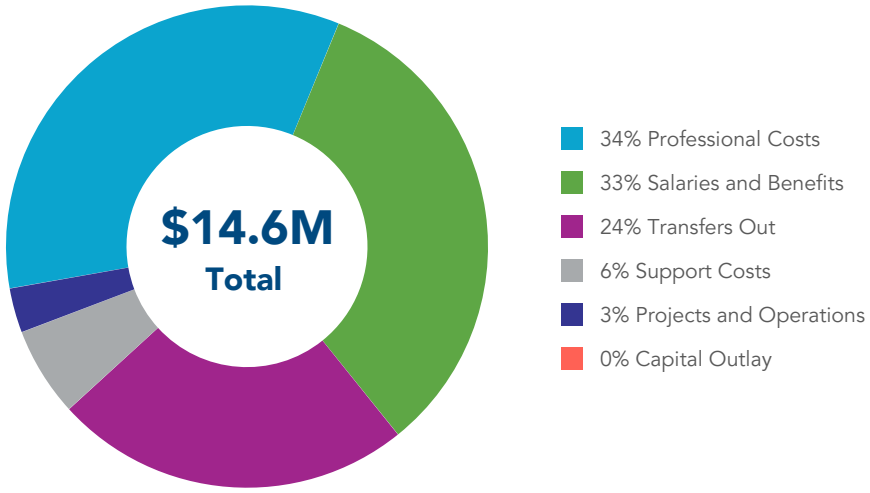


REGIONAL CONSERVATION

MISSION STATEMENT:

Regional Conservation assists the RCA in its obligations to administer the MSHCP in coordination with its member agencies and state and federal partners.

CHART 40 – REGIONAL CONSERVATION



EXPENDITURES

The Regional Conservation Department has a total budget of $14,669,600 (Table 53). The Implementation and Management Services Agreement between the Commission and the RCA became effective on January 1, 2021. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA. The 25% increase in salaries and benefits reflects the net change in FTE allocations, including two new positions for a MHSCP Compliance Manager and a Senior Management Analyst (RC) Management & Monitoring, and a 4% pool for performance merit-based salary increases. Professional costs of $5,058,400 reflects a decrease of $223,900 or 4% due to monitoring and management contracts. Professional services include general legal, legislative advocacy, public outreach, monitoring and management contracts, various other contracts, and website updates. Support costs of $829,800 reflects an increase of 17% primarily due to an increase in HOA dues. Support costs include advertising, various membership dues, seminars and conferences, office equipment and furniture, office maintenance, and insurance. Program operations of $87,000 includes program management oversight by Bechtel. Right of way costs of $400,000 relate to professional services costs for RCA habitat acquisition. Capital outlay of $5,000 includes office equipment and furniture. Transfers out of $3,510,100 relate to the administration cost allocation.

TABLE 53 – REGIONAL CONSERVATION EXPENDITURE DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 3,128,000	$ 3,825,300	$ 3,099,600	$ 4,779,300	$ 954,000	25%
Professional Costs						
Commissioner Per Diem	20,000	30,000	25,000	30,000	–	—%
Legal Services	423,400	750,000	608,400	850,000	100,000	13%
Audit Services	100,600	109,000	84,000	132,800	23,800	22%
Professional Services - General	3,248,000	4,393,300	3,589,100	4,045,600	(347,700)	-8%
Total Professional Costs	3,792,000	5,282,300	4,306,500	5,058,400	(223,900)	-4%
Support Costs	467,200	712,000	594,400	829,800	117,800	17%
Projects and Operations						
Program Operations	65,600	98,400	98,400	87,000	(11,400)	-12%
Right of Way	288,800	760,000	300,000	400,000	(360,000)	-47%
Total Projects and Operations	354,400	858,400	398,400	487,000	(371,400)	-43%
Capital Outlay	–	5,000	–	5,000	–	—%
Transfers Out	2,101,000	3,163,500	2,360,400	3,510,100	346,600	11%
TOTAL Regional Conservation	$ 9,842,600	$ 13,846,500	$ 10,759,300	$ 14,669,600	$ 823,100	6%



REGIONAL CONSERVATION STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Accountant	1.00	0.98	1.00
Accounting Supervisor	1.04	0.94	0.84
Accounting Technician	1.00	0.99	0.90
Administrative Assistant	0.16	0.04	0.02
Administrative Services Director- Clerk of the Board	0.16	0.10	0.18
Administrative Supervisor/Executive Assistant	0.00	0.02	0.10
Chief Financial Officer	0.15	0.07	0.10
Community Engagement Manager	0.25	0.25	0.20
Deputy Clerk of the Board	0.91	0.90	0.90
Deputy Director of Administrative Services	0.30	0.01	0.02
Deputy Director of Finance	0.00	0.00	0.16
Deputy Executive Director	0.08	0.07	0.07
Executive Director	0.12	0.11	0.14
External Affairs Director	0.10	0.10	0.10
Financial Administration Manager	0.92	0.82	0.49
Financial Budget Manager	0.00	0.01	0.20
Legislative Affairs Manager	0.25	0.25	0.25
Management Analyst	0.98	1.00	0.90
MSHCP Compliance Manager	0.00	0.00	1.00
Procurement Analyst	0.04	0.15	0.16
Procurement Manager	0.04	0.04	0.04
Project Delivery Director	0.07	0.04	0.05
Public Affairs Manager	0.15	0.23	0.19
Records Technician	0.00	0.00	0.00
Regional Conservation Deputy Director	1.00	1.00	1.00
Regional Conservation Director	1.00	1.00	1.00
Reserve Management and Monitoring Manager	1.00	1.00	1.00
Right of Way Manager	0.50	0.45	0.41
Senior Administrative Assistant	0.08	0.08	0.25
Senior Management Analyst	6.12	6.01	6.75
Senior Office Assistant	0.14	0.01	0.01
Senior Procurement Analyst	0.04	0.04	0.04
FTE	17.6	16.71	18.47

DEPARTMENT OVERVIEW

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation Department provides these management services through its staff and consultants to implement the MSHCP.

The MSHCP is one of the largest conservation plans of its kind in the United States, protecting 146 species and 500,000 acres of open space when completed. As a result of the MSHCP and related permits, the Commission and other agencies have saved significant amounts of taxpayer dollars and time from streamlined project approvals. Most importantly, the commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents. Ongoing implementation of the MSHCP is critical, which is funded through the Local Development Mitigation Fee (LDMF) imposed by Member Agencies on new development, landfill tipping fees, a portion of western county TUMF, and grants. The Commission is an important investor in the plan to date—having provided $153 million in 2009 Measure A funding for habitat acquisition.

As RCA's managing agency and a vested stakeholder and investor in the MSHCP, the Commission offers long-term support and expertise for the implementation of the MSHCP. Such support and expertise consists of, but is not limited to:

- Preparation of board and committee agendas and provision of staff support for related meetings;
- Oversight and implementation of the MSHCP;
- Administration of the RCA Joint Powers Agreement among the RCA and its Member Agencies;
- Preparation of state and federal reports, including required audits and an annual budget and amendments;
- Oversight of collection and administration of the LDMF, including preparation of required ordinances, resolutions, nexus studies, and Member Agency audits;
- Seeking, obtaining, and administering federal and state funding and grants to support assembly of habitat reserves;
- Management of consultant contracts and provision of legal support and representation;
- Provision of land acquisition services and oversight of land management and monitoring contracts;
- Provision of administrative support as required;
- Provision of any other support to carry out the purposes of the MSHCP, the RCA, and the Implementation and Management Services Agreement;
- Oversight and implementation of the RCA Board of Directors' actions and directives; and
- Provision of policy advocacy and external affairs at the local, state, and federal levels.

Efficiencies through the consolidation of professional services contracts are being achieved over the long-term. Further, the collaboration between agencies on matters such as land acquisition, public outreach and awareness, internal administrative functions including Clerk of the Board, Finance, and legislative affairs are significant. The Commission has long-standing, existing relationships with state and federal resource agencies and a track record of successful delivery of projects with approvals from those agencies.

The Regional Conservation Department has three key priorities for FY 2026/27:

- Continue Phase III of the Managing Agency Transition Plan;
- Continue organizational excellence related to integrity, consistency, and sustainability in implementation of the MSHCP; and
- Improve partnerships, communication, and engagement with Member Agencies, state and federal agencies, tribes, and other key stakeholders.

DEPARTMENT GOALS

RC1 – Provide executive director services and such other administrative support as required to assist RCA in its obligations to administer the MSHCP. *(Policy Goal: Operational Excellence)*

RC2 – Facilitate and support Member Agency implementation of the MSHCP to improve efficient, effective, and sustainable implementation. *(Policy Goals: Quality of Life, Responsible Partner)*

RC3 – Build upon relationships with state and federal agencies to maximize funding opportunities to achieve the state and federal commitment to contribute 50,000 acres to the MSHCP reserve. *(Policy Goals: Operational Excellence, Connecting the Economy, Responsible Partner)*

RC4 – Strengthen communications to stakeholders, members of the public, and elected officials to be transparent about RCA's conservation efforts, funding, and collaboration opportunities. *(Policy Goals: Operational Excellence, Responsible Partner)*

Regional Conservation Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 26/27 Projected
Acres purchased	1,100	648	500	500
Acres donated	200	2,574	300	200
Joint project reviews completed	30	30	25	25



SECTION 3.3

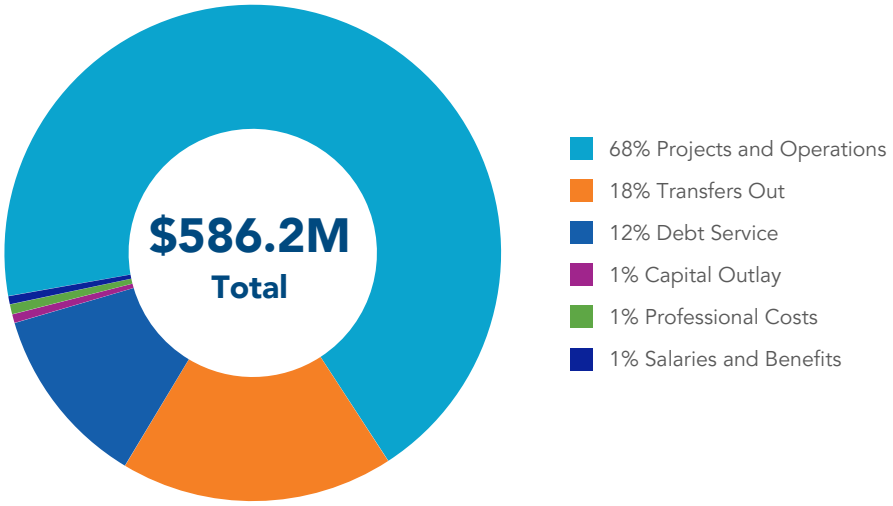
Capital Projects

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

MISSION STATEMENT:

Capital Project Development and Delivery keeps the Commission's contract with the voters of the County by accelerating the planning, programming, and implementation of projects and programs in the Measure A TIP, as enhanced by the Toll Program, to the extent that funds are available. Capital Projects ensures that capital projects are environmentally acceptable, expertly designed, and implemented in a cost-effective manner. Capital Projects acquires and manages required right of way in the fairest, most economical, efficient, and timely manner possible.

CHART 41 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY



EXPENDITURES

The budgeted expenditures and transfers out total $586,295,600 to cover all of the Commission's major capital projects (Table 54). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflects a decrease of $142,500 or 4% from the prior year. The decrease is due to a change in the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of $3,755,900 primarily relate to general legal costs, specialized legal, advisory services, public communications, and property management services. Support costs of $1,563,000 consist primarily of services needed to maintain the Commission's real properties in a condition that complies with all local codes and regulations governing property maintenance. The 7% decrease includes a subscription software addition providing comprehensive traffic and population movement data called Replica. This software is accessible by all member agencies within the Commission and the consultants working on the member agency projects.

General project costs of $9,382,000 comprise program management provided by Bechtel and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of $24,621,000 relate to the Mead Valley Station; MCP projects; Cajalco Road Widening, SR-79 realignment projects; Perris Valley Line double track in Moreno Valley to Perris projects; South Perris Station and Layover Expansion project; various commuter rail improvement and rehabilitation; and various Western County Measure A highway and TUMF regional arterial projects.

Construction expenditures of $175,438,400 primarily relate to the MCP projects; South Perris Station & Layover Facility Expansion; Jurupa Valley Grade Separation; Wildomar Bundy Canyon Road Segment 2; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of $270,000 pertain primarily to the I-15 Express Lanes – Northern Extension project.

Right of way expenditures of $78,049,300 on significant projects include the MCP projects; SR-79 realignment project; various Western County TUMF regional arterial projects; and station improvement projects.

Local turn-back payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to $84,292,900. Disbursements of $27,897,000 to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Special studies in FY 2026/27 of $1,179,000 includes the Next Generation Toll Feasibility Study and I-15 Express Lanes ingress/egress analysis.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are $31,716,000. The Commission will make principal payments of $37,475,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- $69,191,000 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- $8,215,300 from the 2009 Measure A Western County new corridor fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- $3,521,000 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- $7,004,900 from Measure A and TUMF funds for the allocation of administrative costs to the General fund;
- $5,298,200 from the TUMF CETAP fund to the 2009 Measure A Western County new corridor fund for the MCP projects;
- $1,324,500 from the 2009 Measure A Western County highway fund to the TUMF Regional Arterials fund for the SR-79 realignment project; and
- $2,812,200 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements.
- $1,324,500 from the TUMF Regional Arterial Fund to the I-10-SR79 project.

TABLE 54 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY USES DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 3,189,200	$ 3,330,900	$ 2,912,600	$ 3,188,400	$ (142,500)	-4%
Professional Costs						
Legal Services	2,257,000	1,554,000	650,000	1,110,500	(443,500)	-29%
Audit Services	126,000	70,000	91,000	51,000	(19,000)	-27%
Financial Advisory	148,000	72,600	48,000	199,000	126,400	174%
Professional Services - General	872,700	1,917,600	301,200	2,395,400	477,800	25%
Total Professional Costs	3,403,700	3,614,200	1,090,200	3,755,900	141,700	4%
Support Costs	361,600	1,675,700	598,100	1,563,000	(112,700)	-7%
Projects and Operations						
Program Operations	14,080,400	9,139,700	9,390,400	9,382,000	242,300	3%
Engineering	12,145,000	33,043,500	20,292,600	24,621,000	(8,422,500)	-25%
Construction	84,810,500	236,775,300	88,875,600	175,438,400	(61,336,900)	-26%
Design Build	7,469,400	280,100	–	270,000	(10,100)	-4%
Right of Way and Land	16,795,200	60,348,000	29,198,400	78,049,300	17,701,300	29%
Local Streets and Roads	84,398,000	78,891,900	84,381,300	84,292,900	5,401,000	7%
Regional Arterials	66,867,000	60,000,000	48,249,400	27,897,000	(32,103,000)	-54%
Special Studies	160,600	2,353,700	1,411,000	1,179,000	(1,174,700)	-50%
Operating and Capital Disbursements	–	–	–	–	–	N/A
Total Projects and Operations	286,726,100	480,832,200	281,798,700	401,129,600	(79,702,600)	-17%
Capital Outlay	7,461,500	3,975,000	1,865,000	3,400,000	(575,000)	-14%
Debt Service	69,158,300	69,185,200	69,185,300	69,191,000	5,800	0%
Transfers Out	126,565,700	95,542,700	110,109,900	104,067,700	8,525,000	9%
TOTAL Capital Project Development and Delivery	$ 496,866,100	$ 658,155,900	$ 467,559,800	$ 586,295,600	$ (71,860,300)	-11%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Assistant	0.01	0.00	0.00
Administrative Supervisor	0.01	0.00	0.00
Capital Project Manager	2.37	1.69	1.31
Chief Financial Officer	0.20	0.12	0.09
Deputy Director of Administrative Services	0.00	0.32	0.24
Deputy Director of Finance	0.00	0.00	0.02
Deputy Director of Toll Operations	0.00	0.00	0.03
Deputy Executive Director	0.06	0.04	0.04
Executive Director	0.08	0.06	0.06
External Affairs Director	0.10	0.07	0.06
Facilities Administrator	0.17	0.10	0.20
Legislative Affairs Manager	0.02	0.01	0.02
Management Analyst	0.00	0.00	0.10
Planning and Programming Director	0.00	0.07	0.04
Planning and Programming Manager	0.00	0.09	0.18
Procurement Analyst	0.16	0.21	0.18
Procurement Manager	0.21	0.40	0.18
Project Delivery Director	0.48	0.43	0.60
Public Affairs Manager	0.29	0.25	0.26
Right of Way Manager	0.48	0.47	0.36
Senior Administrative Assistant	0.56	0.55	0.67
Senior Capital Project Manager	2.54	2.64	2.17
Senior Management Analyst	4.76	3.71	3.04
Senior Procurement Analyst	0.24	0.40	0.23
Toll Operations Director	0.10	0.05	0.02
Toll Project Delivery Director	0.76	0.34	0.33
Toll Systems Engineer	0.00	0.02	0.00
Toll Technology Manager	0.07	0.05	0.03
FTE	13.66	12.09	10.52

DEPARTMENT OVERVIEW

The primary responsibility of Capital Projects is the development and delivery of major highway, express lanes and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 43% of the Commission's FY 2026/27 budgeted expenditures originates in this department managed by the Toll Project Delivery and Project Delivery Directors responsible for the capital program.

Capital Projects accelerates delivery of the Measure A, toll, state, and federally funded highway, regional arterial, and rail capital improvement projects throughout the County. Highway improvements currently in progress include the addition of mixed flow, truck climbing and descending, auxiliary, and tolled express lanes; widening and realignment projects; interchange improvements; a new CETAP corridor; and smart freeway improvements. Commuter rail capital improvements include the expansion of commuter rail service in Western County and related station improvement and rehabilitation projects.

Regional arterial capital improvements include Western County TUMF and Measure A regional arterial projects administered by the Planning and Programming Department and reimbursements to CVAG related to the highway and regional arterial program that it administers in the Coachella Valley. Capital Projects may develop and deliver Western County regional arterial projects on behalf of local jurisdictions, as noted previously.

The 2009 Measure A program includes funding to the incorporated cities and the County unincorporated areas for local streets and roads maintenance, repair, and construction. The budgeted amount is set by formula established in the Measure A TIP. Each jurisdiction's respective allocation is based on population (Western County and Palo Verde Valley) or dwelling units (Coachella Valley) and the amount of sales tax generated. The Planning and Programming Department administers the local streets and roads funding eligibility reviews.

Capital Projects provides the necessary coordination between the Commission and Caltrans for the development of scope, cost, and project delivery schedules for Measure A projects that include STIP funding or are on the state highway system.

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2026/27 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

The Commission incurred debt for highway (non-tolled and tolled), new corridor, regional arterial, and local streets and roads projects for which title usually vests or, upon completion, will vest with Caltrans or local jurisdictions for ongoing operations and maintenance. The financed projects are not assets of the Commission for which the Commission will have operating responsibilities, except for the intangible rights to operate the express lanes on SR-91 and I-15. Accordingly, future operating costs related to the non-capitalized projects cannot be determined since they are not the Commission's responsibility and are not applicable to the annual budget. Operating budget impacts for the Commission's toll assets and non-financed rail assets are included in the annual budget.

RIGHT OF WAY ACQUISITION, UTILITY COORDINATION,AND SUPPORT SERVICES

The primary goal of the Right of Way Management Division is the delivery of right of way in the most cost-effective manner and within project schedules, while adhering to federal and state regulations. To implement the Commission's directive, the Commission maintains on-call agreements with right of way consultant services in the fields of right of way engineering and surveying, environmental assessment, appraisal and appraisal review, acquisition and relocation, property management, and utility relocation. The Right of Way Management Division supervises and manages right of way services and related support for individual projects that are included in the Capital Projects budget and for habitat acquisition related to the RCA's MSHCP.

PROPERTY MANAGEMENT

The Commission strives to manage its real property with the objective of maximizing existing and future public transportation benefits, safety, and income by means of professional property management policies and procedures. This includes issuing licenses and rights of entry for authorized third-party uses, as well as investigating and resolving issues regarding uses not authorized by the Commission or RCA. During FY 2014/15, the Commission performed a comprehensive analysis of existing licenses and encroachments. The Commission resolved private use and utility encroachments on the SJBL, resulting in additional licenses. The Commission continues to monitor, identify and, if necessary, enter into new licenses or eliminate encroachments on SJBL. In certain limited situations, the Commission may also grant easements. Similar efforts for RCA include identifying and converting lease agreements to license agreements in FY 2021/22. In addition, various rights of entry are entered into for the benefit of special studies or projects on RCA land which may provide a benefit to the sensitive habitat currently in conservation.

The property management scope of work on all Commission-owned properties consists of general maintenance activities and security measures. The property management function includes the demolition and clearance of structures and other improvements on acquired property, excluding commuter rail stations. Additionally, the Commission must manage real property acquired for a project until required for construction.

Since 1990, the Commission has acquired property assets in the course of rail and highway project implementation. The Commission acquires and transfers to Caltrans most of these parcels upon project completion. Upon project completion, all remaining portions of properties within every project are reassessed and deemed surplus, when it has been determined that the continued retention of the property no longer supports the Commission's policy goals and objectives.

Property acquisition for the 91 Project began in 2010 with all of the 197 required parcels acquired and delivered to the design-builder by June 2015. The last remaining parcel acquired through condemnation action in late 2022. Right of way will continue the project closeout effort and transfer the necessary property interest to the various agencies.

LONG-TERM STRATEGIC PLANNING

The Commission completed a significant effort in December 2006 to develop an implementation plan strategy for the 2009 Measure A state highway program, with a focus on the first 10 years of the program through 2019. The effort, known as the Western County Highway Delivery Plan, included an objective-based assessment of the Western County portion of the 2009 Measure A TIP along with the prioritization of the program of projects. The Commission selected four highway corridors (I-215, I-15, I-10, and SR-91) as the priority focus for the first 10 years of the 2009 Measure A program, and long-term development work was approved for large-scale projects such as the development of the MCP and realignment of SR-79.

Project development activities for these projects have been ongoing, including an update and reprioritization in January 2010 in response to the economic downturn. The Commission completed a scope reevaluation of the I-15 Express Lanes project and adopted a new scope of work that consists of tolled express lanes on the northern 15 miles of I-15 in the County which opened in April 2021. The Commission deferred the I-10 truck climbing lanes project several years and replaced it with added safety improvements on SR-60, which has completed construction . For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the MCP and SR-79 realignment projects and has been acquiring property for those projects to meet the environmental mitigation requirements. The Commission has recently completed construction on the first construction package for the MCP I-215/Placentia Avenue interchange. In addition, the Commission has commenced the design of the next phase of the MCP, MCP construction package 3, along with Ramona Expressway.

Following the January 2019 Annual Workshop, the Commission assigned an ad hoc committee to establish a new 10-year Western County Highway Delivery Plan for 2019-2029. Development of the new Western County Highway Delivery Plan focused on Commission-sponsored highway projects in Western County to be delivered between 2019 and 2029.

In July 2019 the new Western County Highway Delivery Plan was adopted, for the period 2019-2029. Projects were placed into three groups based on the likelihood of obtaining full funding. Group 1 projects (or project phases) are considered fully funded given existing and expected local funding from Measure A, tolls, and other local sources as well as state and federal funding. Group 2 projects (or project phases) are partially funded with full funding likely available over the 2019-2029 period. Group 3 projects represent partner agency-sponsored projects being assisted by Commission funding. While not part of the Commission's Western County Highway Delivery Plan these notable projects are reflected for reference.

In November 2025, a status update on the Western County Highway Delivery Plan 2019-2029 was presented to the Commission. Over the upcoming fiscal year, 2026/27, staff will actualize the Western County Highway Delivery Plan 2019-2029 and identify the projects that remain and which will become part of the 2039 Western County Highway Completion Plan.

CVAG developed a strategic plan for Coachella Valley highway and regional arterial projects based upon a transportation project prioritization study that is updated periodically.

The PVL project, included in the 1989 and 2009 Measure A programs, is now complete and has been in operation since June 2016. The Commission develops other rail capital projects in coordination with SCRRA or based on a rail station plan that is updated periodically. Recently, the Commission completed construction of the Moreno Valley/March Field Station Expansion project, the design of the South Perris Station project, and will commence construction of the Perris Valley Line double track/Moreno Valley to Perris Station project. Station operation costs are included in the Rail Department budget.

Four new Western County transportation corridors were identified through CETAP and are eligible for 2009 Measure A Western County new corridor and TUMF CETAP funding. Given the size and anticipated cost of these new corridors, they are moving forward on varied schedules with the work on the internal corridors – the MCP being the most advanced. Right of way acquisition for the first construction package of the MCP is complete and acquisitions for the remainder of MCP will be considered for extraordinary acquisitions on a case by case basis. Contract Package 3 of the MCP which extends from 1 mile east of Rider Street to Warren Road commenced construction. This package is 8.6 mile section of the MCP and will include a safety improvements, including a raised median to reduce the potential for cross over head-on collisions.

These strategic planning activities play a significant part of the Commission's annual budget process, in particular the capital budget.

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2026/27 budget follow the Department Goals.

DEPARTMENT GOALS

CAP1 – Build upon and strengthen the partnership with Caltrans toward timely delivery of identified Measure A, toll, and STIP projects. *(Policy Goals: Quality of Life, Connecting the Economy)*

CAP2 – To the extent permitted by law, pursue reasonable involvement of local DBE and SBE firms in contract work. *(Policy Goal: Operational Excellence)*

CAP3 – Provide effective communication of project progress to the Board, city councils, the County Board of Supervisors, Caltrans, CTC, FTA, FRA, and FHWA. *(Policy Goal: Operational Excellence)*

CAP4 – Work with Caltrans and other agencies toward completion of preliminary engineering and environmental clearance of all projects. *(Policy Goal: Quality of Life)*

CAP5 – Construct the highway projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy)*

CAP6 – In coordination with the Rail Manager, construct capital improvements at existing commuter rail stations as identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

CAP7 – Acquire right of way for rail, highway, and conservation projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence)*

CAP8 – Identify innovative financing strategies to fully fund projects identified in the Western County Highway Delivery Plan. (P*olicy Goals: Quality of Life, Operational Excellence)*

CAP9 – Identify innovative technologies that can be used to improve congestion while complying with State climate action plan. (Policy Goal: Operational Excellence)

CAP10 – Identify methods to implement the necessary highway projects while complying with the State climate action plan. (Policy Goals: Quality of Life, Operational Excellence)

CAPITAL PROJECTS SUMMARY

The following is a summary of the capital projects included in the FY 2026/27 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

SR-60 TRUCK LANES AND HABITAT MITIGATION & MONITORING (P003029 & P003058)

Provide funding and support for construction for eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit Trail; upgrade existing shoulders to standard widths. The SR-60 Truck Lanes project was relief of maintenance in December 2025 and the total project cost is estimated at $138 million. The SR-60 Truck Lanes habitat mitigation and monitoring project has been established and will extended for a minimum of five years to comply with required environmental conditions required by other resource agencies.

FY 2026/27 Cost	$	30,000	Engineering
	$	166,000	Right of way
	$	43,900	Other project-related costs
Funding Impact	Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition, construction, and mitigation.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

SR-79 REALIGNMENT (P623003, P625146, P625147, P625148)

Complete post-environmental phase work for realignment from Gilman Springs Road to Domenigoni Parkway. The total estimated project cost is $1.2 billion. A Corridor Analysis Study was performed in 2023, which identified options on how to reduce the project cost including conversion to a county expressway, RCTC assuming CEQA lead, and segmentation with logical termini. Design for the southerly Segment 3 from Simpson Road to Newport Road has commenced. ROW acquisition for critical parcels within this segment are also in progress. A Innovative Finance Study is under development to identify potential funding sources and options to assist in financing the remaining phases of SR-79. Since RCTC has assumed the CEQA led, with Caltrans approval, the project is in the process of being renamed as it will no longer be a state highway, but will become a County expressway.

FY 2026/27 Cost	$	5,567,000	Engineering
	$	100,000	Construction
	$	64,910,000	Right of way
	$	978,100	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial, TUMF CETAP, and federal funds.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

71/91 CONNECTOR PROJECT AND HABITAT MITIGATION & MONITORING (P003021 & P003061)

Construction of improvements to the new 71/91 upper level connector was completed in late 2025 and the project has entered the plant establishment period for 3-years. The total estimated project cost is $128 million. The 71/91 Connector habitat mitigation and monitoring project will be established for a minimum of five years to comply with required environmental conditions required by other resource agencies.

FY 2026/27 Cost	$	300,000	Engineering
	$	117,000	Construction
	$	275,000	Right of way
	$	107,100	Other project-related costs
Funding Impact	Costs for right of way acquisition and utility relocation work primarily funded using Congressionally designated federal funding remaining from previous area projects; construction costs to be primarily funded with STIP-RIP and SB 1 TCEP funds. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

I-15 EXPRESS LANES – NORTHERN EXTENSION (P003050)

In Spring 2020, the Commission approved work with SBCTA to help facilitate delivery of the Riverside County portion of the SBCTA I-15 Freight Corridor Project. The scope of the larger SBCTA project is to add express lanes in each direction from Foothill Boulevard in San Bernardino County to Cantu-Galleano Ranch Road in Riverside County. This project will connect seamlessly with the Riverside 15 Express Lanes. The project started construction in January 2024 and is expected to open to traffic in 2028. Currently, the Commission is working with SBCTA providing construction oversight of the express lanes in Riverside County and defining the responsibility and terms of operations for the new toll segment. Although this cross-county project is not identified in Measure A, the delivery of the project would add to and enhance the planned regional express lanes network. The Commission will need to continue staff and consultant effort in the coming years to provide oversight of the construction and manage implementation of the toll operations system of this new segment. In FY 2026/27, staff will work with SBCTA to continue development of the operations agreement and continue construction oversight reviews. The Commission will review and ensure all construction, and operational activities for the I-15 Express Lanes – Northern Extension segment do not harm the Riverside 15 Express Lanes operations.

	$	270,000	Design-build
	$	86,700	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at $67.2 million, will be funded by SBCTA through SB-1 TCEP grant funds and federal CMAQ funds.		
Operating Budget Impact	Discussions with SBCTA are continuing regarding the responsibility of operation and maintenance of the future tolled express lanes segment. All other federal and state highway operations are the responsibility of Caltrans. Commission costs, if required, will be paid from the collection of toll revenues.		

MID COUNTY PARKWAY (P002302, P002317, P002320, P002324 & P002328)

Commence construction of package 3 along Ramona Expressway, acquire right of way at imminent risk for development parcels for construction package 2, and perform activities related to post-environmental/permitting, design and right of way for a new corridor from I-215 to SR-79. Development and updating of the cost estimates for package 2 and potential package 4, design and construction, are under development along with identifying potential funding. Construction of this new facility will be completed over many years as funding becomes available and is estimated to cost $1.7 to $1.9 billion.

FY 2026/27 Cost	$	872,000	Engineering
	$	70,727,000	Construction
	$	6,318,200	Right of way
	$	953,200	Other project-related costs
Funding Impact	Costs for the construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, SB1 SCCP, and STBG funds.		
Operating Budget Impact	The County of Riverside will be responsibility for highway operations on construction package 3.		

SMART FREEWAYS (P003051)

Complete construction and commence systems operation for two years of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. The estimated total project cost is $24.7 million.

FY 2026/27 Cost	$	2,535,000	Construction
	$	1,758,300	Other project-related costs
Funding Impact	Costs funded using federal CMAQ, congressional earmarks, Caltrans SHOPP funding, and Measure A new corridor funds.		
Operating Budget Impact	Operations costs during the pilot period of two years will be included in the construction contract costs.		

I-10 TOLL COORDINATED ADAPTIVE RAMP METERING AND FEASIBILITY STUDY (P682330 & P682331)

The I-10 Express Lanes Feasibility Study examined the feasibility of implementing a tolled express lane system along I-10 from SR-60 in Beaumont through SR-111 in Palm Springs in Riverside County. The study examined the traffic operations, capital improvement engineering scope, environmental constraints, and high-level financial feasibility of adding express lanes to the mainline median. Several alternatives were examined including: 1) a single express lane in each direction; 2) two express lanes in each direction; 3) a moveable median barrier to allow for a reversible 2+1 express lanes in each direction, adjustable in response to peak directional traffic; and 4) two express lanes in each direction implemented by converting the general purpose #1 lane to an express lane and adding an additional median express lane. In FY 2024/25, the Commission approved moving forward with the I-10 Express Lanes project initiation document also known as a Project Study Report – Project Development Support (PSR-PDS). The I-10 Express Lanes PSR-PDS will be initiated in FY 2025/26.

The I-10 Coordinated Adaptive Ramp Metering (CARM) Feasibility Study examined the feasibility of implementing a Smart Road system along I-10 through the cities of Beaumont and Banning in Riverside County. CARM is an advanced traffic management system that controls mainline traffic flows through balancing entering traffic and on-ramp queues in response to real-time traffic conditions. The purpose of CARM is to control freeway access in a way that prevents mainline flow breakdown while also ensuring ramp queues are equitably distributed along the corridor. In FY 2024/25, the Commission approved moving forward with the I-10 Ramp Metering project initiation document combined with environmental studies also known as a Design Engineering Evaluation Report (DEER). The I-10 Ramp Metering DEER will be initiated in FY 2025/26.

FY 2026/27 Cost	$	2,249,000	Engineering
	$	369,000	Other project-related costs
Funding Impact	Costs funded with 2009 Measure A economic development funds.		
Operating Budget Impact	N/A; state highway operations are the responsibility of Caltrans.		

VARIOUS WESTERN COUNTY HIGHWAY PROJECTS (P003023, P003029, P613999, P615133, P622402, P623005, P523017, P623994, P623999, P683045, P683057, P683999 & P735000)

Provide funding and support to various Western County highway projects, including the I-15 East Lane Segment B; Next Gen Feasibility Study, the SR91 HOV Mary Street to 7th Street; and SR60/I215 East Junction HOV Connectors.

FY 2026/27 Cost	$	128,800	Engineering
	$	156,600	Construction
	$	4,330,100	Right of way
	$	7,811,800	Other project-related costs
Funding Impact	Costs funded using primarily 1989 and 2009 Measure A highway funds.		
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.		

VARIOUS WESTERN COUNTY MEASURE A AND TUMF REGIONAL ARTERIAL PROJECTS (P005104, P005116, P005137, P005141, P005143, P005144, P005200, P005213, P005215, P005218, P005219, P005220, P005223, P663041, P663042 & P725000)

Provide Western County Measure A and TUMF funding and support through the Planning and Programming Department for the engineering, right of way, and construction activities related to various Western County Measure A and TUMF regional arterial projects approved by the Commission.

FY 2026/27 Cost	$	7,405,000	Engineering
	$	66,683,300	Construction
	$	2,000,000	Right of way
	$	85,500	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.		
Operating Budget Impact	N/A; regional arterial operations are the responsibility of the local jurisdictions.		

RAIL PROJECTS

RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS & GRADE CROSSING PROJECTS (P003838)

Continue PS&E design for updating the existing at-grade crossing to address concerns raised by Public Utility Commission (PUC) and bring the crossings up to current Metrolink standards.

FY 2026/27 Cost	$	109,200	Engineering
	$	2,602,500	Construction
	$	82,900	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.		
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.		

MEAD VALLEY STATION (P003839)

Commence PS&E design for a new commuter rail station located on Commission owned property which will include two passenger loading platforms, realigned station track, at-grade pedestrian crossing to the second platform, provide necessary signalization for the pedestrian crossing, parking lot, bus drop off loop, shade canopies, and ticket vending machines. The proposed passenger loading platform will be designed and constructed with all necessary platform amenities including lighting, canopies, benches, trash cans, signage and changeable message signs. The conceptual design and environmental clearance were completed as part of the Perris Valley line project. The total project cost is estimated at $51 million.

FY 2026/27 Cost	$	3,825,000	Engineering
	$	—	Right of way
	$	332,300	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail and State Transit Assistance funds.		
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.		

SOUTH PERRIS STATION AND LAYOVER EXPANSION PROJECT (P003837)

Commence construction of the project to add an additional platform, second station track, fourth layover track, and a new signal system. The total project costs is estimated at $40 million.

FY 2026/27 Cost	$	265,100	Engineering
	$	24,042,000	Construction
	$	370,700	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307, SB 125 TIRCP grant funds, and State Transit Assistance funds.		
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.		

PERRIS VALLEY LINE DOUBLE TRACK - MORENO VALLEY TO PERRIS PROJECT (P003836)

Continue engineering and design to rehabilitate and replace an existing second track for 6.7 miles and add a new signal system. Engineering is anticipated to be completed by summer 2026. The total project cost is estimated at $80 million.

FY 2026/27 Cost	$	2,244,900	Engineering
	$	8,375,000	Construction
	$	—	Right of way
	$	264,700	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant and State Transit Assistance funds.		
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.		

STATION REHABILITATION AND SECURITY (P004011)

Provide funding and support for station upgrades, improvements to reduce operating costs and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, Moreno Valley – March Field, and Perris - South stations. Improvements include solar lighting installation, parking lot repaving and restriping, elevator modernization, high-definition camera replacement, fencing, ATP passenger access, passenger amenities, signage, station painting, and walk-way improvements. This is an ongoing project.

FY 2026/27 Cost	$	3,400,000	Property improvements (capital outlay)
	$	21,600	Other project-related costs
Funding Impact	Costs funded using FTA, Mobile Source Air Pollution Reduction Review Committee, LCTOP, SB 1, and 2009 Measure A Western County rail funds.		
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.		

VARIOUS WESTERN COUNTY RAIL PROJECTS (P003840, P003841, P004026, P652402, P653842, P654199 & P654301)

Provide Measure A funding and support for right of way activities related to various rail projects.

FY 2026/27 Cost	$	1,625,000	Engineering
	$	150,000	Right of way
	$	5,822,200	Other project-related costs
Funding Impact	Costs funded using 2009 Measure A Western County rail funds.		
Operating Budget Impact	N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.		

WESTERN COUNTY AREA

Distribute local return funding for local streets and roads projects in Western County.

FY 2026/27 Cost	$	899,000	Banning
		946,000	Beaumont
		325,000	Calimesa
		284,000	Canyon Lake
		5,835,200	Corona
		3,601,000	Eastvale
		2,748,000	Hemet
		3,326,000	Jurupa Valley
		2,263,000	Lake Elsinore
		3,332,000	Menifee
		6,377,000	Moreno Valley
		3,558,000	Murrieta
		959,000	Norco
		2,887,000	Perris
		10,764,000	Riverside
		1,490,000	San Jacinto
		4,215,000	Temecula
		1,003,000	Wildomar
		9,384,000	Riverside County
		1,419,000	WRCOG (60% of Beaumont's share)
		65,615,200	Total Western County
		139,000	Less: Allocation of administrative costs
	$	65,754,200	Total Western County, net

Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.

COACHELLA VALLEY AREA

Distribute local return funding for local streets and roads projects in Coachella Valley.

FY 2026/27 Cost	$	1,867,000	Cathedral City
		791,000	Coachella
		627,000	Desert Hot Springs
		337,000	Indian Wells
		2,652,000	Indio
		1,895,000	La Quinta
		3,344,000	Palm Desert
		2,967,000	Palm Springs
		1,140,000	Rancho Mirage
		2,493,000	Riverside County
		18,113,000	Total Coachella Valley
		139,000	Less: Allocation of administrative costs
	$	18,252,000	Total Coachella Valley, net

Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.

PALO VERDE VALLEY AREA

Distribute local return funding for local streets and roads projects in Palo Verde Valley.

FY 2026/27 Cost	$	760,000	Blythe
		202,000	Riverside County
		962,000	Total Palo Verde Valley
		119,100	Less: Allocation of administrative costs
	$	1,081,100	Total Palo Verde Valley, net

Funding Impact	All costs distributed in accordance with 2009 Measure A local streets and roads funds.
Operating Budget Impact	N/A; local streets and roads operations are the responsibility of the local jurisdiction.

SECTION 3.4

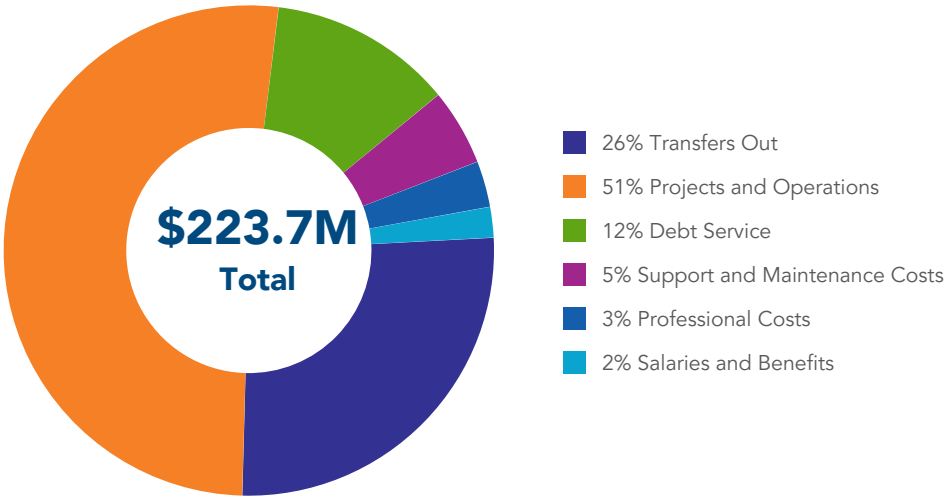
Toll Operations

TOLL OPERATIONS

MISSION STATEMENT:

Toll Operations efficiently operates express lanes with high customer satisfaction to reduce congestion, improve mobility, and manage demand.

CHART 42 – TOLL OPERATIONS



EXPENDITURES

Toll operations expenses of $223,703,300 represent the ninth year of operating expenses and debt service for the RCTC 91 Express Lanes and the fifth year of operating expenses and debt service for the 15 Express Lanes. (Table 55).

Approximately 62% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service and transfers out. Salaries and benefits reflect an increase of 37% due to a net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of $6,649,500 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency servicing fees. Support and maintenance costs of $12,176,800 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of $28,117,600 primarily includes the Commission's share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express, and FSP services. Engineering costs of $6,926,000, construction costs of $5,192,500, and design-build costs of $65,893,800 are related to the 15 Express Lanes Project - Southern Extension, 15/91 Express Lanes Transit Connector, 91 ECOP, and the 91 Repair and Rehabilitation projects. Capital outlay of $708,000 consists of office improvements.

Debt service of $26,911,000 is related to principal and interest payments for the 2013 CABs and 2021 Toll Refunding Bonds on the RCTC 91 Express Lanes.

Transfers out relate to $54,290,000 of toll operations surplus revenues to fund the scheduled repayment of Measure A sales tax funds for the TIFIA Loan pay off, surplus funding for capital projects and repair and rehabilitation, and $4,360,600 for the administrative cost allocation.

TABLE 55 – TOLL OPERATIONS USES DETAIL

	FY 24/25 Actual	FY 25/26 Revised Budget	FY 25/26 Projected	FY 26/27 Budget	Dollar Change	Percent Change
Salaries and Benefits	$ 2,152,000	$ 3,613,800	$ 3,235,800	$ 4,940,500	$ 1,326,700	37%
Professional Costs						
Legal Services	154,604	2,599,000	2,115,100	1,882,500	(716,500)	-28%
Audit Services	69,842	71,000	70,200	74,000	3,000	4%
Financial Advisory	82,601	420,000	92,500	320,000	(100,000)	-24%
Professional Services - General	1,738,200	5,202,600	3,173,600	4,373,000	(829,600)	-16%
Total Professional Costs	2,045,200	8,292,600	5,451,400	6,649,500	(1,643,100)	-20%
Support and Maintenance Costs	8,790,500	11,503,400	10,534,300	12,176,800	673,400	6%
Projects and Operations						
Program Operations	17,501,200	27,346,300	17,839,500	28,117,600	771,300	3%
Engineering	222,700	5,993,200	2,855,600	6,926,000	932,800	16%
Construction	6,390,200	5,430,300	2,649,600	5,192,500	(237,800)	-4%
Right of way	–	302,500	33,000	7,507,000	7,204,500	2382%
Design Build	(88,700)	16,239,000	6,501,000	65,893,800	49,654,800	306%
Special Studies	59,300	808,000	566,600	30,000	(778,000)	-96%
Total Projects and Operations	24,084,700	56,119,300	30,445,300	113,666,900	57,547,600	103%
Capital Outlay	212,600	1,320,900	597,000	708,000	(612,900)	-46%
Debt Service	22,201,000	27,736,000	27,836,000	26,911,000	(825,000)	-3%
Transfers Out	3,213,200	108,613,500	103,800,300	58,650,600	(49,962,900)	-46%
TOTAL Toll Operations	$ 62,699,200	$ 217,199,500	$ 181,900,100	$ 223,703,300	$ 6,503,800	3%

TOLL OPERATIONS STAFFING SUMMARY

Position	FY 24/25 Actual	FY 25/26 Projected	FY 26/27 Budget
Administrative Supervisor	0.00	0.00	0.02
Capital Project Manager	0.00	0.80	0.95
Chief Financial Officer	0.15	0.35	0.35
Deputy Director of Finance	0.02	0.02	0.00
Deputy Director of Administrative Services	0.00	0.32	0.07
Deputy Director of Toll Operations	0.00	0.00	0.97
Deputy Executive Director	0.11	0.15	0.21
Executive Director	0.04	0.10	0.16
External Affairs Director	0.00	0.03	0.06
Facilities Administrator	0.06	0.00	0.00
Legislative Affairs Manager	0.00	0.03	0.04
Planning and Programming Director	0.00	0.04	0.04
Planning and Programming Manager	0.00	0.07	0.07
Procurement Analyst	0.09	0.08	0.14
Procurement Manager	0.14	0.11	0.13
Public Affairs Manager	0.03	0.09	0.09
Right of Way Manager	0.00	0.05	0.07
Roadway and Facilities Operations Manager	0.00	0.00	1.00
Senior Administrative Assistant	0.01	0.00	0.01
Senior Capital Project Manager	0.20	1.00	1.00
Senior Financial Analyst	0.00	0.00	0.00
Senior Management Analyst	2.05	2.19	2.57
Senior Procurement Analyst	0.09	0.23	0.09
Toll Contracts and Budget Manager	0.00	0.00	1.00
Toll Customer Service Manager	1.00	1.00	1.00
Toll Finance Manager	1.00	1.00	0.94
Toll Operations Director	0.90	0.95	0.98
Toll Project Delivery Director	0.20	0.66	0.67
Toll Systems Engineer	1.00	0.98	1.00
Toll Technology Manager	0.93	0.95	0.97
FTE	9.02	12.20	15.60

DEPARTMENT OVERVIEW

EXPRESS LANES PLANNING HISTORY

In December 2006, the Commission adopted the Western Riverside County Delivery Plan that served as a 10-year CIP from 2009-2019 for Western County freeways and highways. To address unprecedented population, economic, and travel demand growth in Western County, the Commission desired to provide freeway corridor improvements beyond what traditional funding sources would be able to provide. The Commission studied innovative funding sources, including tolling, in advance of the adoption of the Western Riverside County Delivery Plan as a means to provide more transportation improvements.

In 2006, the Commission conducted a toll feasibility study that determined that SR-91 and I-15 were both feasible corridors to introduce tolling via high occupancy toll lanes (now referred to as express lanes). The Western Riverside County Delivery Plan detailed ambitious improvements to the SR-91 and I-15 corridors including the addition of two tolled express lanes in each direction and the ability to operate and maintain these tolled express lanes for a long-term period. The Commission's commitment in 2006 to tolling also indicated its future intent to become an operating toll agency and establish the Toll Operations Department. In FY 2017/18, the Commission initiated a second toll feasibility study (Next Generation Toll Feasibility Study) to assist in the determination of the location and type of future toll projects. In FY 2024/2025, the Commission initiated an update to the Next Generation Toll Feasibility Study (NextGen 2.0) to further evaluate the feasibility of express lanes in Western Riverside County. In FY 2019/20, the Commission initiated project development activities for the 15 Express Lanes–Southern Extension and completed the environmental document and awarded a progressive design-build Phase 1 contract in FY 2025/2026. In FY 2025/2026, the Commission also initiated a Project Study Report - Project Development Support document for express lanes on I-10 through the San Gorgonio pass.

EXPRESS LANES OPERATIONS

The Toll Operations Department, as supported by contractors and consultants, is responsible for the management of express lanes in Riverside County. In addition to operations and maintenance, the responsibilities include toll system design, implementation, violations enforcement, customer service, and associated traffic and incident management. Toll Operations provides direct oversight to the toll services operators and roadside system contractor and administers contracts with the California Highway Patrol for toll enforcement, Caltrans for road maintenance, and various maintenance contracts. The Commission utilizes consultants to support toll initiatives and provide oversight to the toll contractors.

The Toll Operations Department is responsible for complying with Commission adopted toll policies and recommending changes to those policies.

Monitoring and reporting on actual toll transactions and related toll revenues is a primary responsibility for Toll Operations. Staff compares actual transactions and revenue to investment grade study projections adopted by the Commission and prior periods. In addition to monitoring toll revenues, Toll Operations monitors and analyzes operation and maintenance costs during the fiscal year.

Toll Operations manages the operations and maintenance activities for the Commission owned Regional Operations Center and the Facilities and Maintenance Building in Corona.

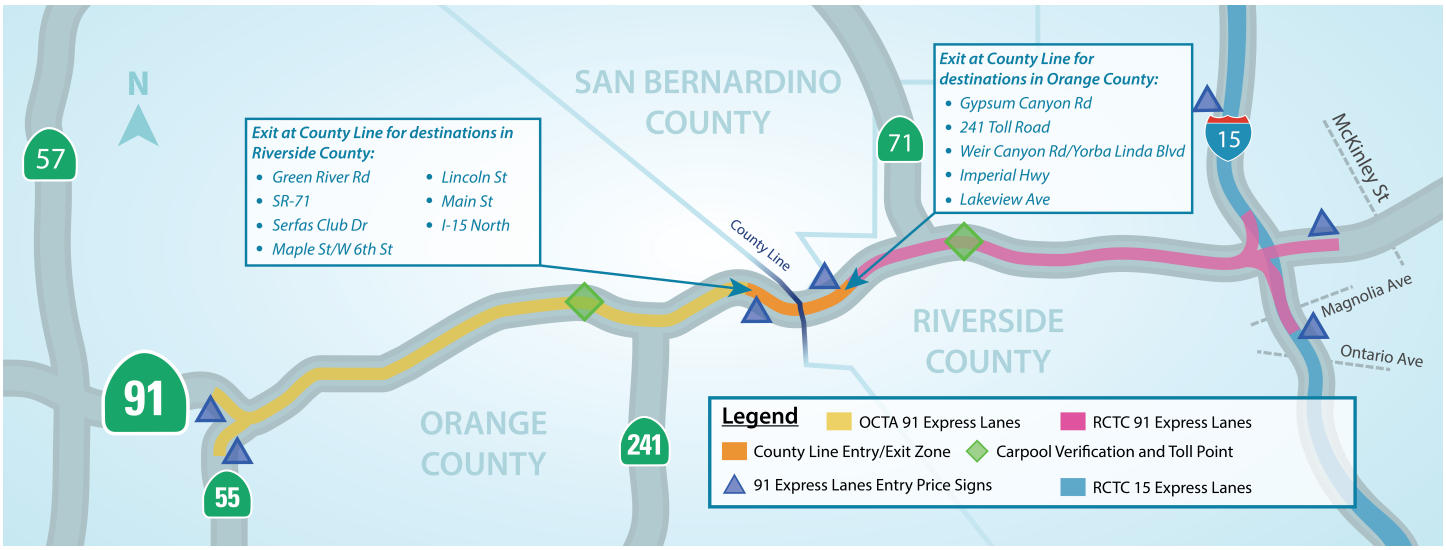
Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, customer education, toll systems, customer service and toll policies and business rules.

RCTC 91 EXPRESS LANES

In March 2025, the Commission completed its eighth full year of operation of the RCTC 91 Express Lanes. The completed 91 Project connects the OCTA 91 Express Lanes with the RCTC 91 Express Lanes using a two-mile long mixing area, allowing vehicles to use either or both sections of the 91 Express Lanes (Chart 43). The RCTC 91 Express Lanes continue approximately eight miles to the I-15 interchange in Riverside County. Two-lane (one lane in each direction) direct tolled connectors provide the RCTC 91 Express Lanes with access/egress to I-15 south and north of the SR-91/I-15 interchange. The Commission has the authority to charge tolls on the RCTC 91 Express Lanes for 50 years through March 2067, based on a toll facility agreement between the Commission and Caltrans.

The Commission has a contract with a toll services provider through 2041 for the operation and maintenance of the 91 Express Lanes and 15 Express Lanes roadside toll systems. The Toll Services Provider is responsible for capturing all vehicles that travel in the Express Lanes and assigning the posted toll for processing by the back-office. To achieve economies of scale and to provide a seamless experience for customers travelling between the 91 and 15 Express Lanes, the roadside toll systems for both Commission owned express Lanes are provided under one Toll Services Provider contract.

CHART 43 – RCTC 91 EXPRESS LANES



OCTA owns and operates the Orange County portion of the 91 Express Lanes. Under a cooperative agreement, the Commission and OCTA jointly operate the back office and customer service center of the 91 Express Lanes. The administrative offices and Traffic Operations Center are located in Anaheim and the Customer Service Center in Corona. The joint operation of the 91 Express Lanes provides for cost sharing and a seamless customer experience. Staff coordinates ongoing joint 91 Express Lanes marketing efforts with OCTA.

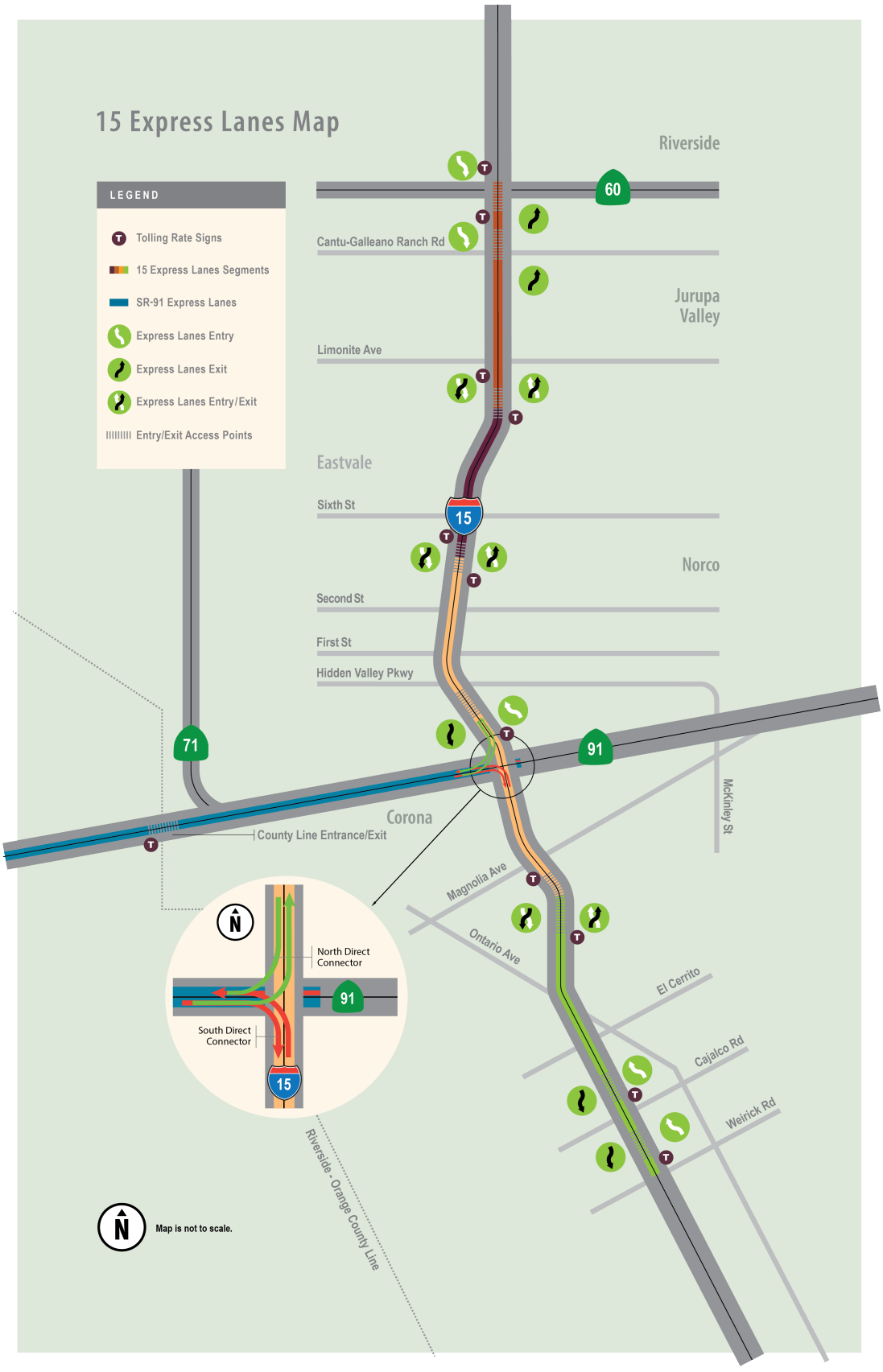
While the Commission and OCTA jointly operate and maintain the 91 Express Lanes, tolls for each of the RCTC 91 Express Lanes and the OCTA 91 Express Lanes are charged independently and reported separately. In connection with a master custodial agreement between the the Commission and OCTA, revenue related to the RCTC 91 Express Lanes are deposited with the Commission's trustee into the trust estate for the RCTC 91 Express Lanes. The Commission uses these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

15 EXPRESS LANES

In April 2021, the Commission opened the 15 Express Lanes which generally includes two lanes in each direction of the center median from Cajalco Road to SR-60, approximately 15 miles in each direction.

Similar to the RCTC 91 Express Lanes, the Commission has the authority to charge tolls on the 15 Express Lanes for 50 years after opening through April 2071 based on a toll facility agreement between the Commission and Caltrans.

CHART 45 – 15 EXPRESS LANES



The 15 Express Lanes operator provides back office, customer service, and roadside toll system operations from the Regional Operations Center in Corona. Revenue related to the 15 Express Lanes are deposited directly with the Commission. The the Commission uses these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

FUTURE EXPRESS LANES FACILITIES

The Commission is in project development for the I-15 Express Lanes – Southern Extension. The project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project will extend express lanes south of the 15 Express Lanes. Public scoping of the project was completed in November 2019, circulation of the draft environmental document in November 2024 and an Environmental Impact Report/Environmental Assessment is the environmental document. The Final Environmental Document was completed in November 2025. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract. The progressive design-build Phase 1 contract was awarded in April 2026. The Toll Project Delivery Department manages the project.

The Commission is jointly developing with OCTA, Caltrans, and the Transportation Corridor Agencies (TCA) the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the agencies approved a term sheet that set forth key areas of agreement for this facility. Currently, Commission staff is actively involved in the project as part of a multi-agency project development effort led by TCA with a focus on the future operations of the connector. This facility is expected to open in late 2029.

In December 2020, SBCTA received notification of significant SB 1 grant funding that will partially fund additional express lanes on the I-15 corridor from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County. This project will result in approximately two additional miles of two express lanes in each direction in Riverside County from Cantu-Galleano Ranch Road to the county line with an additional five miles extending into San Bernardino County. This SBCTA-led project will effectively become a northern extension of the Commission's existing 15 Express Lanes. The project began construction in January 2025 and is expected to open in late 2028. The operating agreement with SBCTA is expected to be completed in FY2026/2027.

At its workshop in February 2025, the Commission directed staff to proceed with a Project Study Report - Project Development Support document for Express Lanes on I-10 from SR 60 to SR 111. At the same workshop, the Commission also directed staff to proceed with an update to the Next Generation Toll Feasibility Study (NextGen 2.0) to consider potential Express Lanes on SR 91, I-215, and SR 60 in Western Riverside County.

At its workshop in January 2026, the Commission authorized staff to proceed with the 91 Third Express Lane Project Study Report - Project Development Support document to add a third express lane in each direction to the existing 91 Express Lanes.

STATE AND REGIONAL TOLL EFFORTS

Toll Operations is also working on several important efforts related to tolling;

The Commission is a member of, and staff is actively involved in the CTOC, which addresses many statewide toll issues including toll technology to improve the customer experience across the state, create synergy among toll agencies, and improve legislation related to tolling;

The Commission is a member of the Western Regional Toll Operators Committee (WRTOC) which is working together to prepare for the exchange of customer information and transactions regionally and nationally. Staff is actively engaged in the WRTOC; and

Commission staff participates in and provides input to regional studies performed by Caltrans District 8 and SCAG related to managed lanes (including express lanes, toll policies, and issues related to regional express lane networks):

TOLL PROJECTS SUMMARY

The following is a summary of the toll projects included in the FY 2026/27 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

RCTC 91 EXPRESS LANES ROADSIDE AND SYSTEM REPAIR AND REHABILITATION (P009103, P009104 & P009106)

The Commission will perform work related to the occupancy detection system and pavement slab replacement. In February 2025 the Commission approved a contract to prepare a Project Study Report - Project Development Support document for the replacement of the pavement in the 91 Express Lanes. This is the first phase in the project development process targeting completion by 2035 or when sufficient funding is available.

FY 2026/27 Cost	$	2,550,000	Engineering
		639,400	Construction
		–	Design-build
		9,359,300	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.		
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.		

RCTC 91 EXPRESS LANES EASTBOUND CORRIDOR OPERATIONS PROJECT (P913055)

Continue project development for an eastbound operational lane on SR-91 from SR-241 in Orange County to SR-71. This project was previously approved with the 91 Corridor Improvement Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) as a future phase. Environmental revalidation is expected to be completed and the Plans, Specifications, and Estimate phase is expected to be initiated in FY 2026/27.

FY 2026/27 Cost	$	43,000	Engineering
		4,100,000	Right of way
		19,013,800	Design-build
		2,082,400	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes surplus toll revenues.		
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.		

91 Third Express Lane

This project proposes to add a third express lane in each direction to the existing 91 Express Lanes primary through restriping. A PSR-PDS is expected to be initiated in FY 2026/27. Depending on funding and project approval, the project could be constructed by 2035.

91 Express Lanes Major Pavement Rehab

The 91 toll facility agreement with Caltrans requires that the express lanes be returned to Caltrans by 2067 in a state of good repair. It has been determined that complete replacement of the pavement in the near term is more cost effective than replacing the pavement on an as-needed basis over the life of the facility. This major pavement rehabilitation of the express lanes was anticipated as part of the financing of the 91 Express Lanes for completion in 2032. The project is currently in the PSR-PDS phase which is expected to be completed in FY2026/27.

15/91 EXPRESS TRANSIT CONNECTOR (P912332)

This project proposes to add direct access ramps from the 91 Express Lanes for transit and HOV access to the North Main Transit Center in Corona. The project is nearing completion of the PSR-PDS phase which is the first phase in the project development process. The PA/ED phase is expected to be initiated in FY 2026/27. Depending on funding availability and project approval, the project could be constructed by 2035.

FY 2026/27 Cost	$	2,750,000	Engineering
		60,000	Right of way
		250,000	Design-build
		277,400	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes surplus toll revenues.		
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.		

15/91 EXPRESS LANES CONNECTOR (P913039)

Project development activities began in May 2017, and lanes were opened to traffic in November 2023. The estimated total project cost is $270 million. Plant establish work will be completed in FY 2026/27.

FY 2026/27 Cost	$	67,000	Design-build
		52,800	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.		
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.		

15 EXPRESS LANES SOUTHERN EXTENSION (P153044)

The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the RCTC 15 Express Lanes. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Public scoping of the project was completed in November 2019 and an EIR/EA is the expected environmental document. The draft environmental document was circulated for public review in October/November 2024. The environmental document was completed in November 2025. The Commission is currently proceeding with a progressive design-build (PDB) delivery for the project with the award of the PDB Phase 1 contract in April 2026.

FY 2026/27 Cost	$	250,000	Engineering
		4,200,000	Construction
		43,650,000	Design-build
		1,540,000	Right of way
		1,957,200	Other project-related costs
Funding Impact	All project development costs funded by federal CMAQ, Measure A highway and 15 Express Lanes surplus funds. Federal CMAQ funds subsequently replaced STIP funds.		
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition to toll revenue surplus and Measure A highway funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.		

15 EXPRESS LANES SYSTEM REPAIR AND REHABILITATION (P001503 & P001504)

The Commission has not planned repair and rehabilitation work, but has budgeted $800k for unplanned toll system and facility needs.

FY 2026/27 Cost	$	2,042,700	Toll services
Funding Impact	Costs funded with RCTC 15 Express Lanes repair and rehabilitation funds.		
Operating Budget Impact	Daily operations and maintenance are the responsibility of the 15 Express Lanes.		

RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes and 15 Express Lanes. Information regarding toll debt is included in Section 2 – Fund Budgets - Enterprise Fund discussion.

For FY 2026/27, the Commission will deposit approximately $20 million, to the extent available, to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures for both the 91 and 15 Express Lanes include $14.6 million for major repair and rehabilitation expenses permitted under the master indenture.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2027 are presented in Table 56. The cash balances at June 30, 2027 include surplus toll revenues.

TABLE 56 – RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS FY 2026/27

	RCTC 91 Express Lanes	15 Express Lanes
Operating cash balance at July 1, 2026, as projected	$ 74,429,724	$ 56,807,834
Cash flows from operating activities:		
Sources of operating funds:		
Toll revenue	93,465,000	46,960,000
Non-toll revenue	11,405,000	8,892,000
Reimbursements	–	108,400
Interest on investments	5,207,100	2,327,700
Total sources of operating funds	110,077,100	58,288,100
Uses of operating funds:		
Salaries and benefits	(1,941,000)	(1,664,300)
Professional costs	(1,013,300)	(769,000)
Support and maintenance costs	(7,927,300)	(4,216,200)
Projects and operations	(10,447,100)	(7,582,100)
Capital outlay	(455,000)	(253,000)
Administrative allocation to General fund	(2,612,000)	(1,748,600)
Total uses of operating funds	(24,395,700)	(16,233,200)
Cash flows from sources (uses) of capital and related financing activities:		
Interest paid on 2013 Toll Bonds and 2021 Toll Refunding Bonds	(22,201,000)	–
Principal paid on 2013 Toll Bonds capital appreciation bonds	(4,710,000)	–
Principal paid on 15 TIFIA pay off interfund loan	–	(19,290,000)
Net sources (uses) of capital and related financing activities	(26,911,000)	(19,290,000)
Surplus toll revenue transfer[1]	(35,000,000)	(24,000,000)
Operating cash balance at June 30, 2027, as projected	$ 98,200,124	$ 55,572,734
Repair and rehabilitation cash balance at July 1, 2026, as projected	$ 50,229,288	$ 22,352,435
Cash flows from sources (uses) of repair and rehabilitation:		
Repair and rehabilitation costs	(12,548,700)	(2,042,700)
Net sources (uses) of repair and rehabilitation	(12,548,700)	(2,042,700)
Repair and rehabilitation cash balance at June 30, 2027, as projected	$ 37,680,588	$ 20,309,735
Surplus cash balance at July 1, 2026, as projected	$ 107,828,526	$ 1,618,300
Cash flows from sources (uses) of surplus funds:		
Surplus toll revenue transfer	35,000,000	24,000,000
15/91 Express Lanes Connector	(119,800)	–
91 Corridor Operations Project	(4,631,700)	–
91/241 Connector agreement development	(109,300)	–
91 Express Lanes eastbound Lane to McKinley Avenue	–	–
91 Eastbound Corridor Operations Project	(15,426,900)	–
91 Express Lanes Transit Connector	(3,337,400)	–
91 Improvements east of I-15	2,900	–
91 Feasibility	(2,247,400)	–
15 Express Lanes Southern Extension	–	(2,197,200)
Net sources (use) of surplus funds	9,130,400	21,802,800
Surplus cash balance at June 30, 2026, as projected	$ 116,958,926	$ 23,421,100

[1]*Surplus toll revenue transfer is based on prior fiscal year estimated excess toll revenue.*

DEPARTMENT GOALS

TO1 – Provide effective communication of project progress and toll operations to the Board members, city councils, County Board of Supervisors, Caltrans, CTC, FHWA, TIFIA, and bondholders. *(Policy Goal: Operational Excellence)*

TO2 – Focus on timely and effective completion of toll-related capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Connecting the Economy, Responsible Partner)*

TO3 – Support regional transportation solutions in cooperation with toll operators in surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Toll Operations Performance Measures and Results	FY 24/25 Estimated	FY 24/25 Actual	FY 25/26 Estimated	FY 25/26 Estimated Actual	FY 26/27 Projected
TO1	Toll transactions					
	RCTC 91 Express Lanes	14,420,500	20,952,440	20,783,700	21,062,100	21,486,000
	15 Express Lanes	26,417,900	34,513,104	33,831,100	34,582,000	34,785,000
TO1	Toll revenues					
	RCTC 91 Express Lanes	$ 73,256,000	$ 90,629,645	$ 85,185,000	$ 91,620,000	$ 93,465,000
	15 Express Lanes	$ 30,909,000	$ 44,663,972	$ 44,195,000	$ 46,340,000	$ 46,960,000
TO1	Non-toll revenues, excluding investment income					
	RCTC 91 Express Lanes	$ 7,438,000	$ 12,837,695	$ 9,566,000	$ 11,760,000	$ 11,405,000
	15 Express Lanes	$ 7,770,000	$ 9,602,283	$ 8,911,700	$ 8,867,300	$ 8,872,000

SECTION 4

Appendices

APPENDIX A — GLOSSARY OF ACRONYMS

AB	–	Assembly Bill
ATP	–	Active Transportation Program
BABs	–	Build America Bonds
Bechtel	–	Bechtel Infrastructure
BNSF	–	BNSF Railway
Board	–	Board of Commissioners for the Riverside County Transportation Commission
CAB	–	Capital Appreciation Bonds
California	–	State of California
CalPERS	–	California Public Employees Retirement System
CalSTA	–	California State Transportation Agency
Caltrans	–	California Department of Transportation
CAP	–	Commuter Assistance Program
Capital Projects	–	Capital Projects Development and Delivery, a RCTC department
CARB	–	California Air Resources Board
CARM	–	Coordinated Adaptive Ramp Metering
CCTV	–	Closed-Circuit Television
CDTFA	–	California Department of Tax and Fee Administration
CEQA	–	California Environmental Quality Act
CETAP	–	Community Environmental Transportation Acceptability Process
CFAC	–	California Freight Advisory Committee
CHSRA	–	California High Speed Rail Authority
CIB	–	Current Interest Bonds
CIP	–	Capital Improvement Plan
CMA	–	Congestion Management Agency
CMAQ	–	Congestion Mitigation and Air Quality
CMP	–	Congestion Management Program
COLA	–	Cost of Living Adjustment
Commission	–	Riverside County Transportation Commission
County	–	County of Riverside
COVID-19	–	An infectious disease caused by a newly discovered coronavirus that created a worldwide pandemic
CPI	–	Consumer Price Index
CRP	–	Carbon Reduction Program
CSTAC	–	Citizens and Specialized Transit Advisory Committee
CTC	–	California Transportation Commission
CTOC	–	California Toll Operators Committee
CVAG	–	Coachella Valley Association of Governments
DBE	–	Disadvantaged Business Enterprise
DEER	–	Design Engineering Evaluation Report
District	–	Riverside County Regional Park and Open Space District
EIR/EIS	–	Environmental Impact Report/Environmental Impact Study
ERP	–	Enterprise Resource Planning
FHWA	–	Federal Highway Administration
Fitch	–	Fitch Ratings
FRA	–	Federal Railroad Administration
FSP	–	Freeway Service Patrol
FTA	–	Federal Transit Administration
FTE	–	Full-time Equivalent
FTIP	–	Federal Transportation Improvement Program

FY	–	Fiscal Year
Gann	–	Gann Initiative approved by California voters in 1979
GASB	–	Governmental Accounting Standards Board
GFOA	–	Government Finance Officers Association
GHG	–	Greenhouse Gas
HCP	–	Habitat Conservation Plans
HIP	–	Highway Infrastructure Program
HOV	–	High Occupancy Vehicle (Carpool Lane)
HSIPR	–	High Speed Intercity Passenger Rail
I	–	Interstate
ICT	–	Innovative Clean Transit
IE Commuter	–	Inland Empire Commuter rideshare system
IE CMCP	–	Inland Empire Comprehensive Multimodal Corridor Plan
Inland Empire	–	Region covering Riverside and San Bernardino counties
LCTOP	–	Low Carbon Transit Operations Programs
LDMF	–	Local Development Mitigation Fee
LOSSAN	–	Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	–	Local Partnership Program, an SB 1 funding category
LRTS	–	Long Range Transportation Study
LTF	–	Local Transportation Fund
MAAC	–	Member Agency Advisory Committee
MARA	–	2009 Measure A Regional Arterial funding for Western County
MCP	–	Mid County Parkway
Measure K	–	Increase of sales tax revenue bonds debt limit to $975 million approved by voters in November 2010
Metro	–	Los Angeles Metropolitan Authority
Metrolink	–	Operating Name for SCRRA (see SCRRA)
MOE	–	Maintenance of Effort
Moody's	–	Moody's Investors Service
MOU	–	Memorandum of Understanding
MPO	–	Metropolitan Planning Organization
MSHCP	–	Multiple Species Habitat Conservation Plan
NEPA	–	National Environmental Policy Act
OCTA	–	Orange County Transportation Authority
PA&ED	–	Project Approval and Environmental Document
PPM	–	Planning, Programming, and Monitoring
PS&E	–	Plans, Specs, and Estimates
PVL	–	Perris Valley Line
PVVTA	–	Palo Verde Valley Transit Agency
R&R	–	Repair and Rehabilitation
RCA	–	Western Riverside County Regional Conservation Authority
RCTC	–	Riverside County Transportation Commission
RCTC 91 Express Lanes	–	Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission
RDOCC	–	Riverside Downtown Operations Control Center
REAP 2.0	–	Regional Early Action Plan 2.0
RIP	–	Regional Improvement Program
RTA	–	Riverside Transit Agency
RTP	–	Regional Transportation Plan
RTPA	–	Regional Transportation Planning Agencies

RZEDBs	–	Recovery Zone Economic Development Bonds
S&P	–	Standard & Poor's Rating Service
SAFE	–	Service Authority for Freeway Emergencies
Sales tax	–	Reference including transaction and use tax such as Measure A
SB	–	Senate Bill
SB 1	–	Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017
SB 125	–	Chapter 54, Statutes of 2023, guides the distribution of $4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the $1.1 billion ZETCP to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.
SB 132	–	State appropriation approved in April 2017 that provides $427 million in funding for five Riverside County Transportation Efficiency Corridor projects
SB 743	–	State legislation that created a process that changes how transportation impacts are analyzed under CEQA
SB 821	–	State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	–	San Bernardino County Transportation Authority
SBE	–	Small Business Enterprise
SCAG	–	Southern California Association of Governments
SCCP	–	Solutions for Congested Corridors Program
SCRRA	–	Southern California Regional Rail Authority
SCS	–	Sustainable Communities Strategy
SDP	–	Service Development Plan
SGR	–	State of Good Repair (SB 1 Program)
SHOPP	–	State Highway Operations and Protection Program
SJBL	–	San Jacinto Branch Line
SOV	–	Single-Occupant Vehicle
SR	–	State Route
SRTP	–	Short Range Transit Plan
STA	–	State Transit Assistance
State	–	State of California
STBG	–	Surface Transportation Block Grant
STIP	–	State Transportation Improvement Program
SunLine	–	SunLine Transit Agency
TAP	–	Transportation Alternatives Program
TCA	–	Transportation Corridor Agencies
TCEP	–	Trade Corridor Enhancement Program
TDA	–	Transportation Development Act
TDM	–	Transportation Demand Management
TEA	–	Telework Employer Assistance Program
TIFIA	–	Transportation Infrastructure Finance and Innovation Act
TIP	–	Transportation Improvement Program
TIRCP	–	Transit and Intercity Capital Program
TOD	–	Transit-Oriented Development
TRP	–	Traffic Relief Plan
TUMF	–	Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	–	United States Department of Transportation
UAL	–	Unfunded Actuarial Liability
UCR	–	University of California at Riverside

VanClub	–	RCTC's vanpool subsidy program
VCTC	–	Ventura County Transportation Commission
VMT	–	Vehicle Miles Traveled
Western County	–	Western area of Riverside County
WRCOG	–	Western Riverside Council of Governments
ZEB	–	Zero-Emission Bus
ZETCP	–	Zero-Emission Transit Capital Program
15 COP	–	15 Corridor Operations Project
15 Express Lanes	–	Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express
91 COP	–	91 Corridor Operations Project
91 ECOP	–	91 Eastbound Corridor Operations Project
91 Express Lanes	–	Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	–	SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	–	Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	–	Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	–	Sales Tax Revenue Bonds, Series B Taxable issued in November 2010 2013 Sales Tax Bonds
2013 Sales Tax Bonds	–	Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	–	TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	–	Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
2016 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017 TIFIA Loan	–	TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2017A Bonds	–	Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2018 Refunding Bonds	–	Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2021 Toll Refunding Bonds	–	RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 202

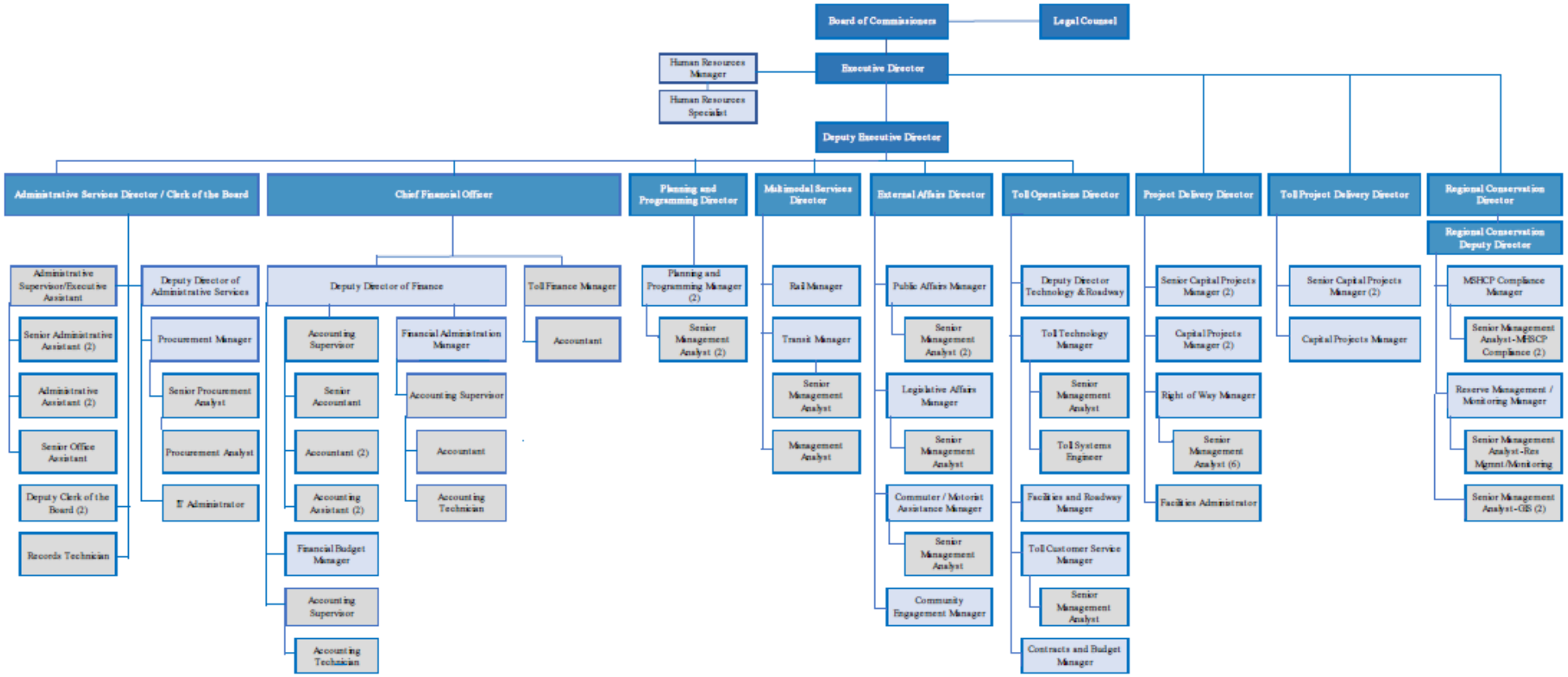
APPENDIX B – SALARY SCHEDULE EFFECTIVE 7/9/2026

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
ADMINISTRATION					
Administrative Assistant	1	17	$ 5,222	$ 7,050	NE
Administrative Services Director/Clerk of the Board	1	63	$ 16,261	$ 21,952	E
Administrative Supervisor/Executive Assistant	1	33	$ 7,752	$ 10,465	NE
Deputy Clerk of the Board	1	33	$ 7,752	$ 10,465	NE
Deputy Director of Administrative Services	1	57	$ 14,022	$ 18,929	E
Human Resources Specialist	1	28	$ 6,852	$ 9,250	NE
Human Resources Manager	1	53	$ 12,703	$ 17,149	E
IT Administrator	1	45	$ 10,426	$ 14,075	E
Procurement Analyst	1	35	$ 8,145	$ 10,995	E
Procurement Manager	1	53	$ 12,703	$ 17,149	E
Records Technician	1	17	$ 5,222	$ 7,050	NE
Senior Administrative Assistant	2	25	$ 6,363	$ 8,589	NE
Senior Office Assistant	1	13	$ 4,731	$ 6,387	NE
Senior Procurement Analyst	1	43	$ 9,923	$ 13,397	E
Administration Subtotal	15				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	2	55	$ 13,346	$ 18,017	E
Facilities Administrator	1	45	$ 10,426	$ 14,075	E
Project Delivery Director	1	71	$ 19,812	$ 26,746	E
Right of Way Manager	1	57	$ 14,022	$ 18,929	E
Senior Capital Projects Manager	2	65	$ 17,084	$ 23,063	E
Senior Management Analyst	3	43	$ 9,923	$ 13,397	E
Capital Project Development and Delivery Subtotal	10				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	$ 21,869	$ 29,523	E
Executive Director	1	83	$ 26,645	$ 35,971	E
Executive Management Subtotal	2				
FINANCE					
Accountant	4	35	$ 8,145	$ 10,995	E
Accounting Assistant	2	17	$ 5,222	$ 7,050	NE
Accounting Supervisor	3	45	$ 10,426	$ 14,075	E
Accounting Technician	2	25	$ 6,363	$ 8,589	NE
Chief Financial Officer	1	67	$ 17,949	$ 24,231	E
Deputy Director of Finance	1	57	$ 14,022	$ 18,929	E
Financial Administration Manager	1	53	$ 12,703	$ 17,149	E
Financial Budget Manager	1	51	$ 12,091	$ 16,322	E
Senior Accountant	1	39	$ 8,990	$ 12,137	E
Toll Finance Manager	1	51	$ 12,091	$ 16,322	E
Finance Subtotal	17				
EXTERNAL AFFAIRS					
Community Engagement Manager	1	51	$ 12,091	$ 16,322	E
Commuter/Motorist Assistance Manager	1	51	$ 12,091	$ 16,322	E
External Affairs Director	1	63	$ 16,261	$ 21,952	E
Legislative Affairs Manager	1	51	$ 12,091	$ 16,322	E
Public Affairs Manager	1	51	$ 12,091	$ 16,322	E
Senior Management Analyst	4	43	$ 9,923	$ 13,397	E
External Affairs Subtotal	9				

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
MULTIMODAL SERVICES					
Management Analyst	1	35	$ 8,145	$ 10,995	E
Multimodal Services Director	1	63	$ 16,261	$ 21,952	E
Rail Manager	1	51	$ 12,091	$ 16,322	E
Senior Management Analyst	1	43	$ 9,923	$ 13,397	E
Transit Manager	1	51	$ 12,091	$ 16,322	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
Planning and Programming Director	1	63	$ 16,261	$ 21,952	E
Planning and Programming Manager	2	51	$ 12,091	$ 16,322	E
Senior Management Analyst	2	43	$ 9,923	$ 13,397	E
Planning and Programming Services Subtotal	5				
REGIONAL CONSERVATION					
Administrative Assistant	1	17	$ 5,222	$ 7,050	NE
Deputy Clerk of the Board	1	33	$ 7,752	$ 10,465	NE
Regional Conservation Deputy Director	1	57	$ 14,022	$ 18,929	E
Regional Conservation Director	1	67	$ 17,949	$ 24,231	E
Reserve Management/Monitoring Manager	1	53	$ 12,703	$ 17,149	E
Senior Management Analyst	8	43	$ 9,923	$ 13,397	E
Regional Conservation Subtotal	14				
TOLL OPERATIONS AND PROJECT DELIVERY					
Capital Projects Manager	1	55	$ 13,346	$ 18,017	E
Senior Capital Projects Manager	2	65	$ 17,084	$ 23,063	E
Senior Management Analyst	2	43	$ 9,923	$ 13,397	E
Toll Customer Service Manager	1	53	$ 12,703	$ 17,149	E
Toll Operations Director	1	71	$ 19,812	$ 26,746	E
Toll Project Delivery Director	1	71	$ 19,812	$ 26,746	E
Toll Systems Engineer	1	45	$ 10,426	$ 14,075	E
Toll Technology Manager	1	53	$ 12,703	$ 17,149	E
Toll Operations and Project Delivery Subtotal	13				

Total Authorized Positions	
Administration	15
Capital Project Development and Delivery	10
Executive Management	2
Finance	17
External Affairs	9
Multimodal Services	5
Planning and Programming Services	5
Regional Conservation	14
Toll Operations and Project Delivery	13
Total Authorized Positions	90

APPENDIX B – FY 2026/27 ORGANIZATION CHART



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

**Riverside County
Transportation Commission**

(951) 787-7141 · www.rctc.org
4080 Lemon Street, 3rd Floor
P.O. Box 12008 · Riverside, CA
92502-2208

AB2561 FY 2025/26- Report Vacancies, Recruitments, and Retention Efforts

Effective January 1, 2025, government code section 3502.3 was added to the Meyers-Milias-Brown Act. There is a statewide interest in ensuring that public agency operations are appropriately staffed and that high vacancy rates do not undermine public employee labor relations where applicable. Pursuant to Government Code Section 3502.3, the Commission is required to present during a public hearing before the governing board at least once per fiscal year information on: a status on vacancies, recruitment and retention efforts, and any necessary changes to policies and procedures that may lead to obstacles in our hiring process.

Vacancy Rates:

- There is a total of (90) full-time budgeted positions in FY 2025/26, with (9) vacant positions as of **May 18, 2026**.
    - MSHCP Compliance Manager
    - External Affairs Director
    - IT Administrator
    - Sr. Management Analyst- Planning & Programming
    - Toll Technology Manager
    - Sr. Management Analyst- Toll Program
    - Roadways and Facilities Operation Manager
    - Sr. Management Analyst- Reserve Management/Monitoring
    - Capital Projects Manager
- Commission-wide vacancy rate is approximately: **10%**

The Commission is actively recruiting for the IT Administrator, Senior Management Analyst–Planning & Programming, and Senior Management Analyst–Toll Program positions and expects to fill them by the end of fall 2026. The Commission is also recruiting for a Toll Operations Director in anticipation of the current director's planned retirement at the end of June 2026.

Recruitment Efforts during FY 2025/26:

- There is a total of (90) full-time budgeted positions in FY 2025/26 with (12) recruitments posted during the current fiscal year (FY 2025/26).
    - (2) Sr Management Analyst- Planning & Programming
    - Reserve Management/Monitoring Manager
    - Planning & Programming Manager- State & Local
    - Financial Administration Manager
    - Financial Budget Manager
    - Toll Contracts & Budget Manager
    - Deputy Director of Toll Operations Technology & Roadway
    - MSHCP Compliance Manager
    - Senior Management Analyst- Toll Program
    - IT Administrator
    - Toll Operations Director

- A total of (3) of those (12) recruitments were filled through promotion, (4) filled externally, and (5) currently still pending.
- The Commission's average time to fill open positions is **64 days**.

The human resources department continuously reviews applicable policies, procedures, and recruitment activities to identify potential barriers in our hiring processes and consider changes in various areas to address these concerns such as staff development for internal opportunities, recruitment timelines and candidate experience, salary and benefits, job descriptions and minimum qualifications, as well as marketing and outreach of our positions.

Retention Efforts during FY 2025/26:

- There has been a total of (6) separations during the current fiscal year (FY 2025/26), with (2) of those being retirement separations.

The commission's retention efforts have focused on a positive work environment, competitive total compensation packages, and opportunities for staff growth. Other retention efforts include a staff led office event planning committee that coordinates office gatherings and community service events for all staff to voluntarily participate (fun club), an annual employee breakfast recognition event, a hybrid 9/80 work schedule, and all-staff voluntary engagement surveys. The commission shall continue to drive excellence in its staff, new hires, and retention efforts to achieve the greater mission to improve mobility for the people of Riverside County.

AGENDA ITEM 7A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, May 13, 2026

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Raymond Gregory at 9:31 a.m. at in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California 92501.

2. ROLL CALL

Commissioners/Alternates Present		Commissioners Absent
Brian Berkson	Linda Molina	Waymond Fermon
Ulises Cabrera	Joseph Morabito	Jose Medina
Chuck Conder	V. Manuel Perez	Catalino Pinging
Tony Daddario	David Ready	Fia Sullivan
Joseph DeConinck	Jeremy Smith	Michael M. Vargas
Denise Delgado	Karen Spiegel	Cindy Warren
Steve Downs	James Stewart	
Kathleen Fitzpatrick	Toper Taylor	
Sheri Flynn	Valerie Vandever	
Raymond Gregory	Dirk Voss	
Yxstian Gutierrez	Chuck Washington	
Jan Harnik	Lloyd White	
Bob Karwin*		
Linda Krupa		
Clint Lorimore		
Bob Magee		

**Joined after the meeting was called to order.*

3. PLEDGE OF ALLEGIANCE

Commissioner Gutierrez led the Commission in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

6. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2026/27

Sergio Vidal, Chief Financial Officer, presented the proposed Fiscal Year 2026/27 Budget and Executive Summary update, highlighting the following:

- Budget process
  - ✓ Budget development
  - ✓ Budget compilation
  - ✓ Budget review and adoption
- FY Budget considerations
  - ✓ Budget practices
    - Long Term Financial Planning Principles
      - Conservatively budget revenue
      - Fund balance review
    - Long Term Financial Planning Goals
      - Flexibility to change scope and timing of capital projects and programs
      - Flexibility to use accumulated reserves for projects and programs, as necessary
  - ✓ Measure A, LTF, TUMF, and Intergovernmental Revenues
    - Use of Measure A and TUMF revenues for project expenditures such as Mid County Parkway
    - Use of LTF/STA revenues for transit operations and capital needs
    - Use of Federal, State, and Local reimbursements for project expenditures such as I-15 Express Lanes Southern Extension and 91 Eastbound Corridor Operations (ECOP)
- Budget Summary
- Revenue/Sources-Detail
- Expenditures/Expenses by Department
- Expenditures/Expenses by Function
- Capital Project Highlights
  - ✓ Engineering
    - SR-79 Realignment
    - Coachella Valley Rail – Tier 2
    - Beaumont Pennsylvania Avenue Grade Separation
  - ✓ Construction
    - Mid County Parkway Projects
    - South Perris Station & Layover Facility Expansion
    - Jurupa Avenue Grade Separation
  - ✓ Design-Build
    - 15 Express Lanes – Southern Extension
    - 91 ECOP
    - SR-91 Corridor Design-Build

- ✓ Right of Way
  - SR-79 Realignment
  - Calimesa Realignment
  - 91 ECOP
  - I-15/Franklin St. Interchange Project
- Partner Project Highlights
  - ✓ Engineering
    - I-10/SR-79 Project Study Report
    - I-15 Bundy Canyon Road Interchange
  - ✓ Construction
    - Beaumont Potrero Interchange Phase II
    - Santa Ana Trail – West of SR-71
    - Santa Ana Trail – SR-71 to Eastvale
  - ✓ Right of Way
    - Santa Ana Trail – West of SR-71
- Toll Operation Highlights (Expenses)
  - ✓ 91 Express Lanes
    - Intra-fund transfer for future repair and rehabilitation - $35 Million
    - Intra-fund transfer of anticipated FY26 surplus - $70 Million
      - 91 Eastbound Corridor Operations (ECOP)
      - SR-91 Corridor Design-Build
      - 15/91 Express Lanes Transit Connector
      - 91 Pavement Rehabilitation
  - ✓ 15 Express Lanes
    - 15 Express Lanes Southern Extension
    - Loan Repayment to Measure A- $19 Million
- Debt Service Highlights
  - ✓ Sales Tax Revenue Bonds
    - FY27 Debt Service: $69 Million
    - Outstanding Balance as of 06/30/2027: $576 Million
      - Bond Limit $975 Million: In compliance as of 6/30/27
  - ✓ Toll Revenue Bonds
    - 91 Express Lanes FY26 Debt Service: $27 Million
      - Outstanding Balance as of 06/30/2026: $678 Million
    - Excludes 15 Express Lanes Loan repayment to Measure A – Up to $19 Million
      - Outstanding Balance as of 06/30/2027: $0
      - Budgeted for as a Transfer Out to Measure A
- Measure A Cap on Administrative Costs
- Next steps

Sergio Vidal thanked the finance team and the departmental partners for their work throughout this budget process. A lot of effort goes into pulling this together and he

appreciates the collaboration and diligence that is supported at today's presentation. RCTC appreciates the Commission's feedback and direction.

At this time, Chair Gregory opened the Public Hearing. He asked if there were any public comments. There were no requests to speak received.

Chair Gregory asked if there were any comments from the Commissioners.

Commissioner Stewart stated it was a great report, it seems like the Commission is doing well and thanked Sergio Vidal for making that very clear to the Commissioners. He asked when it showed the FY 2025/26 Budget, the revised budget, and proposed budget he is unclear how they missed the mark so bad between what was proposed originally in FY 2025/26 and the actual revised because sometimes the numbers were huge and wanted some clarification on that.

Sergio Vidal asked if Commissioner Stewart was referring to expenditures or revenues.

Commissioner Stewart replied the expenditures.

Sergio Vidal requested to put up the Expenditures/Expenses by Department slide and stated that a lot of their budget includes information they receive from other agencies partner projects or passthrough funding, so they rely on that information. These are multiyear projects that have some level of sophistication but more specifically there are some delays. Also, for RCTC delivered projects there was anticipation they would start certain projects during this fiscal year. Another element of that is their right of way team works diligently with landowners, and sometimes there is a delay when those property sales occur. Overall, as RCTC's finance department they want to make sure that funding is available with the best information that they receive at that time and is fully disclosed and appropriated here by the Commission.

Commissioner Stewart stated in public and specialized transit the projected was about $178,000 and then the actual was about $303,000 what happened there.

Sergio Vidal replied a large part of this was some of that SB 125 funding and where it is programmed, they are working with their partner agencies where that funding is going towards. Likely there are a few other issues but that is primarily the reason is a misalignment of what is being programmed for the full project costs, rather than what is anticipated to be spent in that upcoming fiscal year. Staff will work on that and continue that communication both internally and with folks throughout the county.

Commissioner Flynn thanked Sergio Vidal for that report and stated she did not see where they had listed Sun Lakes Boulevard Extension Project that RCTC and Western Riverside County Council of Governments (WRCOG) funded with TUMF funds. She also wanted everyone to know the Groundbreaking Ceremony is taking place on May 26 at 10:00 a.m.

It has been a project for 30 years, it is finally going through, and it is a much-needed project.

Aaron Hake, Executive Director, replied it is a very important project and it is included in RCTC's Measure A Regional Arterials Program, so it is under that line item in the budget, and they are very excited for the groundbreaking.

Commissioner Flynn asked why that was not in there and if RCTC is sponsoring the groundbreaking.

Aaron Hake replied that he is not aware of the answer to her last question, but in the Measure A Regional Arterials Program RCTC has multiple projects, and they do not list each project in the budget. That program has funding the Commission has taken action to allocate those funds and what they have in there is basically the lump sum or the amount staff expects to spend on all the projects the Commission has adopted in the program. It is included in there and the funding is committed.

Commissioner Flynn stated she understands it was included but it would have been nice to include on the report because this is coming up and it is an important project.

Chair Gregory stated the Public Hearing will remain open until their June 10 Commission meeting where the Commission would continue to take comments through that date and anticipate closing it then.

M/S/C to:

1) **Discuss, review, and provide guidance on the proposed Fiscal Year 2026/27 Executive Summary; and**
2) **Conduct a public hearing to receive input and comments on the proposed FY 2026/27 Proposed Budget on May 13 and June 10, 2026, and thereafter close the public hearing.**

7. CONSENT CALENDAR

M/S/C (Molina/Morabito) to approve the following Consent Calendar items.

7A. APPROVAL OF MINUTES – APRIL 8, 2026

7B. SINGLE SIGNATURE AUTHORITY REPORT

1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2026.

7C. MONTHLY INVESTMENT REPORT

1) Receive and file the Monthly Investment Report for the month ended March 31, 2026.

7D. -AGREEMENT FOR CONSTRUCTION MANAGEMENT, MATERIALS TESTING, CONSTRUCTION SURVEYING AND ENVIRONMENTAL MONITORING SERVICES FOR SANTA ANA RIVER TRAIL 2, PHASE 6 – PACKAGE A PROJECT

1) Award Agreement No. 26-67-029-00 to Accenture Infrastructure & Capital Projects LLC, for Construction Management, Materials Testing, Construction Surveying and Environmental Monitoring Services for Santa Ana River Trail 2 (SART 2), Phase 6 – Package A Project in the amount of $1,530,880, plus a contingency amount of $107,161, for a total amount not to exceed $1,638,041;
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Agreement on behalf of the Commission;
3) Authorize the Executive Director, or designee, to approve contingency work up to the total not to exceed amount as required for these services; and
4) Authorize the Executive Director to make changes between fund types within the total amount approved by the Commission to facilitate the most efficient use of funds.

7E. FISCAL YEAR 2025/26 SB 821 BICYCLE AND PEDESTRIAN FACILITIES PROGRAM ADDITIONAL FUNDING RECOMMENDATIONS

1) Approve additional project awards for the Fiscal Year (FY) 2025/26 SB 821 Bicycle and Pedestrian Facilities (SB 821) program for an additional amount of $491,000, and a total amount not to exceed $7,770,863;
2) Direct staff to prepare and execute a memorandum of understanding (MOU) with the city of Eastvale and an amendment with the city of Jurupa Valley to outline the project schedules and local funding commitments; and
3) Authorize the Executive Director to execute the MOU and amendment with the local agencies, pursuant to legal counsel review.

7F. FISCAL YEAR 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATIONS

1) Approve the allocation of $4,872,489 related to Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;

2) Authorize the Executive Director, or designee, to review the transit operators' projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents to the California Department of Transportation (Caltrans) for LCTOP; and
3) Adopt Resolution No. 26-008 for "*Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of $900,000".*

7G. AMENDMENT TO PALO VERDE VALLEY TRANSIT AGENCY'S FISCAL YEAR 2025/26 SHORT RANGE TRANSIT PLAN

1) Approve a $217,350 increase in the Fiscal Year 2025/26 Local Transportation Funding (LTF) allocation for the Palo Verde Valley Transit Agency (PVVTA) for a new allocation amount of $1,693,971; and
2) Approve the amendment to PVVTA's FY 2025/26 Short-Range Transit Plan (SRTP) reflecting the funding adjustment.

7H. AGREEMENT FOR PUBLIC AND SPECIALIZED TRANSIT PLANNING SERVICES

1) Award Agreement No. 26-62-053-00 to AMMA Transit Planning, Inc., for Public and Specialized Transit Planning Services, for a three-year term and two one-year options to extend the agreement, in an amount not to exceed $740,827; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

7I. STATE AND FEDERAL LEGISLATIVE UPDATE

1) Receive and file a state and federal legislative update.

8. INTERSTATE 15 EXPRESS LANES PROJECT SOUTHERN EXTENSION PROGRESSIVE DESIGN-BUILD PHASE 1 AGREEMENTS

Jeff Dietzler, Capital Projects Manager, presented the Interstate 15 Express Lanes Project Southern Extension (I-15 ELPSE) Progressive Design Build (PDB) Phase 1 contract award, highlighting the following:

- Project Scope/Status (including a map of the 3 segments)
  - ✓ Project Limits - Cajalco Road to SR-74
  - ✓ Dual Express Lanes – *3 Toll Segments*
  - ✓ PA/ED Phase Complete
  - ✓ Environmental Document Approved December 2025

- ✓ PDB Award
  - Phase 1: Pending – May 2026
  - Phase 2: TBD – Targeting late 2027

- Project Purpose
  - ✓ Improve and manage traffic operations and travel times along the corridor
  - ✓ Expand travel mode choice along the corridor
  - ✓ Provide an option for travel time reliability
  - ✓ Provide a cost-effective mobility solution
  - ✓ Expand and maintain compatibility with the express lane network in the region
- Progressive Design Build Delivery Method
  - ✓ Progressive Design Build authorized under SB 617
  - ✓ Owner/Builder collaborations leads to cost-effective approaches
  - ✓ PDB allows for Phase 2 to be 'right-sized' according to the available Project funding
  - ✓ Better positions the Project for Grant pursuits
    1) Phase 1: Preconstruction Services
       - Collaboratively develops Preliminary Design
       - 'Open Book' cost estimating and negotiations
       - Results in Guaranteed Maximum Price (GMP)
       - If price agreement is not reached, "Off-Ramp" options
    2) Phase 2: Final Design and Construction
- PDB Contract, Phase 1
  - ✓ Procurement summary
- Toll Service Provider (TSP) Contract
  - ✓ TSP Contract Change Order #46
    - Existing TSP contract contains change order provisions with agreed upon pre-negotiated TSP staff rates
    - CCO No. 46 provides for
      - Toll system design coordination during Phase 1 to extend the existing ELP toll system
      - Provides cost estimating for toll system installation and O&M costs
- PBD Phase 1 Design Option
- Local Agency Memorandum of Understanding (MOUs)
  - ✓ MOUs with city of Corona and city of Lake Elsinore
    - Outline roles and responsibilities between Commission and cities
    - Formalizes process for potential city betterments
    - City impacts quantified and priced during Phase 1, implemented via City issued permits during Phase 2
- Toll Facility Agreement
  - ✓ Describes roles and responsibilities between Commission and Caltrans for the ELPSE toll facility

- Establishes a 50-year exclusive possessory right to operate the ELPSE toll facility
- Details the operations and maintenance obligations
- Affirms the Commission's right to establish toll policies and rules
- Addresses procedures for the review and adoption of an annual Expenditure Plan for excess toll revenue

Chair Gregory thanked Jeff Dietzler for that presentation on this innovative approach to get this project going.

Commissioner Daddario stated when Jeff Dietzler talked about the short listing of four potential contractors two of them got shortlisted what was the threshold for being shortlisted.

Jeff Dietzler replied that the evaluation manual for the Instructions to Proposers (ITP) that was sent out had a list of qualifying criteria in there as well as the ranking of those criteria as they scored. RCTC received four submittals they got their proposal evaluation panel together went through the criteria and scored them and they shortlisted two based on the higher scores.

Commissioner Daddario clarified that ultimately one of the two shortlisted firms was disqualified.

Jeff Dietzler replied correct.

Commissioner Daddario stated leaving them with one choice and why did they did not re-rank the other two to give the Commission some options rather than forced to just pick one.

Aaron Hake explained in this process the team that ranked the four proposers, this is an extraordinarily formalized process where they do not deviate from the rules that are set out so when everyone is competing there is consistency. The evaluation committee that met to shortlist the firms which included the city of Corona as part of that evaluation committee there was a clear distinction between those that were shortlisted and those that were not. As they proceeded through that process one of the firms did not qualify to continue going through, they had to assess with this remaining firm if the Commission was going to get a fair deal. Also did they feel that proposal was responsive and would meet RCTC's needs and the answer was yes. Had they gone back and sort of changed the rules in the middle of the process to bring up a firm that did not make the cut they would essentially be starting over. They did not feel that was in the best interest of the project or the Commission.

Commissioner Daddario expressed being always leery when they are given one choice and not to disparage the evaluation committee, but they selected a firm that ultimately

disqualified themselves or got disqualified. It seems that the No. 3 rank team should have been moved up to give the Commission a second option to see if this joint venture is going to be able to perform. Every member has lived through some sort of freeway nightmare construction and Corona has certainly had its fair share. He is concerned that this joint venture is going to be able to perform one of the most heavily trafficked stretches of freeway in the nation. He knows where that backed up traffic is going to land and that is concerning for the city of Corona.

Aaron Hake stated that is what the innovation here in this PDB process allows RCTC to do. This is an open book negotiation early in the process to work with the contractor before they fully get them onboard and are committed to build the project. They have to go through this to say can RCTC work with them and can they reach agreement. As Jeff Dietzler showed in a few slides there is called "off ramps" it is apropos in transportation, if they cannot reach agreement with this contractor they will not proceed, they will take the off ramp. Whereas in a more traditional contracting method if this contract is awarded today, they are locked in. The advantage of this process is they can make that determination if this does not work out then they can start over.

Commissioner Daddario stated in looking at the timeline originally, he thought that a potential start date would be July 2027, but this is probably slated for mid-2028 as a start date and do they know total length of the project.

Jeff Dietzler replied that right now the construction completion is targeted for end of June 2030. One of the advantages of the design option he showed is that typically you get to 65 percent to support this cost and Phase 2 estimate and then will have to wait for the design builder to get through all the administrative process to get to Phase 2. Part of the development of the GMP is going to be a construction schedule so they will know exactly which elements if they execute the design option to finish the design on as soon as possible. There is the potential when they get to Phase 2 at the end of 2027, they could break ground in a couple weeks or couple months if they set it up that way.

Commissioner Daddario stated Aaron Hake mentioned this off ramp type process and asked if RCTC has ever done anything like that or is this first of its kind.

Aaron Hake replied this is the first project like this for the agency and is the first in the state to use new legislative authority that was signed into law two years ago to use PDB on a large highway project on the state highway system. They are going to bring another one for SR-91 soon.

Commissioner Daddario stated since it is the first and it is progressive in the state of California is there any type of grant money that goes along with being the first.

Aaron Hake replied that is the case they are making right now.

Commissioner Taylor asked Aaron Hake to provide some context and support for the No. 1 ranked firm so they will feel comfortable with proceeding that way.

Aaron Hake stated that joint venture is led by Skanska USA Civil West, California District Inc. (Skanska). Skanska constructed RCTC's SR-60 Truck Lanes Project, they just completed the 71/91 Interchange Project on time and on budget. They also received the Mid County Parkway Ramona Expressway Project under construction for RCTC, and they are currently constructing the I-15 Express Lanes Extension to the north in San Bernardino County that will connect to this facility as well. This construction company has done a lot of work for the Commission and neighboring agencies on exactly this type of project. Also, they built the original I-15 Express Lanes that RCTC is extending in joint venture with Ames Construction there is a lot of credibility here with this company with the Commission.

Jeff Dietzler noted that 35 of the staff that were involved in the original I-15 Express Lanes Project coordinated with Kapsch TrafficCom USA Inc. (Kapsch) to build that system is returning for this project as well.

Commissioner Spiegel stated when they talked about the three or four months on those periods if it could be sooner or is that the timeframe they are stuck with.

Jeff Dietzler replied it could be quicker than the seven months. Right now, the way it is set up contractually with the submittal and review windows that is what it lines out as the potential schedule. There is the potential to contract that down.

Commissioner Spiegel stated what about going longer.

Jeff Dietzler replied it could also go longer but the intent is to do it as quickly as possible. That is what the basis of their current contract award is getting 14 months to GMP.

Commissioner Spiegel asked about change order numbers, it was No. 46 they have not had 46 change orders on this project, did they not change the numbers for the projects.

Jeff Dietzler stated that this is the toll service provider contract between Kapsch and RCTC, it is the O&M contract that Jennifer Crosson, Toll Operations Director, uses. They had ongoing contract amendments on that O&M contract, so this is just being added to that contract.

Commissioner Spiegel clarified it is from that specific contract. She knows that when you have different jobs with the same company it is hard if you do not start over because then you start missing the numbers on jobs.

Aaron Hake clarified that this is the same Kapsh contract for the I-15 Express Lanes.

Commissioner Spiegel stated this is the existing contract they are just adding the change orders to.

Aaron Hake replied correct.

Commissioner Spiegel stated it was just weird about the amounts with that contingency and then she had to look at it again but with this motion the contingency amount kind of looked like it was not for both.

Jeff Dietzler replied that it is for both.

Commissioner Spiegel replied right but it was just the way it was written so she wanted to make sure that it was clear that it was for both.

Jeff Dietzler replied yes, correct.

Commissioner Conder clarified once the GMP is determined if the contractor comes in under budget that is his profit if he comes in over budget and over contingency, he is responsible for the extra cost correct.

Jeff Dietzler clarified that they drive to GMP within the first 90 to 120 days they are going to do a cost validation budget exercise with the design builder. They will go through some quick schematic designs and put a high-level price on the project. That number is needed in the first 120 days to then hand off to the finance team to start arranging the project financing. They are going to have to borrow against toll revenue to fund this project. The reason why they need to set that price early is to get that financing in place to be able to have that money available to award Phase 2. If they go above that initial cost validation they are going to have to see if they can get additional financing to cover it. If they cannot then they will have to down scope the job when they have already gone through the design of getting to this level which could delay the job. When they get to this GMP it has to be less than or equal to what finance is pursuing in their financial plan. He stated that he is not sure if he completely answered Commissioner Conder's question.

Commissioner Conder stated he did, again with the economy and costs rising everywhere if they happen to go over, who is responsible, as people that might be watching would want to know.

Jeff Dietzler replied that the Phase 2 contract award will be based on the negotiated GMP price it will be a lump sum traditional design build contract. If they are under what their initial budget estimate is they do not get to keep the difference the Phase 2 contract will be set on the GMP value and then they are locked in with that price. If they go over, they will get into change order negotiations if they stay under that is when they maximize their profit.

Commissioner Daddario stated that Jeff Dietzler just mentioned that once they set the budget if they do not have enough money, they have to figure out how to pay for it or downgrade the project which sounds like an awful idea. He asked at what point do they look at this project based on funding and decide if it is a go or no go.

Jeff Dietzler replied that the budget validation submittal and exercise he talked about at day 90 to 120, that is where they make the decision are they building the entire project or if there is a cost gap they do not think they could achieve to get financing to build the whole project the project then becomes segmented at that point. They will deliver as much of the project as they can during the first Phase 2 and work towards that finance number. Future segments of the job because it is PDB they can continue to pursue additional financing to then deliver the balance of the job in a future Phase 2.

Commissioner Daddario clarified that does not come back to this Commission to determine whether they are going to build it all or just build it in segments over a certain amount of time based on funding.

Aaron Hake replied they will consult with the Commission if they get to that as that has to be a deliberate decision because they will be expending the Commissions' funds and committing to something.

Commissioner Daddario clarified if it is over budget as designed and they have to figure out whether they are going to scale back or move forward in segments it will come back to this board before they put a shovel in the ground.

Aaron Hake replied that staff will consult with the Commission once they know at that point and clarified with Jeff Dietzler that this is 15 miles.

Jeff Dietzler replied 15.8 miles.

Aaron Hake stated they are starting at Cajalco and working south. Really the question is can they get all the way to SR-74 in Lake Elsinore, or to Indian Truck Trail, or how far can they get that is really the question.

Chair Gregory noted that hopefully they will be coming back to the Commission to accept grants and earmarked funding along the way also.

M/S/C (Berkson/Smith) to:

1) Award Agreement No. 25-31-007-00 to SC Constructors (a joint-venture composed of Skanska USA Civil West, California District Inc. and Coffman Specialties Inc.) to initiate Progressive Design-Build Phase 1 of the Interstate 15 (I-15) Express Lanes Project Southern Extension (ELPSE) (Project), in the amount of $38,457,635 with a Design Option amount not

to exceed $11,600,000 plus a contingency amount of $5,005,764 for a total amount not to exceed $55,063,399;

2) **Award Change Order No. 46 to Agreement No. 16-31-043-00 for the I-15 ELPSE with Kapsch TrafficCom USA Inc. (Kapsch) to provide design services in support of the Project in the amount of $1,134,185 with an estimated Design Option support cost of $330,000 plus a contingency amount of $146,419 for a total amount not to exceed $1,610,604;**
3) **Approve Memorandum of Understanding (MOU) No. 26-31-044-00 with the city of Corona for the I-15 ELPSE;**
4) **Approve MOU No. 26-31-043-00 with the city of Lake Elsinore for the I-15 ELPSE;**
5) **Authorize the Executive Director or designee to negotiate and finalize Toll Facility Agreement No. 26-31-055-00 with Caltrans for the I-15 ELPSE;**
6) **Authorize the Chair or Executive Director, pursuant to legal counsel review and receipt of funding authorization (E-76), to execute the agreements on behalf of the Commission; and**
7) **Authorize the Executive Director or designee to approve contingency work up to the total amount not to exceed as required for the Project.**

At this time, Commissioner Perez left the meeting.

9. CONSOLIDATION OF THE 91 EXPRESS LANES BACK OFFICE AND CUSTOMER SERVICES OPERATIONS WITH THE 15 EXPRESS LANES BACK OFFICE AND CUSTOMER SERVICE OPERATIONS AND APPROVE AN AMENDED AND RESTATED EXPRESS LANES PROJECT TOLL SERVICES AGREEMENT WITH KAPSCH TRAFFICCOM USA INC. AND ORANGE COUNTY TRANSPORTATION AUTHORITY ALSO AN AMENDED AND RESTATED EXPRESS LANES COOPERATIVE AGREEMENT WITH ORANGE COUNTY TRANSPORTATION AUTHORITY

Silva Mardrussian, Toll Customer Service Manager, presented the 91 and 15 Express Lanes customer service and back-office consolidation, highlighting the following areas:

- 91 Express Lanes with Cofirute USA runs through 2027
- 15 Express Lanes with Kapsch TrafficCom (Kapsch) runs through 2041
- Orange County Transportation Authority (OCTA)-RCTC cooperative agreement
  - ✓ Joint operators
  - ✓ Seamless customer experience
  - ✓ Achieve economies of scale

At this time, Commissioner Gutierrez left the meeting.

Silva Mardrussian continued to present the following:

- Why now?
  - ✓ Improve customer service

- ✓ Maximize cost savings
- ✓ Cofiroute base contract ends 2027

- Option 1
  - ✓ Reprocure new back-office system
    - Longer timeline
    - Higher cost
    - Greater implementation risk
- Option 2
  - ✓ Consolidate 91 and 15 Express Lanes
    - Align operating policies
    - Unified branding
    - Integrated financial accounting
    - Shared cost allocation
- Why Kapsch
  - ✓ Current 15 Express Lanes back-office and customer service provider
  - ✓ Contract stability through 2041
  - ✓ Strong customer service track record
  - ✓ Proven, scalable back-office platform
- Noncompetitive procurement
  - ✓ *Chapter 7 Section 1.0 A (11)*

    A non-competitive procurement may be used when the Commission determines that the proposed award is in the best interest of the public and the Commission.
- Four criteria
  - ✓ Customer service
  - ✓ Cost
  - ✓ Risk
  - ✓ Schedule
- Customer service
  - ✓ 35 percent of customers use 91 Express Lanes and 15 Express Lanes
  - ✓ Customer assistance reduced to one call or inquiry
  - ✓ One website and phone number
- Option 1 – 91 Express Lanes reprocurement
- Option 2 – Kapsch consolidation proposal

At this time, Commissioner Flynn left the meeting.

Silva Mardrussian continued to present the following:

- ✓ Risk category, reprocurement option, and consolidation option

At this time, Commissioner Cabrera left the meeting.

Silva Mardrussian continued to present the following:

- Schedule
  - ✓ Reprocurement option five+ years
  - ✓ Consolidation option 12 months
- Summary evaluation - Consolidation of the 91 and 15 Express Lanes operation is in the Best Interest of the public and the Commission
  - ✓ Improves Customer Service
  - ✓ Minimizes Disruption to the Customer
  - ✓ Minimizes Risk
  - ✓ Increases Surplus Toll Revenue
- OCTA-RCTC cooperative agreement
  - ✓ Commitment to Joint Operation
  - ✓ Revenue and Cost-sharing Methodologies
  - ✓ Roles and Responsibilities

Silva Mardrussian recognized the folks in the audience Anthony Rodriguez, OCTA's Project Manager, that RCTC works very closely with, and representatives from Kapsh including Joseph Stephenson, Project Manager, and Tim O'Leary, Vice President of Business Development.

Chair Gregory thanked Silva Mardrussian for that summary of the benefits it says a lot about Kapsch and RCTC's management of that contract and that OCTA is willing to entertain consolidating of that contract, which makes a lot of sense.

At this time, Commissioner Bob Karwin joined the meeting.

Commissioner Stewart stated that it sounds like the Commission is going to have a cost savings, but why is it costing the Commission $81 million and then a contingency so he is kind of confused as to why it is costing the Commission money to save money.

Silva Mardrussian replied they are adding the 91 Express Lanes operation to their existing 15 Express Lanes operations. The $81.3 million is for operations and maintenance which is continuous processing in terms of their traffic operations center and their customer service center it pays for all the tasks they are required to do. The $12 million contingency is set aside for network hardware and staffing. They did not want to commit to network hardware and staffing because the price can go up and down and this gives them the opportunity to pay at cost with no markups. For staffing in terms of contingency, they did not want to commit to staffing if there was no operational need. The contingency allows them to be flexible and add staffing up to five customer service reps if there is an operational need.

Megan Kavand, Toll Finance Manager, stated that they would have to reprocure these services at an additional cost. Over the duration of the period consolidating this back office into one existing contract they have today ultimately saves RCTC money down the

line because a reprocurement of these services has been determined to be more expensive.

Commissioner Stewart asked is $81 million a cost that Kapsch is going to incur therefore it is passed on to the Commission.

Megan Kavand replied that is correct.

Commissioner Stewart stated he travels to Illinois a lot and they have a toll system there also and they have a pay by plate program. Basically, you go online, Illinoistoll.com, put in your credit card, just drive the freeway, and the tolls automatically get paid overtime. He asked is there a system in place that allows them to do that here because it is incredibly convenient and it makes the toll experience a whole lot better. Every time he drives past a toll lane, and it says transponder required that is a deterrent to anybody who is thinking about using the toll lanes. They miss out on toll revenue if they have that deterrent of inconvenience of use so the pay by plate program is fantastic. He feels they need it here they need to make it so stupid easy to use the toll system that people will just use it because they already have their credit card on file.

Jennifer Crosson thanked Commissioner Stewart for that question they recognized that at their last Western Riverside County Programs and Projects Committee meeting and are preparing a response for him. A pay by plate program is not in the price of this contract being brought today the price would be significantly increased and that will be part of the discussion they will have with Commissioner Stewart.

Commissioner Daddario asked how does this work with SR-241 for people that are taking SR-241, SR-91, to I-15.

Silva Mardrussian replied if they have any FasTrak account they have a transponder they would be able to utilize the 91 and 15 Express Lanes. A customer who has a transponder or an account with any agency in California would be able to utilize any of the lanes.

Commissioner Daddario asked with the consolidation request here how long does this lock the Commission into a contract with Kapsch.

Silva Mardrussian replied that RCTC has until 2041, 14 years.

Commissioner Daddario stated that 97 percent they touted talking about wait times being on hold when they have to call customer service. Some folks do not like to go online, that is every company's preferred method so that they do not have to pay someone to talk to a customer but not everybody likes to do that. He asked what type of metrics they are using to ensure their toll users and their residents are getting top level customer service.

Silva Mardrussian replied they have a set of key performance requirements that they monitor monthly with the operator. For example, speed of answer, how long it takes them to answer the phone call, how many cases they are processing, how long it takes so they have a set of key performance criteria that staff monitors with them. If for some reason the Kapsch performance does decrease, there are penalties, but the contract also allows RCTC to end the contract before 2041.

Commissioner Daddario stated he is uncertain if any of that has been presented but the Commissioners are the ones that get yelled at when people call and they are mad about having to pay the toll fees or they cannot get somebody on the phone. He would like all that data to be published and asked how do they enforce it should it fall below whatever threshold is established.

Aaron Hake replied they can provide that published data. On April 30 they had the 91 Advisory Committee meeting, which is a joint committee of OCTA and RCTC Commissioners. At that meeting they publicly disclosed the key performance indicators (KPI) on that contract for both sides of the county line. That is public data they could circulate and share with the Commissioners.

Silva Mardrussian stated for key KPI staff works with them monthly and if for some reason something is not met there are metrics, a percentage or dollar amount, staff would deduct that from their invoice if they do not meet the performance requirements.

In response to Commissioner Daddario's question has that ever happened, Silva Mardrussian replied yes.

Commissioner Daddario asked how often.

Silva Mardrussian replied not for customer service, we have some issues sometimes with the roadside, but with customer service they meet all their metrics.

Commissioner Daddario stated then with publishing what those KPI are, do they publish how customers can ensure that those KPI are being met, meaning if he has a problem how does he report it so that negative customer service interaction is recorded.

Silva Mardrussian stated sometimes a customer who is unhappy will call headquarters and that phone call is sent to her where it is escalated, but there is really no other way unless the operator gets a complaint then they basically will reach out to us.

Commissioner Daddario clarified so then they will have to self-report.

Silva Mardrussian replied yes.

Jennifer Crosson stated RCTC has a comprehensive oversight program that we perform internally with staff and consultants where they are listening to a phone call, reviewing documentation, ensuring that they are complying with the procedures and the level of customer service they have. They are collocated with this contractor, so they are constantly in their call center listening in having daily conversations. Silva Mardrussian is the Customer Service Manager and that is her full-time job, dedication, and heart. Also, the contractor requires that the contractor performs their own quality assurance and self-report to us, and they monitor that as well.

Commissioner Daddario stated it seems as if he is a toll driver there is a big lift for him to get to Silva Mardrussian to say he has a problem with the toll or had a bad customer service experience. How do they make it so that if he has an issue as a driver and he wants to report a negative customer service experience he gets to Silva Mardrussian.

Jennifer Crosson stated she hopes that is not the experience of course there will be a few that do that and there are very few that escalate to Silva Mardrussian, so she did not mean to seem that Silva Mardrussian has to handle every complaint. We are getting items fed to us from the contractor, it is a very transparent relationship so if they are having an issue with a customer, they are going to involve us. They are looking at implementing artificial intelligence (AI) that would pick up the tone of a customer and alert staff to a call. She believes they are doing their best in a customer service environment, and they have five-star customer service. People may not like the service that is being provided in terms of tolling but in terms of managing this customer service they do an excellent job.

Commissioner Taylor clarified they are shifting the service into an existing service hence the $81 million increase was the previous contract that exists that RCTC is shifting in also $81 million so it is kind of a direct shift or are they increasing that amount.

Megan Kavand replied that is not a direct shift, the current contract that they are working under for the 91 Express Lanes is basically expiring. They have to set out to either reprocure these services through a new vendor through a competitive procurement or explore the option to consolidate the services into the existing operational agreement that they have on the 15 Express Lanes. That is how they deemed a $33 million savings through the consolidation effort.

Commissioner Taylor stated that the savings was through the consolidation so the previous contract in theory would be significantly higher and the renewal would be higher.

Megan Kavand replied that is correct and that is based off recent experience.

Commissioner Taylor reiterated so that everyone clearly understands this is a good thing.

Commissioner Spiegel stated that she has had experience of several things, some of them her own issues and some not. She asked how many transponders and users RCTC has.

Silva Mardrussian stated on the 91 Express Lanes they have 186,000 accounts and they have over 200,000 transponders on customer accounts that are given to customers.

Commissioner Spiegel responded to Commissioner Daddario that there are almost 400,000 transponders they are not going to be able to hit everybody perfectly that is reality, but when there is a slowdown in the FasTrak you just call and they credit it. There are so many means that they work to make sure their drive is sufficient. She recommended Commissioner Daddario take a tour of the office, with understanding a little bit more he would have a better feeling. If they went out and surveyed the biggest problem that they have is not the Commission's problem, it is the cost of the toll, and they all know that is an issue. She drives SR-91, I-15, and SR-241 weekly on all of them daily on a couple of them, so it is one of those things that the more you drive you just kind of know what to do. It goes back to what Commissioner Stewart said is you cannot make it so focused on the newbies or the ones that do not drive it on a regular basis because they have 400,000 transponders. She suggested that you have to get that sweet spot that you are focusing on the mass and then try to work with the rest of them. She has put herself out there and there are very few complaints as far as customer service the complaint is really around the price and that was before the Commission built them.

Commissioner Voss stated that he uses them all the time he has one transponder and for his motorcycle it records his license plate, he is on I-10, I-110, I-710, and I-15 in San Diego and it is nice kind of seamless with the billing. He has never had a problem with customer service he had one where it was his mistake he did not transfer a license plate change that he had done. He got a live person, and she was super cooperative and reduced the fee for him because he had already been an existing client. He thinks it is just having that kind of experience and understands what some of the concerns may be but overall, it has been a wonderful experience they are doing a fantastic job, and this will improve it even more.

Commissioner Karwin stated there was an issue that came up with the toll operations to what degree is there redundancy in this, because they talk about how they are collocated with the vendor and then we are listening in on their calls and monitoring. That is their job and then they have somebody sitting behind them doing their same job making sure that they are doing their job.

Silva Mardrussian replied that RCTC has an oversight plan where we listen to calls and review cases just to make sure that whatever they are producing in terms of responding to customers is being done correctly.

Commissioner Karwin asked if that was somebody that is doing something else and then occasionally drops in or is it their job to monitor the person who is taking the calls like the vendor is supposed to be monitoring the calls.

Silva Mardrussian replied the vendor does monitor their calls they do a monthly quality report where we see their performance and the results of the quality of work they do. In addition, RCTC does their own monitoring, they listen to calls and to cases just to make sure they are double checking their work and that what the vendor reports is correct. Commissioner Karwin asked if they have a full-time person whose only job is to do what the vendor is doing.

Silva Mardrussian replied they have a few consultants that help them do the monitoring and the oversight, so they work with those consultants.

Aaron Hake replied no, their toll operations staff is currently five people, and they are going to add two more to oversee this massive operation. We have a contract and then we verify they are complying with the contract, so their work is sort of oversight of what they are doing. As was mentioned we are collocated in Corona on Corporate Terrace Circle and can see it when you drive by on SR-91. They are there so staff can just walk right over so they can resolve issues immediately he has seen them in action so if there is something it just gets resolved on the spot.

Chair Gregory thanked Silva Mardrussian, Megan Kavand, and Jennifer Crosson for all their input on this.

At this time, Commissioner Washington left the meeting.

Aaron Hake wanted to highlight that this is about two partnerships that are working and are role models for other toll agencies across the country. RCTC jointly operating the 91 Express Lanes with OCTA has gone extraordinarily well since the Commission opened the lanes in 2017. OCTA had been operating them since 2002 RCTC joined them and we piggy backed on their success and built on what they developed. OCTA invited RCTC in they are great partners and it has gone extraordinarily well to the point that RCTC now has their I-15 Express Lanes Program and that is working exceedingly well, and OCTA wants to join us. This partnership has really blossomed they have a great relationship with OCTA and their elected officials, and their Board will be voting on this later this month presuming that this Commission moves forward. Then their relationship with Kapsch has gone extraordinarily well also. He goes to some conferences and speaks with colleagues at the International Bridge Tunnel and Turnpike Association, which are all the other toll agencies in the country and has been in meetings with other CEOs that do not have the same experience as they have. Meaning it is not so positive with their vendors, and we have something that is working here and it is outstanding. He applauded staff, their contractor, and the Commission for supporting us and allowing us to do this work. He reiterated what Commissioner Spiegel had mentioned that any of the Commissioners are welcome to

come to the regional operations center in Corona, we will give you a tour of the guts of this operation, it is amazing. We serve about 60,000 people every day just on the 91 Express Lanes. The number of calls that we get compared to the people that use it is very small, it is still in the thousands. When you get an opportunity to see how this works every day, he thinks they would be very impressed with the professionalism and the execution of what we do. Please let him or Lisa Mobley, Director of Administrative Services/Clerk of the Board know, and we will bring you on a tour.

M/S/C (Molina/Spiegel) to:

1) **Award the Amended and Restated Three Party Agreement with Kapsch Traffic Com USA Inc. (Kapsch) and Orange County Transportation Authority (OCTA), Agreement No. 16-31-043-05, adding OCTA as a party to the agreement, for the provision of back-office system (BOS) customer service center services (CSC) and traffic operation services (TOC) for the 91 Express Lanes, increasing the agreement by $81,360,002, plus a contingency amount of $12,000,000, for a total increased amount not to exceed $93,360,002;**
2) **Authorize the payment of pass-through items not to exceed $38,000,000 for the Commission's share of the amended scope of work pass-through costs;**
3) **Authorize the Executive Director or designee to approve the use of the contingency amount;**
4) **Determine that execution of the amended and restated agreement with Kapsch is in the best interest of the public and the Commission;**
5) **Approve amended and restated cooperative agreement for Express Lanes between Riverside County Transportation Commission and OCTA (ORCA) Agreement No. 12-31-039-01; and**
6) **Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.**
Abstained: Flynn

10. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

11. EXECUTIVE DIRECTOR'S REPORT

Aaron Hake:

- Regarding the I-15 ELPSE item he thanked the Commissioners for their vote, as this is an extraordinarily big deal. That is a Measure A project and one of this Commission's primary responsibilities is to implement Measure A which was

approved by the voters in 2002 to deliver certain projects around the county. He thanked the Commission for their leadership it has taken a lot to get there.

Chair Gregory stated it was brought to his attention there was a voting irregularity on the previous item, Item No. 9.

Lisa Mobley noted that somehow, they recorded an abstention from the city of Banning.

Commissioner Stewart stated that he had accidentally pressed their button.

Chair Gregory clarified the vote was 23 yes and no abstentions because the city of Banning is not present.

Lisa Mobley replied correct.

Chair Gregory asked Aaron Hake if he had more comments.

Aaron Hake stated it is important that they celebrate success and they bring a lot of challenges forward to this Commission. It takes many years to get projects like this moving. He reiterated I-15 ELPSE was in the Measure A that was adopted in 2002 by the voters. This was in the original delivery plan in 2009 when the new measure began along with the 91. This I-15 project was one of those deferred projects when the great recession hit this region harder than almost anywhere else in the country. They wanted to deliver this project with the original I-15, but the Commission kept it going and prioritized getting I-15 done all the way to Lake Elsinore. We still do not have all the funding we need and are trying to find ways to get it and are not going to give up to try to deliver this whole thing. With the step the Commissioners took today is a step forward for innovation and it is a step forward for the people of Riverside County. He thanked the team this is a whole organization effort and thanked the Commission for being consistent, steady, stable, and moving us forward.

12. COMMISSIONER COMMENTS

12A. Commissioner Harnik stated as RCTC's representative on Southern California Association of Governments (SCAG) she wanted to talk about the General Assembly, which was held May 7-8 in Palm Desert. There were several really important things, and she has heard so much of what they talked about at SCAG kind of integrated through this meeting today. One was the keynote speaker Suneel Gupta who talked about the power of now and they have heard repeatedly in this meeting how important it is to get things done now as quickly and efficiently as possible for cost savings and convenience for their community members. They did have the sustainability awards, and it was great to see several projects

that RCTC had influence on and so much of it talked about the importance of regionalism. RCTC has been a leader in that, and they saw it at the sustainability awards at SCAG. They have a lot to be proud of and thanked the Commission for allowing her to represent RCTC with SCAG.

At this time, Commissioner Washington rejoined the meeting.

12B. Commissioner Spiegel stated that Riverside County has only one place left that has a relay for life and that is in the city of Corona it was combined as Riverside County and Corona, so it is both entities that are sponsoring the event. She encourages anybody to attend, and it is being held from 9:00 a.m. on May 16 to 9:00 a.m. on May 17. There are different events going on and can check or email her and she can give more details. We all have somebody in our lives that had cancer and that they had to struggle with. The money is kept from relay in the community, so it is spread across Riverside County. The second one is on May 17 for National Public Works Week, the Riverside County Rodeo is being held from 1:00 p.m. - 3:00 p.m. at the Crestmore Manor, it is a family fun day. There is going to be all kinds of big equipment, and this is an opportunity to be able to see and experience, but they are having competitions with the big equipment.

13. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Gregory adjourned the meeting at 11:10 a.m. The next Commission meeting is scheduled to be held on Wednesday, June 10, 2026.

Respectfully submitted,



Lisa Mobley
Administrative Services Director/
Clerk of the Board

AGENDA ITEM 7B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Linda Fakhouri, Senior Procurement Analyst Jose Mendoza, Procurement Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Recurring Contracts for Fiscal Year 2026/27

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the single-year recurring contracts in an amount not to exceed $13,227,172 for Fiscal Year 2026/27;
2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed $4,277,750 in FY 2026/27 and $9,048,780 in FYs 2027/28 – 2031/32; and
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements and amendments on behalf of the Commission.

BACKGROUND INFORMATION:

During ordinary course of business, professional services contracts are subject to a competitive process. However, to ensure efficiency and cost-effectiveness for the Commission's various projects and programs, staff evaluates existing contracts for professional services due to expire within the upcoming fiscal year. These expiring contracts may be placed on the calendar for a new procurement solicitation, allowed to expire if no longer required, or included in the annual recurring contracts list that is subject to Commission approval.

This year's list of recurring contracts includes consultants that provide unique or specialized services and work closely with staff on long-term projects. Staff desires to retain certain consultants on the recurring contracts list due to the consultant's historical knowledge, unique experience, and understanding of both the Commission and its current projects. Under limited circumstances in accordance with the Procurement Policies Manual adopted in December 2025, staff believes it is more efficient and cost effective to retain the consultants on the recurring contracts list rather than re-bidding the services at this time. Approval of the recurring contracts list will allow the Commission to continue work on existing projects without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2026/27 and for specialized services through FY 2031/32, followed by a summary for each consultant supporting inclusion as a

recurring contract. Following Commission approval, staff will develop appropriate agreements or amendments for these services. Accordingly, staff recommends Commission authorization for the Chair or Executive Director to execute the agreements and amendments on behalf of the Commission.

Recurring Contracts for Fiscal Year 2026/27

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements and amendments with these consultants for the aggregate amount of $13,227,172.

Schedule of Recurring Contracts for FY 2026/2027					
Consultant Name	**Agreement Number**	**Description of Services**	**Budget FY 25/26**	**Budget FY 26/27**	**Dollar Change**
Bechtel Infrastructure Corporation (Bechtel)	26-31-066-00	Capital project program management services	$ 9,250,000	$ 9,250,000	$ -
Best, Best & Krieger LLP (BB&K)	26-19-079-00	General legal services	$ 3,038,000	$ 3,038,000	$ -
Epic Land Solutions, Inc. (Epic)	26-33-071-00	Support services for property management of Commission-owned properties and related contracts	$ 660,000	$ 700,000	$ 40,000
TransTrack Inc (TransTrack)	08-62-005-16	End-User license agreement maintenance and support services	$ 177,800	$ 239,172	$ 61,372
Total			$ 13,125,800	$ 13,227,172	$ 101,372

Bechtel Infrastructure

Bechtel Infrastructure (Bechtel) provides program management and construction management activities of highway and rail projects for the Measure A and Western Riverside County 10-Year Delivery programs as well as the toll program. Bechtel supports the Commission's capital projects, including the Interstate 15 Express Lanes, 15/91 Express Transit Connector (ETC), State Route 91 Corridor Operations, 91 Express Toll Lanes, Santa Ana River Trails, Station Maintenance, Coachella Valley Rail, SR-71/91 Connectors, I-15 SMART Freeway, I-15 Southern Extension, I-15 Northern Extension, SR-241/91 Express Connector, Mid-County Parkway (MCP) Construction Package 3, I-10 Highland Springs Avenue Interchange, SR-79 Realignment - Segment 3, Eastbound SR-91 Corridor Operations, Perris Valley Line Double Track, South Perris Station Layover Expansion, Riverside Downtown Station Pedestrian Crossing, I-15 Franklin Street Interchange, SR-60 Potrero Road Interchange, I-15 Bundy Canyon Road Interchange, I-15 Wildomar Trail Interchange, Palo Verde Valley Transit Agency (PVVTA) Facilities Improvement, I-10/SR-79 Connector, MCP Sweeney, I-215 Scott Road to Nuevo Road, SR-60 Truck Lanes HMMP, Mead Valley Station, I-215 Barrier Wall, and Feasibility Studies.

Bechtel possesses the essential knowledge and historical background of the Commission's capital projects program, crucial for effectively delivering Measure A and other capital projects.

The ability to access further support from Bechtel as required for specific project needs is pivotal and eliminates the necessity to expand staff. The FY 2026/27 Bechtel contract reflects the same level as last year, $9,250,000.

Best Best & Krieger LLP

Best Best & Krieger LLP (BB&K) provides a high level of general legal services to the Commission for highway, regional arterial, and rail capital project activities, especially right of way; various Commission programs; procurements and contract development; toll road legal advisory and litigation services; and management services. The FY 2026/27 BB&K contract reflects no changes in legal costs when compared to the FY 2025/26 contract. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest as required.

Epic Land Solutions, Inc.

In 2003, the Commission selected Epic Land Solutions, Inc. under a competitive procurement process to provide property management support services. Due to its accumulated knowledge and development of various property management projects, resources, and databases associated with the multitude of Commission-owned properties, including but not limited to those along the San Jacinto Branch Line (SJBL) and Western Riverside County Regional Conservation Authority (RCA) properties, staff determined that Epic can most efficiently, and cost effectively provide property management services.

The scope of services for FY 2026/27 includes upgrading and renewing utility licenses and private use agreements; coordinating new licenses, amendments, facility upgrades, and environmental assessments; managing easements, surplus land, title compliance, rent, insurance tracking, and maintaining comprehensive property databases and mapping. It also involves proactive site inspections, encroachment and trespass management, coordination with jurisdictions and drone services, and ongoing maintenance oversight to ensure compliance with current Commission terms.

To adjust for inflation and advanced mitigation parcel acquisitions, Epic's FY 2026/27 agreement reflects a $40,000 increase in budget.

TransTrack Systems Inc.

In December 2005, the Commission approved a sole source agreement with TransTrack Systems Inc. (TransTrack) for implementation and training of the Transit Performance Manager software application. Since that time, TransTrack has been incrementally enhanced to support the Commission's transit oversight, funding allocation, and performance monitoring responsibilities. The system provides customized reporting for Commission needs, including the Biennial Countywide State of Public Transit Report, Short Range Transit Plan budgeting and forecasting tools, service provider invoicing, and National Transit Database (NTD) reporting for

the Commission's Vanpool program. Transit operators otherwise rely on their own enterprise resource planning systems for NTD reporting.

TransTrack is a purpose-built platform that consolidates performance and financial data used for Commission-level analysis and reporting. Several system enhancements that were initially approved as one-time development efforts have transitioned into ongoing annual maintenance and support services. In addition, certain development efforts were not completed in FY 2025/26 and are being carried forward into FY 2026/27. New upgrades planned for FY 2026/27 include implementation of the Cash Management module, Cash Management Federal Transit Administration (FTA) Components, and General Upgraded Reporting Capability. These upgrades will expand financial tracking, forecasting, federal fund oversight, and internal reporting functionality.

The proposed FY 2026/27 contract cost is $239,172, compared to $177,800 in the prior fiscal year, representing an increase of $61,372. The increase is primarily attributable to the addition of the new system upgrades into the overall scope of work, the conversion of completed development efforts into ongoing annual maintenance, and the continuation and completion of programming that was deferred from FY 2025/26. Despite the increase, TransTrack continues to represent a cost-effective and operationally appropriate solution for meeting the Commission's transit performance monitoring, financial oversight, and reporting needs.

Specialized Services on Long-Term Projects for Multi-Year Contracts

Some contracts with consultants provide specialized services on long-term projects at a fixed rate. The contracts do not need to be negotiated annually as service level and pricing are not expected to change during the period of performance. Staff recommends Commission approval of multi-year agreements (Two-Year, Three-Year and Six-Year) with these consultants for an aggregate amount of $13,326,530, consisting of $4,277,750 in FY 2026/27 and $9,048,780 in FYs 2027/28–2031/32.

Specialized Services on Long-Term Projects for Two-Year Contracts

Schedule of Recurring Contracts for Specialized Services for Two years contracts FY 2026/27 - FY 2027/28						
Consultant Name	**Agreement Number**	**Description of Services**	**Budget FY 25/26**	Budget FY 26/27	Budget FY 27/28	**2-Year Contract**
Mobile Relay Associates	17-45-022-06	Radio Repeater and Frequency Lease and Maintenance	$55,000	$ 55,000	$ 55,000	$ 110,000
Optibus (formerly Trillium)	21-45-090-01	Transit Data Feed Services	$14,331	$ 22,500	$ 22,500	$ 45,000
Total			$69,331	$77,500	$77,500	**$155,000**

Mobile Relay Associates

In 2016, the Commission and the San Bernardino County Transportation Authority (SBCTA) jointly selected Mobile Relay Associates (MRA) through a competitive procurement process. Each agency maintains a separate contract with MRA for leased Ultra High Frequency mobile relay stations and related equipment, along with radio equipment, installation, and maintenance services for Freeway Service Patrol (FSP) tow trucks. These services support critical communication between RCTC's contracted FSP tow truck drivers and the California Highway Patrol (CHP). The Commission operates the FSP program in close coordination with SBCTA.

Program oversight, including CHP supervision, dispatch, and Standard Operating Procedures (SOPs), is shared across both counties. Continued use of a common communications provider is essential to ensure seamless coordination among CHP officers, dispatch, and tow truck drivers operating across county lines. SBCTA currently intends to continue utilizing MRA through FY 2027/28. To maintain service continuity and avoid operational disruptions, Commission staff recommend extending the existing contract with MRA. The proposed extension will also provide time for the Commission to coordinate with SBCTA on a future joint procurement and equipment testing effort.

Service fees include a monthly charge for leased mobile relay stations, as well as as-needed costs for equipment installation, removal, and maintenance. Based on its prior RFP response, MRA has consistently demonstrated the most cost-effective solution. While modest cost increases have occurred, future adjustments tied to the Consumer Price Index (CPI) are anticipated and will be incorporated into the agreement. Based on historical usage and current pricing, staff estimate no changes in costs when compared to the FY 2025/26 contract, with an annual cost of $55,000 and a total not-to-exceed amount of $110,000 over the two-year extension period.

Optibus (formerly Trillium)

Trillium was originally engaged to support the implementation and ongoing maintenance of General Transit Feed Specification (GTFS) data used to publish local transit schedules to Google Maps and support the IE511 system. Since 2009, the firm has produced and validated GTFS data for select Riverside County transit operators, coordinated with Google and other third-party trip planning platforms, and provided tools that enabled agencies to maintain accurate and current transit schedules. In April 2022, Trillium was acquired by Optibus, which continues to provide GTFS related services.

Trillium's legacy GTFS Manager product, which was widely used by participating operators, will be discontinued effective June 30, 2026. As a result, operators must transition to a new platform to maintain GTFS publishing and schedule management capabilities. Optibus has integrated the GTFS Manager functionality into its newer GTFS Planning platform, a self-service system that supports GTFS creation, publishing, schedule management, and system planning. This amendment will allow operators including the Cities of Banning, Beaumont, and Corona to

maintain continuity of service during the transition period. This amendment is intended to be the final amendment to the contract, as operators will be required to secure their own GTFS service contracts prior to the expiration of the current agreement term.

The cost for this contract amendment is $22,500 per year for two years, compared to $14,331 in the prior year. The increase reflects the transition from Trillium's legacy GTFS Manager to the Optibus GTFS Planning platform, which provides expanded functionality, modernized tools, and enhanced support services. Maintaining this service during the contract term is essential to ensure accurate public transit data, continued publication of schedules to Google Maps and 511 systems, and compliance with regional and third-party transit information standards

Specialized Services on Long-Term Projects for Three-Year Contracts

Schedule of Recurring Contracts for Specialized Services for Three years contracts FY 2026/27 - FY 2028/29							
Consultant Name	**Agreement Number**	**Description of Services**	**Budget FY 25/26**	Budget FY 26/27	Budget FY 27/28	Budget FY 28/29	**3-Year Contract**
Emergency Vehicle Specialties, EVS Inc	26-45-077-00	AVL Installation and Maintenance Services	$15,000	$ 10,000	$ 10,000	$ 10,000	$ 30,000
WSP USA Inc.	15-41-038-08	TDM administration services and outreach for Riverside and San Bernardino Counties	$4,287,069	$ 4,171,500	$ 4,296,645	$ 4,425,544	$ 12,893,689
Total			$ 4,302,069	$ 4,181,500	$ 4,306,645	$ 4,435,544	$ 12,923,689

Emergency Vehicle Specialties

Staff recommend adding Emergency Vehicle Specialties (EVS Inc.) to the Commission's recurring contracts list and establishing a three-year agreement for Automatic Vehicle Location (AVL) repair and maintenance services to support the FSP program. EVS has provided installation, maintenance, and repair services for AVL equipment since 2011 under annual purchase orders. The vendor was originally selected through an informal procurement process that included three quotes and was the only firm capable of performing the full scope of required services, including on-site installation and maintenance.

Continued use of EVS as a single-source provider is warranted due to their extensive familiarity with the Commission's FSP fleet, established coordination with CHP, and ability to efficiently complete work across multiple locations. EVS also supports SBCTA, allowing for coordinated service delivery across both counties and minimizing operational downtime. Notably, SBCTA conducted a formal Invitation for Quotes in August 2022 and received only one responsive bid, from EVS, further demonstrating the limited availability of qualified vendors.

In addition, during past procurements, EVS is the only firm whose insurance coverage allows technicians to access tow operator yards and perform work on-site. Other vendors require vehicles to be transported off-site due to insurance restrictions, resulting in increased downtime and potential added costs. Given their unique qualifications, proven performance, and the

operational efficiencies they provide, a three-year agreement at $10,000 annually, for a total not-to-exceed amount of $30,000, will ensure continued reliable AVL system maintenance with minimal disruption to FSP operations.

WSP USA Inc.

The Commission operates a Commuter Assistance Program (CAP) in Riverside and San Bernardino County, branded as IE Commuter, as a congestion reduction component identified in Measure A. In May 2015, following a competitive bid, the Commission awarded an agreement to WSP USA Inc. (WSP) for CAP administration and marketing. The program consists of a suite of commuter services and incentives, employer programs, and outreach designed to reduce the number of drive-alone vehicle trips and miles related to work commutes and to help improve regional mobility and air quality.

Since the initial award, the contract has evolved to support the Commission's expanding Transportation Demand Management (TDM) priorities. In 2018, the contract was amended to include the implementation and ongoing operation of the Commission's VanClub program. In 2020, the CAP pivoted to update the website/system platform, introduce new telework resources and incentives and in 2022, the CAP expanded service to eastern Riverside County and launch a brand new $5/Day Rideshare Incentive to help jump start rideshare participation across all modes. In 2023, the CAP database supporting Riverside and San Bernardino Counties merged with Los Angeles, Orange, and Ventura County rideshare databases establishing a centralized rideshare database enhancing ride matching for inter-county commuters across the Southern California region. In 2025, the Commission further expanded its TDM portfolio through the launch of Experience Metrolink, a regional mobility initiative providing complimentary rail passes to encourage residents to try Metrolink for work, school, and discretionary travel.

Continuation of WSP's services will support the ongoing administration and marketing of IE Commuter, VanClub, vanpool program, VanClub, and SBCTA's SB Loop vanpool program, and Experience Metrolink. Maintaining this contract ensures continuity of critical program operations, preserves regional coordination efficiencies, supports effective delivery of the Commission's TDM strategies during a period of program evolution. The Commission is currently undertaking a Next Generation Strategic TDM Plan to evaluate opportunities to modernize and expand its TDM programs, including potential enhancements to commuter services, technology platforms, incentives, and program delivery models. This contract term will provide operational stability while the strategic plan is completed and will help inform the scope and structure of a future competitive procurement for these services.

The FY 2026/27 budget reflects an approximately 3 percent decrease over FY 2025/26 levels. Approximately half of the WSP contract budget is reimbursed by SBCTA for its share of service in San Bernardino County. SBCTA has approved a reimbursement agreement totaling $10.7 million over a three-year term for the continued administration by the Commission of SBCTA's rideshare and vanpool programs.

Specialized Services on Long-Term Projects for Six-Year Contracts

Schedule of Recurring Contracts for Specialized Services for Six years FY 2026/27- FY 2031/32										
Consultant Name	**Agreement Number**	**Description of Services**	Budget FY 25/26	Budget* FY 26/27	Budget FY 27/28	Budget FY 28/29	Budget FY 29/30	Budget FY 30/31	Budget FY 31/32	**6-year Contract ****
Alliant Insurance Services	20-19-010-03	Risk Management and Broker Services	$40,000	$ 42,083	$ 45,000	$ 45,000	$ 45,000	$ 46,350	$ 47,741	$ 271,174
Total			$ 40,000	$ 42,083	$ 45,000	$ 45,000	$ 45,000	$ 46,350	$ 47,741	$ 271,174
*Original contract authority approved by the Commission in January 2020 included $23,333 for FY 2026-27 for services through January 31, 2027; additional contract authority amount needed for FY 26/27 (Feb. -June 2026) is $18,750										
**Total Contract authority needed through June 30,2032 is $247,841										

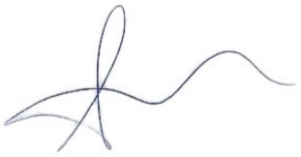
Alliant Insurance Services, Inc.

In 2020, the Commission selected Alliant Insurance Services, Inc. under a competitive procurement process to provide risk management and broker services. Established in 1925, Alliant specializes in serving public entities and other specialized industries, including construction, real estate, healthcare, and non-profit organizations.

Alliant has supported the Commission with the annual insurance renewal process for the Commission owned properties, vehicles, and toll facilities. In addition, the firm reviews contract insurance requirements on a case-by-case basis and recommends appropriate coverage to mitigate potential risk exposure.

The level of effort for FY 2026/27 is expected to remain consistent as Alliant will continue to provide services necessary to maintain uninterrupted insurance coverage, ensure compliance with applicable requirements, and address evolving operational risks.

Alliant's familiarity with the Commission's programs and risk profile enables efficient service delivery and minimizes the potential for disruption. Staff recommends the Commission retain Alliant Insurance Services, Inc. through June 30, 2032, for a not to exceed amount of $247,841 to continue providing risk management and broker services.

Financial Information						
In Fiscal Year Budget:	Yes	Year:	FY 2026/27 FY 2027/28+	Amount:	$17,504,922 (FY 2026/27 total: $13,227,172 single-year + $4,277,750 multi-year) $9,048,780	
Source of Funds:	Measure A, Local Transportation Fund, Transportation Development Act, Transportation Uniform Mitigation Fees, toll revenues, other reimbursements, Caltrans FSP, SAFE and interest			Budget Adjustment:		No
GL/Project Accounting No.:	Various					
Fiscal Procedures Approved:				Date:	05/21/2026	

AGENDA ITEM 7C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the sales tax analysis for Quarter 4, 2025 (Q4 2025).

BACKGROUND INFORMATION:

At its May 2023 meeting, the Commission awarded an agreement with MuniServices, An Avenu Insights and Analytics Company (now referred to as Neumo), for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. The services performed under this agreement pertain only to the Measure A sales tax revenues.

Since the commencement of sales tax audit services, MuniServices submitted audits, which reported findings to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,527 businesses. Through Q4 2025, CDTFA approved $19,420,620 of cumulative sales tax revenues recovered for the Commission. If CDTFA concurs with the error(s) for the remaining findings, the Commission will receive additional revenues; however, the magnitude of the value of additional revenues is not available. It is important to note that while the recoveries of additional revenues are tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for Q4 2025. Majority of Q4 2025 Measure A sales tax revenues were received in the first quarter of calendar year 2026, during the period December 2025 through February 2026. The delay is due to the timing of when sales tax for the reported period is collected and distributed by CDTFA.

Attachment 1 includes the summary section of the Q4 2025 report, which provides an overview of California's economic outlook, local results, quarterly historical cash collections, the top 25 sales and use tax contributors, historical sales tax amounts, annual sales tax by business category, and the five-year general retail economic trend.

RCTC quarterly sales tax cash receipts (net of administrative fees) are stable, reflecting a slight decrease of 0.1 percent, when comparing Q4 2025 to Q4 2024. Increased sales tax receipts in the general retail and food products categories were offset by decreases in the transportation, construction, and business to business categories.

Taxable transactions for the top 25 contributors in Riverside County generated 26.3 percent of taxable sales for Q4 2025. Categories for business identified within the top 25 are primarily general retail, food products, and transportation related.

In the Economic Category Analysis table below, sales tax performance is on a gross basis, specifically it includes estimates for anticipated sales tax receipts, and it does not include the CDTFA administrative fee. The analysis presents three (general retail, food products, and miscellaneous) of the six categories experienced year-over-year gains as of Q4 2025 compared to Q4 2024. Three of the six categories (transportation, construction, and business to business) are lower in the Q4 2025 period, including decreases in auto sales – used and new, service stations, building material – retail and wholesale, electronic equipment, and heavy industry.

ECONOMIC CATEGORY ANALYSIS									
% of Total / % Change	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
General Retail	29.7 / 2.3	29.9 / -0.8	27.9 / 2.0	36.4 / 0.5	27.2 / 2.6	31.2 / 2.0	38.1 / -15.3	28.0 / 2.0	27.8 / 0.1
Food Products	17.7 / 1.0	22.1 / -1.1	21.9 / 0.6	18.7 / 1.0	24.1 / 2.1	17.5 / -4.1	15.1 / -13.4	24.0 / -0.3	19.8 / 1.6
Transportation	21.5 / -4.0	21.6 / -6.2	22.4 / -4.5	22.0 / -3.8	18.2 / -3.7	24.9 / -10.7	21.2 / -15.2	22.2 / -4.7	27.1 / -5.1
Construction	10.4 / -2.0	9.5 / -3.7	8.2 / -1.3	11.9 / -4.3	9.9 / 1.1	10.7 / -16.5	9.4 / -13.7	8.8 / -0.7	13.9 / -4.2
Business to Business	15.5 / -2.3	15.7 / -4.2	18.6 / 4.9	10.5 / -0.1	19.1 / -14.1	14.3 / -3.2	15.6 / -7.7	15.9 / 0.2	10.5 / 0.5
Miscellaneous	5.3 / 7.8	1.1 / 0.0	1.0 / -9.3	0.5 / -9.9	1.5 / 16.4	1.5 / 13.7	0.7 / -18.9	1.1 / -4.2	0.9 / -21.2
Total	100.0 / -0.3	100.0 / -2.9	100.0 / 0.3	100.0 / -1.1	100.0 / -2.3	100.0/ -5.2	100.0 / -13.8	100.0 / -0.7	100.0 / -1.9

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail
Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment
Construction: Building Materials Retail and Building Materials Wholesale
Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales
Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing, Biotechnology, I.T. Infrastructure, and Green Energy
Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

The Economic Segment Analysis noted in the table below discloses miscellaneous retail as the largest economic segment which includes online retailers, followed by restaurants, and auto sales – new. Miscellaneous retail represents 13.0 percent of total sales tax by segment and experienced an increase of 6.5 percent year over year. Restaurants also experienced an increase of 2.3 percent year over year, reflecting ongoing growth within fast food casual restaurants. New auto sales experienced a decrease of 1.9 percent.

ECONOMIC SEGMENT ANALYSIS									
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
Largest Segment	Miscellaneous Retail	Restaurants	Restaurants	Miscellaneous Retail	Restaurants	Miscellaneous Retail	Miscellaneous Retail	Restaurants	Restaurants
% of Total / % Change	13.0 / 6.5	16.3 / -0.4	16.7 / 1.4	19.2 / 0.7	18.3 / 3.3	14.5 / 10.8	18.1 / -10.3	18.0 / 0.2	12.8 / 1.6
2nd Largest Segment	Restaurants	Miscellaneous Retail	Auto Sales - New	Restaurants	Miscellaneous Retail	Restaurants	Department Stores	Auto Sales - New	Department Stores
% of Total / % Change	11.7 / 2.3	12.5 / 5.1	12.7 / -2.8	12.4 / 2.1	11.5 / 11.3	12.2 / -2.5	11.5 / -7.7	11.5 / -2.5	11.2 / -1.9
3rd Largest Segment	Auto Sales - New	Auto Sales - New	Miscellaneous Retail	Auto Sales - New	Auto Sales - New	Auto Sales - New	Restaurants	Miscellaneous Retail	Auto Sales - New
% of Total / % Change	10.8 / -1.9	10.6 / -3.1	10.8 / 8.5	10.8 / 0.3	8.7 / -3.0	11.6 / -1.0	10.0 / -15.4	10.4 / 9.6	10.8 / -1.6

Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

FISCAL IMPACT:

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

Attachments:
1) Sales Tax Summary Q4 2025
2) Sales Tax Performance Analysis by Quarter Q4 2025
3) Quarterly Sales Tax Comparison by City for Q4 2024 to Q4 2025

Riverside County Transportation Commission
Sales Tax Digest Summary

ATTACHMENT 1

Collections through February 2026
Sales through December 2025 (2025Q4)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts increased by 2.5% over the same quarter from the previous year for Q4 of 2025, with Northern California reporting a 2.4% increase compared to a 2.6% increase for Southern California. Receipts for the RCTC decreased by 0.1% over the same period.

Real Gross Domestic Product (GDP) increased at an annual rate of 1.4% in the fourth quarter of 2025. U.S. inflation ticked up to 2.7% in December of 2025, down 6.4 percentage points from its most recent peak of 9.1% in June 2022. California's headline inflation increased to 3.2% year over year as of December 2025. (DIR, BEA, BLS)

The U.S. unemployment rate increased slightly to 4.4% in December of 2025. California's unemployment rate increased by 0.4 percentage point to 5.5% as of December of 2025. (EDD, BLS)

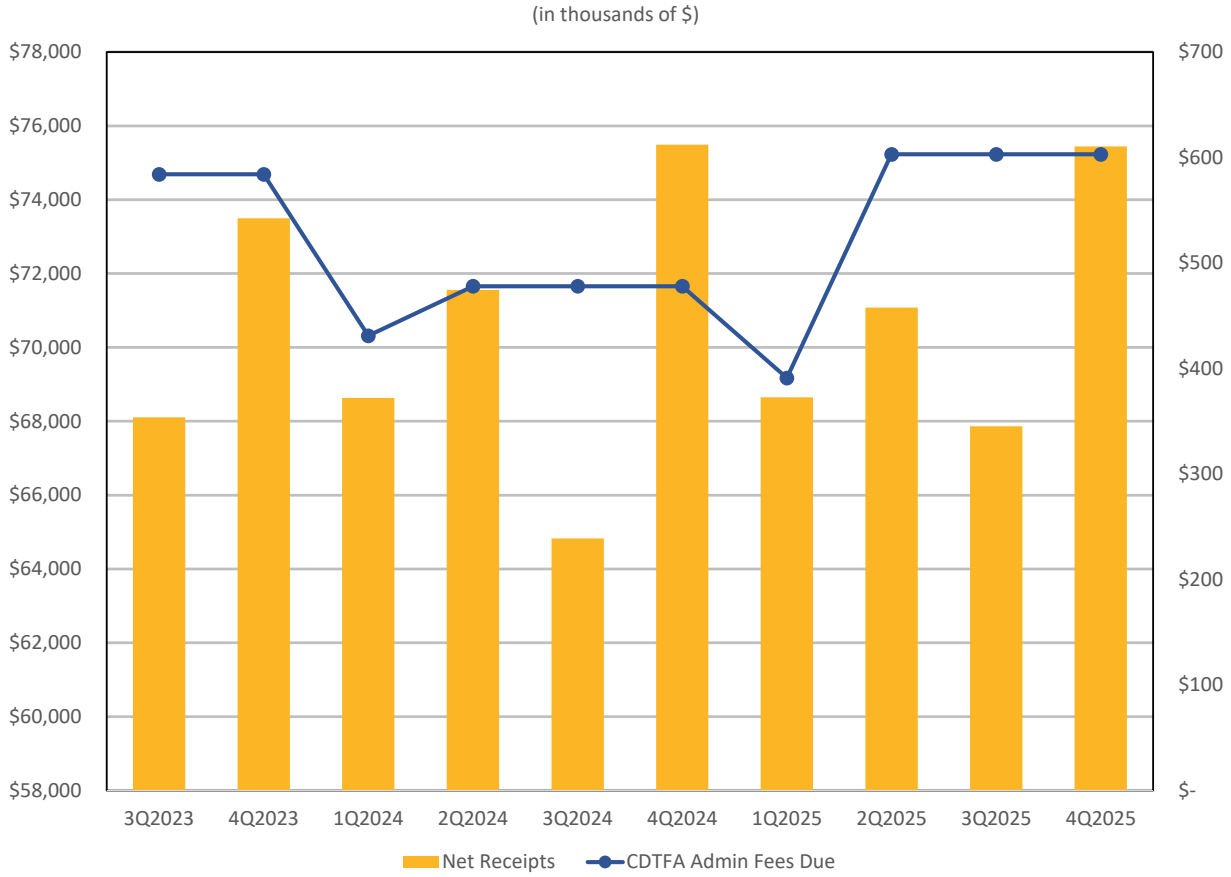
U.S. personal income increased by 4.3% for the fourth quarter of 2025, compared to the same quarter previous year. Compensation of employees increased by 4.0%, while personal current taxes increased by 8.6% from the previous period, resulting in a net gain of 3.9% in disposable income. (BEA)

LOCAL RESULTS

Net Cash Receipts Analysis	
Local Collections	$76,043,203
Less: Cost of Administration	$(603,300)
Net 4Q2025 Receipts	$75,439,903
Net 4Q2024 Receipts	$75,485,558
Actual Percentage Change	-0.1%

Business Activity Performance Analysis	
Local Collections – Economic Basis 4Q2025	$75,046,104
Local Collections – Economic Basis 4Q2024	$75,908,224
Quarter over Quarter Change	$(862,120)
Quarter over Quarter Percentage Change	-1.1%
Avenu Insights & Analytics' On-Going Audit Results	
Total Recovered Since Inception	$19,420,620

HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



TOP 25 SALES/USE TAX CONTRIBUTORS

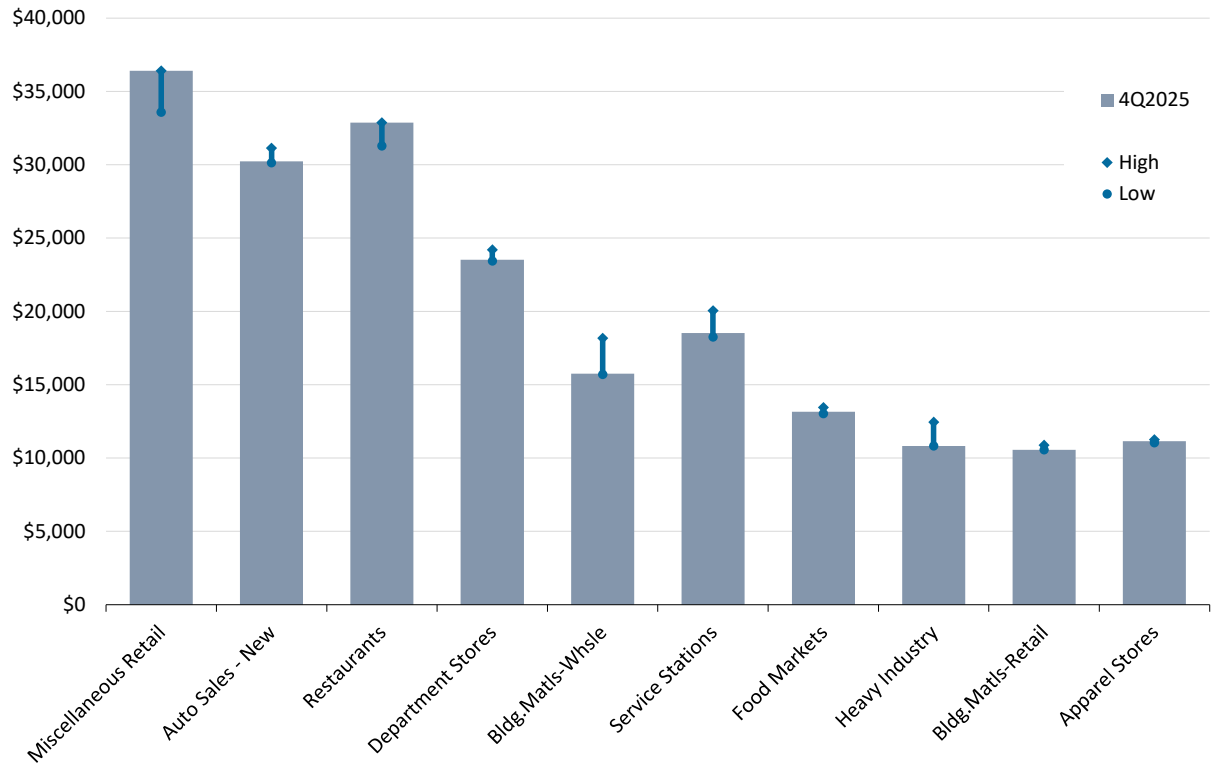
The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from January of 2025 through December 2025. The Top 25 Sales/Use Tax contributors generate 26.3% of RCTC's total sales and use tax revenue.

7-ELEVEN FOOD STORES
AMAZON.COM – EC
AMAZON.COM SERVICES – EC
ARCO AM/PM MINI MARTS
BEST BUY STORES
CARMAX AUTO SUPERSTORES
CED LIGHTING SOLUTIONS
CHEVRON SERVICE STATIONS
CIRCLE K FOOD STORES
COSTCO WHOLESALE
DEPARTMENT OF MOTOR VEHICLES
FERGUSON ENTERPRISES
FLUENCE ENERGY
HOME DEPOT
IN-N-OUT BURGERS
LOWE'S HOME CENTERS
MCDONALD'S RESTAURANTS
ROSS STORES
SAM'S CLUB
SHELL SERVICE STATIONS
STATER BROS MARKETS
TARGET STORES
TESLA
VERIZON WIRELESS
WAL MART STORES

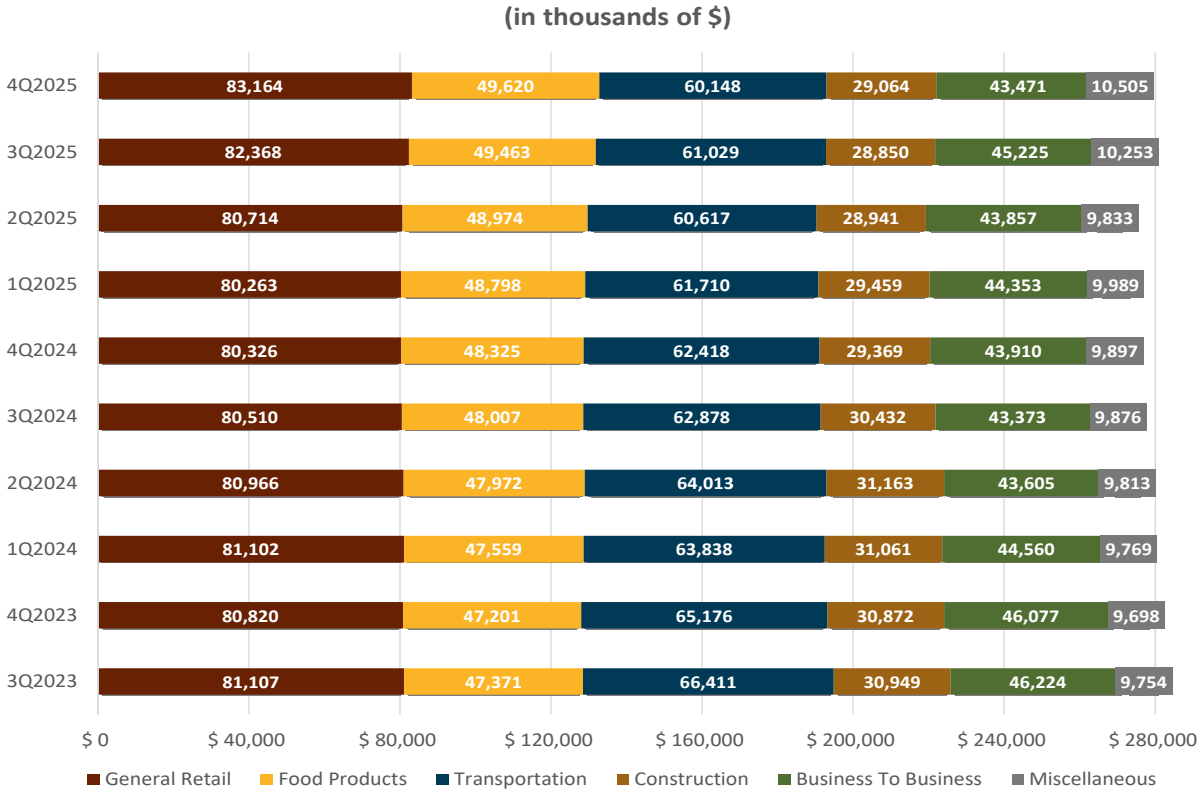
* "- EC" added to the end of business names represents electronic commerce.

HISTORICAL SALES TAX AMOUNTS

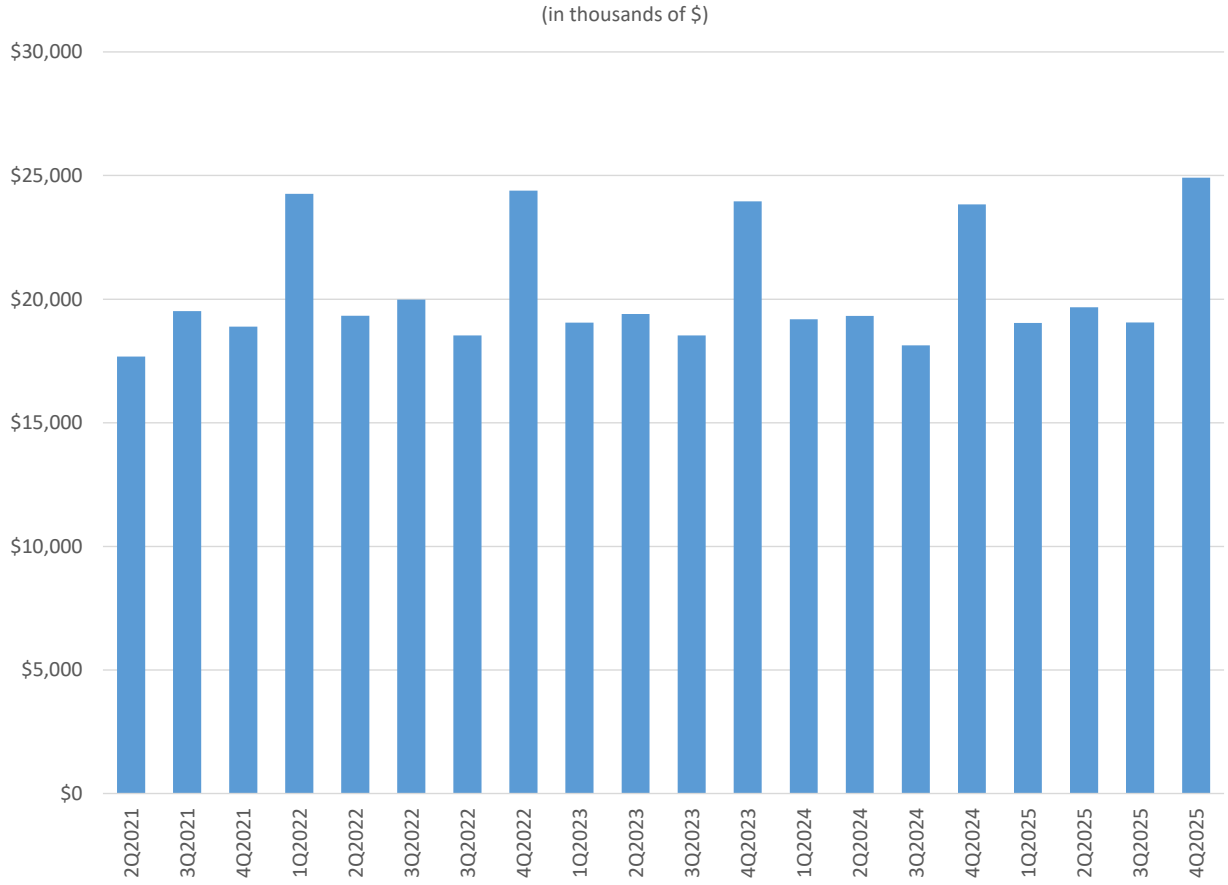
The following chart shows the sales tax level from annual sales through December of 2025, the highs, and the lows for the top ten segments over the last two years in thousands of $.



ANNUAL SALES TAX BY BUSINESS CATEGORY

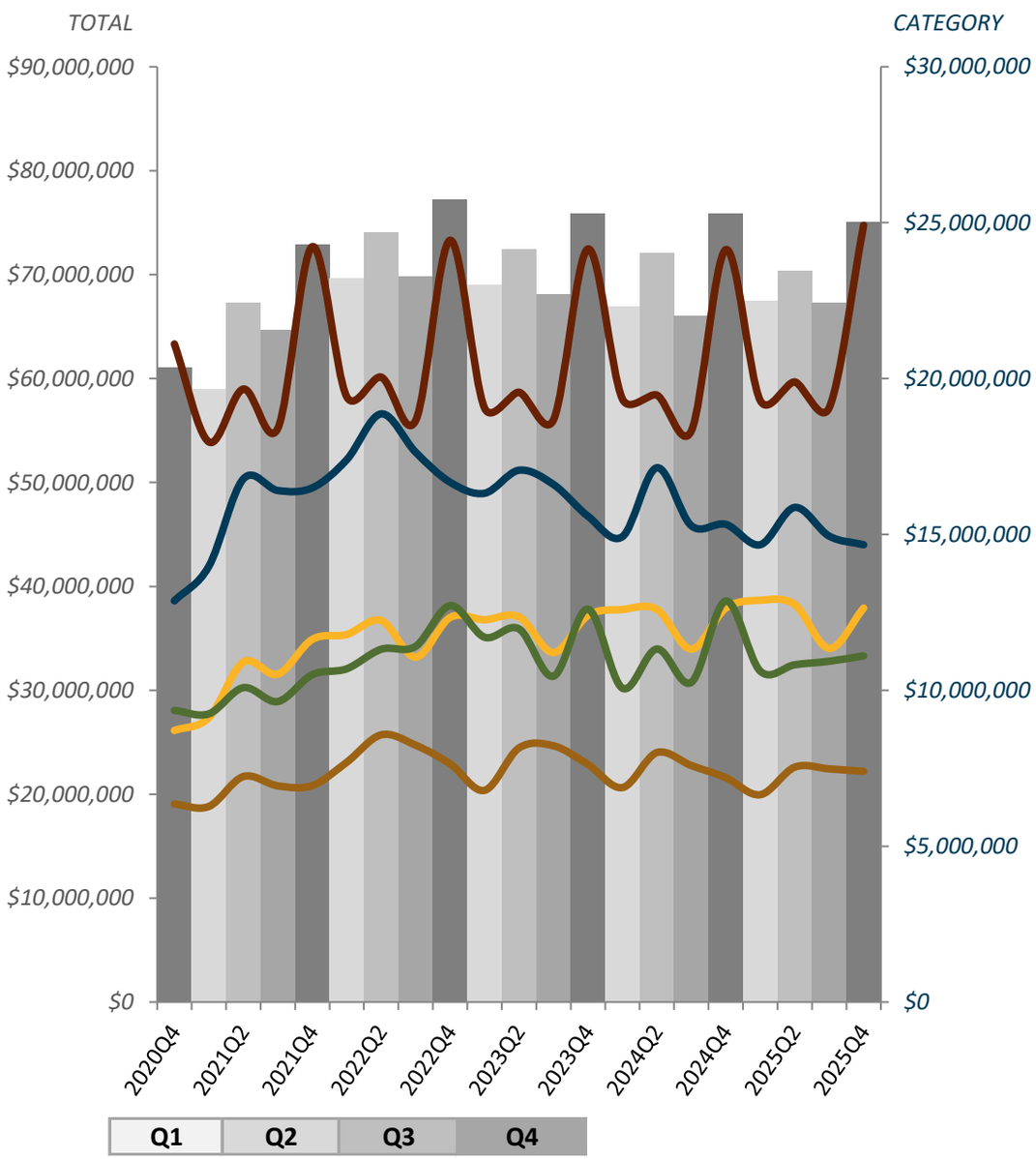


FIVE-YEAR ECONOMIC TREND: General Retail



TOTAL

Economic



TOTAL

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$75,046,104	-1.1%	-$862,120	-0.3%	-$721,064

GENERAL RETAIL

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$24,916,276	3.2%	$782,115	2.3%	$1,896,179
% of 2025Q4 Total:	33.2%			

FOOD PRODUCTS

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$12,638,041	0.0%	$4,062	1.0%	$476,525
% of Total:	16.8%			

TRANSPORTATION

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$14,667,805	-4.3%	-$654,636	-4.0%	-$2,518,775
% of Total:	19.5%			

CONSTRUCTION

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$7,398,853	2.8%	$200,379	-2.0%	-$603,427
% of Total:	9.9%			

BUSINESS TO BUSINESS

2025Q4	QoQ %Δ	QoQ $Δ	YoY %Δ	YoY $Δ
$11,103,817	-13.7%	-$1,760,406	-2.3%	-$1,042,120
% of Total:	14.8%			

QoQ = 25Q4 / 24Q4 *YoY = YE 25Q4 / YE 24Q4*

Neumo/MuniServices

RCTC: Quarterly Comparison of 2024Q4 and 2025Q4 (October through December Sales)

	General Retail	Food Products	Transportation	Construction	Business To Business	Miscellaneous	Oct - Dec 2025 (2025Q4)	Oct - Dec 2024 (2024Q4)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	-0.4%	0.7%	-6.5%	8.4%	-43.8%	-46.0%	**806,899**	881,667	**-8.5%**	Miscellaneous Retail	Misc. Vehicle Sales	Electronic Equipment	Auto Sales - New
BEAUMONT	7.6%	-7.1%	-0.2%	-5.7%	8.4%	-24.1%	**7,159,946**	6,764,435	**5.8%**	Miscellaneous Retail	Misc. Vehicle Sales	Bldg.Matls-Whsle	Restaurants
BLYTHE	-4.1%	-4.8%	-21.3%	-10.9%	66.9%	-5.5%	**348,092**	364,748	**-4.6%**	Light Industry	Heavy Industry	Auto Sales - New	Restaurants
CALIMESA	-2.5%	0.4%	-3.4%	8.4%	-36.1%	6.2%	**348,266**	364,773	**-4.5%**	Business Services	Restaurants	Light Industry	Service Stations
CANYON LAKE	10.5%	-9.9%	-2.6%	-100.0%	74.2%	-34.7%	**86,416**	83,902	**3.0%**	Business Services	Miscellaneous Retail	Restaurants	Heavy Industry
CATHEDRAL CITY	3.2%	-0.2%	-7.7%	0.0%	-6.0%	216.6%	**2,644,105**	2,757,121	**-4.1%**	Miscellaneous Other	Miscellaneous Retail	Auto Sales - New	Service Stations
COACHELLA	-11.1%	5.4%	-4.8%	-4.6%	-19.9%	137.7%	**1,010,861**	1,056,735	**-4.3%**	Food Markets	Health & Government	Energy Sales	Heavy Industry
CORONA	-0.3%	1.5%	5.0%	-12.0%	-4.4%	-28.1%	**12,789,491**	13,221,157	**-3.3%**	Auto Sales - New	Business Services	Bldg.Matls-Whsle	Light Industry
COUNTY OF RIVERSIDE	-9.3%	3.2%	-16.1%	-1.8%	0.8%	8.8%	**11,456,877**	12,135,526	**-5.6%**	Restaurants	Electronic Equipment	Miscellaneous Retail	Department Stores
DESERT HOT SPRINGS	-17.9%	5.2%	7.6%	-43.7%	143.3%	-63.4%	**503,043**	500,068	**0.6%**	Service Stations	Food Markets	Miscellaneous Retail	Bldg.Matls-Whsle
EASTVALE	6.5%	-2.7%	-15.4%	-3.6%	10.0%	-20.9%	**12,060,101**	11,551,671	**4.4%**	Miscellaneous Retail	Light Industry	Auto Sales - New	Bldg.Matls-Whsle
HEMET	2.5%	-2.3%	1.9%	-2.0%	25.4%	5.7%	**3,492,364**	3,430,887	**1.8%**	Auto Sales - New	Miscellaneous Retail	Department Stores	Auto Sales - Used
INDIAN WELLS	-1.5%	-7.3%	0.0%	4200.7%	-65.3%	353.0%	**381,433**	400,615	**-4.8%**	Miscellaneous Other	Bldg.Matls-Whsle	Restaurants	Heavy Industry
INDIO	2.7%	1.7%	-0.8%	-13.1%	-11.1%	-11.7%	**3,717,027**	3,813,161	**-2.5%**	Auto Sales - New	Apparel Stores	Bldg.Matls-Whsle	Heavy Industry
JURUPA VALLEY	-0.4%	5.7%	-0.4%	-12.1%	0.6%	-34.5%	**5,313,937**	5,362,833	**-0.9%**	Heavy Industry	Recreation Products	Light Industry	Department Stores
LA QUINTA	0.0%	8.2%	-2.3%	0.6%	16.0%	-26.2%	**3,008,111**	2,939,055	**2.3%**	Restaurants	Business Services	Apparel Stores	Light Industry
LAKE ELSINORE	-4.8%	0.4%	-4.2%	-6.3%	24.6%	-4.9%	**3,261,473**	3,292,989	**-1.0%**	Business Services	Heavy Industry	Auto Sales - New	Department Stores
MENIFEE	-70.8%	2.3%	-0.2%	-21.1%	48.8%	-34.8%	**3,075,042**	5,861,937	**-47.5%**	Leasing	Business Services	Miscellaneous Retail	Bldg.Matls-Whsle
MORENO VALLEY	-5.9%	-1.7%	2.7%	-18.4%	-50.8%	-16.3%	**7,777,390**	8,420,538	**-7.6%**	Auto Sales - New	Business Services	Heavy Industry	Miscellaneous Retail
MURRIETA	0.0%	0.4%	-6.5%	0.7%	2.9%	-9.6%	**5,875,272**	5,952,900	**-1.3%**	Miscellaneous Retail	Business Services	Misc. Vehicle Sales	Auto Parts/Repair
NORCO	24.2%	-0.2%	-8.5%	8.2%	-0.8%	-2.6%	**2,305,033**	2,288,074	**0.7%**	Apparel Stores	Miscellaneous Retail	Auto Sales - Used	Auto Sales - New
PALM DESERT	-0.3%	-4.4%	-8.9%	0.6%	20.6%	4.5%	**5,954,539**	6,030,968	**-1.3%**	Business Services	Furniture/Appliance	Restaurants	Auto Sales - Used
PALM SPRINGS	0.0%	-0.9%	-4.6%	-2.5%	-7.8%	-35.5%	**4,211,582**	4,336,025	**-2.9%**	Business Services	Furniture/Appliance	Leasing	Bldg.Matls-Retail
PERRIS	-13.0%	1.6%	-8.3%	-1.4%	34.0%	-24.9%	**6,068,473**	6,207,161	**-2.2%**	Business Services	Heavy Industry	Miscellaneous Retail	Apparel Stores
RANCHO MIRAGE	-7.4%	3.6%	-15.1%	-1.0%	15.0%	-72.2%	**1,612,329**	1,680,763	**-4.1%**	Light Industry	Restaurants	Auto Sales - New	Miscellaneous Other
RIVERSIDE	8.2%	0.0%	-10.2%	1.0%	-3.8%	-3.5%	**20,091,843**	20,519,825	**-2.1%**	Department Stores	Misc. Vehicle Sales	Auto Sales - New	Auto Sales - Used
SAN JACINTO	9.9%	-1.1%	-7.7%	-6.7%	-2.6%	57.8%	**1,045,503**	1,021,868	**2.3%**	Department Stores	Drug Stores	Auto Sales - Used	Food Markets
TEMECULA	1.6%	-1.4%	0.8%	-20.0%	6.8%	-7.5%	**10,712,798**	10,687,316	**0.2%**	Auto Sales - New	Miscellaneous Retail	Bldg.Matls-Whsle	Misc. Vehicle Sales
WILDOMAR	7.0%	2.0%	-2.7%	34.9%	-26.1%	-9.3%	**660,963**	657,902	**0.5%**	Bldg.Matls-Whsle	Business Services	Light Industry	Service Stations

AGENDA ITEM 7D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Jennifer Fuller, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2026.

BACKGROUND INFORMATION:

Staff have monitored the revenues and expenditure for RCTC for the period ending March 31, 2026, and the attached financial statements present the revenues and expenditures as of the third quarter. Total revenues are at 50 percent of budgeted revenues primarily due to the timing of reimbursement-based revenues which is discussed in more detail below. Year-to-date results reflect a positive net change to fund balance, with fund balance increasing by $136.9 million as opposed to the projected draw from fund balance of $144.8 million.

The operating statement (Quarterly Budget to Actual) presents Measure A, Local Transportation Fund (LTF), State Transit Assistance, and State of Good Repair (SGR) sales tax revenue for the quarter at 59 percent of the budget. This is in line with the prior year. The California Department of Tax and Fee Administration collects Measure A and LTF funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect Measure A and LTF revenues related to collections only for July 2025 through January 2026. Overall, Measure A and LTFs (Sales Tax) are tracking slightly above revised expectations, and specifically are in alignment with prior fiscal year collections. The State Transit Assistance (STA) revenues, including SGR for the third quarter, are remitted to RCTC quarterly. Two quarters had been remitted by the end of the third quarter. Both STA and SGR are lower than expected during budget preparation. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are received on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the

respective agencies. Federal Reimbursement revenue reflects funding for various projects including Smart Freeways. Budgeted projects including Mid County Parkway (MCP) and Interstate 15 Express Lanes Project Southern Extension have only minimal billings as the related contracts recently approved. As contract expenditures begin, the federal reimbursements will increase as well. The negative amount of revenue (0.7M) for state reimbursements reflects the reversal of Fiscal Year 2024/25 accrued revenues at the beginning of FY 2025/26 more than amounts billed during the first three quarters of the fiscal year. Like federal reimbursements, state reimbursements for various projects like MCP will begin once construction starts. The local reimbursements relate to funding from the Western Riverside Council of Governments (WRCOG) for State Route 79 Realignment, and from the TCA for the 91 eastbound to McKinley project, and from RCA.

Transportation Uniform Mitigation Fee (TUMF) revenues estimated at $22 million for FY 2025/26. Revenues totaling $8.6 million, which represent TUMF receipts through December 2025 were received by the end of the third quarter. The remittances are 39 percent of the budget and are less than when compared to the prior fiscal year.

The RCTC 91 Express Lanes and 15 Express Lanes toll revenues, penalties, and fees are at $77.6 million and $40.8 million, respectively, totaling $118.4 million through the first nine months of the fiscal year. The operating statement shows toll revenues, penalties, and fees at 80 percent of the budget and a 2 percent increase over toll revenues, penalties, and fees from the same period in the prior year.

During the FY 2025/26 budget process, the Commission estimated investment income at $44 million. The operating statement (Quarterly Budget to Actual) reflects investment income, which includes net unrealized investment gains and losses of approximately $35.9 million or about 81 percent of budget. RCTC will receive information for the third quarter's interest income earned from the Riverside County Treasurer's Pool Investment Fund in the upcoming quarter.

The expenditure/expenses and other financing sources/uses categories are all under budget at the end of the third quarter. Explanations are noted below:

- Salaries and benefits are under budget primarily due to unfilled positions.
- Professional services are under budget primarily due to unused budget authority related to billing timing differences.
- Support Costs are about 62 percent of budget. These costs primarily include Commission leases expenses including office space, maintenance and repairs for Commission owned stations, and insurance costs.
- Program operations are under budget due to unused budget authority for rail station security, toll operations, motorist and commuter assistance program operations, and highway and rail program management;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land – expenditure categories) with budget amounts exceeding $5 million is discussed within Attachment 2. As mentioned with the federal and

state reimbursements, contract execution delays have led to less spending than expected during budget preparation.

- Operating and capital disbursements include monthly LTF payments and reimbursements that are made as claims are submitted to the Commission by transit operators.
- Special Studies are primarily related to reports for the SCAG REAP 2.0, Next Generation Toll Feasibility, and Commuter Rail Studies.
- Local street and roads expenditures are related to Measure A sales tax revenues collections through January 2026.
- Regional arterial expenditures represent activity for the highway and regional arterial program administered by the Coachella Valley Association of Governments (CVAG).
- Principal payments are made annually on June 1 for commissioned owned debt, while debt service interest payments are made semiannually on both December 1 and June 1. In accordance with the applicable accounting standards related to the RCTC 91 and 15 Express Lanes Enterprise funds record accrued and compounded interest on its related debt such as the RCTC 91 Express Lanes 2021 Toll Refunding Bonds and 2013 Toll Revenue Bonds, and Series B capital appreciation bonds for the 91 Project.
- Capital outlay expenditures are under budget due to unused budget authority for office improvements; property improvements for station rehabilitation; toll operations equipment; smart freeways equipment; and Commission network, hardware, and software improvements.
- Transfers in and out include the first three quarters administrative cost allocation, Measure A Sales Tax Bonds funding, and LTF disbursements for planning and programming activities.

FISCAL IMPACT:

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

Attachments:

1) Quarterly Financial Statements – As of March 2026
2) Quarterly Project Status – As of March 2026

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
3rd QUARTER
FOR NINE MONTHS ENDED 03/31/2026

	FY 2025/26 BUDGET	3RD QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	463,936,200	271,486,747	192,449,453	59%
Federal reimbursements	82,643,100	8,770,128	73,872,972	11%
State reimbursements	116,380,100	(735,174)	117,115,274	-1%
Local reimbursements	90,965,000	42,230,299	48,734,701	46%
Transportation Uniform Mitigation Fee	22,000,000	8,624,947	13,375,053	39%
Tolls, penalties, and fees	147,857,700	118,410,969	29,446,731	80%
Other revenues	949,900	847,527	102,373	89%
Investment income	44,392,100	35,922,034	8,470,066	81%
Total revenues	969,124,100	485,557,478	483,566,622	50%
Expenditures/Expenses				
Salaries and benefits	20,963,400	12,027,545	8,935,855	57%
Professional and support				
Professional services	34,738,200	9,893,646	24,844,554	28%
Support costs	23,785,800	14,788,615	8,997,185	62%
Total Professional and support costs	58,524,000	24,682,261	33,841,739	42%
Projects and operations				
Program operations	54,302,810	25,449,443	28,853,367	47%
Engineering	71,430,700	5,979,864	65,450,836	8%
Construction	296,610,570	21,139,160	275,471,410	7%
Design Build	16,519,100	2,550,573	13,968,527	15%
Right of way/land	65,726,500	1,454,673	64,271,827	2%
Operating and capital disbursements	278,980,900	151,494,286	127,486,614	54%
Special studies	7,098,300	3,017,506	4,080,794	43%
Local streets and roads	78,891,900	51,952,763	26,939,137	66%
Regional arterials	60,000,000	11,892,171	48,107,829	20%
Total projects and operations	929,560,780	274,930,439	654,630,341	30%
Debt service				
Principal	40,690,000	-	40,690,000	0%
Interest	56,231,200	36,038,299	20,192,901	64%
Total debt service	96,921,200	36,038,299	60,882,901	37%
Capital outlay	7,926,100	984,372	6,941,728	12%
Total Expenditures/Expenses	1,113,895,480	348,662,916	765,232,564	31%
Excess revenues over (under) expenditures/expenses	(144,771,380)	136,894,563	(281,665,943)	-95%
Other financing sources/(uses)				
Transfer in	298,363,700	100,058,402	198,305,298	34%
Transfer out	(298,363,700)	(100,058,402)	(198,305,298)	34%
Total financing sources/(uses)	-	-	-	N/A
Net change in fund balances	(144,771,380)	136,894,563	281,665,943	-95%
Fund balance July 1, 2025	1,805,547,000	2,025,055,292	219,508,292	112%
Fund balance March 31, 2026	1,660,775,620	2,161,949,855	501,174,235	130%

Fund Balance (actual) at July 1, represents Governmental Activities (fund balance) amounts and Enterprise Cash and Restricted Investment at 6/30/2025.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3rd QUARTER
FOR NINE MONTHS ENDED 03/31/2026

		SPECIAL REVENUE FUNDS												
			MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT								
	GENERAL FUND	FSP/SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	SB 125 - TIRCP	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132
Revenues														
Sales tax	-	-	134,019,078	30,664,096	546,821	90,521,325	13,240,739	2,494,688	-	-	-	-	-	-
Federal reimbursements	286,254	-	4,210,040	-	-	-	-	-	-	-	-	-	-	-
State reimbursements	2,915,772	2,398,428	(6,098,093)	-	-	-	-	-	-	-	48,719	-	-	-
Local reimbursements	-	1,809	537,310	656,215	-	(0)	-	-	-	28,330,152	-	80,070	5,196,872	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	-	8,624,947	-	-	-	-
Tolls, penalties, and fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	76	-	750,809	-	-	-	-	-	-	17,300	-	-	-	-
Investment income	814,577	252,688	9,227,743	808,616	-	6,138,407	3,207,922	317,884	2,744,735	4,164,892	42,422	10,373	7,079	50,484
Total revenues	4,016,679	2,652,926	142,646,886	32,128,926	546,821	96,659,732	16,448,661	2,812,572	2,744,735	41,137,291	91,141	90,443	5,203,951	50,484
Expenditures/Expenses														
Salaries and benefits	5,211,119	116,610	2,099,314	-	-	-	-	-	23,016	354,382	89,451	59,297	1,938,279	-
Professional and support														
Professional services	2,929,756	92,585	552,367	5,040	-	-	10,083	-	-	220,170	16,294	11,739	2,417,467	-
Support costs	3,758,352	21,715	2,709,897	-	-	-	-	-	-	945	893	-	520,262	-
Total Professional and support costs	6,688,108	114,300	3,262,264	5,040	-	-	10,083	-	-	221,115	17,187	11,739	2,937,729	-
Projects and operations														
Program operations	-	2,379,433	8,819,992	-	-	-	-	-	49,778	244,950	93,557	55,302	35,286	-
Engineering	-	-	1,690,688	-	-	-	-	-	730,386	2,156,129	216	90,467	-	-
Construction	-	-	18,054,092	-	-	-	-	-	-	641,859	-	-	-	-
Design Build	-	-	(339,774)	-	-	-	-	-	-	-	-	-	-	-
Right of way/land	-	-	(2,194,678)	-	-	-	-	-	14,450	3,413,262	-	(17,262)	238,901	-
Operating and capital disbursements	26,009,100	-	3,861,242	4,083,333	-	115,742,957	3,204,543	(1,406,889)	-	-	-	-	-	-
Special studies	2,379,968	-	57,901	-	-	-	-	-	-	44,176	-	-	-	-
Local streets and roads	-	-	40,316,402	11,084,006	552,355	-	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	11,892,171	-	-	-	-	-	-	-	-	-	-
Total projects and operations	28,389,067	2,379,433	70,265,863	27,059,511	552,355	115,742,957	3,204,543	(1,406,889)	794,614	6,500,375	93,773	128,508	274,187	-
Debt service														
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	(45,004)	-	447,732	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	40,243,289	2,610,342	76,075,173	27,064,551	552,355	115,742,957	3,214,626	(1,406,889)	817,630	7,075,872	200,411	199,543	5,150,195	-
Excess revenues over (under) expenditures/expenses	(36,226,610)	42,584	66,571,713	5,064,375	(5,534)	(19,083,225)	13,234,034	4,219,460	1,927,105	34,061,419	(109,270)	(109,100)	53,755	50,484
Other financing sources/(uses)														
Transfer in	15,011,300	-	33,158,210	-	-	-	-	-	-	-	-	-	-	-
Transfer out	(1,323,900)	(248,200)	(83,597,518)	(509,600)	(33,900)	(5,399,800)	(128,394)	(40,800)	-	(4,153,940)	(60,100)	-	(1,416,500)	-
Total financing sources/(uses)	13,687,400	(248,200)	(50,439,308)	(509,600)	(33,900)	(5,399,800)	(128,394)	(40,800)	-	(4,153,940)	(60,100)	-	(1,416,500)	-
Net change in fund balances	(22,539,210)	(205,616)	16,132,406	4,554,775	(39,434)	(24,483,025)	13,105,640	4,178,660	1,927,105	29,907,479	(169,370)	(109,100)	(1,362,745)	50,484
Fund balance July 1, 2026	54,085,713	15,874,095	557,855,764	29,815,960	-	420,317,999	172,255,331	15,888,224	200,529,516	216,199,085	2,518,506	103,900	94,757	3,436,188
Fund balance March 31, 2026	31,546,503	15,668,479	573,988,170	34,370,735	(39,434)	395,834,974	185,360,971	20,066,884	202,456,621	246,106,564	2,349,136	(5,200)	(1,267,988)	3,486,672

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
3rd QUARTER
FOR NINE MONTHS ENDED 03/31/2026

	ENTERPRISE FUND		CAPITAL PROJECTS FUNDS			
	15 EXPRESS LANES	91 EXPRESS LANES	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	COMBINED TOTAL
Revenues						
Sales tax	-	-	-	-	-	271,486,747
Federal reimbursements	2,480,089	387,679	-	-	1,406,066	8,770,128
State reimbursements	-	-	-	-	-	(735,174)
Local reimbursements	-	7,427,872	-	-	-	42,230,299
Transportation Uniform Mitigation Fee	-	-	-	-	-	8,624,947
Tolls, penalties, and fees	40,789,720	77,621,249	-	-	-	118,410,969
Other revenues	79,343	-	-	-	-	847,527
Investment income	1,006,115	5,972,090	427,602	63,788	664,618	35,922,034
Total revenues	44,355,267	91,408,890	427,602	63,788	2,070,684	485,557,478
Expenditures/Expenses						
Salaries and benefits	848,617	1,287,463	-	-	-	12,027,545
Professional and support						
Professional services	1,409,588	2,228,557	-	-	-	9,893,646
Support costs	3,113,433	4,663,118	-	-	-	14,788,615
Total Professional and support costs	4,523,021	6,891,676	-	-	-	24,682,261
Projects and operations						
Program operations	6,020,953	7,750,191	-	-	-	25,449,443
Engineering	418,511	893,468	-	-	-	5,979,864
Construction	12,264	2,430,946	-	-	-	21,139,160
Design Build	1,811,919	1,078,429	-	-	-	2,550,573
Right of way/land	-	-	-	-	-	1,454,673
Operating and capital disbursements	-	-	-	-	-	151,494,286
Special studies	-	535,461	-	-	-	3,017,506
Local streets and roads	-	-	-	-	-	51,952,763
Regional arterials	-	-	-	-	-	11,892,171
Total projects and operations	8,263,647	12,688,494	-	-	-	274,930,439
Debt service						
Principal	-	-	-	-	-	-
Interest	379,920	18,973,285	-	-	16,685,094	36,038,299
Total debt service	379,920	18,973,285	-	-	16,685,094	36,038,299
Capital outlay	278,334	303,311	-	-	-	984,372
Total Expenditures/Expenses	14,293,538	40,144,229	-	-	16,685,094	348,662,916
Excess revenues over (under) expenditures/expenses	30,061,729	51,264,661	427,602	63,788	(14,614,410)	136,894,563
Other financing sources/(uses)						
Transfer in	-	-	-	-	51,888,892	100,058,402
Transfer out	(670,200)	(1,063,500)	-	-	(1,412,050)	(100,058,402)
Total financing sources/(uses)	(670,200)	(1,063,500)	-	-	50,476,842	-
Net change in fund balances	29,391,529	50,201,161	427,602	63,788	35,862,432	136,894,563
Fund balance July 1, 2026	72,879,517	237,355,368	9,747,061	1,542,804	14,555,504	2,025,055,292
Fund balance March 31, 2026	102,271,046	287,556,529	10,174,663	1,606,592	50,417,936	2,161,949,855

Riverside County Transportation Commission
Quarterly Project Status
3rd Quarter
For the Nine Months Ended March 31, 2026

Project Description	FY 2025/26 Adopted Budget	75% of Budget	3rd Quarter Actuals	Project Status
Coachella Valley Rail - Tier II (P004203)				
This project proposes daily intercity passenger rail service between Los Angeles and the Coachella Valley, spanning approximately 144 miles with up to nine stations across Los Angeles, Orange, San Bernardino, and Riverside Counties. With Tier I environmental clearance certified in July 2022, RCTC and Caltrans are pursuing funding for the Tier II Project-Level environmental analysis.	$10,975,600	$8,015,775	$192,111	The underrun of the FY 2025/26 budget in the third quarter is due to Preliminary Engineering ($7.5M) that isn't scheduled to commence until the 4th quarter of FY 2025/26.
I-15 Express Lanes Southern Extension (P153044)				
The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is $544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A.	$16,989,800	$12,742,350	$3,513,496	The underrun of the FY 2025/26 budget in the third quarter is due to a PDB procurement delay requiring an additional ITP Addendum, resulting in a deferral of work for the Project Construction Manager ($7M). Preliminary engineering ($0.8M) of PA&ED contract authority was budgeted to respond to potential DED challenges that were not received and other professional services ($0.6M).
71/91 Connector Project (P003021)				
The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector.	$9,539,700	$7,154,775	$4,727,922	The minimal underrun of the FY 2025/26 budget for the third quarter is due to final design ($1.1M).

Riverside County Transportation Commission
Quarterly Project Status
3rd Quarter
For the Nine Months Ended March 31, 2026

Project Description	FY 2025/26 Adopted Budget	75% of Budget	3rd Quarter Actuals	Project Status
Mid County Parkway (MCP) (P002302, P002317, P002320, P002324, & P002328)				
The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility is scheduled for completion over multiple years as funding becomes available; the total project cost is estimated at $1.3 to $2.1 billion.	$77,303,700	$54,785,025	($116,057)	The underrun of the FY 2025/26 budget for the third quarter is primarily due to the following for each project: MCP: The minimal underrun is due to ROW support Services ($0.01M). MCP: I-215/Placentia Interchange: The minimal underrun for this project was due to ROW support services ($0.05M). MCP Mitigation: The first year of plant establishment was completed during the beginning of the third quarter in FY 2020/21 and the underrun in the first quarter of FY 2025/26 as due to ROW support services ($0.4M). MCP2 and MCP3: The Commission approved the shift from MCP2 to MCP3 at the May 2022 Commission meeting. The underrun on MCP2 was due to ROW acquisition/support services ($3M) and the underrun on MCP3 was due to construction ($46M), construction management/support ($3M) that is not scheduled to start until the fourth quarter of FY 2025/26 and ROW support services ($1.9M).
South Perris Station and Layover Facility (P003837)				
The South Perris Station and Layover Facility Project is the result of the combined efforts between the Commission and SCRRA to improve the existing loading platform, along the Metrolink Perris Valley Line. The improvements, along with other added amenities, will add 1,100 feet of new track which will service two additional passenger trains for loading and deboarding services. In addition, the project includes a fourth layover track at the south layover maintenance yard for various track operations.	$15,087,100	$11,301,675	$1,036,795	The underrun of the FY 2025/26 budget in the third quarter is due to construction support services ($0.78M), construction management ($1.3M), and construction ($8M) which is scheduled to commence fourth quarter of FY 2025/26.

Riverside County Transportation Commission
Quarterly Project Status
3rd Quarter
For the Nine Months Ended March 31, 2026

Project Description	FY 2025/26 Adopted Budget	75% of Budget	3rd Quarter Actuals	Project Status
SR-79 Project (P003003, P005127, P005146, P005147, and P005148)				
The project includes the preliminary engineering environmental document, which was approved in October 2016, ROW activities for the mitigation of the project, and Segment 3 design of a new county expressway (approximately 2.7 miles), including ROW acquisition.	$44,383,600	$33,279,375	$1,249,427	The underrun of the FY 2025/26 budget in the third quarter is primarily due to the following for each project: SR-79 Realignment Study: The underrun was due to special studies ($0.38M). SR-79 Realignment ROW: The minimal underrun was due to ROW Support ($0.02M) for the project. SR-79 Re-Alignment Segment 3 and Segment 1: The underrun of FY 2025/26 budget at the second quarter is due to final design ($1.8M). Additionally, the underrun in ROW acquisitions ($11.5M) and ROW Support Services ($0.77M) budget is due to ongoing acquisition negotiations with property owners for Segment 3 and ($7.0M) for Segment 1.
Smart Freeways (P003051)				
The project includes environmental clearance, design, and commencement of construction of a pilot project to install a smart freeway system on the northbound I-15 in the city of Temecula.	$9,400,800	$10,166,850	$8,224,384	The underrun of the FY 2025/26 budget in the third quarter is due to construction ($.9M) that completed in the second quarter of FY 2025/26. This was offset by an underrun due to unbilled accruals for construction support services ($2.6M).
Santa Ana River Trail Extension (SART) (P007201 and P007202)				
The Commission provides support to the Riverside County Regional Park and Open Space District (District) for the projects under a cooperative planning and development agreement. The district is the lead agency for environmental compliance with NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The projects are a joint effort between public and private agencies including the County of Orange and the United States Army Corps of Engineers. The District is responsible for 100% of the costs and is contingent on funding from the District.	$14,361,800	$10,771,350	$199,543	The underrun in the third quarter of the FY 2025/26 budget is due to: SART 1: ROW Support Services ($0.02M) and final design ($0.07M) following the ramp down due to the circulation of the environmental documents for the public. SART 2: ROW acquisition/support ($3.0M), construction ($6.0M), and construction management ($0.8M) for SART 2 that are not scheduled to commence until FY 2026/27.

Riverside County Transportation Commission
Quarterly Project Status
3rd Quarter
For the Nine Months Ended March 31, 2026

Project Description	FY 2025/26 Adopted Budget	75% of Budget	3rd Quarter Actuals	Project Status
EB 91 COP (P913055)				
This project will add an operational lane approximately three miles in length in the eastbound direction on SR-91 from the SR-241 general purpose connector to the SR-71 connector auxiliary lane.	$6,143,800	$5,450,100	$2,381,144	The underrun of the FY 2025/26 budget in the third quarter is due to the extension of the RFQ release date, which resulted in underutilized project construction manager ($1.8M), special legal services ($0.6M), and preliminary engineering ($0.04M).

This report discusses the significant capital projects (i.e. total original or revised budget of $5 million or greater) and the related status. Capital project expenditures are affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

AGENDA ITEM 7E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Appropriations Limit for Fiscal Year 2026/27

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Adopt Resolution No 26-009 *"Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit"* for Fiscal Year 2026/27.

BACKGROUND INFORMATION:

Section 7910 of the California Government Code implements Article XIIIB of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make documentation used to determine the appropriations limit available to the public 15 days prior to adoption of the resolution establishing the appropriations limit.

Staff calculated the FY 2026/27 appropriations limit to be $719,858,224. The supporting resolution and related documents are attached. To determine the limit, the Commission used the percentage change in California per capita personal income, and the population change in Riverside County. As required, the calculations supporting the Commission's proposed FY 2026/27 appropriations limit were posted on the Commission's website.

Attachments:
1) Resolution No. 26-009
2) Riverside County Transportation Commission 2026/27 Appropriations Limit
3) California Per Capita Income and Population, Riverside County-California Department of Finance

RESOLUTION NO. 26-009

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION ESTABLISHING THE ANNUAL APPROPRIATIONS LIMIT

WHEREAS, Article XIIIB of the California Constitution places an annual limitation upon appropriations from proceeds of taxes by each local government of the State of California; and

WHEREAS, in 1988, pursuant to Article XIIIB, section 4 of the California Constitution, the Riverside County Transportation Commission established its appropriations limit at $75 million for fiscal year 1988-1989 under ordinance No. 88-1; and

WHEREAS, Section 7910 of the California Government Code implements Article XIIIB of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make the documentation used in determining the appropriations limit available to the public fifteen days prior to adoption of the resolution establishing the appropriations limit; and

WHEREAS, in accordance with Senate Constitutional Amendment No. 1 approved by the voters of the State effective June 6, 1990, beginning with Fiscal Year (FY) 1990/91 and for each fiscal year thereafter, the Commission's Board of Commissioners is required to select either the percentage change in California per capita personal income or the percentage change in the local assessment roll due to the addition of local non-residential construction, and either the population change within the Commission or the population change within Riverside County, as the two factors to be applied in calculating the appropriations limit for each fiscal year; and

WHEREAS, this Board wishes to select, as factors in determining the Commission's appropriation limit for FY 2026/27 the percentage change in California per capita personal income and also the population change within Riverside County; and

WHEREAS, this Commission has documented its calculations of the Commission's appropriations limit for FY 2026/27 and said calculations have been made available to the public at least fifteen days prior to the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission as follows:

1. For FY 2026/27 the factors selected for calculating the appropriations limit are (a) the percentage change in California per capita personal income, and (b) the population change within the County of Riverside.

2. The appropriations limit applicable to this Agency pursuant to Article XIIIB of the California Constitution for FY 2026/27 are hereby established and determined to be $719,858,224.

3. A copy of the documentation used in the determination of the appropriations limit for FY 2026/27 shall be affixed hereto and shall be available for public inspection.

4. Pursuant to Section 7910 of the California Government Code, any judicial action or proceeding to attack, review, set aside, void, or annul the establishment of the appropriations limit as set forth herein must be commenced within forty-five days of the adoption of this resolution.

ADOPTED this 10th day of June, 2026.

_____

Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

_____

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2026/27 APPROPRIATIONS LIMIT

2025/26	Appropriations Limit	.....	$	683,037,127
	2026/27 adjustment			
	Change in California per capita personal income			4.95%
		Per capita cost of living converted to a ratio:		1.0495
	Change in population, Riverside County			0.42%
		Population converted to a ratio:		1.0042
	Calculation of factor for FY 2026/27:			
		Per capita cost of living ratio		1.0495
		Population ratio	⊠	1.0042
		FY 2026/27 factor		1.0539079
		2025/26 Appropriations Limit	$	683,037,127
		FY 2026/27 factor	⊠	1.0539079
2026/27	**Appropriations Limit**	**.....**	**$**	**719,858,224**

Source: California per capita income - California Department of Finance
Population, Riverside County - California Department of Finance

DEPARTMENT OF FINANCE
OFFICE OF THE DIRECTOR

Gavin Newsom ▪ Governor
1021 O Street, Suite 3110 ▪ Sacramento CA 95814 ▪ www.dof.ca.gov

May 1, 2026

Dear Fiscal Officer:

Price Factor and Population Information

Appropriations Limit
California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2026, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2026–27. Attachment A provides the change in California's per capita personal income and an example for utilizing the factors to calculate the 2026–27 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts
Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification
The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2026**. Please note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

/s Erika Li
Attachment

A. **Price Factor**: Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2026–27 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2026-27	4.95

B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2026–27 appropriation limit.

2026–27:

Per Capita Cost of Living Change = 4.95 percent
Population Change = -0.14 percent

Per Capita Cost of Living converted to a ratio: $\frac{4.95 + 100}{100} = 1.0495$

Population converted to a ratio: $\frac{-0.14 + 100}{100} = 0.9986$

Calculation of factor for FY 2026–27: 1.0495 x 0.9986 = 1.0480

FISCAL YEAR 2026-27
Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2025 to January 1, 2026, and Total Population January 1, 2026

City	County	Percent Change 25-26	Population Minus Exclusions 1-1-25	Population Minus Exclusions 1-1-26	Total Population 1-1-26
Banning	Riverside	2.51	31,532	32,323	32,323
Beaumont	Riverside	0.31	59,710	59,896	59,896
Blythe	Riverside	-0.84	12,813	12,706	15,878
Calimesa	Riverside	-0.79	11,029	10,942	10,942
Canyon Lake	Riverside	-0.72	10,987	10,908	10,908
Cathedral City	Riverside	-0.50	51,679	51,422	51,458
Coachella	Riverside	1.51	44,624	45,300	45,300
Corona	Riverside	-0.35	159,873	159,309	159,309
Desert Hot Springs	Riverside	0.59	33,432	33,629	33,629
Eastvale	Riverside	0.84	69,987	70,575	70,575
Hemet	Riverside	-0.39	91,839	91,479	91,479
Indian Wells	Riverside	-0.66	4,839	4,807	4,807
Indio	Riverside	-0.21	92,552	92,360	92,360
Jurupa Valley	Riverside	-0.78	106,120	105,291	105,349
Lake Elsinore	Riverside	1.15	73,637	74,483	74,483
La Quinta	Riverside	-0.31	38,934	38,815	38,815
Menifee	Riverside	1.76	115,813	117,847	117,847
Moreno Valley	Riverside	0.30	210,740	211,365	211,365
Murrieta	Riverside	0.33	111,951	112,315	112,315
Norco	Riverside	0.12	22,250	22,277	23,276
Palm Desert	Riverside	1.29	51,662	52,326	52,326
Palm Springs	Riverside	-0.51	44,120	43,893	43,893
Perris	Riverside	-0.09	81,100	81,027	81,027
Rancho Mirage	Riverside	1.06	17,137	17,318	17,318
Riverside	Riverside	0.19	321,263	321,884	321,884
San Jacinto	Riverside	1.98	54,815	55,900	55,900
Temecula	Riverside	0.85	112,662	113,618	113,618
Wildomar	Riverside	3.93	37,373	38,841	38,841
Unincorporated	Riverside	0.51	417,280	419,428	419,703
Incorporated	Riverside	0.40	2,074,473	2,082,856	2,087,121
County Total	Riverside	0.42	2,491,753	2,502,284	2,506,824

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran hom

AGENDA ITEM 7F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Amy Weston, Accounting Supervisor Jennifer Fuller, Deputy Director of Finance
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Monthly Investment Report

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the Monthly Investment Report for the month ended April 30, 2026.

BACKGROUND INFORMATION:

The Commission's investment report reflects investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments.

The Commission engaged Payden & Rygel Investment Management to make specific investments for Commission operating funds. The Commission approved an initial agreement with Payden & Rygel in May 2013 following a competitive procurement and has extended the agreement through the annual recurring contracts process.

The monthly investment report for April 2026, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project 2021 Financing and available operating cash. As of April 30, 2026, total cash and investments in the Commission's portfolio totaled approximately $2.1 billion and were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS [1]
Operating	$ 1,418,561,133
Trust	402,381,323
Commission-managed	282,546,933
Total	**$ 2,103,489,389**
Note: [1] Unreconciled and unaudited	

As of April 30, 2026, the Commission's cash and investments adhere to both the Commission's investment policy adopted on December 10, 2025, and permitted investments described in the indenture for the Commission's sales tax revenue bonds and the master indenture for the

Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

FISCAL IMPACT:

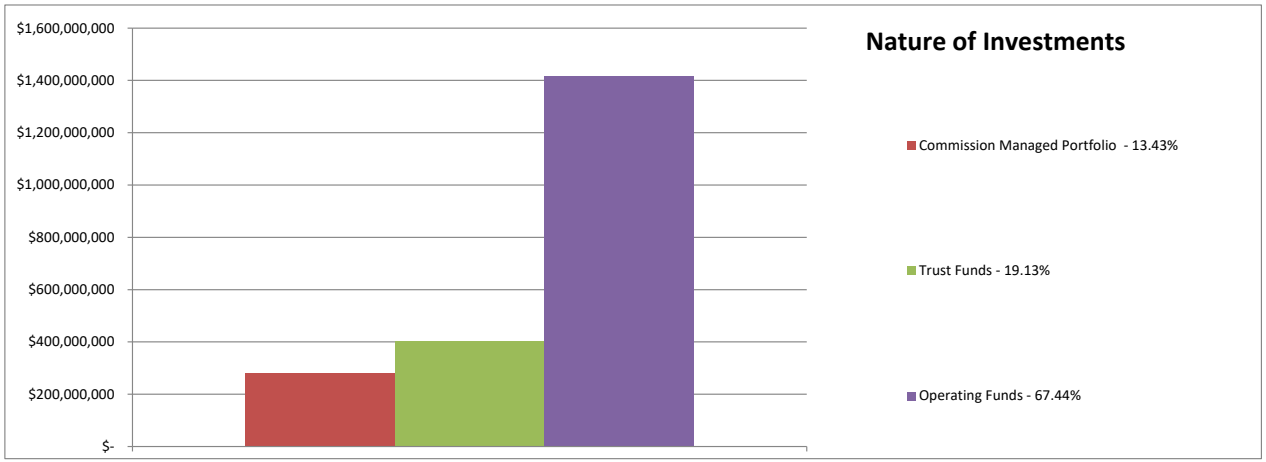
This is an information item. There is no fiscal impact.

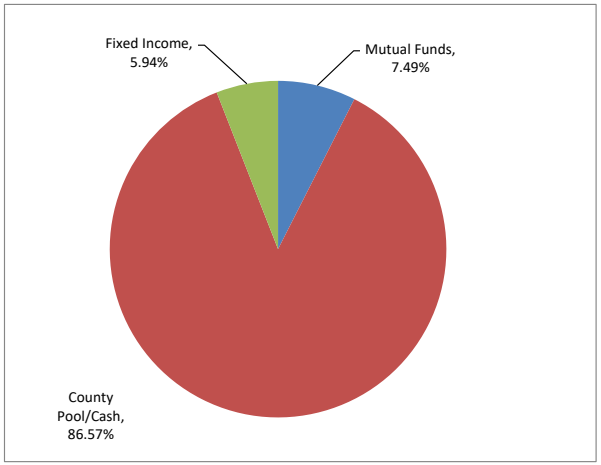
Attachment: Investment Portfolio Report for April 30, 2026

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: April 30, 2026

	STATEMENT BALANCE [1]	FINANCIAL INSTUTION	STATEMENTS	RATING Fitch [2]	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	10,786,315	City National Bank	Available upon request	AA-	N/A				N/A			
County Treasurer's Pooled Investment Fund	1,407,774,818	County Treasurer	Available upon request	AAAf/S1								
Subtotal Operating Funds	1,418,561,133											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	402,381,323	County Treasurer	Available upon request	Available upon request								
Subtotal Funds Held in Trust	402,381,323											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	62,177,646	US Bank	Available upon request	Available upon request								
2013 Series A & Series B Reserve Fund	13,384,999	US Bank	Available upon request	Available upon request								
2021 Series B Reserve Fund	41,171,653	US Bank	Available upon request	Available upon request								
2021 Series C Reserve Fund	8,202,056	US Bank	Available upon request	Available upon request								
First American Government Obligation Fund	157,610,580	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	282,546,933											
TOTAL All Cash and Investments	**2,103,489,389**											

Notes:
[1] Unreconciled and unaudited
[2] As of latest available information





AGENDA ITEM 7G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Project Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	2026 State Route 91 Implementation Plan

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the 2026 State Route 91 Implementation Plan.

BACKGROUND INFORMATION:

In 2002, AB 1010 authored by former Assemblyman Lou Correa allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise from the California Private Transportation Company. OCTA completed the purchase agreement in January 2003, at a cost of $207.5 million. 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. Caltrans Districts 8 and 12, the Commission, and OCTA have been coordinating these improvements.

In 2008, SB 1316's passage authorized an extension of OCTA's tolling authority to 2065 and for 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. SB 1316 also required the creation of the State Route 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 completed the 2026 State Route 91 Implementation Plan (attached). The plan includes proposed projects and completion schedules for transportation improvements to Metrolink, express bus, express lanes, freeways and interchanges, new east-west highway corridors, and high-speed rail.

SB 1316 grants the Commission the authority to expend tolls and fees on capital costs, operations and maintenance, repair and rehabilitation, debt financing costs, and administration. Any tolls

and fees generated in excess of the expenditure needs (i.e., surplus) previously listed may be spent on transportation needs within the State Route 91 corridor from the Orange County line to Interstate 15. These transportation needs include transit capital, transit operations, and State Highway capital improvements for both toll and non-tolled improvements. As part of its annual budget approval process, the Commission approved the use of tolls and fees generated from its 91 Express Lanes operations designated as surplus for various projects.

Lastly, staff posted on the Commission's website the SR-91 Implementation Plan for public review and comment on April 22, 2026, for 30 days per SB 1316.

Attachment: 2026 State Route 91 Implementation Plan

STATE ROUTE 91

IMPLEMENTATION PLAN

2026

Prepared By:

MARK THOMAS

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State Route 91 Implementation Plan 2026

Every year since 2003, OCTA, RCTC, and stakeholders have worked collaboratively to review a program of projects along the SR-91 corridor.

B E N E F I T S

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: $2.4 billion

COMPLETED EFFORTS

REGION	PROJECT	COST (MILLIONS)	COMPLETTION
Orange County	Eastbound Lane Addition (SR-241 to SR-71)	$52.1	2010
	Fifth Lane Addition (SR-55 to SR-241)	$85.2	2013
	Westbound Lane at Tustin Avenue	$43.3	2016
	Anaheim Canyon Metrolink Station Improvements	$34.2	2023
Riverside County	Green River Road Overcrossing	$24.3	2009
	North Main Street Corona Metrolink Parking Structure	$25	2009
	91 Corridor Improvement Project (Initial Phase)	$1,407	2017
	La Sierra Metrolink Parking Improvements	$6.3	2019
	15/91 Express Lanes Connector	$270	2023
	Eastbound 91 Express Lane Extension	$10	2023
	Green River Road Bike Lane Gap Closure	$.014	2025
	SR-71/SR-91 Interchange Improvements	$137	2025
Bi-County	Metrolink Service Improvements	$249	2016
	Express Bus Service	$6	2019
	SR-91 Corridor Operations Project	$38	2022

State Route 91 Implementation Plan 2026

ANTICIPATED PROJECTS

REGION	PROJECT	COST (MILLIONS)	CURRENT PHASE
Orange County	SR-91 Improvements (SR-57 to SR-55)	$779	Construction
	Placentia Metrolink Rail Station	$50	Final Design
	Metrolink Improvements	TBD	Planning
Riverside County	15/91 Express Transit Connector	$254	Preliminary Engineering
	Santa Ana River Trail	$36.5+	Preliminary Engineering
	Improvements East of I-15	$544	Preliminary Engineering
	91 Third Express Lane	$250	Preliminary Engineering
	SR-91 Westbound Auxiliary Lane	$45	Preliminary Engineering
Bi-County	SR-241/SR-91 Tolled Express Connector	$524	Final Design
	91 Eastbound Corridor Operations Project (SR-241 to SR-71)	$220	Environmental
	91 Westbound Improvements (SR-241 to SR-71)	$342	Preliminary Engineering

CONCEPTS

LOCATION	COST (MILLIONS)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	$2,720
Fairmont Boulevard Improvements	$76.8

Introduction

Previous law authorized the California Department of Transportation (Caltrans) to enter into franchise agreements with private companies to construct and operate four demonstration toll road projects in California. This resulted in the development of the 91 Express Lanes facility in Orange County. The four-lane, 10-mile toll road runs along the median of State Route 91 (SR-91) in northeast Orange County between the Orange/Riverside County line and State Route 55 (SR-55). Since the 91 Express Lanes carried its first vehicle on December 27, 1995, the facility has saved users tens of millions of hours of commuting time.

While the 91 Express Lanes facility has improved travel time along the SR-91 corridor, provisions in the franchise agreement between Caltrans and the private franchisee, the California Private Transportation Company (CPTC), prohibited Caltrans and county transportation agencies from adding transportation capacity or operational improvements to the SR-91 corridor through the year 2030 from Interstate 15 (I-15) in Riverside County to the Orange/Los Angeles Counties border. Consequently, the public agencies were barred from adding new lanes, improving interchanges, and adding other improvements to decrease congestion on the SR-91 freeway.

Recognizing the need to eliminate the non-compete provision of the franchise agreement, Governor Gray Davis signed Assembly Bill 1010 (Lou Correa) (AB 1010) into law in September 2002, paving the way for much-needed congestion relief for thousands of drivers who use SR-91 to travel between Riverside and Orange Counties each day. The bill allowed the Orange County Transportation Authority (OCTA) to purchase the 91 Express Lanes franchise and eliminate the non-compete clause that prohibited capacity-enhancing improvements from being implemented on SR-91. The purchase agreement for the 91 Express Lanes was completed on January 3, 2003, placing the road in public hands at a cost of $207.5 million. With the elimination of the non-compete provision through AB 1010 and the subsequent 91 Express Lanes purchase by OCTA, Orange County and Riverside County public officials and Caltrans Districts 8 and 12 have been coordinating improvement plans for SR-91.

Introduction (continued)

Senate Bill 1316 (Lou Correa) (SB 1316) was signed into law in September 2008 as an update to the provisions of AB 1010. SB 1316 authorizes OCTA to transfer its rights and interests in the Riverside County portion of SR-91 toll lanes by assigning them to the Riverside County Transportation Commission (RCTC) and authorizes RCTC to operate tolls for 50 years. In 2017, RCTC opened the extension of the 91 Express Lanes to traffic into Riverside County with completion of the initial phase of the SR-91 Corridor Improvement Project (see Appendix B). SB 1316 requires OCTA and RCTC, in consultation with Caltrans, to issue an annual SR-91 Implementation Plan (Plan) for SR-91 improvements between State Route 57 (SR-57) and I-15. The Plans prior to adoption of SB 1316 included a westerly project limit of SR-55. The Plan establishes a program of potential improvements to relieve congestion and improve operations in the SR-91 corridor.

The 2026 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2025 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

With the completion of the State Route 91 Corridor Improvement Project's initial phase in spring 2017, there are approximately 18 miles of Express Lanes between Orange and Riverside counties. OCTA and RCTC have adopted goals for the 91 Express Lanes to continue to maintain a safe, reliable, and predictable travel time for express lane users traversing seamlessly between the two counties. The goals listed here take into consideration the 91 Express Lanes as well as the SR-91 corridor at large.

These guiding principles include:

- Optimizing vehicle throughput at free flow speeds;
- Increasing average vehicle occupancy;
- Balancing capacity and demand to serve customers who pay tolls as well as carpoolers (3+) who are offered discounted tolls;
- Paying debt service and maintaining debt service coverage;
- Generating sufficient revenue to sustain the financial viability of the 91 express lanes; and
- When appropriate, reinvesting net revenues on the SR-91 corridor to improve regional mobility.

Project Accomplishments

Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2026 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

Completed Construction/ Improvement Projects

- Repaved and sealed pavement surfaces, restriped, and replaced raised channelizers on the 91 Express Lanes.
- On EB SR-91 the roadway was restriped, and the median barrier was reconstructed. This project removed the CHP enforcement area and extended the EB auxiliary lane from SR-71 to the Serfas Club Drive off-ramp.
- The WB auxiliary lane was extended between the County line and SR-241. This project eliminated the lane drop at the 91 Express Lanes and extended the existing auxiliary lane from the County line to SR-241 in the westbound direction. This improvement minimized the traffic delays at the lane drop area, resulting in improved vehicle progression.
- On WB SR-91 the roadway was restriped to extend the auxiliary lane between SR-71 and the County line. This resulted in a new continuous lane between SR-71 and SR-241.
- Safety Improvements were constructed at the Truck Scales. Existing shoulders were improved, lanes were re-striped, illumination improved, and signage was modified into and out of the EB facilities.
- Green River Road Overcrossing Replacement
- Metrolink Parking Structure at the North Main Street Corona Metrolink Station
- EB SR-91 lane addition from SR-241 to SR-71
- Additional SR-91 WB and EB travel lane between SR-55 and SR-241
- SR-91 WB bypass lane to Tustin Avenue at SR-55
- Metrolink Service Improvements
- Initial SR-91 Corridor Improvement Project (CIP)
- La Sierra Metrolink Parking Improvements
- Express Bus Service
- 91 Corridor Operations Project
- Anaheim Canyon Metrolink Station Improvements
- 15/91 Express Lanes Connector
- Eastbound 91 Express Lane Extension

These projects provide enhanced freeway capacity and/or improved mobility for one of the most congested segments of SR-91.

The completed EB SR-91 lane addition project from SR-241 to SR-71 (see Appendix B) has improved highway operations. This project reduced travel time by approximately 20 minutes during its opening year.

The Initial CIP project has provided significant benefits to drivers on SR-91. This $1.4 billion investment project included widening SR-91 by one GP lane in each direction east of SR-71, adding collector-distributor (CD) roads and direct south connectors at I-15/SR-91, extending the 91 Express Lanes to I-15, and providing system/local interchange improvements. The new lanes and other improvements provide time savings, offer choice and reliability, boost safety, enhance access and job creation, promote ridesharing, reduce pollution, and aid the movement of goods along the region's roadways.

The WB SR-91 Widening Project completed construction in 2016 from State College Blvd to Interstate 5 (I-5). This project added one WB general purpose lane and removed the dedicated exit lane to State College Blvd from the SB SR-57 to WB SR-91 Connector that contributed to operational issues due to the short weaving distance. While this project falls just to the west of the limits for the Plan study area, it will have an influence on operations within the Plan area.

A $2.8 billion U.S. Army Corps of Engineers (USACE) project called the Santa Ana River Mainstem project is ongoing and will provide flood protection from the recently improved Prado Dam (near SR-71) to the Pacific Ocean. The project includes many features that have already been completed, including improvements to Seven Oaks Dam, 30 miles of levees, and modifications to original project features including raising the Prado Dam embankment and installation of new, larger capacity outlet works. In 2021, USACE and Orange County Flood Control District amended a cooperative agreement which would allow the USACE to use federal funds under the Bipartisan Budget Act to complete select features of the project. The project is pending federal appropriations.

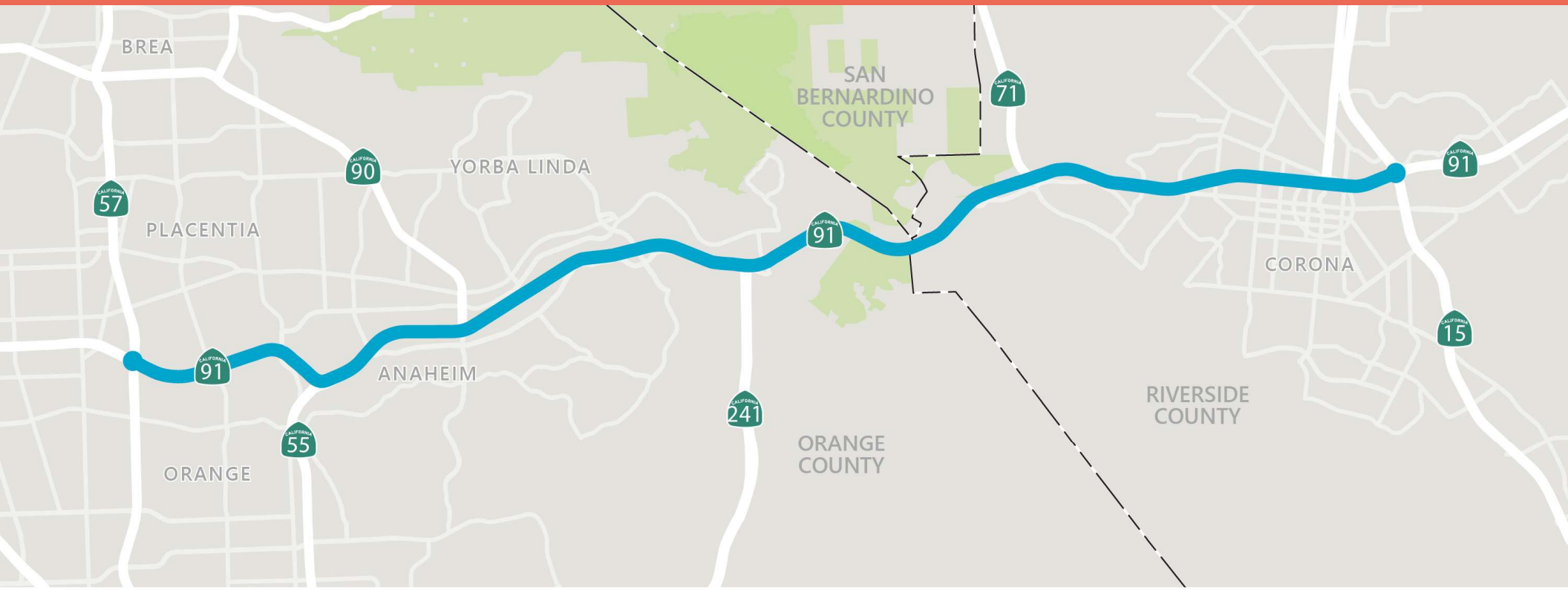
Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to accommodate planned SR-91 improvements.

Completed Designs and Reports

There are various project development phase documents (Feasibility Reports, Studies, PSR, PA/ED, or PS&E) that are completed, or are in draft form and anticipated to be approved that identify mobility improvements. These documents include:

- MIS – Final Project Report: Locally Preferred Strategy Report (January 2006)
- Renewed Measure M Transportation Investment Plan (November 2006)
- RCTC 10-Year Western County Highway Delivery Plan (December 2006)
- SR-91/Fairmont Boulevard Feasibility Study (December 2009)
- Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report (August 2010)
- Renewed Measure M Capital Action Plan (April 2011)
- Project Report & Environmental Document for 91 Corridor Improvement Project (October 2012)
- SR-71/SR-91 Interchange Environmental Phase (2011) and Final Design (2015)
- Project Report & Environmental Document for SR-241/SR-91 Tolled Express Connector (April 2020)
- Project Report & Environmental Document for SR-91 Improvements Between SR-57 and SR-55 (July 2020)
- Environmental Documents for Santa Ana River Trail Phase 4 and Phase 6 (2021)
- Final Alternative Analysis Report for SR-91 Eastbound Corridor Operations Project from SR-241 to SR-71 (April 2022)
- 2024 Next 10 Delivery Plan (December 2025)

Project Limits



The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long and includes 12.7 miles within Orange County and 7.6 miles within Riverside County.

Existing Traffic Conditions Summary

For the 2026 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2024 and 2025 due to on-going factors that influence behaviors of the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the SR-71/SR-91 Interchange Improvements and SR-91 Improvements (SR-57 to SR-55) projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database during the month of October 2025 for comparison purposes.

Analysis of the 2025 traffic data showed slight variations in travel patterns compared to the 2024 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2024 and 2025.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2024 and 2025 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2026 Plan will utilize the existing traffic analysis from the 2025 Plan. Traffic conditions will continue to be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2025 Plan was developed using recent traffic data. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor.

Existing Traffic Conditions Summary

During the weekdays, westbound SR-91 experiences heavier traffic conditions during the morning commute for travelers leaving Riverside County to employment areas in Orange and Los Angeles Counties. The corridor is generally most congested between the peak period of 6 a.m. to 9 a.m. in the westbound direction and the peak period of 3 p.m. to 7 p.m. in the eastbound direction. Due to the high demand, congestion in the corridor occurs before and after the peak periods. The eastbound afternoon conditions tend to be exacerbated by the lack of receiving capacity in the Riverside County portion of the SR-91 corridor. Accordingly, RCTC is working closely with Caltrans District 8 to sponsor improvements that will provide congestion relief for the eastbound afternoon condition. Some of these improvements include the recently completed 15/91 Express Lanes Connector and the SR-71/SR-91 Interchange, and Improvements East of I-15.

The following is a summary of the deficiencies identified along the SR-91 corridor:

- **Heavy traffic volumes to/from I-15 converge with the SR-91 and increase delay during the morning and evening peak hours.**
- **SR-71 traffic demand contributes to mainline and EB SR-91 corridor delays.**
- **Completion of the westbound 91 Corridor Operations Project improves the traffic operations in the westbound direction. However, traffic entering the WB SR-91 from the Green River Road and SR-71 on-ramps still contributes to mainline congestion during the morning peak period.**
- **High traffic volumes entering the freeway from Gypsum Canyon Road, Santa Ana Canyon Road, Green River Road, Weir Canyon Road, Imperial Highway and Lakeview Avenue contribute to congestion on the SR-91 mainline.**
- **One of the two lanes from the Eastern Transportation Corridor (State Route 241) connector is dropped at the merge to EB SR-91 causing additional congestion on the EB SR-91 general purpose lanes. In addition, merging activity from the northbound 241 to eastbound 91 GP connector into the 91 Express Lanes can contribute to traffic slowdowns.**
- **At the NB SR-55 interchange with EB SR-91, a lane on SR-91 is dropped (as a dedicated exit) at Lakeview Avenue and a second lane is dropped (as a dedicated exit) at Imperial Highway creating a weave condition.**
- **WB SR-91 drops two GP lanes and a 91 Express Lane to SB SR-55, contributing to mainline congestion. This drop also occurs on the left-hand side of SR-91, creating a weaving condition.**
- **WB traffic entering SR-91 at Lakeview Avenue traveling to SB SR-55 contributes to mainline congestion by weaving across three lanes on SR-91.**
- **A lane drop on EB SR-91 at SB SR-241 creates a chokepoint.**

Logical Project Sequencing

As noted, the SR-91 Corridor in Riverside County, in the EB direction, lacks the receiving capacity during the afternoon peak period which creates a bottleneck condition. Due to the high levels of congestion experienced on this segment of the corridor, there is sensitivity to any changes that may affect traffic operations. Without first addressing the congestion in Riverside County, any performance or capacity enhancing projects upstream would further exacerbate congested conditions causing additional delays and queueing. Therefore, projects that have the potential to impact demand and/or provide additional capacity in the EB direction should be considered in a logical sequence to ensure that there is sufficient receiving capacity in Riverside County.

In October 2019, a consensus was reached between OCTA, RCTC, Caltrans, and the TCA that would set the stage for a series of projects to be implemented in sequential order to improve the SR-91 corridor. OCTA, RCTC, TCA, and Caltrans, Districts 8 and 12, as well as Caltrans Headquarters directors, worked through five major issues. This framework will enable the streamlining of the implementation of the SR-241/SR-91 Tolled Express Connector project while minimizing impacts to the 91 corridor. The subject matter of the multi-agency consensus is outlined to the right:

1. Setting priorities for SR-91 corridor projects to reduce construction-related impacts;
2. Allowing completion of the environmental approval process and updating related programming documents;
3. Clarifying lead agencies for final design, construction, and maintenance;
4. Identifying the principal funding agency for final design, construction, and maintenance; and
5. Designating lead agencies for retaining toll revenue and toll setting/operational control.

Based on the above framework, the agencies reached consensus on a 91 Corridor program of projects and sequencing as outlined below:

- 15/91 Express Lanes Connector (completed)
- SR-91 Corridor Operations Project (completed)
- SR-71/SR-91 Interchange Improvements (completed)
- SR-241/SR-91 Tolled Express Connector

Project Summary

The projects in this Plan are presented in the following groups: Orange County Projects, Riverside County Projects and Bi-County Projects. The stage of development for each project, such as planning, final design, or construction varies as noted in the project summaries. Table 1 summarizes the various planned projects, concept projects, and completed projects. For details on each project refer to Section 2 for planned projects, Appendix A for concepts, and Appendix B for selected completed projects.

- The Orange County projects have a total cost of more than $800 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over $1 billion. The improvements include: the 15/91 Express Transit Connector, Santa Ana River Trail, Improvements East of I-15, Third 91 Express Lane, and SR-91 Westbound Auxiliary Lane.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds $1 billion. The improvements include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

Table 1 – SR-91 Implementation Plan Projects

Project	Cost (Millions)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	$779
Placentia Metrolink Rail Station	$50
Metrolink Improvements	TBD
SUBTOTAL	**$829+**
Riverside County Projects	
15/91 Express Transit Connector	$254
Santa Ana River Trail	$36.5+
Improvements East of I-15	$544
91 Third Express Lane	$250
SR-91 Westbound Auxiliary Lane	$45
SUBTOTAL	**$1,130+**
Bi-County Projects	
SR-241/SR-91 Tolled Express Connector	$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	$220
91 Westbound Improvements (SR-241 to SR-71)	$342
SUBTOTAL	**$1,086**

Project Summary

Table 1 – SR-91 Implementation Plan Projects (continued)	
Concept Projects	**Cost (Millions)**
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	$2,720
Fairmont Boulevard Improvements	$76.8
SUBTOTAL	**$2,797**
Completed Project Summary Since 2006 (Compleltion Year)	**Cost (Millions)**
Green River Road Overcrossing Replacement (2009)	$24.3
North Main Street Corona Metrolink Station Parking Structure (2009)	$25
Eastbound Lane Addition from SR-241 to SR-71 (2010)	$51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013)	$85.2
SR-91 WB Lane at Tustin Avenue (2016)	$43.2
Metrolink Service Improvements (2016)	$249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	$1,407
Express Bus Service (2019)	$6
La Sierra Metrolink Parking Improvements (2019)	$6.3
SR-91 Corridor Operations Project (2022)	$38
Anaheim Canyon Metrolink Station Improvements (2023)	$34.2
15/91 Express Lanes Connector (2023)	$270
Eastbound 91 Express Lane Extension (2023)	$10
Green River Road Bike Lane Gap Closure (2025)	$.014
SR-71/SR-91 Interchange Improvements (2025)	$137
SUBTOTAL	**$2,386**

Traffic Analysis

For the 2026 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

This approach is especially important given high SR-91 traffic volumes and the potential for relatively few vehicles to significantly slow down traffic. For example, a minor freeway merging area can cause many vehicles to slow, cascading delay through the traffic stream, and rapidly decreasing both speed and volume for major segments of the freeway. The metrics reported in the Plan include travel time from the beginning to the end of the study corridor and vehicle hours of delay experienced on the study corridor, which both focus on operations for vehicles on SR-91.

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

Year 2030

- SR-91 Improvements between SR-57 and SR-55
- 15/91 Express Lanes Connector
- SR-71/SR-91 Interchange Improvements
- SR-241/SR-91 Tolled Express Connector
- SR-91 Eastbound Corridor Operations Project

Year 2045

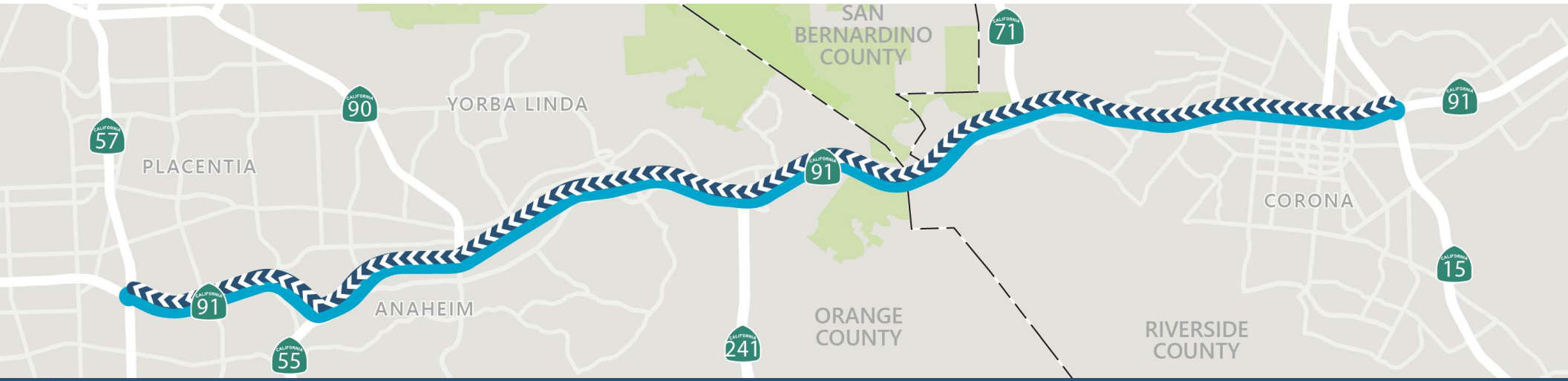
- Projects completed in 2030
- SR-91 Improvements East of I-15
- SR-91 Westbound Corridor Operations Project (remaining)
- Fairmont Boulevard Improvements

Westbound Analysis

The WB morning traffic analysis results indicate that for the year 2030 forecasts, peak hour travel times are anticipated to exacerbate in Riverside County (by about 6 minutes) and maintain the same in Orange County. In addition to increasing travel time, overall vehicle hours of delay in the corridor will increase (by about 29 percent), while the entire system is able to serve more vehicles (by about 4 percent). Bottlenecks are anticipated at the Orange-Riverside County line and at the SR-241 interchange/Gypsum Canyon interchange area, which will continue a long queue on WB SR-91 extending to the I-15/SR-91 interchange. The bottleneck at the SR-55 interchange will be relieved.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 21 minutes) in Riverside County as implementation of the SR-91 Westbound Corridor Operations Project would improve operations. With more vehicles able to travel downstream, travel times in Orange County would increase (by about 16 minutes) when compared to 2030. Overall vehicle hours of delay will decrease (by about 10 percent) in the corridor, and the number of vehicles the system is serving will also increase (by about 12 percent). There is a bottleneck at SR-71 due to a large increase of vehicles going to and from SR-71. Also, with more vehicles able to travel downstream, another bottleneck occurs at the Tustin Avenue and SR-55 area. Travel time in Orange County shows an increase in 2045 due to the growth in traffic, projects relieving congestion upstream allowing more vehicles to travel downstream, and no additional capacity enhancing projects in Orange County. OCTA and RCTC are exploring multi-modal opportunities on, or adjacent to, the SR-91 corridor that could provide additional congestion relief.

Express Lanes in the westbound direction operate satisfactorily in 2030 and will experience a slowdown in 2045 in Riverside County where the 3-lane section merges back to two lanes. RCTC is planning to implement dynamic pricing for the SR-91 corridor in the near future, which will help to maintain satisfactory operation of the Express Lanes



Westbound Analysis

Figures 1-1 and 1-2 below summarize the westbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-1 – Westbound SR-91 from I-15 to SR-57
A.M. Peak Period Corridor Vehicle Hours of Delay

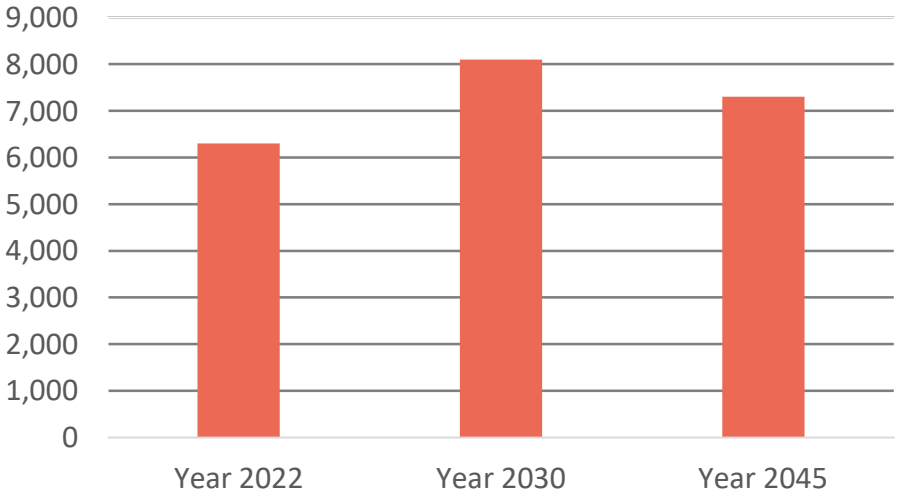
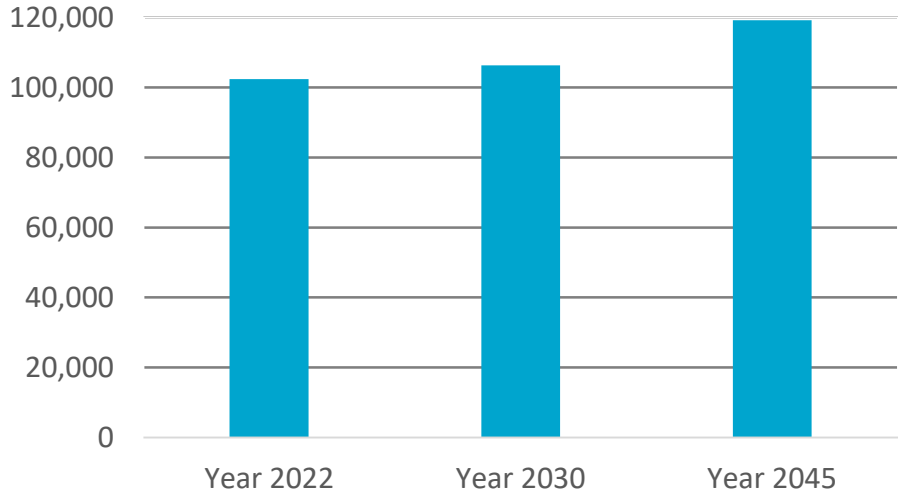


Figure 1-2 – Westbound SR-91 from I-15 to SR-57
A.M. Peak Period Systemwide Served Vehicles

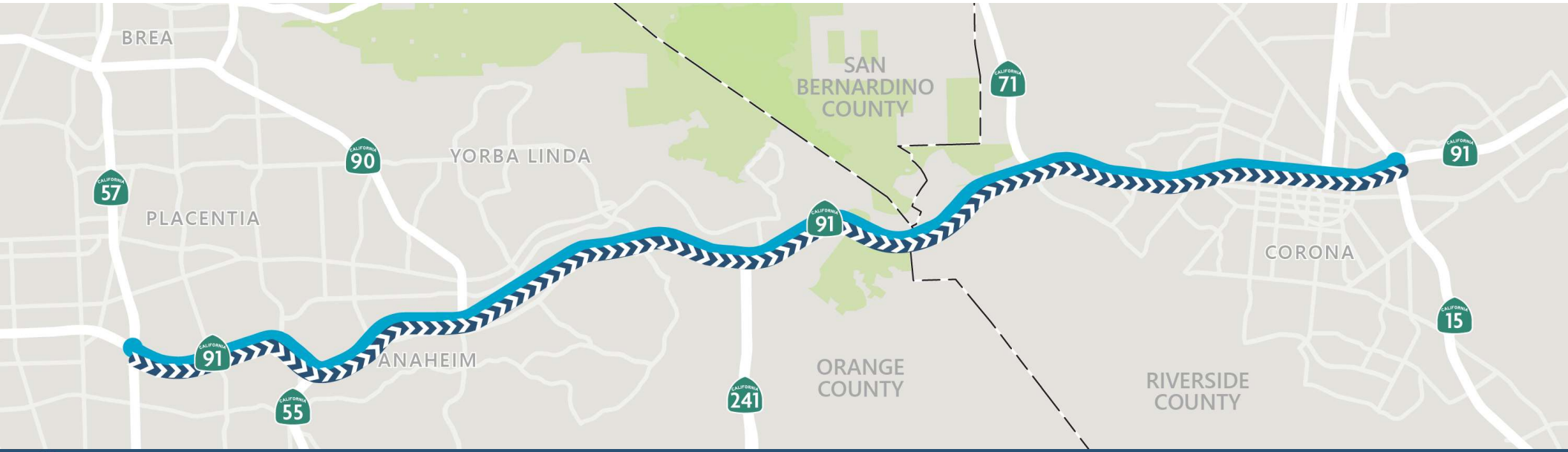


Eastbound Analysis

The EB afternoon traffic analysis indicates that for the year 2030 forecasts, peak hour travel times are anticipated to increase (by about 4 minutes) in Riverside County and decrease (by about 33 minutes) in Orange County. With the decrease of total travel time (by about 29 minutes) required to travel through the corridor, the vehicle hours of delay will also decrease (by about 38 percent) and the number of vehicles served by the system will increase (by about 3 percent). With the inclusion of the EB Corridor Operations Project, the congestion at the county line will be reduced. The improved conditions at the county line increases the amount of vehicles able to travel downstream and increases the bottleneck near the Main Street and I-15 area in Riverside County. Improvement projects near I-15 in the future should help to alleviate congestion in those areas.

For the year 2045 forecasts, travel times are anticipated to decrease (by about 14 minutes) in Riverside County and increase in Orange County (by about 28 minutes) when compared to 2030. Overall vehicle hours of delay will increase (by about 54 percent) and the number of vehicles the system is serving will be greater (by about 3 percent). The main bottleneck will occur at the county line as existing conditions.

Express Lanes in the eastbound direction operate satisfactorily in all the analysis years.



Eastbound Analysis

Figures 1-3 and 1-4 below summarize the eastbound corridor vehicle hours of delay and systemwide served vehicles, respectively.

Figure 1-3 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Corridor Vehicle Hours of Delay

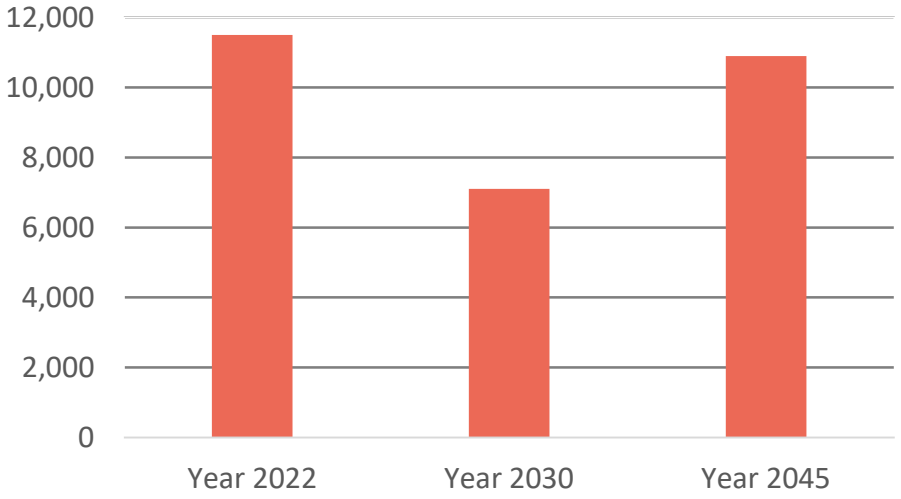
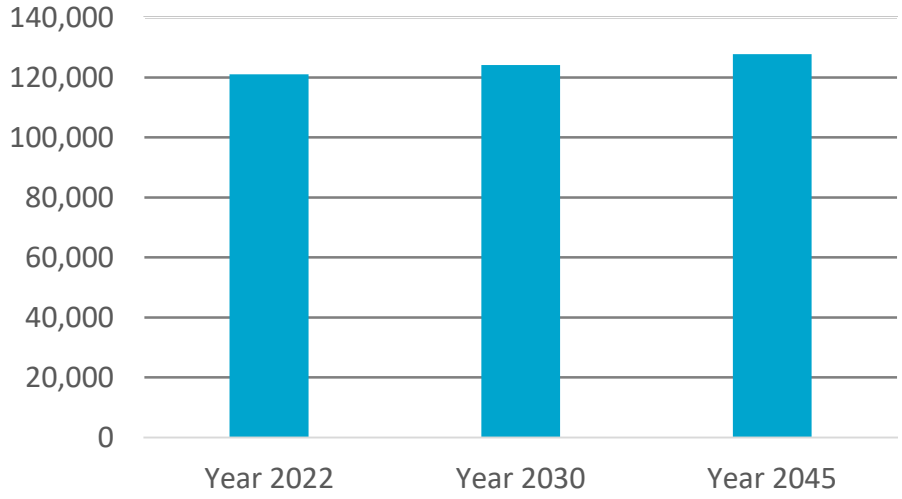


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M. Peak Period Systemwide Served Vehicles



OVERVIEW

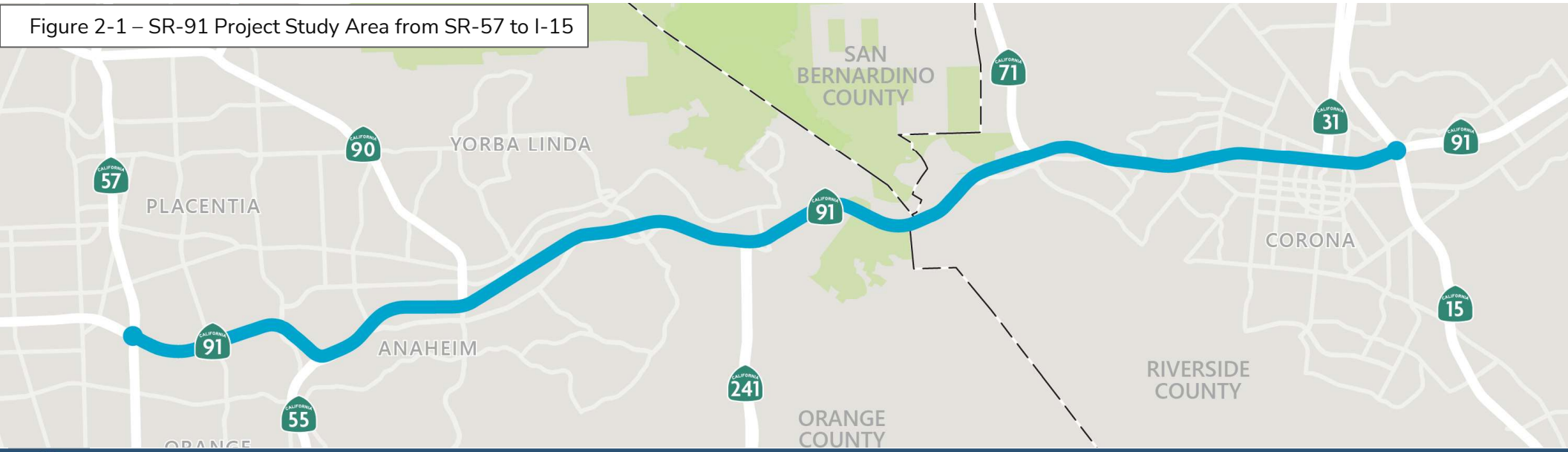
The 2026 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2026 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

The intent of the Implementation Plan is to present a list of projects and studies along the SR-91 corridor and highlight coordination between OCTA, RCTC, and Caltrans to improve the corridor.

As part of the project development process, detailed operational analysis will need to be conducted to evaluate operational issues associated with each project. The project development phases are discussed in the status updates and are defined as follows:

- Conceptual Engineering = Conceptual planning and engineering for project scoping and feasibility prior to initiating the preliminary engineering of planning phase.
- Preliminary Engineering or Planning = Conceptual planning and engineering phase that allows for programming of funds.
- Environmental = Project Approval/Environmental Document (PA/ED) – The detailed concept design that provides environmental clearance for the project and programs for final design and right of way acquisition. The duration for this phase is typically 2 to 3 years.
- Design = Plans, Specifications, and Estimates (PS&E) – Provide detailed design to contractors for construction bidding and implementation.
- Construction = The project has completed construction and will provide congestion relief to motorists.

Figure 2-1 – SR-91 Project Study Area from SR-57 to I-15



Orange County Projects

The Orange County set of projects includes three improvements at a total cost of more than $829 million (in 2026 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

Orange County Project Summary	Cost (Millions)
SR-91 Improvements between SR-57 and SR-55	$779
Placentia Metrolink Rail Station	$50
Metrolink Improvements	TBD
SUBTOTAL	**$829+**

SR-91 Improvements between SR-57 and SR-55

Project Description

The project will add a general-purpose (GP) lane in the eastbound (EB) direction between La Palma Avenue and SR-55 and provide westbound (WB) operational improvements between Acacia Street and La Palma Avenue and between SR-55 and Lakeview Avenue. The project will be implemented in three segments as follows:

Segment 1 will realign the existing WB SR-91 Lakeview Avenue on- and off-ramps to direct traffic to WB SR-91 and add a new drop on-ramp from the reconstructed Lakeview overcrossing bridge that connects directly to southbound SR-55.

Segment 2 includes the addition of a GP lane in the EB direction between La Palma Avenue and SR-55, bridge widening over the Santa Ana River and reconstruction of the Glassell Street/Kraemer Boulevard and Tustin Avenue interchanges.

Segment 3 includes WB operational improvements between Acacia Street and La Palma Avenue, upgrades at the WB State College Boulevard interchange, and reconstruction of the La Palma Avenue overcrossing bridge. An Orangethorpe bypass ramp to allow NB SR-57 traffic to exit prior to multiple connector merges will also be included.

Key Considerations

The proposed project improvements on WB and EB SR-91 may require partial right-of-way acquisition and Temporary Construction Easements (TCEs). In some areas, a non-standard geometric cross-section is proposed to reduce the right-of-way impacts.

Benefits

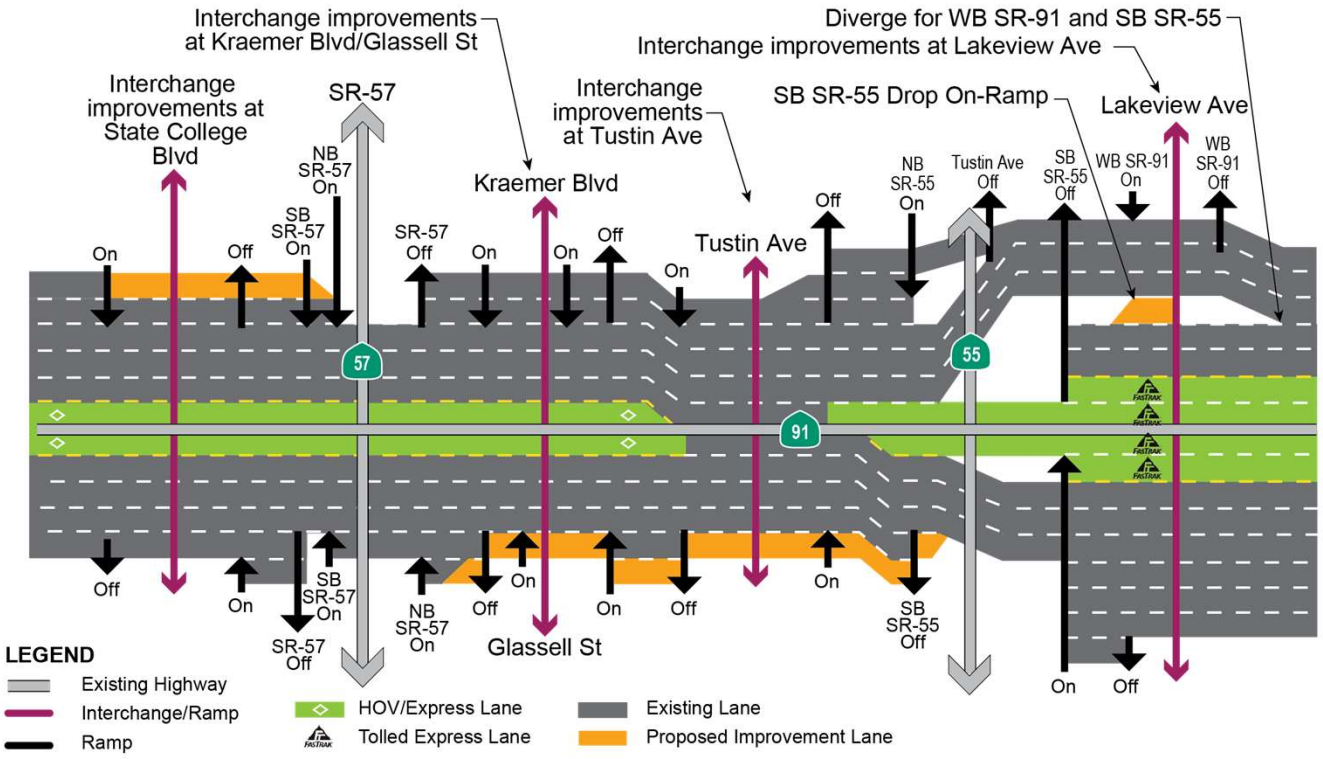
The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will improve safety, reduce congestion, and delay and reduce weaving.

Schedule and Cost

Construction is anticipated to be completed in 2030, and the total project cost is estimated to be approximately $779,000,000.

Current Status

The project improvements were originally studied in the SR-91 Feasibility Study, which was completed in June 2009. The Project Study Report was completed in 2014, and the Project Approval/Environmental Document (PA/ED) was completed in 2020. This project was then split into three separate segments and the Plans Specifications and Estimate (PS&E) phase began in 2020 for all three segments. Segment 1 began construction in April 2025, and Segment 2 and Segment 3 are in 100% design phase. The proposed improvements are included in the Measure M program.



Placentia Metrolink Rail Station

Project Description

The new Placentia Metrolink Station will serve the Metrolink 91/Perris Valley Line, providing commuter rail service between Perris and Los Angeles, via Riverside and Orange counties. The project includes construction of a parking structure, OCTA bus access, an area for passenger pick-up and drop-off, and two station platforms.

Benefits

The station will meet the current transit demand and foster train ridership growth in the region, contributing to congestion relief on SR-91.

Schedule and Cost

Plans are 100 percent complete based on a previous layout however, the construction contract cannot be advertised until an amended shared use agreement is in place with BNSF Railway, the right-of-way owner and a potential design layout reconfiguration. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be $50 million.

Current Status

The City of Placentia is the lead on right-of-way and environmental clearance, and OCTA is the lead agency for design and construction of the project. Funding for the project is programmed to use 91 Toll Revenues, Measure M2, and the City of Placentia funds for the construction phase. State Transportation Improvement Program (STIP), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), Measure M2 and City funds are programmed for the design and right-of-way costs. Project is currently on hold.



Image source: www.placentia.org/Placentia-Metrolink-Site-Plan (Wildan Engineering)

Metrolink Service Improvements

Project Description

There are 18 daily trains that run on the Inland Empire-Orange County (IEOC) Line and 14 trains running on the 91/Perris Valley (91/PV) line for a total of 32 daily trains. The Perris Valley portion of the 91/PV Line extends Metrolink service southeast by 25 miles, from Riverside to Perris via Moreno Valley. Metrolink is conducting a plan that would look at optimizing service and realize cost efficiencies throughout the region.

Key Considerations

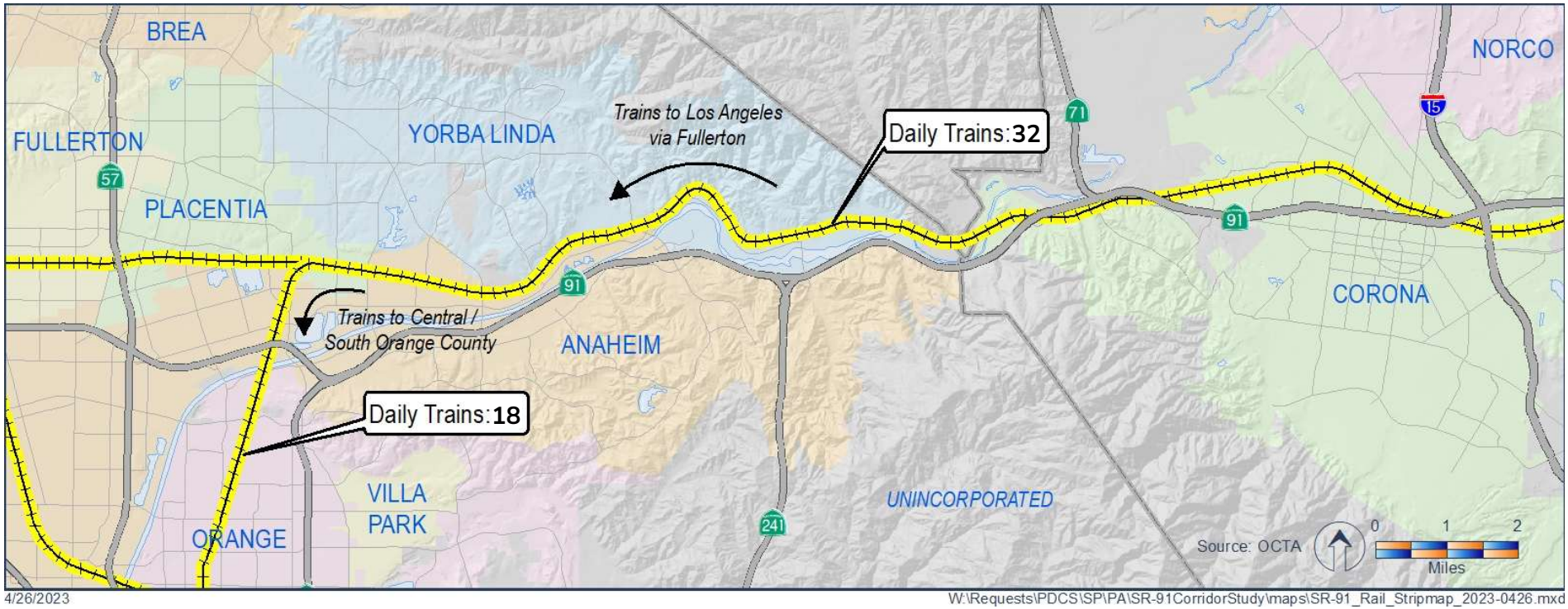
Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

Benefits

Enables development of Metrolink service, improved efficiency, and fosters train ridership growth in the region, contributing to congestion relief on the SR-91.

Current Status

In October 2024, Metrolink implemented the service optimization plan, which is helping to realize cost efficiencies related to crews and scheduling.



Riverside County Projects

The Riverside County set of projects includes five improvements: the 15/91 Express Transit Connector, Santa Ana River Trail, SR-91 Improvements east of I-15, 91 Third Express Lane and SR-91 Westbound Auxiliary Lane. Projects for implementation in Riverside County are anticipated to cost more than a billion dollars (in 2026 dollars, or as noted).

Riverside County Project Summary	Cost (Millions)
15/91 Express Transit Connector	$254
Santa Ana River Trail	$36.5+
Improvements East of I-15	$544
91 Third Express Lane	$250
SR-91 Westbound Auxiliary Lane	$45
SUBTOTAL	**$1,130+**

15/91 Express Transit Connector

Project Description

The project consists of a transit and HOV connector between the express lanes on SR-91 and the transit and HOV facilities at North Main in the City of Corona, specifically the North Main Metrolink Station, the Corona Transit Center, and the Caltrans park-n-ride facility.

Key Considerations

The project is in the PSR-PDS phase to develop the purpose and need and project alternatives.

Depending on the alternative that is chosen, this project may have impacts to freeway and local street right-of-way, freeway operations, and transit operations.

Schedule and Cost

A PSR-PDS is underway. Preliminary alternatives are being developed, but construction is not yet approved or funded. Project cost is estimated at $254 million. This project may be partially funded by 91 Express Lanes surplus toll revenues.

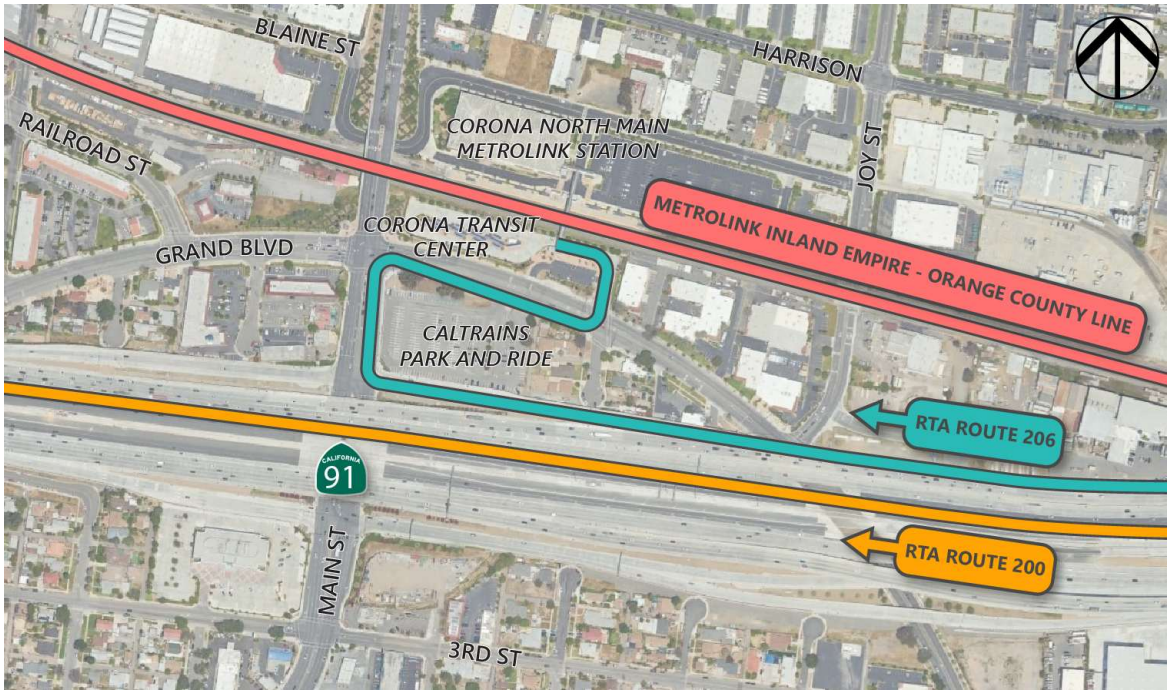
Benefits

The 15/91 Express Transit Connector would improve transit and HOV connectivity between the SR-91/I-15 Express Lanes and the North Main Metrolink, bus, and HOV facilities, creating a regional transportation hub. Connecting this missing link would yield both local and regional benefits such as improved transit access, increased HOV ridership, and reduced vehicle miles traveled.

Current Status

The project team is currently developing preliminary alternatives and a PSR-PDS document.





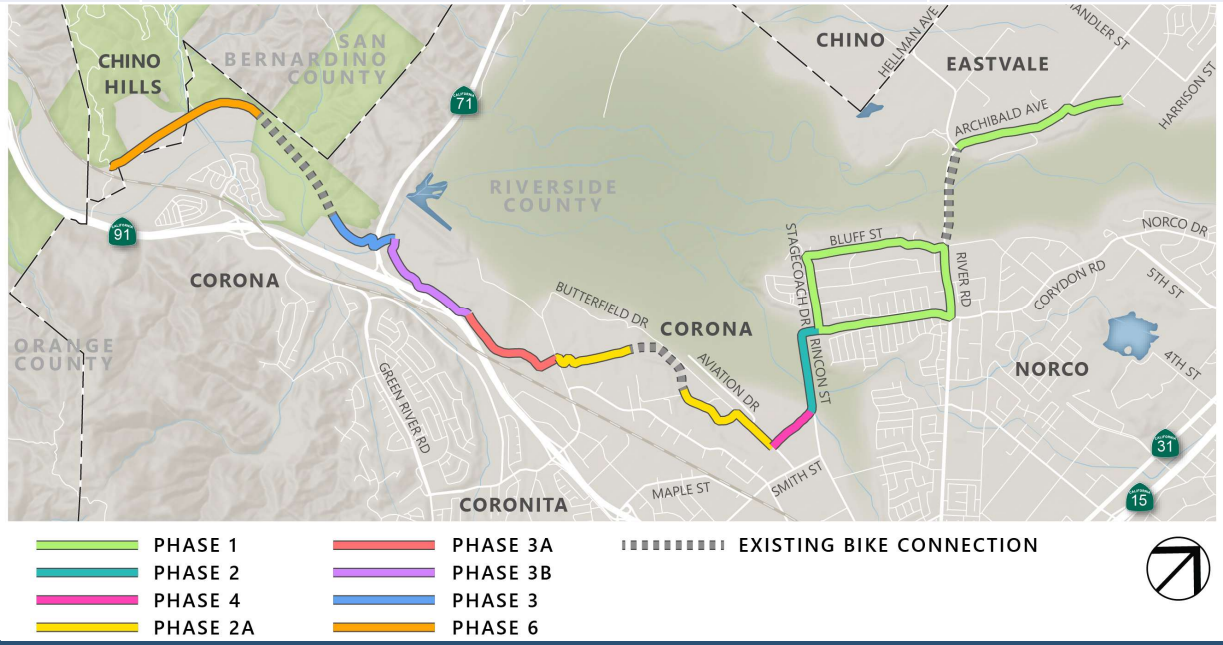
Santa Ana River Trail

Project Description

The Santa Ana River Trail is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers. The Santa Ana River Trail is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

This project addresses the gap from Green River to the Hidden Valley Wildlife area and involves installing multi-use trails along local streets and in the Santa Ana River Trail (SART) located within the Prado Dam Flood Control Basin area of the Santa Ana River for the easterly portion of the trail and the Green River Golf Club for the westerly portion of the trail.

Phase	Schedule	Cost	Status
1	TBD	unknown	On hold pending funding
2,2A,3A	100% design complete	$9 million – Phases 2/2A/3A	Phase 2 anticipated to start construction in late 2026
3B	Env and Design complete; construction by 2028	$1 million	Funded and incorporated into USACE spillway project
3	TBD	unknown	On hold pending funding
4	Complete	$1.5 million	Complete
6	Complete by 2026	$25 million	Funded



SR-91 Improvements East of I-15

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Improvements East of I-15, which includes extending an Express Lane east of McKinley Street and adding a general-purpose lane from I-15 to Pierce Street in each direction (the subject project), is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with SR-241/SR-91 Tolled Express Connector, the 15/91 Express Transit Connector, and the SR-91 Westbound Auxiliary Lane.

Benefits

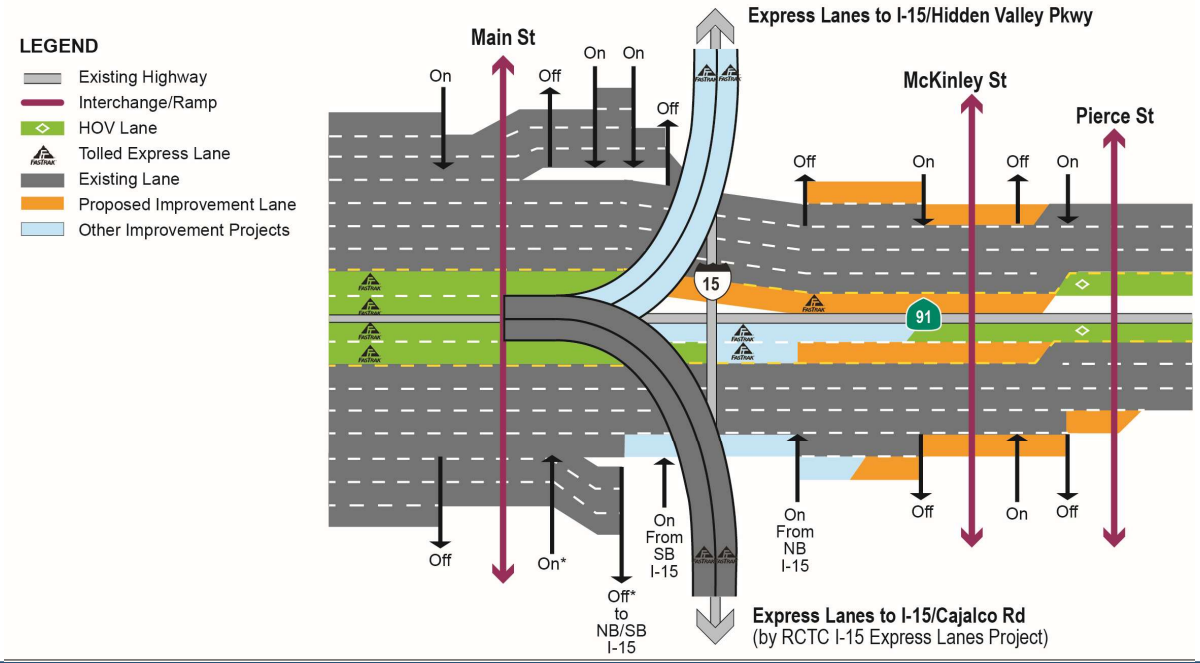
The SR-91 Improvements East of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

Schedule and Cost

Anticipated project completion is to bedetermined. Project cost is estimated at $544 million based on completion in 2035. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status

Preliminary engineering was recently revisited which included updates to project cost. The SR-91 Improvements East of I-15 is included in the SR-91 CIP environmental document that was completed in 2012.



SR-91 Third Express Lane

Project Description

The project would add a third express lane in both directions of SR-91 from the Orange/Riverside county line to Interstate 15 (I-15). Extension of the third express lane to SR-241 in Orange county will also be evaluated. In order to minimize impacts along this constrained corridor, and to limit excessive costs, the project will explore a cross-section with reduced shoulders, buffers, and lane widths.

The existing SR-91 Express Lanes are generally two lanes in each direction and currently experience high demand. The eastbound 91 Express Lanes will inevitably reach a point when toll rates will no longer be effective in managing the growing demand expected in Riverside County. Furthermore, the current westbound 91 Express Lanes in Riverside County experience queues with high toll rates that are ineffective in managing traffic demand.

Benefits

The purpose of the project is to provide additional capacity to the Express Lanes on SR-91, in both directions within Riverside County, to reduce congestion and meet the increasing demand of the facility with effective toll rates.

Schedule and Cost

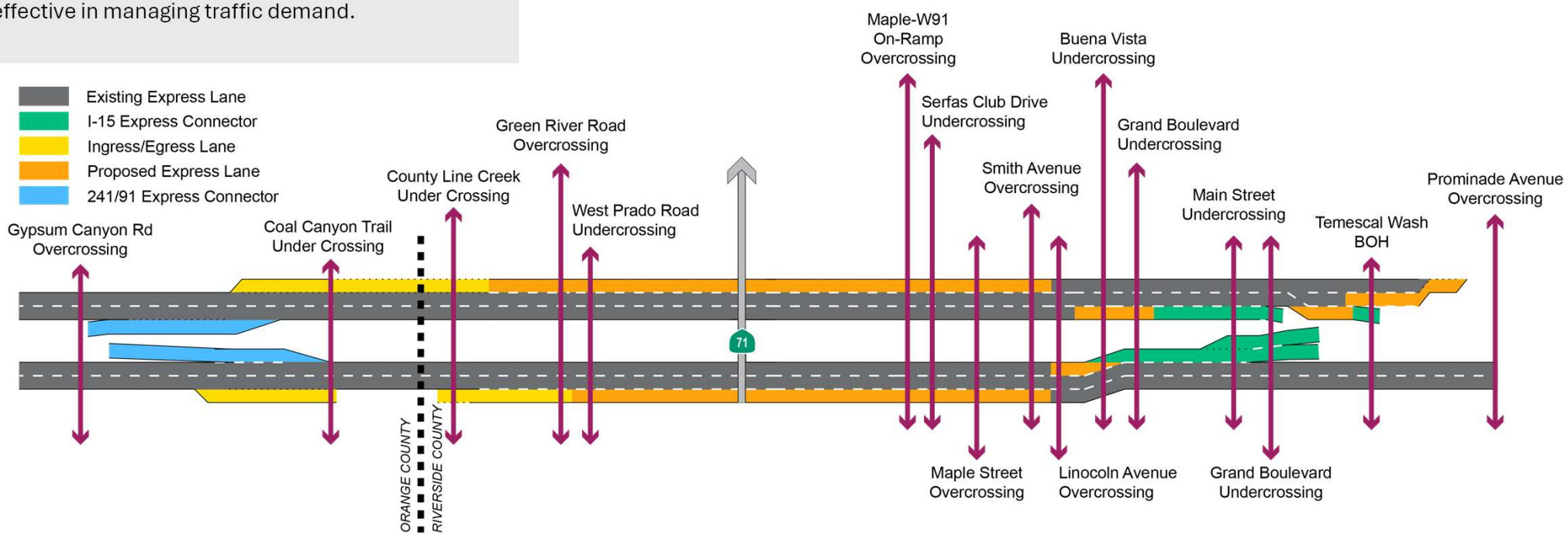
Anticipated project completion is to be determined. Project cost is estimated to be $250 million based on completion in 2035.This project may be partially funded by 91 Express Lanes surplus toll revenues.

Key Considerations

Adding a third express lane along this corridor would have impacts on other projects in this Plan. Close coordination is needed with the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project, 91 Westbound Improvements, and 15/91 Express Transit Connector.

Current Status

A feasibility study was recently completed.It is anticipated that a PSR-PDS will be initiated in 2026.



SR-91 Westbound Auxiliary Lane

Project Description

The project scope is to construct an auxiliary lane (less than one mile) on westbound SR-91 from Pierce Street onramp to McKinley Street off-ramp.

Schedule and Cost

The estimated cost of the concept is approximately $45 million and could be complete in 2033.

Current Status

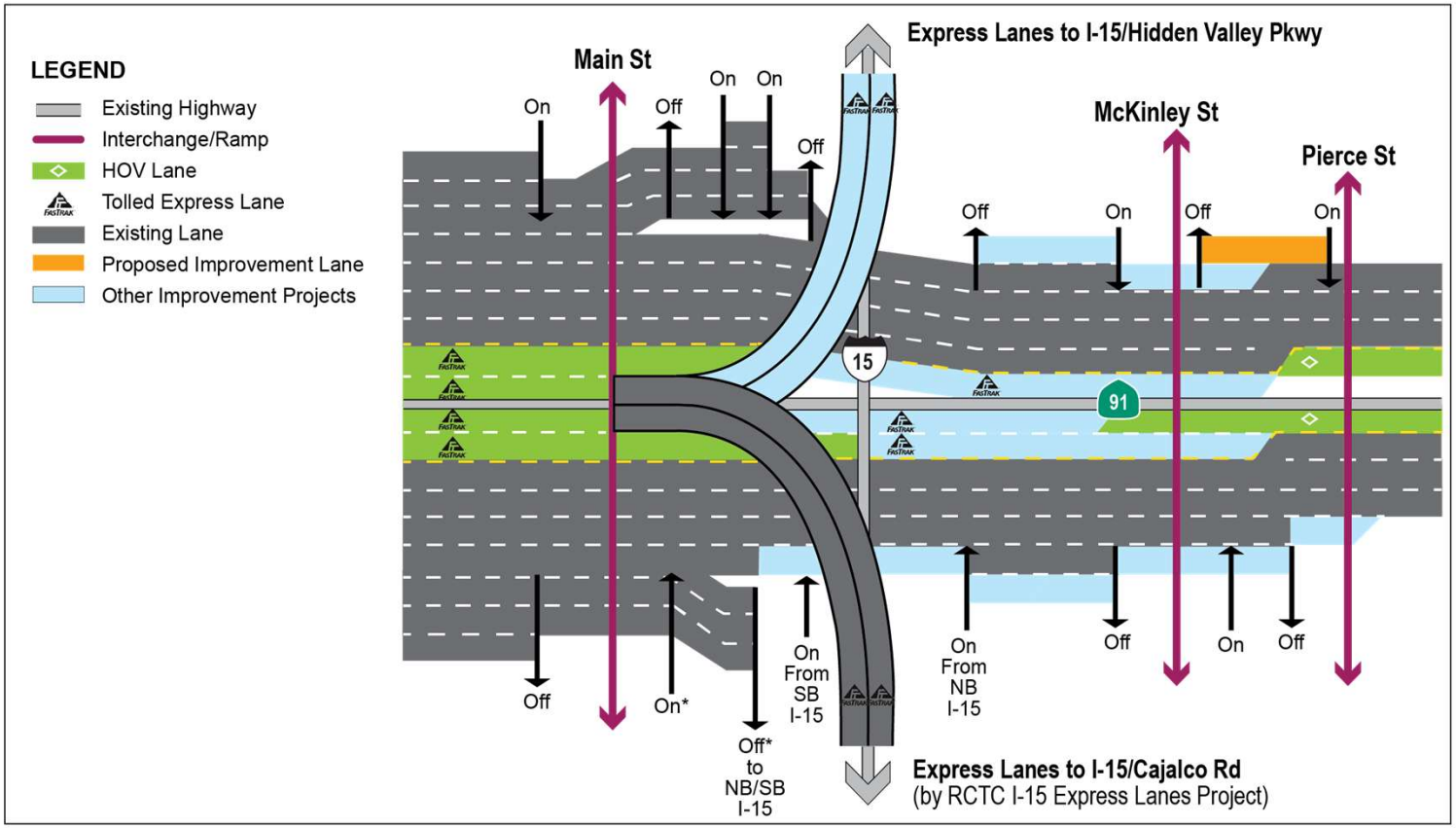
Caltrans has completed a Project Initiation Document.

Key Considerations

Project coordination with the 91 Improvements East of I-15 will be needed.

Benefits

Reduce weaving and merging conflicts to improve operational efficiency and traffic safety on this segment of westbound SR-91.



Bi-County Projects

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than $1 billion (in 2026 dollars, or as noted).

Bi-County Project Summary	Cost (Millions)
SR-241/SR-91 Tolled Express Connector	$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	$220
91 Westbound Improvements (SR-241 to SR-71)	$342
SUBTOTAL	**$1,086**

SR-241/SR-91 Tolled Express Connector

Project Description

The SR-241/SR-91 Tolled Express Connector will consist of a direct connector between the 241 Toll Road and 91 Express Lanes, carrying northbound 241 Toll Road traffic to the eastbound 91 Express Lanes and westbound 91 Express Lanes traffic to the southbound 241 Toll Road.

Key Considerations

The project is part of the planned build out of the Eastern Transportation Corridor as approved in 1994. The purpose of the project is to improve traffic operations on the Northbound 241 Toll Road and SR 91 Corridor by providing a new route choice, reducing weaving and merging that causes congestion, and ensuring free-flow speeds within the 91 Express Lanes. A key consideration is for the project to use dynamic pricing and progressive demand management tools to manage demand, while maximizing system performance and meeting performance metrics. The project will require widening of SR-91 to accommodate the direct connector and associated express auxiliary lanes in the median. The project's planned construction considers and aligns with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project. Coordination between TCA, OCTA, RCTC, and Caltrans continues to ensure operations and maintenance considerations are addressed prior to and during operations. Coordination will also continue with local agencies, including the city of Anaheim, to ensure consistency with existing transportation plans.

Schedule and Cost

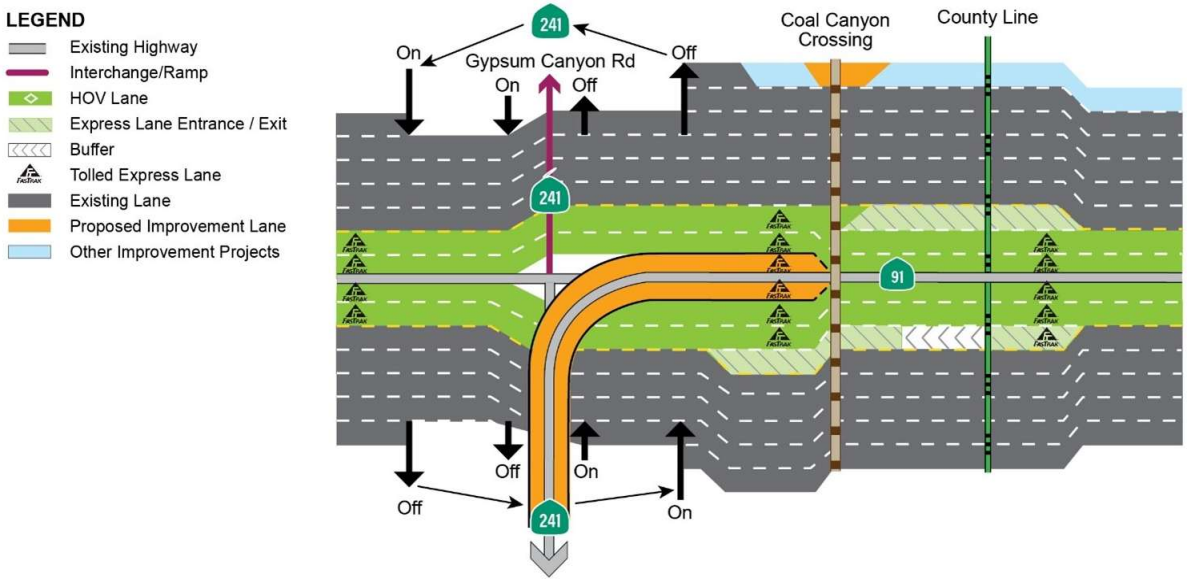
Final Design is expected to be completed in 2026. Construction is anticipated to last approximately 36 months beginning in 2026 with project opening in 2029. The interagency Master Agreement and Operating Agreement between TCA, Caltrans, RCTC, and OCTA have been approved and executed. TCA has received tolling authority approval from the California Transportation Commission (CTC). The total cost of the project will be approximately $524,000,000.

Benefits

The project will provide a direct connection between the 91 Express Lanes and the 241 Road. This new route choice will improve regional mobility and enhance traffic operations on the 91 and 241 corridors resulting in travel time savings depending on direction, day and time of travel. The project will also reduce carbon emissions, fuel consumption, and improve air quality.

Current Status

Caltrans approved the Project Report and Supplemental Environmental Document with Record of Decision in March 2020. The project is currently completing Final Design. In addition, OCTA, RCTC, Caltrans, and TCA have worked collaboratively to complete and execute the Master and Operating Agreements. TCA has completed the tolling authority process with the CTC.



91 Eastbound Corridor Operations Project (SR-241 to SR-71)

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The SR-91 Eastbound Corridor Operations Project between SR-241 and SR-71 (the subject project) is a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Third Express Lane.

Benefits

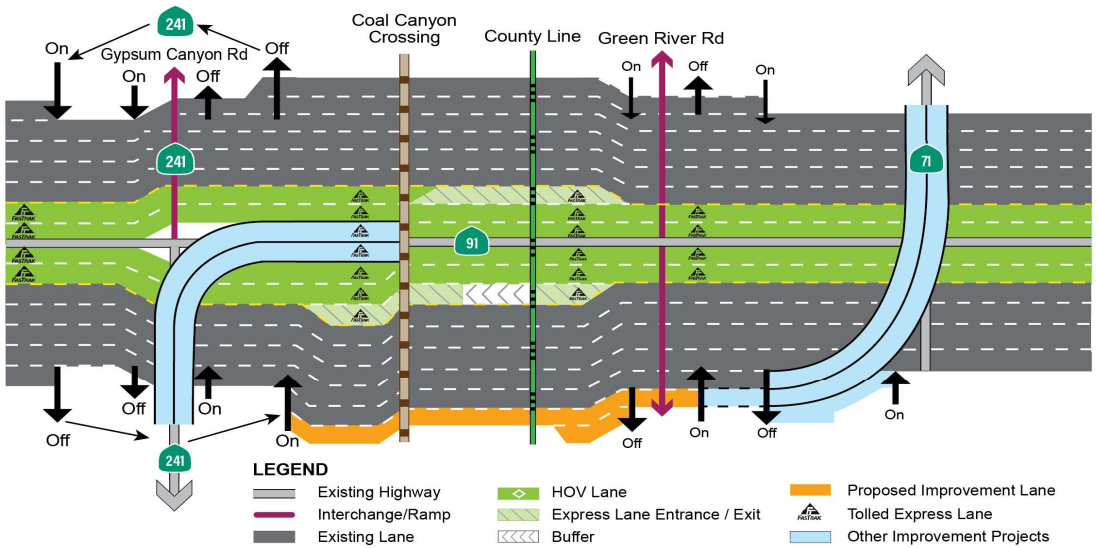
The 91 Eastbound Corridor Operations Project will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

With an estimated cost of $220,000,000, the project is anticipated to be completed by 2030. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status

The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023 and is expected to be completed in 2026 followed by initiation of the Progressive Design Build Phase 1 contract to complete preliminary design and project cost negotiations.



91 Westbound Improvements (SR-241 to SR-71)

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and improvements east of I-15. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. The 91 Westbound Improvements between SR-241 and SR-71 (the subject project) are a component of the SR-91 CIP that was not constructed with the Initial Phase.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Third Express Lane.

Benefits

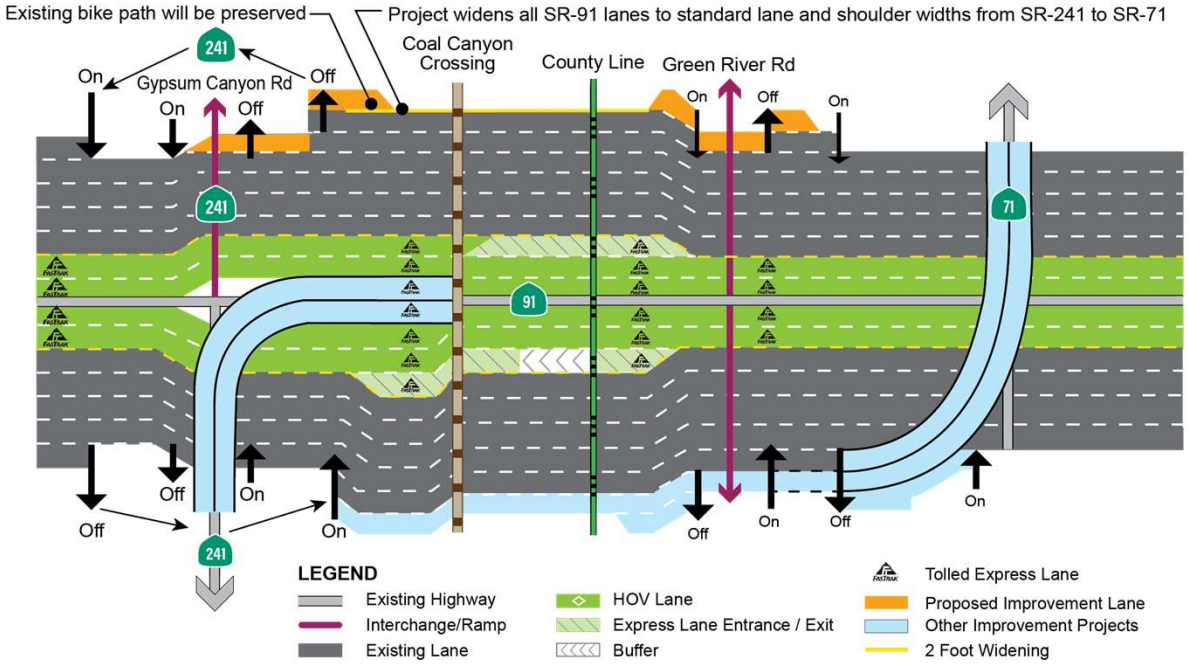
The 91 Westbound Improvements will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

Anticipated project completion is to be determined. Project cost is estimated at $342 million based on completion in 2035. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status

Preliminary engineering was recently revisited which included updates to project cost. The 91 Westbound improvements are included in the SR-91 CIP environmental document that was completed in 2012.



Post-2035 and Conceptual Projects

Concepts for potential Post-2035 implementation focus on longer-lead time projects. This multi-billion dollar program may include an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15 and Fairmont Boulevard Improvements. These concepts may involve environmental considerations and right-of-way needs and would require substantial planning, design, and ongoing policy and public engagement as they are further evaluated and refined.

Concept Summary	Cost (Millions)
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	$2,720
Fairmont Boulevard Improvements	$76.8
SUBTOTAL	**$2,797**

Elevated 4-Lane Facility from SR-241 to I-15 (MIS Corridor A)

Concept Description

The improvements primarily consist of constructing a new 4-lane elevated expressway near or within the Santa Ana Canyon with freeway-to-freeway connectors at SR-241 and I-15. The facility may include managed lanes and potential reversible operations.

Key Considerations

Choice of alignment will be key to determining net capacity increase. Extensive right-of-way (R/W) will be required to implement the improvements if the alignment is not in the SR-91 corridor. When median connector projects or HOV/HOT projects are constructed and this 4-lane elevated facility is proposed within the median of SR-91 through Corona, then extensive managed lane closures would be required during construction (thus temporarily reducing SR-91 capacity during construction).

An alternative could be studied for the median Corridor A viaduct along with reduced SR-91 geometric standards to minimize R/W impacts.

Also, direct connectors (such as for High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) at I-15/SR-91) to/from the median could be precluded by Maglev columns located within the same median area. Caltrans and Maglev highway R/W, maintenance, safety, and operations considerations would need to be analyzed if shared use with a Maglev facility were pursued. Additional mitigation costs may be required for improvements to SR-241 and SR-133 as a result of additional Corridor traffic volumes. With Corridor A as managed lanes, and the extension of 91 Express Lanes to I-15, this project concept may affect traffic distribution due to “parallel” tolled facilities.

Benefits

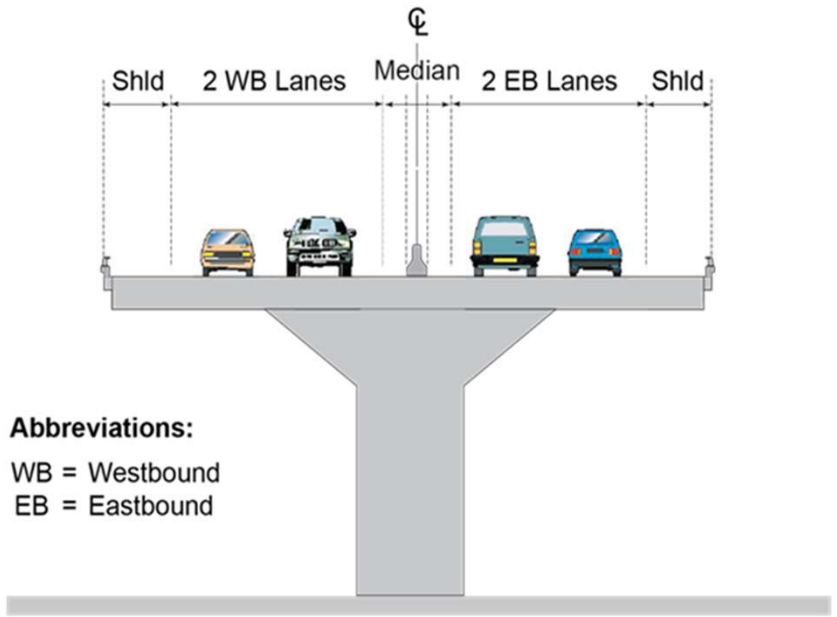
The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Schedule and Cost

This concept is identified in the Riverside County - Orange County Major Investment Study (MIS) as part of the Locally Preferred Strategy to improve mobility between Riverside County and Orange County. No project development work is planned at this time.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be $2,720,000,000 (2005 dollars).



Elevated 4-Lane Facility (MIS Corridor A) Cross-Section

Fairmont Boulevard Improvements

Concept Description

The project would provide a new interchange with SR-91 at Fairmont Boulevard. On and off ramps will connect Fairmont Boulevard from the north to eastbound (EB) and westbound (WB) SR-91. The proposed interchange does not include a vehicular Fairmont Boulevard connection to Santa Ana Canyon Road to the south. A pedestrian/bicycle connection is also proposed between La Palma Avenue and Santa Ana Canyon Road. This bridge and pathway will allow for direct Santa Ana River Trail access from both Anaheim south of SR-91 and from Yorba Linda.

Key Considerations

Interchange spacing and weaving issues (to SR-55) need to be evaluated. Widening of SR-91 may be needed to accommodate interchange ramps. Proximity of the Santa Ana River may require that the WB ramp junction be located north of the river. New connection requirements and interchange spacing needs to be considered. Ramp and bridge placement needs to take pedestrian/bicycle bridge into account or incorporate the pedestrian/bike path into the design beyond the vehicular access limits of the project.

Schedule and Cost

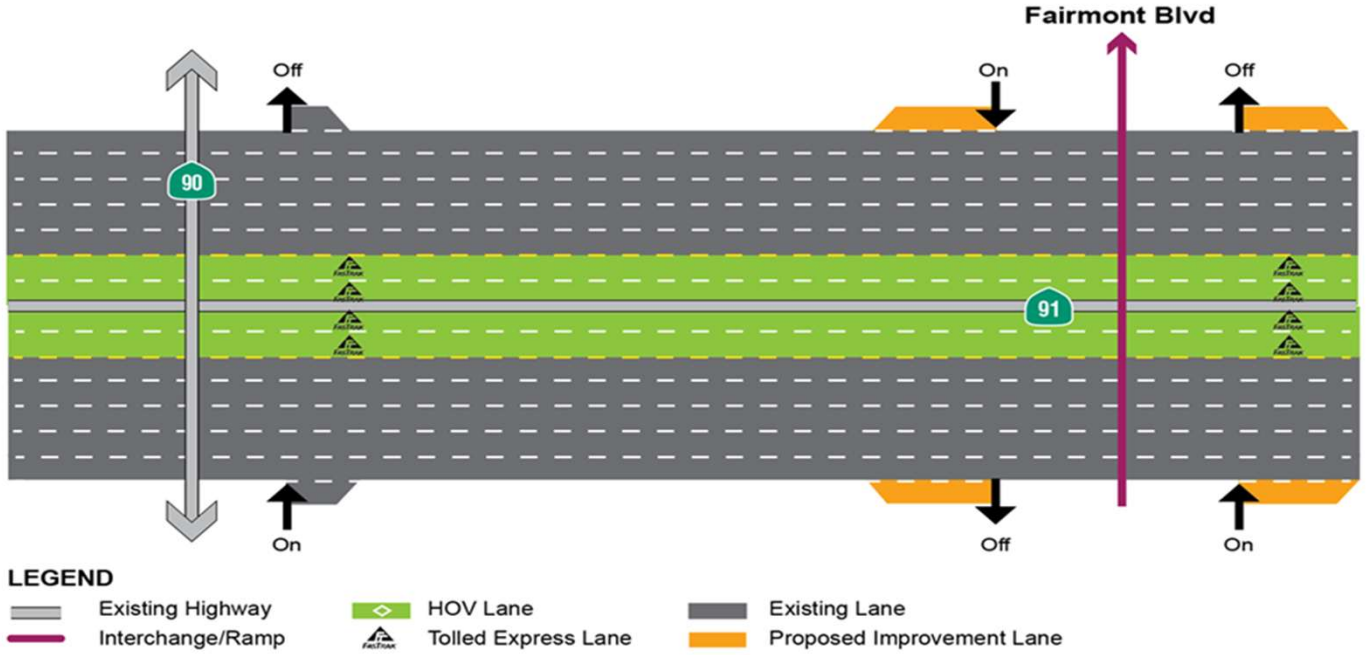
The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification. On July 24, 2017, OCTA staff along with a senior staff member of WSP presented the findings of a 91 Express Lanes intermediate access study. The study provided various alternatives, traffic modeling, and financial impacts of the additional access. At the conclusion of the discussion, the OCTA Board of Directors did not authorize additional analysis for the intermediate access.

Benefits

The interchange is expected to relieve congestion at Imperial Highway (SR-90), Lakeview Avenue, and Weir Canyon Road Interchanges. Preliminary traffic modeling shows a 10-15% decrease in volumes at Weir Canyon and SR-90 interchanges with the interchange alternative.

Current Status

Anticipated project completion is post 2035 and construction cost is estimated to be $76,800,000 (costs from 2009 Feasibility Study). R/W cost is undetermined. Cost excludes any potential impact to Santa Ana River.



Completed Projects

The following exhibits represent completed projects from previous Plans since 2006 and are intended to be used as a reference to illustrate the progress made since the inception of the Plan. Note: some projects listed in the Plan as completed (see Section 1, Project Accomplishments) are not included herein since there was no exhibit created or necessary for use with prior Plans (such as for restriping projects, various safety enhancements, minor operational improvements, etc.).

Project Improvements	Constructed
Green River Road Overcrossing Replacement	2009
North Main Street Corona Metrolink Station Parking Structure	2009
Eastbound Lane Addition from SR-241 to SR-71	2010
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction	2012
SR-91 WB Lane at Tustin Avenue	2016
Metrolink Service Improvements	2016
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements	2017
Express Bus Service	2019
La Sierra Metrolink Parking Improvements	2019
SR-91 Corridor Operations Project	2022
Anaheim Canyon Metrolink Station Improvements	2023
15/91 Express Lanes Connector	2023
Eastbound 91 Express Lane Extension	2023
Green River Road Bike Lane Gap Closure	2025
SR-71/SR-91 Interchange Improvements	2025

Green River Road Overcrossing Replacement

Project Description

Improvements primarily consist of replacing the existing Green River Road overcrossing with a new six-lane wide, 4 span overcrossing to accommodate future widening of SR-91. The interior spans will accommodate up to eight mainline lanes in each direction including two HOV lanes. The exterior spans can accommodate two lanes, either for Auxiliary lanes or collector distributor roads. Entrance and exit ramps will be realigned and widened to accommodate the new bridge, yet the interchange will retain its current configuration. New Signals will be installed at the ramp intersections. Ramp and bridge improvements will be constructed within the existing right of way.

Key Considerations

Design interface is required with the Eastbound Lane Addition from SR-241 to SR-71. SR-71/SR-91 Interchange Improvements, SR-91 Corridor Improvement Project, and SR-241/SR-91 HOV/HOT Connector.

Current Status

The project began construction in March 2007 and was completed in March 2009.

Benefits

The project will improve the level of service at ramp and local street intersections at the interchange. Improvements will reduce ramp queues that extend into the freeway's general-purpose lanes, thus contributing to congestion relief on SR-91.

Project Costs	$
Capital Cost	$21,000,000
Support Cost	$3,000,000
Right of Way Cost	$301,000
Total Project Cost	$24,301,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



GREEN RIVER BRIDGE CROSS-SECTION

North Main Street Corona Metrolink Station Parking Structure

Project Description

The project provides a six level parking structure with 1,065 parking stalls. The construction is within the existing North Main Street Metrolink station property in Corona.

Key Considerations

Proposed improvements were constructed within existing right of way. Currently there are 700 users of the facility, 200 more that were previously able to accommodate. Additionally, RCTC has opened up the lot to park and ride carpools and vanpools and has issued over 120 permits for carpoolers to use the expanded station. This shows an added benefit of supporting carpooling as well as transit to offset congestion on SR-91.

Benefits

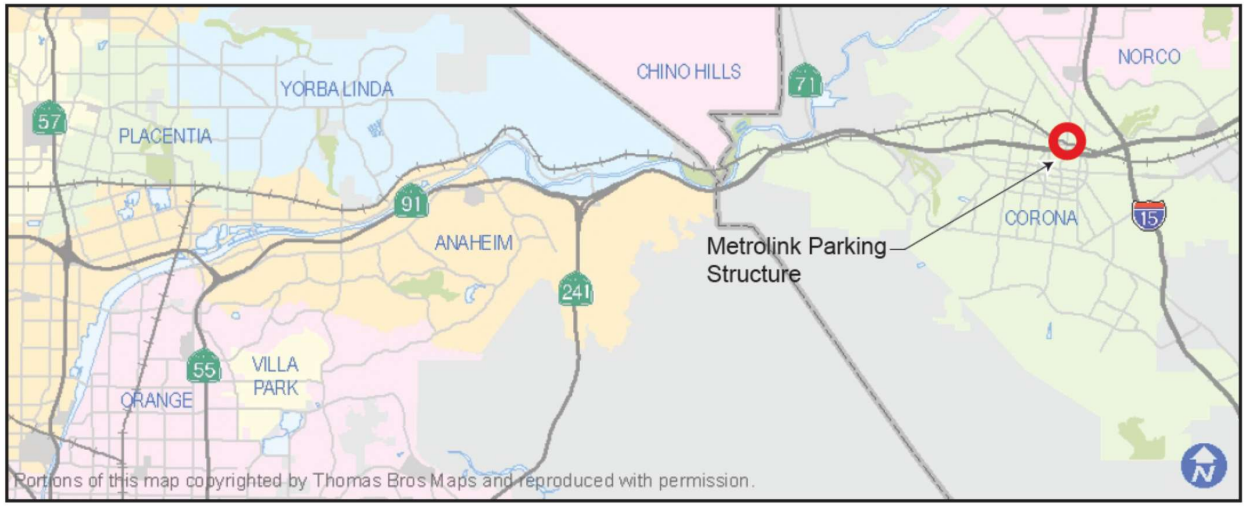
Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status

Construction was initiated in January 2008 and was completed in June 2009. The Project was funded with Federal Congestion Management and Air Quality (CMAQ) funds.

Project Costs	$
Capital Cost	$20,000,000
Support Cost	$5,000,000
Right of Way Cost	$0
Total Project Cost	$25,000,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Eastbound Lane Addition from SR-241 to SR-71

Project Description

The project will provide an additional eastbound (EB) lane from the SR-91/SR-241 interchange to the SR-71/SR-91 interchange and will widen all EB lanes and shoulders to standard widths.

Key Considerations

Coordination with the SR-91 Corridor Improvement Projects will be required. Staged construction would be required for all ramp reconstruction and freeway widening. Freeway operations would most likely be affected by this project, however, freeway lane closures are not anticipated. An EB concrete shoulder will be constructed with a 12-foot width to provide for future widening.

Benefits

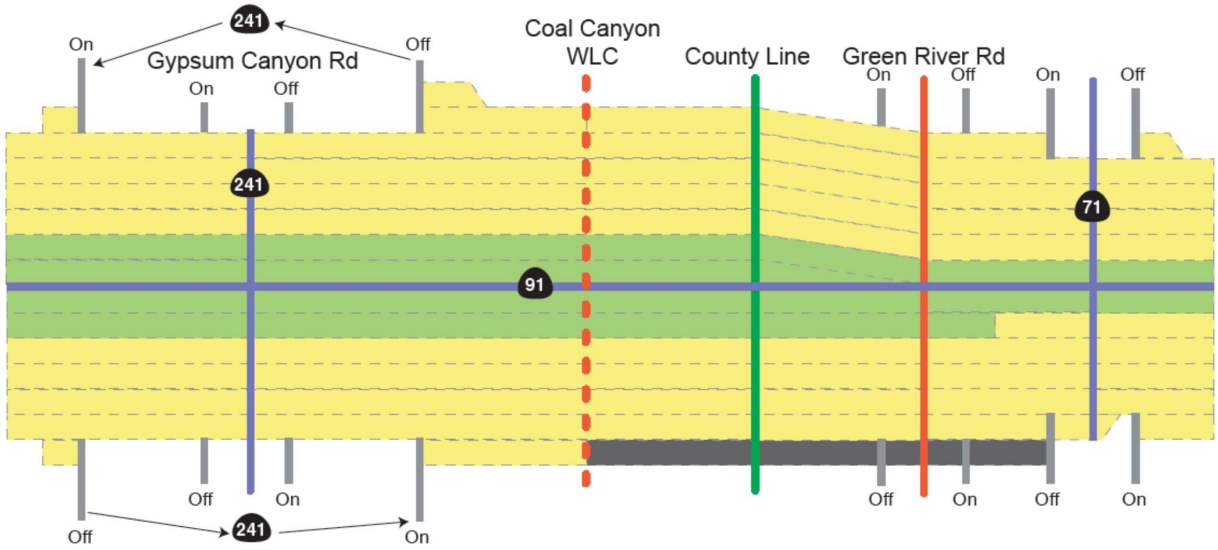
The lane addition would help alleviate the weaving condition betweenSR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

Current Status

Funding is from the American Recovery and Reinvestment Act (ARRA) with $71.44M approved, and the balance of project costs are from other sources. Construction began in late 2009 and was completed in September 2010.

Project Costs	$
Capital Cost	$41,000,000
Support Cost	$8,000,000
Right of Way Cost	$2,200,000
Total Project Cost	$51,200,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



SR-91 WB Lane at Tustin Avenue

Project Description

The project will add a westbound (WB) auxiliary lane on SR-91 beginning at the northbound (NB) SR-55 to WB SR-91 connector through the Tustin Avenue interchange. This project includes approximately 1.1 lane miles.

Key Considerations

Build alternative 3 was selected from the Project Study Report (PSR). On Westbound (WB) SR-91 Auxiliary Lane from the Northbound (NB) SR-55/WB SR-91 Connector to the Tustin Avenue Interchange and requires additional right-of-way. City of Anaheim utilities are within proximity of the proposed widening section. Widening of the Santa Ana River Bridge is required. Coordination with the City of Anaheim occurred for widening of Tustin Avenue and the WB SR-91 Off-Ramp that was completed early 2011.

Benefits

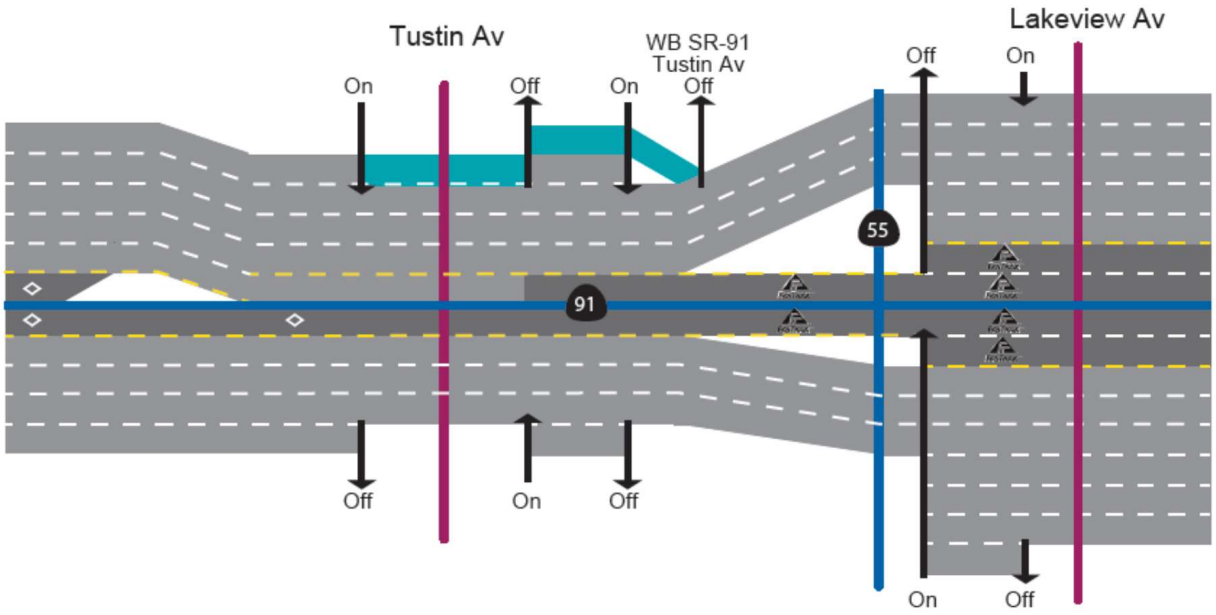
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB SR-91 off-ramp to Tustin Avenue.

Current Status

Preliminary engineering was completed and approved by Caltrans. The environmental phases was completed in November 2010, and design was completed mid-2013. Construction was initiated in February 2014. The project received $14M from the proposition 1B State-Local Partnership Program (SLPP), $14M from Measure M, with the balance from Regional Improvement Program (RIP) funds. Contract acceptance and open to traffic in May 2016.

Project Costs	$
Capital Cost	$22,218,000
Support Cost	$16,382,000
Right of Way Cost	$4,682,000
Total Project Cost	$43,282,000

Project Schedule	Status
Preliminary Engineering	Completed
Environmental	Completed
Design	Completed
Construction	Completed



Metrolink Service Improvements

Project Description

There are sixteen daily trains that run on the IEOC Line and nine trains running on the Los Angeles to Riverside portion of 91/Perris Valley (91/PV) Line for a total of 25 daily trains. The Long-term service improvements will include 24 IEOC trains by 2030.

The Perris Valley portion of the 91 Line extends Metrolink service southeast by 25 miles, from Riverside to Perris. The project is located within the right of way of the existing San Jacinto Branch Line through Riverside, Moreno Valley and Perris. Construction began in October 2013. Cost approximately $248 million, and the extension opened to the public in June 2016. The inaugural schedule (December 2015) includes nine trains through to Los Angeles and 12 between Perris and Riverside.

Key Considerations

Construction of the new Placentia Metrolink station will improve passenger access to the 91/PV Line, by creating a station between Fullerton and Corona. Improvements at the Anaheim Canyon station are designed to account for the future expansion of the IEOC rail service.

Benefits

Enables development of expanded Metrolink service, improved efficiency, and fosters train ridership growth in the region, which will contribute to congestion relief on SR-91.

Current Status

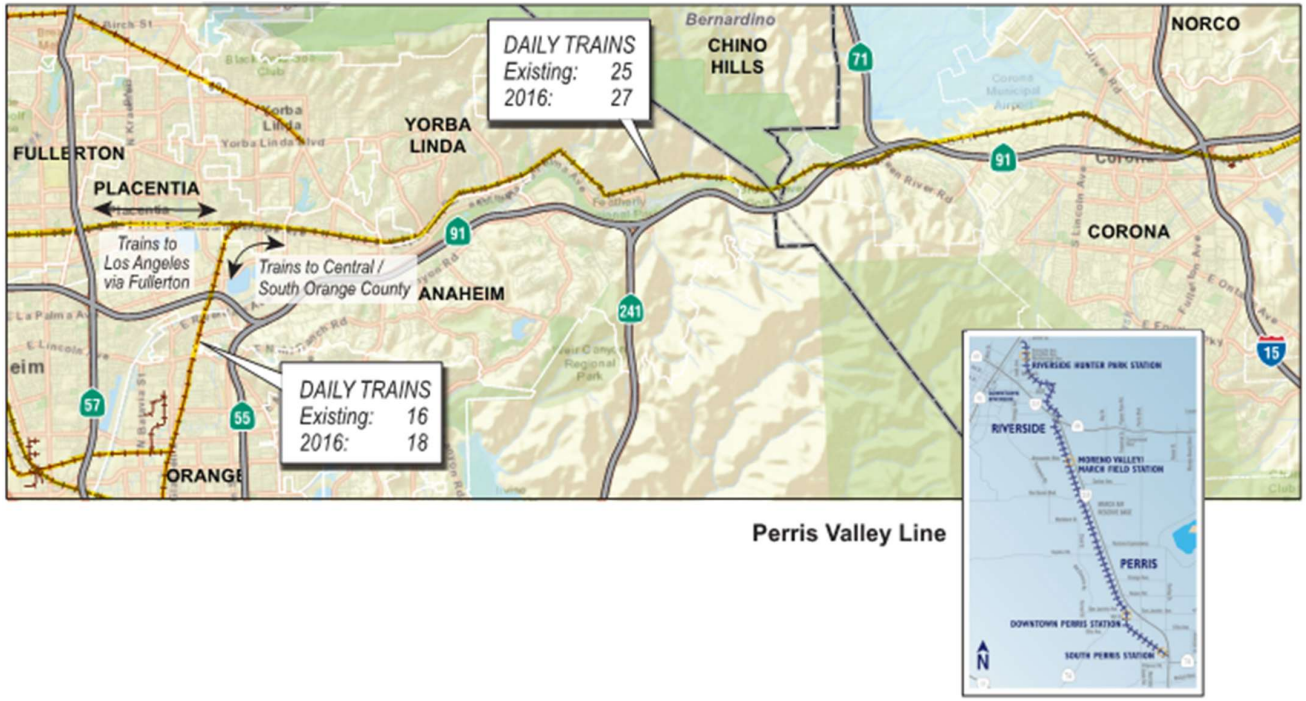
Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

Project Costs Estimates	$
IEOC Service Cost	$1,160,000
Perris Valley Line Cost	$248,000,000
Right of Way Cost	$249,160,000

Costs from OCTA and RCTC (in 2015 dollars)

Project Schedule

Completed 2016



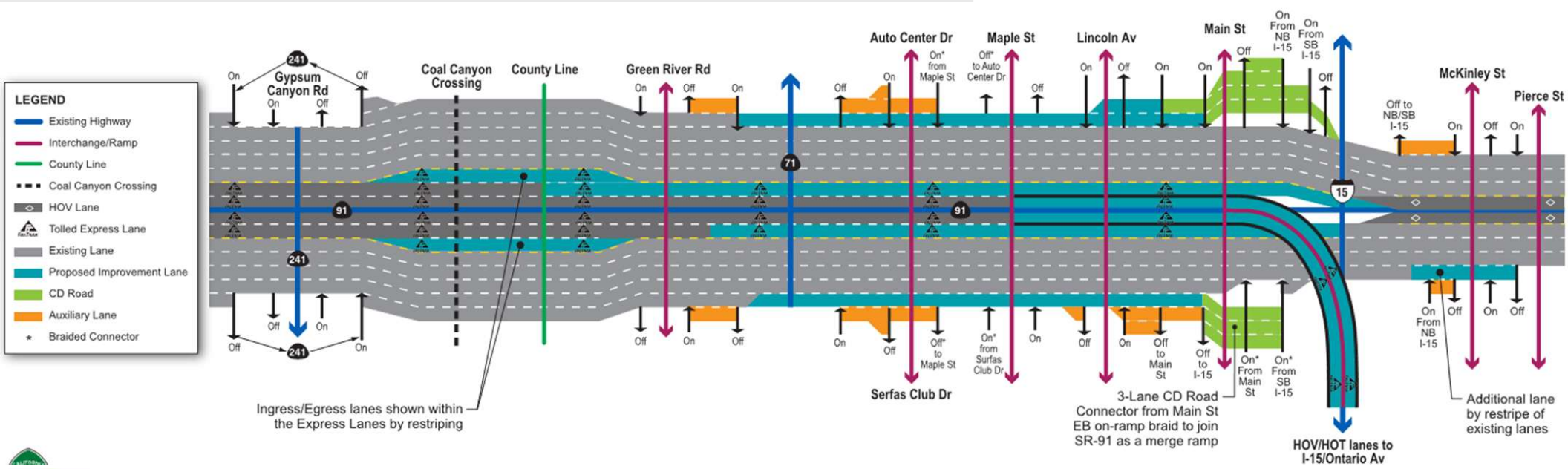
Perris Valley Line

Project Description

The approved Project Study Report (PSR) for the SR-91 Corridor Improvements Project (CIP), from SR-241 to Pierce Street, includes the addition of a 5th general purpose lane in each direction, the addition of auxiliary lanes at various locations, additional lanes at the SR-71/SR-91 interchange (Project #5), and collector-distributor (CD) lanes at the I-15/SR-91 interchange. Subsequently, the Riverside County Transportation Commission's (RCTC) 10 year Delivery Plan recommended the following addition to the PSR recommended improvements: the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of SR-91 (EB/WB)/I-15 (SB/NB) Express Lanes median direct connectors, and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road, and northerly to I-15/ Hidden Valley Parkway. An Express Lane ingress/egress lane is also planned near the county Line. Due to economic conditions, a Project Phasing Plan was developed to allow an Initial Phase with reduced improvements to move forward as scheduled, with the remaining ultimate improvements to be completed later. The following is a summary of the deferred ultimate improvements: I-15/SR-91 median North Direct Connector, and I-15 Express Lanes to Hidden Valley Parkway (Project #9): general purpose lanes to Express Lanes from I-15 to Pierce Street; and general purpose lanes from SR-241 to SR-71. The I-15 Express Lanes to be extended from Ontario Avenue to Cajalco Road are included in RCTC's I-15 Express Lane Project with an anticipated completion in 2020.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with a differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 Interchange, the SR-241/91 Express Connector, and RCTC's I-15 Express Lane Project.



(Continued)

Current Status

The environmental phase was completed in Fall 2012. A Design-Build contractor was selected in May 2013 and construction activities began in early 2014 for the Initial Phase. The project is anticipated to open to traffic in Spring 2017 with final project acceptance anticipated at the end of 2017.

Benefits

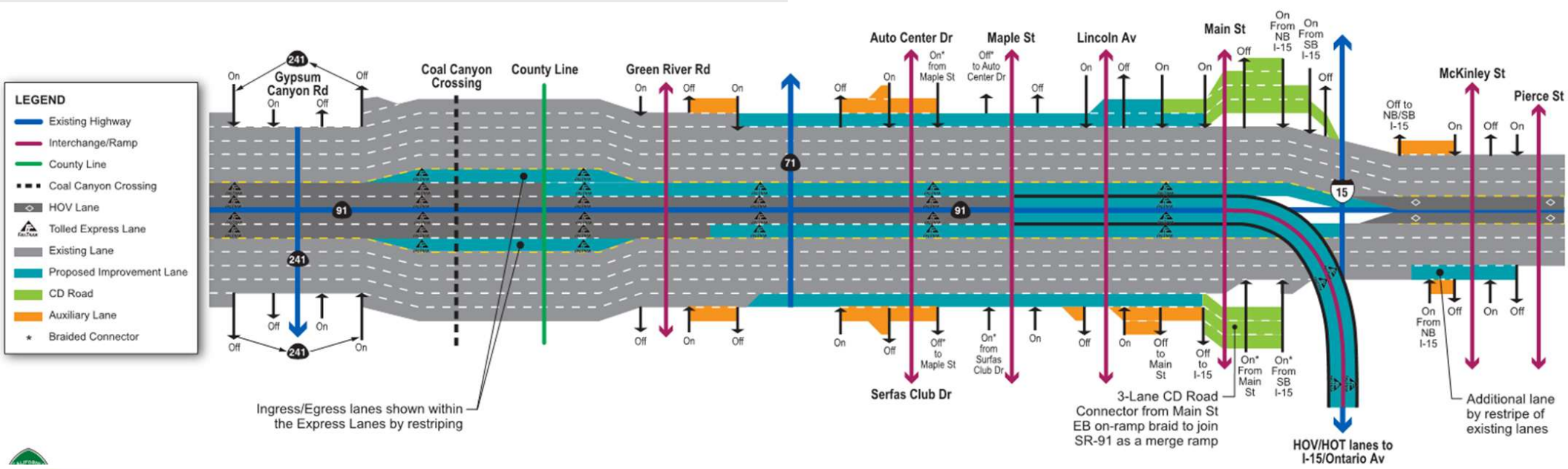
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing weaving conflicts along SR-91 and I-15 by the use of CD roads and auxiliary lanes. The project will provide motorists a choice to use Express Lanes for a fee in exchange for time savings.

Project Costs*	$
Capital Cost	$1,161,000,000
Support Cost	$246,000,000
Total Project Cost	$1,407,000,000

Project Schedule**	Status
Preliminary Engineering	Completed
Environmental	Completed
Design/Construction	2013-2017

* Cost obtained for Initial Phase is from RCTC (2014 dollars)

** Schedule for Initial Phase; subsequent Phase for Ultimate Project anticipated in 2035



Express Bus Service

Project Description

Orange County Transportation Authority (OCTA), working with the Riverside County Transportation Commission (RCTC) and the Riverside Transit Agency (RTA), operate Express Bus service between Riverside and Orange counties. Commuters lack direct transit connections to some Orange County employment centers not served by Metrolink. The Express Bus service provides this connection.

Existing Service

OCTA has operated Route 794 since 2006 from Riverside County to Hutton Centre and South Coast Metro (shown in orange above). On Route 794, OCTA removed trips to Corona in February 2018 based on low ridership. OCTA currently operates six morning westbound trips and five afternoon eastbound trips to/from the La Sierra Metrolink Station. Two new Express Bus routes were implemented by RTA in January 2018 between Riverside County and Orange County including RTA Route 200 (shown in blue above) from San Bernardino/Riverside to the Anaheim Resort. The route provides hourly service on weekdays and 90 to 120 minute service on weekends with a fleet of six buses. RTA Route 205 (shown in green above) from Lake Elsinore/Temecula/ Corona to the Village at Orange includes three AM and three PM roundtrips with 3 buses.

New Service

The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Key Considerations

Intercounty Express Bus service is effective between locations where transit travel times by Express Bus would be more competitive than Metrolink and connecting rail feeder buses.

Benefits

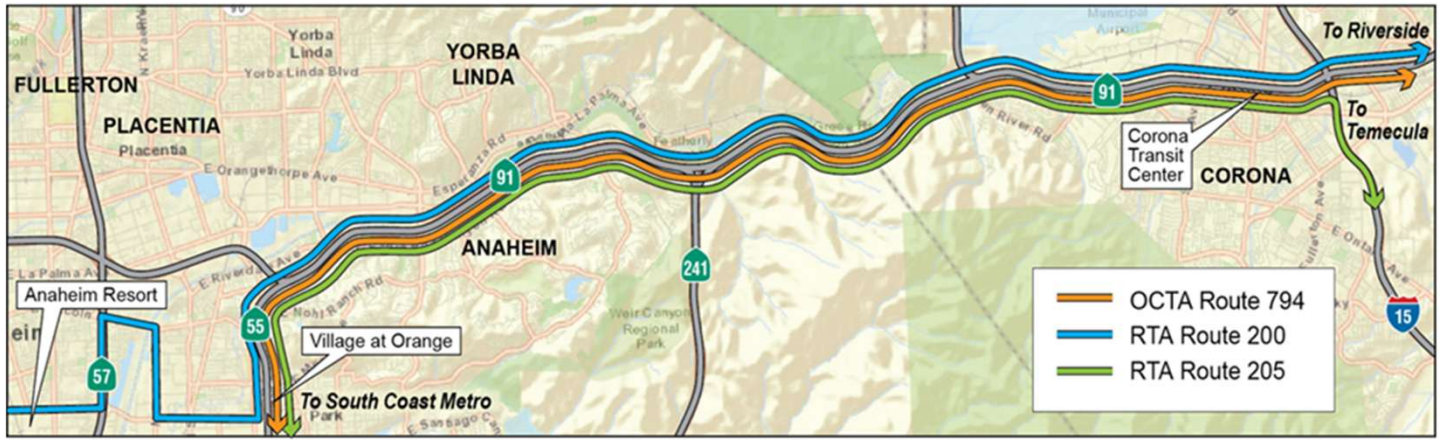
The Express Bus Routes have been fully implemented as of FY19 and there are no planned service additions. Changes to routes may be made in the future based on available funding and ridership demand.

Schedule and Cost

The Express Bus Routes have been fully implemented as of FY19. Ongoing operating costs average $4,892,000 per year and capital costs average $1,174,000 per year (2019 dollars). The annual capital cost was increased in 2019 to reflect the future cost of complying with the new Innovative Clean Transit regulation.

Current Status

Since completion of the 91 Express Lanes, RTA more than doubled its Express Bus service on SR-91. Currently, OCTA operates 11 bus trips per day on SR-91. RTA now operates 47 trips on weekdays (up from 18 trips that Route 216 provided weekdays) and 18 trips on weekends (up from 8 trips provided by Route 216) on SR-91 Express Lanes. Service hours for this expansion is an extra 21,445 hours per year and is being served by five new coaches added to the RTA fleet.



La Sierra Metrolink Parking Improvements

Project Description

There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center, as well as other potential bus routes for the future.

Schedule and Cost

Construction was completed in February 2019. The project cost is estimated to be $6,260,000.

Current Status

Construction and project implementation has begun.

Benefits

The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking. RTA express service, commuter rail, and vanpool.



SR-91 Corridor Operations Project

Project Description

The Riverside County portion of the 91 Express Lanes began operation in March 2017. Throughout the first year of operation, RCTC made minor operational improvements to improve the SR-91 corridor travel between State Route 241 (SR-241) and McKinley Street. In November 2018, RCTC implemented additional striping and signage improvements to westbound SR-91 at the McKinley entrance to the 91 Express Lanes as well as the County Line access location to further enhance efficiency along the westbound SR-91 corridor between McKinley Street and SR-241. In December 2018, the RCTC Commission authorized its staff to proceed with a project to construct an additional westbound lane along SR-91 between Green River Road and SR-241 (the subject of this project). This new project is now known as the SR-91 Corridor Operations Project (91 COP).

Key Considerations

The goal of this project is to implement a substantial operational improvement that is cost effective and timely to address the peak period bottleneck conditions along westbound SR-91 near the County Line. Key considerations include reducing impacts to adjacent land and local streets using retaining walls and minimizing throw-away costs with future projects. Specifically, the project improvements need to be coordinated with the SR-241/SR-91 Tolled Express Connector and the SR-91 Sixth GP Lane Addition projects.

Benefits

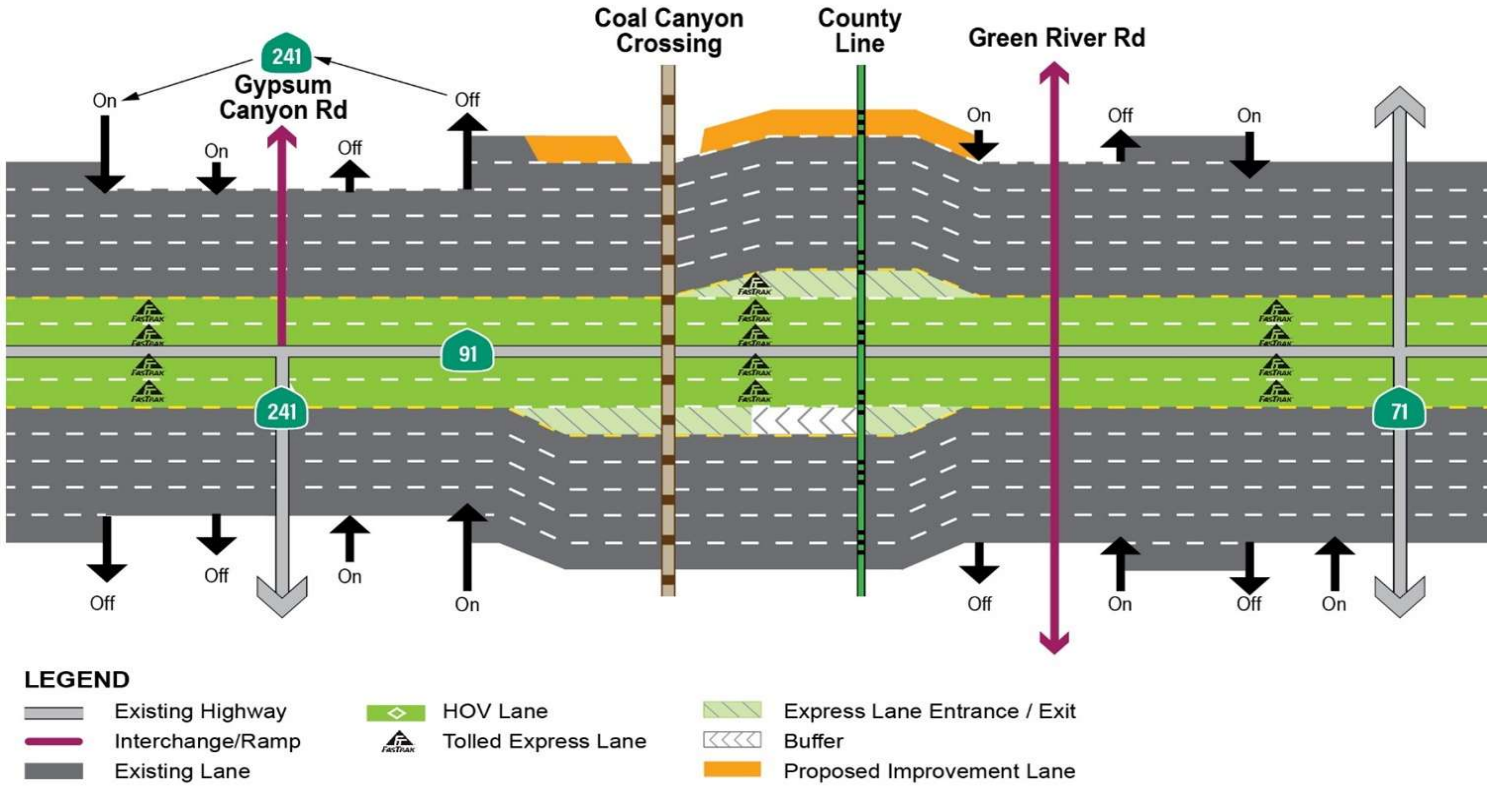
The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Schedule and Cost

Construction is planned for completion in 2022. The total project cost is estimated to be $38,000,000.

Current Status

This project is within the footprint of the SR-91 Sixth GP Lane Addition project that was an element of the SR-91 CIP environmental document approved in 2012. An environmental revalidation for the 91 COP was completed in Spring 2020. Construction began in November 2020.



Anaheim Canyon Metrolink Station Improvements

Project Description

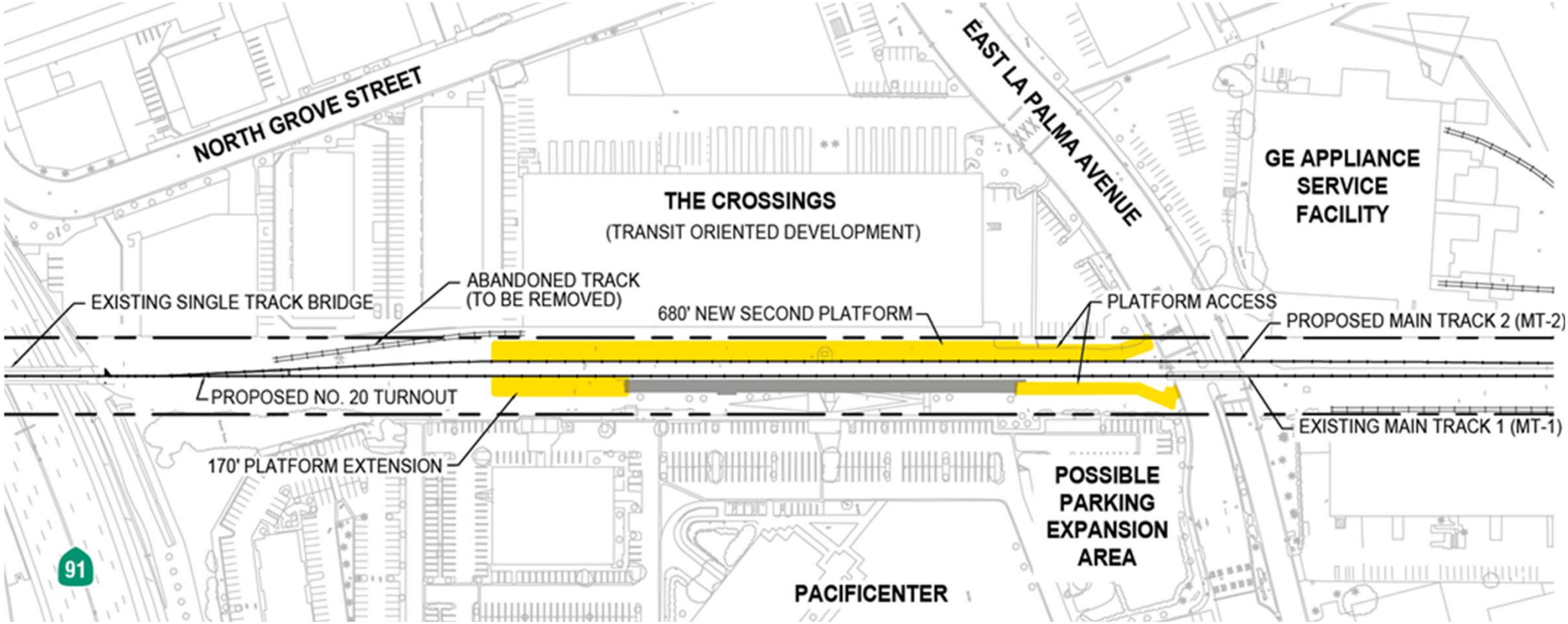
The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures, benches, and ticket vending machines. These project improvements will accommodate planned future train service and will enhance on time service and safety.

Schedule and Cost

The plans were completed, and the project was advertised for bid in October 2020. Construction began in May 2021 and is anticipated to be completed in November 2022. The total project cost is estimated to be $34.2 million.

Benefits

The project will enable future Metrolink service expansion, improve train service efficiency, and foster train ridership growth in the region, which will contribute to congestion relief on SR-91.



15/91 Express Lanes Connector

Project Description

The Project Approval and Environmental Document (PA/ED) for the SR-91 Corridor Improvement Project (CIP), from SR-241 to Pierce Street, included the addition of a 5th lane in each direction, the addition of auxiliary lanes at various locations, the addition of collector-distributor lanes at the I-15/SR-91 interchange, the extension of the 91 Express Lanes from the Orange County line to I-15, the construction of a SR-91 Express Lanes median direct connector to and from I-15 South, a SR-91 Express Lanes median direct connector to and from I-15 North (15/91 Express Lanes Connector, the subject project), and the construction of one Express Lane in each direction from the I-15/SR-91 interchange southerly to I-15/Cajalco Road (completed as part of RCTC I-15 Express Lanes Project), and easterly to east of McKinley Street. Due to funding constraints, a Project Phasing Plan was developed to allow an Initial Phase, with reduced improvements, to move forward as scheduled, with the remaining ultimate improvements to be completed later. Subsequently, the proposed 15/91 Express Lanes Connector improvements (the subject of this project) have been pulled out from the CIP as a standalone project.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the Eastbound 91 Express Lane Extension.

Benefits

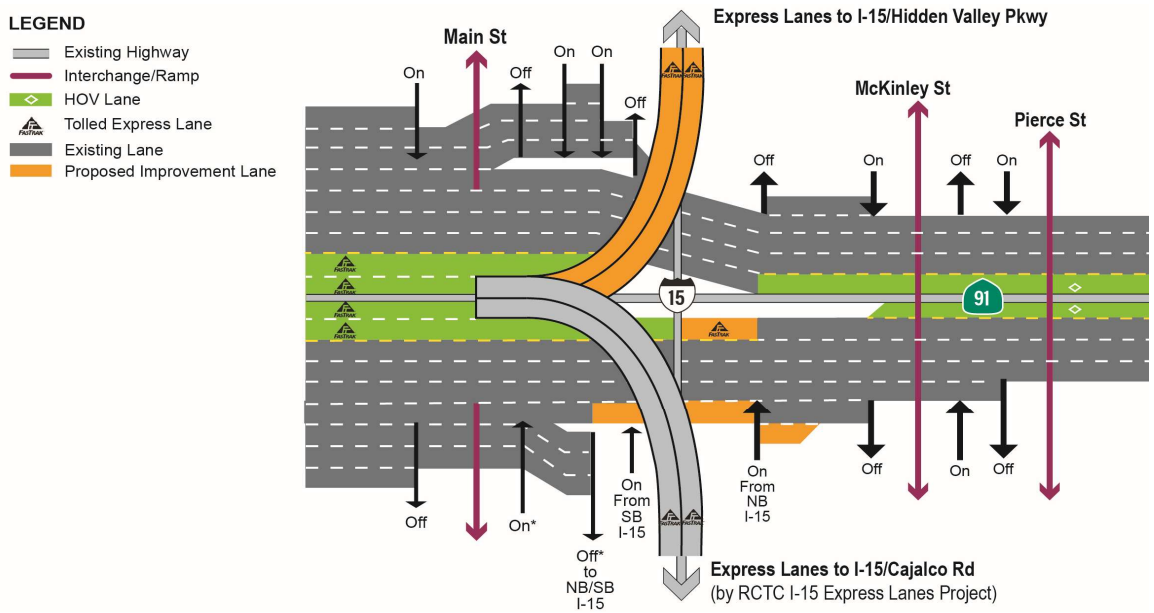
The 15/91 Express Lanes Connector project will reduce congestion and operational delays by providing direct median-to-median access between the SR-91 Express Lanes and I-15 Express Lanes. Traffic operations will improve by eliminating weaving conflicts and out-of-direction travel along SR-91 and I-15 by the use of the direct connectors. The project will provide motorists a choice to use the 15/91 Express Lanes Connector for a fee in exchange for time savings.

Schedule and Cost

Construction is planned to be completed in late 2023. The total project cost is estimated to be $270,000,000.

Current Status

The 15/91 Express Lanes Connector is currently discussed in the environmental document for the SR-91 CIP that was completed in 2012. An environmental revalidation was completed in 2019. A Design-Build contract was awarded in Spring 2020 and the project is currently under construction.



Eastbound 91 Express Lane Extension

Project Description

The Eastbound 91 Express Lane Extension is a new project that was initiated in 2022. The scope of the project is to extend a second eastbound toll express lane from the exit to the express lane connectors (just east of the Main Street Undercrossing) to the beginning of the SR-91 HOV lane just east of Promenade Avenue Overcrossing.

Benefits

The Eastbound 91 Express Lane Extension will reduce congestion and improve operations in the express lanes and general-purpose lanes by providing a gap closure lane between the existing express lanes and HOV lane reducing merging and weaving on eastbound 91 within the existing bottleneck of the I-15 interchange area.

Schedule and Cost

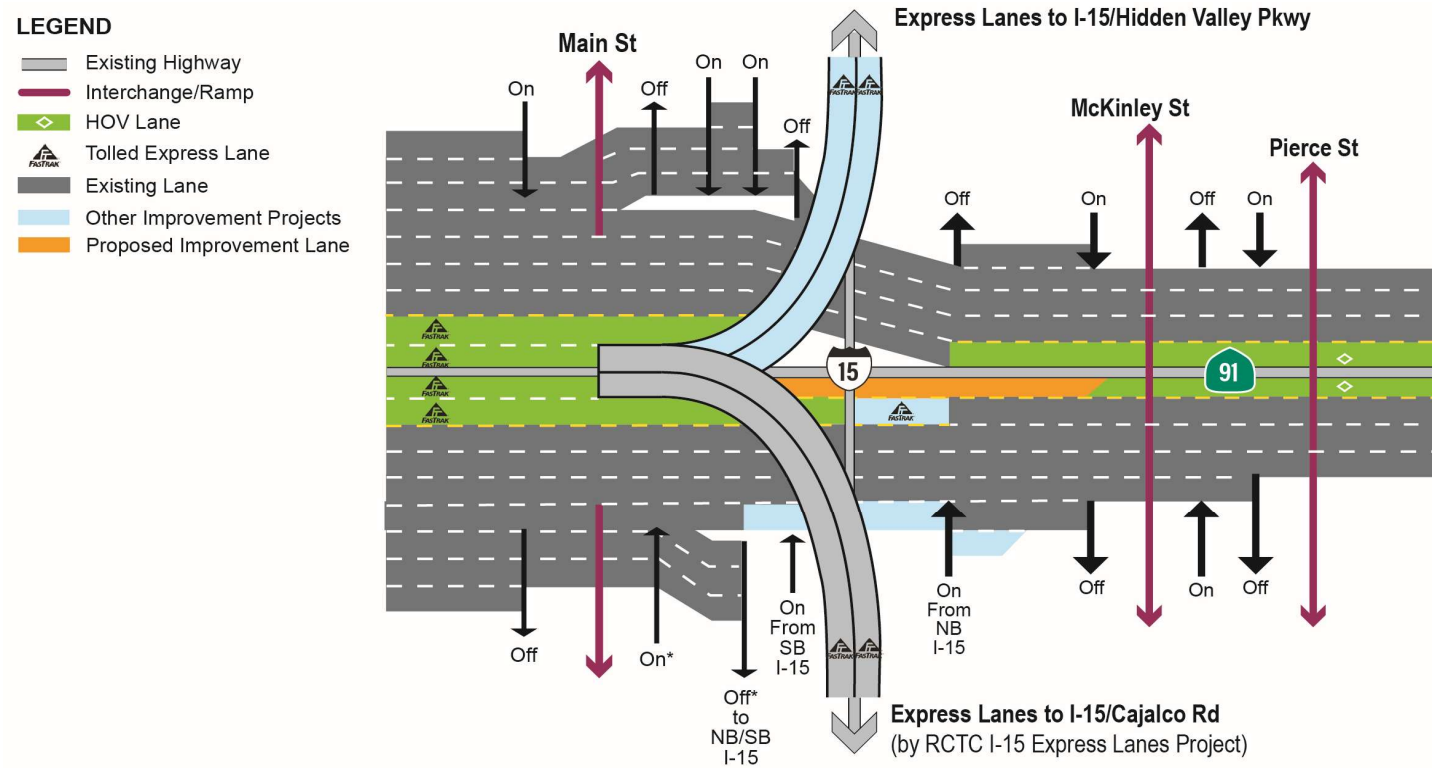
Construction is planned to be completed in late 2023. The total project cost is estimated to be $10,000,000.

Current Status

The Project Approval and Environmental Document (PA/ED) phase is currently underway.

Key Considerations

Coordination among many of the SR-91 freeway projects that overlap the project limits is critical to successfully delivering these projects on schedule and within budget. Designing to accommodate future projects is a recurring theme for each of these projects. Minimizing conflicts in scope between projects requires direct coordination between each project team. Additionally, future projects frequently have multiple alternatives under study, each with differing scope and construction footprints. Specifically, the project improvements need to continue to be coordinated with the SR-71/SR-91 interchange, the SR-241/SR-91 Tolled Express Connector, and the 15/91 Express Lanes Connector.



Green River Road Bike Lane Gap Closure

Project Description

The project consists of adding bike lanes along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Key Considerations

The project proposes to restripe the existing roadway to provide bike lanes in both directions along Green River Road between the Eastbound SR-91 Ramp intersection and Crestridge Drive intersection.

Benefits

The project will provide bike lane connectivity between the existing Green River Road bike lanes to the east and the Santa Ana River Trail to the west, closing the existing bike lane gap along Green River Road. These lanes will provide regional bike lane connectivity until the Santa Ana River Trail is completed.

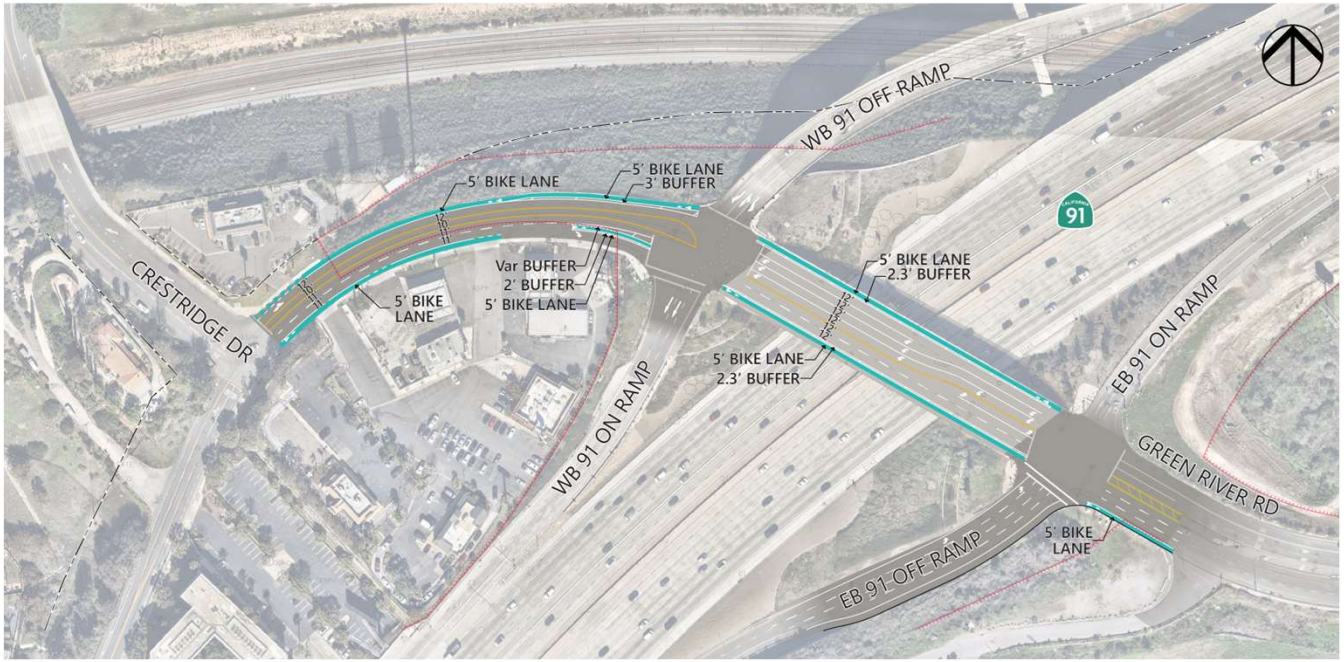
Schedule and Cost

Bids are anticipated in May 2025 with award expected in July.

Cost is estimated to be $14,000.

Current Status

This work is part of a citywide pavement project. The Green River area will be prioritized and is expected to be completed by late 2025.





SR-71/SR-91 Interchange Improvements

Project Description

The current project includes a new two-lane direct connector from eastbound (EB) SR-91 to northbound (NB) SR-71 and realignment of the existing Green River Road SR-91 EB on-ramp to provide connection to NB SR-71 and EB SR-91.

Key Considerations

Project improvements must be coordinated with the following projects: the SR-91 Eastbound Corridor Operations Project and the SR-241/SR-91 Tolled Express Connector. Close coordination with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will also be required as the connector crosses the Santa Ana River west of the Prado Dam.

Benefits

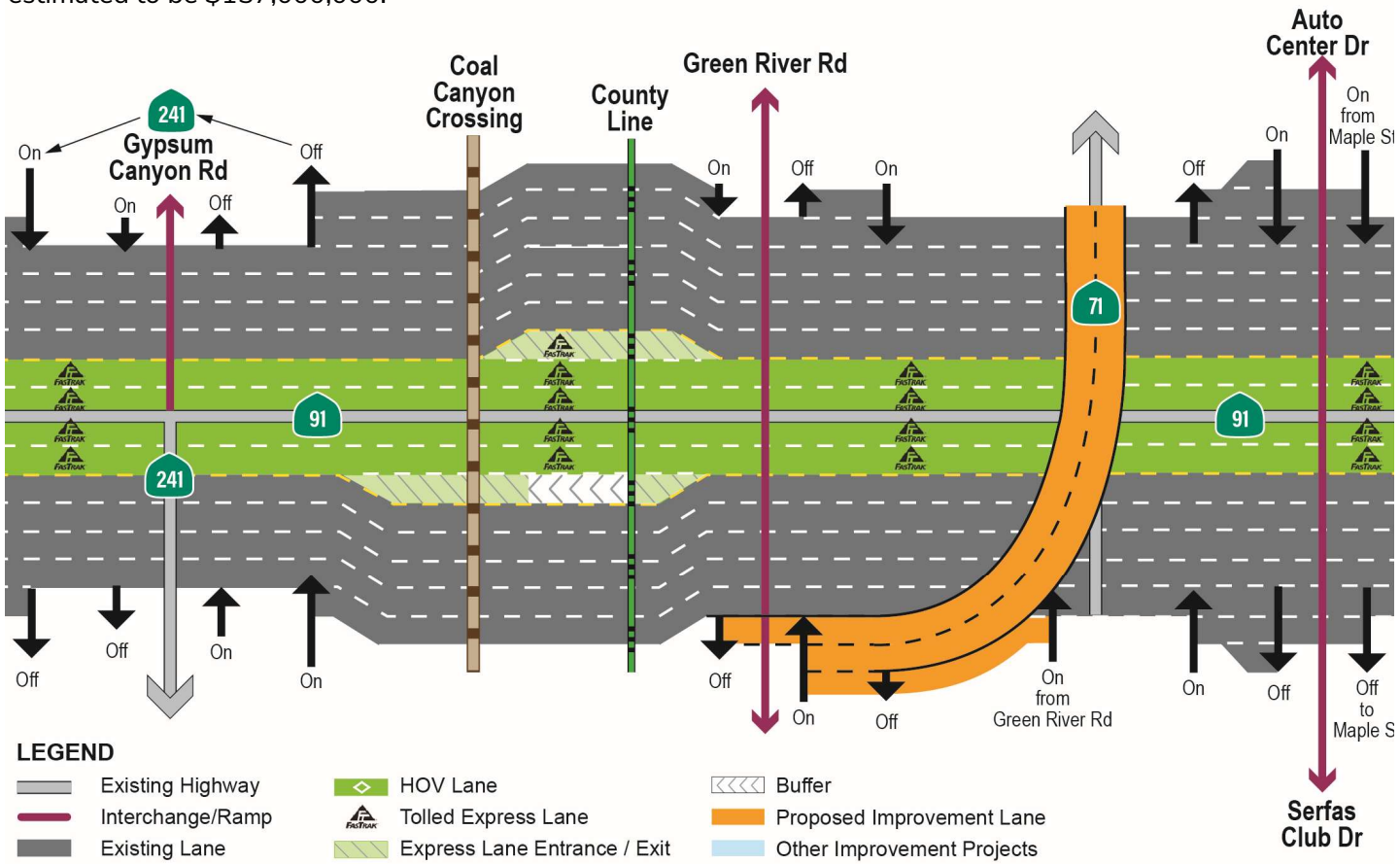
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use of auxiliary lanes.

Schedule and Cost

Construction is planned for completion in late 2025. Construction cost is estimated to be $137,000,000.

Current Status

The environmental phase was completed in 2011 and final design in 2015. An environmental revalidation and update to the final design was completed in 2022. The project started construction in January 2023.



Appendix C - References

The following documents and resources were used in the development of the Plan. Data was provided by OCTA, RCTC, Caltrans Districts 8 and 12, Transportation Corridor Agencies (TCA), other agencies, and online resources.
Measure M Next 10 Delivery Plan (Next 10 Plan), November 2024
Riverside Transit Agency, Ten-Year Transit Network Plan, January 22, 2015
PSR-PDS on Route 91 Between SR-57 and SR-55, October 2014
PS&E for "Westbound State Route 91 Auxiliary Lane from the NB SR-55/WB SR-91 Connector to the Tustin Avenue Interchange", 2014
PS&E for Initial SR-91 CIP Project, 2014
California Transportation Commission, Corridor Mobility Improvement Account (CMIA), Amended December 2012
M2020 Plan (Measure M), September 2012
PSR-PDS for SR-241/SR-91 Tolled Express Connector, January 2012
Project Report and Environmental Document (EIR/EIS) for SR-91 CIP from SR-241 to Pierce Street Project, October 2012
PS&E "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2011
Corridor System Management Plan (CSMP) Orange County SR-91 Corridor Final Report, August 2010
Project Study Report/Project Report "Right of Way Relinquishment on Westbound State Route 91 Between Weir Canyon Road and Coal Canyon", May 2010
SR-91/Fairmont Boulevard Feasibility Study, December 2009
Feasibility Evaluation Report for Irvine-Corona Expressway Tunnels, December 2009
Plans, Specifications and Estimates (PS&E) for Eastbound SR-91 lane addition from SR-241 to SR-71, May 2009
PSR "On State Route 91 Between the SR-91/SR-55 Interchange and the SR-91/SR-241 Interchange in Orange County", April 2009
91 Express Lanes Extension and State Route 241 Connector Feasibility Study, March 2009
PSR/PR "On Gypsum Canyon Road Between the Gypsum Canyon Road/SR-91 Westbound Off-Ramp (PM 16.4) and the Gypsum Canyon Road/SR-91 Eastbound Direct On-Ramp (PM 16.4)", June 2008
Orange County Transportation Authority Renewed Measure M Transportation Investment Plan, November 2006
Riverside County-Orange County Major Investment Study (MIS) – Final Project Report: Locally Preferred Strategy Report, January 2006
Route Concept Reports for SR-91, Caltrans Districts 8 and 12
Various Preliminary Drawings and Cross Sections, Caltrans Districts 8 and 12

AGENDA ITEM 7H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Reporting of Contract Change Orders for Construction Contracts

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three-month period ending March 31, 2026.

BACKGROUND INFORMATION:

During the past quarter, January through March 2026, the Commission has had the following projects with open construction contracts:

1. SR-71 / SR-91 Interchange
2. SR-60 Truck Lanes
3. I-15 SMART Freeways
4. Perris-South Metrolink Station Expansion
5. Mid-County Parkway / Ramona Express Construction Contract 3
6. SR-60 / Potrero Boulevard Interchange – Phase II

DISCUSSION:

At the direction of the Executive Committee in its March 2021 meeting, a quarterly report will be filed listing the construction contract change orders issued during the previous quarter. The following table summarizes the Contract Change Orders issued in the first quarter of 2026, which is the third quarter of Fiscal Year 2025/26.

Contractor Change Orders executed in the 1st Quarter of CY 2026			
Project	**CCO No.**	**Description**	**Amount**
SR-71 / SR-91 Interchange	CCO 34	Bearing Pad Modifications and others (Minor Structure Modifications)	26,614.00
	CCO 37	Drainage System 43 Modification	190,875.00
	CCO 47-S1	Connector Widening DSC - Shoring	86,091.00
	CCO 48	Green River Properties P-Lot Restoration	4,249.00
	CCO 52	BNSF Fence Chain Link Fence (Type 7, Mod)	78,158.00
	CCO 53	Deductions for Express Lane Closure Charges	(426,960.00)
	CCO 54	Elimination of Median Pavement Removals - VECP	(151,015.63)
	CCO 56	EB 91 Shoulder Repairs	106,146.00
	CCO 57	Connector Barrier Replacement	66,083.00
	CCO 58	Prado Road Curb Modification	73,243.00
	CCO 60	Crash Cushion Repair (Accident) - SR71 SB (11/01/25)	33,104.00
	CCO 61	DS #45 Modifications	68,710.00
	CCO 62	SR-71 SB Rock Slope Changes and existing MVP Removal	64,435.00
	CCO 63	Oil Index Adjustment	(137,346.00)
	CCO 65	WB-91 to NB-71 Connector Restriping Design	59,709.00
SR-60 Truck Lanes	CCO 104	Polyurethane Soil Injection and Drainage Repair	219,713.23
	CCO 105	Final Bid Items and Change Orders Reconciliations	(1,545,409.72)
I-15 SMART Freeways	CCO-003-S2	Traffic Control Devices & Maintenance	$65,000.00
	CCO-005 S2	Electrical, Utilities and Irrigation	$94,000.00
	CCO-020	Irrigation & Landscaping	$179,200.00
	CCO-021	Cable Railing at TIRTIL Location 1	$21,533.00
Perris-South Metrolink Station Expansion		None	
Mid-County Parkway / Ramona Expressway Construction Contract 3		None	
SR-60 / Potrero Blvd. Interchange - Phase II		None	

FISCAL IMPACT:

The Contract Change Orders were executed using available contingency authorized with the construction contract for each project.

AGENDA ITEM 7I

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Mina Kim, Planning and Programming Manager Jillian Guizado, Planning and Programming Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Years 2026/27 – 2030/31 Measure A Five-year Capital Improvement Plans for the Local Streets and Roads Program

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the Fiscal Years (FYs) 2026/27 – 2030/31 Measure A Five-year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies; and
2) Authorize the Executive Director or designee to approve minor amendments to CIPs at the request of participating agencies.

BACKGROUND INFORMATION:

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

The 2009 Measure A Ordinance No. 02-001 (Ordinance) provides cities and the County of Riverside funding for street maintenance and operations, street repairs, street improvements, and new infrastructure of their local streets and roads systems. The Ordinance specifies that Measure A funds are to be allocated and distributed within three geographic areas, as seen in Table 1.

Since the commencement of 2009 Measure A, from July 2009 through June 2025 (most recently completed fiscal year), the cities in the three geographic areas and the County of Riverside have received approximately $946 million.

Table 1. Measure A Local Streets and Roads Allocation and Distribution

Geographic Area	Coachella Valley	Western County	Palo Verde Valley
Share of Measure A Dedicated to Local Streets and Roads	35%	29%	100%
Formula Method for Distribution	Based on 50 percent of proportionate dwelling units and 50 percent of Measure A revenues within each jurisdiction	Based on 75 percent of the proportionate population from the State Department of Finance and 25 percent of Measure A sales tax revenues generated within each jurisdiction	

To receive Measure A LSR funding each year, the Commission requires local agencies to submit the following:

- Annual Five-year CIP list of projects via RivTrack;
- Annual Maintenance of Effort certification which is a financial requirement that local agencies continue to provide a certain level of general funding for transportation; and
- Annual Project Status Report for the current fiscal year CIP.

Additionally, the Ordinance requires confirmation of participation in the Western County or Coachella Valley Transportation Uniform Mitigation Fee (TUMF) program (as applicable) confirmed by the Western Riverside Council of Governments and Coachella Valley Association of Governments. Participation in the Western Riverside County Regional Conservation Authority's (RCA) Multiple Species Habitat Conservation Plan (MSHCP), confirmed by RCA, is also required for Western County LSR recipients.

DISCUSSION:

On January 26, 2026, staff provided local agencies with the Five-year Measure A LSR revenue projections (Attachment 1) to assist in their preparation of the required CIPs. The CIPs and supporting documents were due on April 27, 2026, and have been received from all local agencies through the Commission's programming database, RivTrack. The CIPs have been reviewed by staff for compliance with Measure A requirements and to confirm expenditures are consistent with the Ordinance. Eligibility determinations related to participation in the TUMF program, as applicable, have been verified. Eligibility determinations related to participation in the MSHCP program, as applicable, have preliminarily been verified. Final eligibility is expected to be confirmed by the time FY 2026/27 Measure A LSR disbursements begin in September 2026. Staff recommends approval of the attached local agency FYs 2026/27 – 2030/31 Measure A Five-year CIPs (Attachment 2).

***FISCAL IMPACT*:**

The FY 2026/27 Measure A LSR disbursements to eligible local agencies with Commission-approved CIPs have been included in the proposed FY 2026/27 Budget.

Attachments:

1) Measure A Local Streets and Roads Program Allocation (Projection) FY 2026/27
2) Cities and County FYs 2026/27 – 2030/31 CIPs

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)[1]
FY 2026/27
ORIGINAL (1/2026)

	ORIGINAL Projection (1/2026)
Projected Measure A Revenues	$ 280,000,000
Less: Administration [2]	-
Projected Apportionment to Programs:	
Western County	
Highway Improvements (262)	68,817,000
New Corridors (261)	24,963,000
Public Transit	
Commuter Rail (265)	13,763,000
Intercity Bus (269)	3,441,000
Specialized Transit-Operations (260)	4,301,000
Specialized Transit-CTSA (270)	1,434,000
Commuter Services (263)	3,373,000
Regional Arterial (266)	20,240,000
Local Streets & Roads (267)	65,444,000
BANNING	900,000
BEAUMONT [3]	1,036,000
CALIMESA	321,000
CANYON LAKE	280,000
CORONA	5,832,000
EASTVALE	3,281,000
HEMET	2,749,000
JURUPA VALLEY	3,301,000
LAKE ELSINORE	2,265,000
MENIFEE	3,355,000
MORENO VALLEY	6,209,000
MURRIETA	3,574,000
NORCO	960,000
PERRIS	2,864,000
RIVERSIDE	10,749,000
SAN JACINTO	1,490,000
TEMECULA	4,280,000
WILDOMAR	1,000,000
RIVERSIDE COUNTY	9,444,000
WRCOG [3]	1,554,000
Bond Financing (264)	18,216,000
Economic Development Projects (268)	2,699,000
SUBTOTAL-Western County	226,691,000
Coachella Valley	
Highways & Regional Arterials (256)	26,227,000
Local Street & Roads (257)	18,359,000
CATHEDRAL CITY	1,862,000
COACHELLA	777,000
DESERT HOT SPRINGS	629,000
INDIAN WELLS	365,000
INDIO	2,689,000
LA QUINTA	1,917,000
PALM DESERT	3,370,000
PALM SPRINGS	3,056,000
RANCHO MIRAGE	1,152,000
RIVERSIDE COUNTY	2,542,000
Specialized & Public Transit (258)	7,868,000
SUBTOTAL-Coachella Valley	52,454,000
Palo Verde Valley	
Local Street & Roads (234)	855,000
BLYTHE	705,000
RIVERSIDE COUNTY	150,000
SUBTOTAL-Palo Verde Valley	855,000
TOTAL	$ 280,000,000

Notes:

[1] Estimate for planning purposes, subject to change and rounding differences.

[2] Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

[3] In accordance with settlement agreement and release.

City of Banning

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City of Banning

Public Works Department

April 28, 2026

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

RE: Banning Measure A Local Streets and Roads Capital Improvement Plan for FY 2027-2031

Dear Ms. Masters,

The City of Banning respectfully submits its Five-Year Measure "A" Capital Improvement Plan for Fiscal Years 2026/2027 – 2030/2031 as approved by the City Council during its regular meeting on April 28, 2026.

Also enclosed with this letter you will find the City's MOE Certification Statement, Project Status Report for FY 2025/2026 along with a copy of the adopted Resolution approving the Five-Year Measure "A" CIP Plan.

Should you have any questions or need additional information, please do not hesitate to call me at (951) 922-3130 or email at avela@banningca.gov.

Sincerely,

Art Vela, P.E.
Director of Public Works

Copy: File

Enc. Adopted Resolution
Five-Year Measure "A" Plan
Project Status Report
MOE Certification Statement

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the City of Banning (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $164,325, approved by the Commission at its July 11, 2012 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/29/26

Elizabeth M Hebbs
CITY MANAGER

ATTEST:

Sandra Calderon
SECRETARY
Deputy City Clerk

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

FY 2024/25 Audited Measure A Balance:	$0
FY 2025/26 Measure A Revenue	$899,000
Less: FY 2025/26 Project Status Report Expenses:	$821,088
Estimated Prior Year Measure A Balance:	$77,912
Estimated FY 2026/27 Measure A Allocation:	$900,000
Estimated Measure A Available for FY 2026/27 Projects:	$977,912

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Sun Lakes Blvd Extension (Construction)	New Construction	$830,000	$590,000
2027-02	HSIP Upgrade Traffic Signal Hardware (Construction)	Safety Improvement(s)	$500,000	$50,000
2027-03	Traffic Engineering (Design)	Safety Improvement(s)	$25,000	$25,000
2027-04	HSIP Wilson and 12th Street Intersection Improvements	Safety Improvement(s)	$227,600	$22,760
2027-05	Sun Lakes Blvd Restripe	Rehabilitation & Maintenance	$60,000	$60,000
2027-06	HSIP Various Intersections Crosswalks	Construction	$500,000	$50,000
2027-07	Paving Management Plan	Pavement Maintenance Program	$250,000	$180,000
		Total:	$2,392,600	$977,760

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

Estimated Prior Year Measure A Balance:	$152
Estimated FY 2027/28 Measure A Allocation:	$927,000
Estimated Measure A Available for FY 2027/28 Projects:	$927,152

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide Pavement Rehabilitation	Rehabilitation & Maintenance	$700,000	$400,000
2028-02	Sun Lakes Blvd Extension	Construction	$830,000	$500,000
2028-03	Traffic Engineering (Design)	Safety Improvement(s)	$30,000	$25,000
		Total:	$1,560,000	$925,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

Estimated Prior Year Measure A Balance:	$2,152
Estimated FY 2028/29 Measure A Allocation:	$946,000
Estimated Measure A Available for FY 2028/29 Projects:	$948,152

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Pavement Rehabilitation	Rehabilitation & Maintenance	$900,000	$900,000
2029-02	Traffic Engineering (Design)	Safety Improvement(s)	$35,000	$35,000
		Total:	$935,000	$935,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

Estimated Prior Year Measure A Balance:	$13,152
Estimated FY 2029/30 Measure A Allocation:	$965,000
Estimated Measure A Available for FY 2029/30 Projects:	$978,152

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Pavement Rehabilitation	Rehabilitation & Maintenance	$900,000	$900,000
2030-02	Traffic Engineering (Design)	Safety Improvement(s)	$40,000	$40,000
		Total:	$940,000	$940,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

Estimated Prior Year Measure A Balance:	$38,152
Estimated FY 2030/31 Measure A Allocation:	$984,000
Estimated Measure A Available for FY 2030/31 Projects:	$1,022,152

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Pavement Rehabilitation	Rehabilitation & Maintenance	$850,000	$850,000
2031-02	Traffic Engineering (Design)	Safety Improvement(s)	$30,000	$30,000
		Total:	$880,000	$880,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Banning
Prepared by: Patrick Safari
Phone #: (951) 922-3168
Date: 3/17/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	HSIP Wilson St and 12th St Intersection Improvements	Intersection Improvement(s)	$277,000	$27,700	2/28/2027	PS&E Phase
2026-02	HSIP Omar and Ramsey Intersection Improoevements	Street/Road Maintenance/Improvement	$539,700	$342,098	11/18/2025	Completed
2026-03	CHANGED HSIP Ramsey RRFB Pedestrian Crossings Improvements	Safety Improvement(s)	$525,000	$400,000	4/30/2026	Construction Phase
2026-04	DELETED Sun Lakes Blvd Extension (Construction)	New Construction	~~$830,000~~	~~$830,000~~		
2026-05	Traffic Engineering (Design)	PS&E	$20,000	$20,000	10/30/2025	Completed
2026-06	HSIP Upgrade Traffic Signal Hardware (Design)	PS&E	$60,000	$6,000	12/31/2026	PS&E Phase
2026-07	HSIP Pedestrian Crosswalk Upgrages	Safety Improvement(s)	$85,000	$8,500	12/31/2026	PS&E Phase
2026-08	Ramsey Guardrail Replacement	Safety Improvement(s)	$5,000	$5,000	10/30/2025	Completed
2026-09	DELETED Sun Lakes Blvd Restriping	Rehabilitation & Maintenance	~~$45,000~~	~~$45,000~~		
2026-10	ADDED Omar and Ramsey Drainage Protection	Rehabilitation & Maintenance	$11,790	$11,790	1/30/2026	Completed
			Total:	$821,088		

City of Beaumont

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April 17, 2026

Christopher Garza, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: City of Beaumont – Measure A Local Streets and Roads Capital Improvement Plan for FY 27-31

Dear Mr. Garza,

The City hereby submits the below listed documents for your consideration and respectfully requests that the Riverside County Transportation Commission accept and approve the City's Measure "A" Draft Five-Year CIP and find the City eligible to continue to receive its fair share of Measure "A" revenues. The Final Five-Year CIP is anticipated to be approved by July 1, 2026, if there are any revisions required, the City will request a CIP amendment at that time.

- Submittal Letter on Agency Letterhead
- Draft Five-Year CIP for FYs 2027-2031
- Project Status Report for FY 2025/2026
- MOE Certification Statement

If you have any questions, please contact Matthew Mendoza at (951) 572-3191 or by email at mmendoza@beaumontca.gov.

Sincerely,

4/9/26

Robert Vestal
Public Works Director | City Engineer

CC: Gustavo Romo, Interim City Manager

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the City of Beaumont (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $515,908, approved by the Commission at its November 08, 2017 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/21/26

ACTING CITY MANAGER

ATTEST:

DEPUTY CITY CLERK

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

FY 2024/25 Audited Measure A Balance:	$2,727,646
FY 2025/26 Measure A Revenue	$946,000
Less: FY 2025/26 Project Status Report Expenses:	$0
Estimated Prior Year Measure A Balance:	$3,673,646
Estimated FY 2026/27 Measure A Allocation:	$1,036,000
Estimated Measure A Available for FY 2026/27 Projects:	$4,709,646

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Street Rehabilitation and Maintenance FY26/27	Rehabilitation & Maintenance	$4,452,448	$1,036,000
		Total:	$4,452,448	$1,036,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$3,673,646
Estimated FY 2027/28 Measure A Allocation:	$1,067,000
Estimated Measure A Available for FY 2027/28 Projects:	$4,740,646

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Annual Citywide Street Rehab & Maint. 27/28	Rehabilitation & Maintenance	$4,617,375	$1,067,000
		Total:	$4,617,375	$1,067,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$3,673,646
Estimated FY 2028/29 Measure A Allocation:	$1,088,000
Estimated Measure A Available for FY 2028/29 Projects:	$4,761,646

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Annual Citywide Street Rehab & Maint. 28/29	Rehabilitation & Maintenance	$4,717,192	$1,080,000
		Total:	$4,717,192	$1,080,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$3,681,646
Estimated FY 2029/30 Measure A Allocation:	$1,110,000
Estimated Measure A Available for FY 2029/30 Projects:	$4,791,646

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Annual Citywide Street Rehab & Maint. 29/30	Rehabilitation & Maintenance	$4,710,000	$1,110,000
		Total:	$4,710,000	$1,110,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$3,681,646
Estimated FY 2030/31 Measure A Allocation:	$1,132,000
Estimated Measure A Available for FY 2030/31 Projects:	$4,813,646

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Annual Citywide Street Rehab & Maint. 30/31	Rehabilitation & Maintenance	$4,732,000	$1,132,000
		Total:	$4,732,000	$1,132,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Beaumont
Prepared by: Matthew Mendoza
Phone #: (951) 572-3191
Date: 4/9/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Annual Citywide Street Rehab & Maint. 25/26	Rehabilitation & Maintenance	$4,384,761	$0	12/31/2026	Project Advertised
			Total:	$0		

City of Blythe

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CITY OF BLYTHE

235 North Broadway • Blythe, California 92225
Phone (760) 922-6161 • Fax (760) 922-4938

April 16, 2026

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92501

Subject: City of Blythe Measure A Local Streets and Roads Capital Improvement Plan for FY 2026-27 – 2030-31

Dear Ms. Masters,

Enclosed please find the City of Blythe Measure A Local Streets and Roads Capital Improvement Plan (CIP) for FY 2026-27 through 2030-31, Maintenance of Efforts Certification FY 2026-27, and Project Status Report for CIP FY 2025-26.

Sincerely,

Christa Elms
Finance Director
City of Blythe

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Blythe (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $170,000, approved by the Commission at its April 01, 2016 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/14/2026

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

FY 2024/25 Audited Measure A Balance:	$2,776,262
FY 2025/26 Measure A Revenue	$760,000
Less: FY 2025/26 Project Status Report Expenses:	$1,760,957
Estimated Prior Year Measure A Balance:	$1,775,305
Estimated FY 2026/27 Measure A Allocation:	$705,000
Estimated Measure A Available for FY 2026/27 Projects:	$2,480,305

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$56,400	$56,400
2027-02	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$200,000	$200,000
2027-03	Outside Equipment Rental	Preventive Maintenance	$25,000	$25,000
2027-04	Design Only Street Resurfacing Project	Street Resurfacing	$300,000	$300,000
2027-05	7th Street	Street Resurfacing	$1,500,000	$1,343,425
		Total:	$2,081,400	$1,924,825

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27 - MEASURE A/STIP TRADE

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Estimated Prior Year Measure A/STIP Trade Balance Plus Current Measure A/STIP Trade:	$723,385
FY 2025/26 Project Status Report Expenses:	$566,810
Estimated Measure A Available for FY 2026/27:	$156,575

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	7th Street	Street Resurfacing	$1,500,000	$156,575
		Total:	$1,500,000	$156,575

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Estimated Prior Year Measure A Balance:	$555,480
Estimated FY 2027/28 Measure A Allocation:	$726,000
Estimated Measure A Available for FY 2027/28 Projects:	$1,281,480

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Defrain from 10th Ave to 4th Ave	Street Resurfacing	$1,500,000	$1,000,000
2028-02	Outside Equipment Rental	Preventive Maintenance	$25,000	$25,000
2028-03	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$150,000	$150,000
2028-04	Administrative Overhead	Administrative Overhead/Indirect Costs	$58,080	$58,080
		Total:	$1,733,080	$1,233,080

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Estimated Prior Year Measure A Balance:	$48,400
Estimated FY 2028/29 Measure A Allocation:	$741,000
Estimated Measure A Available for FY 2028/29 Projects:	$789,400

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Defrain from 10th Ave to 4th Ave	Street Resurfacing	$1,500,000	$500,000
2029-02	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$150,000	$150,000
2029-03	Administrative Overhead	Administrative Overhead/Indirect Costs	$59,280	$59,280
2029-04	Outside Equipment Rental	Preventive Maintenance	$25,000	$25,000
		Total:	$1,734,280	$734,280

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Estimated Prior Year Measure A Balance:	$55,120
Estimated FY 2029/30 Measure A Allocation:	$756,000
Estimated Measure A Available for FY 2029/30 Projects:	$811,120

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$150,000	$150,000
2030-02	Administrative Overhead	Administrative Overhead/Indirect Costs	$60,480	$60,480
2030-03	Outside Equipment Rental	Preventive Maintenance	$25,000	$25,000
		Total:	$235,480	$235,480

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Estimated Prior Year Measure A Balance:	$575,640
Estimated FY 2030/31 Measure A Allocation:	$771,000
Estimated Measure A Available for FY 2030/31 Projects:	$1,346,640

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$61,680	$61,680
2031-02	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$150,000	$150,000
2031-03	Outside Equipment Rental	Preventive Maintenance	$25,000	$25,000
		Total:	$236,680	$236,680

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Blythe
Prepared by: Christa Elms
Phone #: (760) 922-6161
Date: 4/3/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$60,800	$60,800	6/30/2026	Completed
2026-02	Asphalt Emulsion Oil/Base Material (annual stock)	Preventive Maintenance	$100,000	$100,000	6/30/2026	Completed
2026-03	Outside Equipment Rental	Preventive Maintenance	$25,000	$0	6/30/2026	Completed
2026-04	Design Only Street Resurfacing Project	Street Resurfacing	$300,000	$0	6/30/2027	Delayed
2026-05	6th Ave, End of Road to Lovekin	Street Resurfacing	$2,068,967	$1,502,157	3/6/2026	Completed
2026-06	7th Street	Street Resurfacing	$1,500,000	$98,000	6/30/2027	PS&E Phase
			Total:	$1,760,957		

Measure A/STIP Trade Projects

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	6th Ave, End of Road to Lovekin	Street Resurfacing	$2,068,967	$566,810	3/6/2026	Completed
			Total:	$566,810		

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City of Calimesa

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City of Calimesa
908 Park Avenue, Calimesa, California 92320
Telephone 909.795.9801 Facsimile 909.795.4399
www.cityofcalimesa.net
"Preserving and enhancing the open space atmosphere and quality of life in Calimesa"

April 27, 2026

Mina Kim
Planning and Programming Manager
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Calimesa Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Please see the Calimesa Measure Capital Improvement Plan for FY2027-2031. If you would like additional information, please contact me directly at (909)795-9801.

Sincerely,

Celeste Reid
Finance Director and Treasurer

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Calimesa (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $2,401, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 3/30/26

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

FY 2024/25 Audited Measure A Balance:	$810,717
FY 2025/26 Measure A Revenue	$325,000
Less: FY 2025/26 Project Status Report Expenses:	$227,392
Estimated Prior Year Measure A Balance:	$908,325
Estimated FY 2026/27 Measure A Allocation:	$321,000
Estimated Measure A Available for FY 2026/27 Projects:	$1,229,325

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450
2027-02	Citywide Pavement Rehab	Rehabilitation	$1,200,000	$945,000
2027-03	Pavement Survey	Study	$10,000	$10,000
2027-04	Pavement Street Inventory	Study	$100,000	$100,000
		Total:	$1,323,450	$1,068,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$160,875
Estimated FY 2027/28 Measure A Allocation:	$331,000
Estimated Measure A Available for FY 2027/28 Projects:	$491,875

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450
2028-02	Citywide Pavement Rehab	Rehabilitation	$0	$0
2028-03	Pavement Survey	Study	$10,000	$10,000
		Total:	$23,450	$23,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$468,425
Estimated FY 2028/29 Measure A Allocation:	$338,000
Estimated Measure A Available for FY 2028/29 Projects:	$806,425

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450
2029-02	Citywide Pavement Rehab	Rehabilitation	$0	$0
2029-03	Pavement Survey	Study	$10,000	$10,000
		Total:	$23,450	$23,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$782,975
Estimated FY 2029/30 Measure A Allocation:	$345,000
Estimated Measure A Available for FY 2029/30 Projects:	$1,127,975

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Pavement Rehab	Rehabilitation	$1,500,000	$1,000,000
2030-02	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450
2030-03	Pavement Survey	Study	$10,000	$10,000
		Total:	$1,523,450	$1,023,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$104,525
Estimated FY 2030/31 Measure A Allocation:	$352,000
Estimated Measure A Available for FY 2030/31 Projects:	$456,525

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450
2031-02	Pavement Survey	Study	$10,000	$10,000
		Total:	$23,450	$23,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Calimesa
Prepared by: Celeste Reid
Phone #: (909) 795-9801
Date: 3/12/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide Pavement Rehab	Rehabilitation	$0	$0	6/30/2026	Completed
2026-02	Indirect Costs - Administration	Administrative Overhead/Indirect Costs	$13,450	$13,450	6/30/2026	Completed
2026-03	County Line Road - 3rd to California Street (carryover from 2023-24, formerly project 2024-03	Rehabilitation	$135,000	$135,000	6/30/2026	Completed
2026-04	County Line Road - California to Bryant St. (carryover from 2023-24, formerly project 2024-04)	Rehabilitation	$70,000	$70,000	6/30/2026	Completed
2026-05	ADDED Pavement Survey	Study	$10,000	$8,942	6/30/2026	Completed
			Total:	$227,392		

City of Canyon Lake

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www.canyonlakeca.gov
Ⓟ 951.244.2955
Ⓕ 951.246.2022

April 23, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Canyon Lake Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

The City of Canyon Lake is submitting its annual Measure A CIP FY 2027-2031, including:

1) City of Canyon Lake Five Year Capital Improvement Plan (CIP) FY 2026/27 - 2030/31;

2) Project Status Report for CIP FY 2025/26; and

3) Maintenance of Effort (MOE) signed certification. Please feel free to contact me if you have any questions or require additional information.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Mohanad Alami, EIT
Associate Engineer

Docusign Envelope ID: 494B7117-C046-88F3-832A-53E1A8852402

www.canyonlakeca.gov
Ⓟ 951.244.2955
Ⓕ 951.246.2022

April 22, 2026

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Canyon Lake (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $28,873, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/22/2026 _____

Signed by:
Arron Brown
F3A4593711374E0...

CITY MANAGER

ATTEST:

DocuSigned by:
Sheryl Garcia
0DF1D3D1865D487...

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

FY 2024/25 Audited Measure A Balance:	$1,700,544
FY 2025/26 Measure A Revenue	$284,000
Less: FY 2025/26 Project Status Report Expenses:	$537,000
Estimated Prior Year Measure A Balance:	$1,447,544
Estimated FY 2026/27 Measure A Allocation:	$280,000
Estimated Measure A Available for FY 2026/27 Projects:	$1,727,544

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Railroad Canyon Rd. Safety Improvements - HSIP C-11	Safety Improvement(s)	$3,131,478	$366,000
2027-02	CIP CLS-002 Railroad Canyon Road Paving Project	Street/Road Maintenance/Improvement	$1,400,000	$700,000
2027-03	Administrative overhead	Administrative Overhead/Indirect Costs	$24,320	$21,500
2027-04	Roadway & Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000
		Total:	$4,855,798	$1,237,500

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

Estimated Prior Year Measure A Balance:	$490,044
Estimated FY 2027/28 Measure A Allocation:	$288,000
Estimated Measure A Available for FY 2027/28 Projects:	$778,044

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$24,800	$22,000
2028-02	Roadway & Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000
2028-03	CIP CLS-002 Railroad Canyon Road Paving Project	Street/Road Maintenance/Improvement	$1,400,000	$450,000
		Total:	$1,724,800	$622,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

Estimated Prior Year Measure A Balance:	$156,044
Estimated FY 2028/29 Measure A Allocation:	$294,000
Estimated Measure A Available for FY 2028/29 Projects:	$450,044

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$25,340	$22,000
2029-02	Roadway & Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000
		Total:	$325,340	$172,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

Estimated Prior Year Measure A Balance:	$278,044
Estimated FY 2029/30 Measure A Allocation:	$300,000
Estimated Measure A Available for FY 2029/30 Projects:	$578,044

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$26,000	$22,000
2030-02	Roadway & Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000
		Total:	$326,000	$172,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

Estimated Prior Year Measure A Balance:	$406,044
Estimated FY 2030/31 Measure A Allocation:	$306,000
Estimated Measure A Available for FY 2030/31 Projects:	$712,044

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Roadway & Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000
2031-02	Administrative Overhead	Administrative Overhead/Indirect Costs	$26,900	$22,000
		Total:	$326,900	$172,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Canyon Lake
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/22/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Administrative overhead	Administrative Overhead/Indirect Costs	$23,840	$21,000	6/30/2031	Construction Phase
2026-02	Roadway and Signal Maintenance	Citywide Maintenance/Operation(s)	$300,000	$150,000	6/30/2031	Construction Phase
2026-03	CIP CLS-002 Railroad Canyon Road Paving Project	Street/Road Maintenance/Improvement	$1,400,000	$0	12/31/2028	PA&ED Phase
2026-04	Railroad Canyon Rd. Safety Improvements - HSIP C-11	Safety Improvement(s)	$1,724,808	$366,000	8/31/2026	Construction Phase
			Total:	$537,000		

City of Cathedral City

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Cathedral City

April 20, 2026

Christopher Garza
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

Re: CATHEDRAL CITY MEASURE A LOCAL STREETS AND ROADS REVENUE PROJECTIONS, MAINTENANCE OF EFFORT (MOE) CERTIFICATION, AND FIVE-YEAR CAPITAL IMPROVEMENT PLANS (FY 2027 – 2031)

Dear Mr. Christopher Garza:

The City of Cathedral City is pleased to submit documentation in support of the above referenced request.

Please let me know if you need additional information.

Sincerely,

Armando J.G. Baldizzone, P.E.
City Engineer
Engineering Department
760-770-0329

CC:
Elizabeth Medina, Engineering Analyst

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Cathedral City (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $391,688, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 20, 2026

ANDREW FIRESTINE, CITY MANAGER

ATTEST:

CHRISTINA BURTON, CITY CLERK

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

FY 2024/25 Audited Measure A Balance:	$1,108,031
FY 2025/26 Measure A Revenue	$1,867,000
Less: FY 2025/26 Project Status Report Expenses:	$2,368,067
Estimated Prior Year Measure A Balance:	$606,964
Estimated FY 2026/27 Measure A Allocation:	$1,862,000
Estimated Measure A Available for FY 2026/27 Projects:	$2,468,964

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	City-Wide Maintenance	Citywide Maintenance Program	$1,941,318	$1,941,318
2027-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$148,960	$148,960
2027-03	City-wide Rehabilitation and Maintenance	Street/Road Maintenance/Improvement	$0	$0
		Total:	$2,090,278	$2,090,278

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

Estimated Prior Year Measure A Balance:	$378,686
Estimated FY 2027/28 Measure A Allocation:	$1,918,000
Estimated Measure A Available for FY 2027/28 Projects:	$2,296,686

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	City-Wide Maintenance	Citywide Maintenance Program	$1,941,318	$1,941,318
2028-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$153,440	$153,440
		Total:	$2,094,758	$2,094,758

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

Estimated Prior Year Measure A Balance:	$201,928
Estimated FY 2028/29 Measure A Allocation:	$1,956,000
Estimated Measure A Available for FY 2028/29 Projects:	$2,157,928

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	City-Wide Maintenance	Citywide Maintenance Program	$1,941,318	$1,941,318
2029-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$117,360	$117,360
		Total:	$2,058,678	$2,058,678

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

Estimated Prior Year Measure A Balance:	$99,250
Estimated FY 2029/30 Measure A Allocation:	$1,995,000
Estimated Measure A Available for FY 2029/30 Projects:	$2,094,250

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	City-Wide Maintenance	Citywide Maintenance Program	$1,941,318	$1,941,318
2030-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$119,700	$119,700
		Total:	$2,061,018	$2,061,018

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

Estimated Prior Year Measure A Balance:	$33,232
Estimated FY 2030/31 Measure A Allocation:	$2,035,000
Estimated Measure A Available for FY 2030/31 Projects:	$2,068,232

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	City-Wide Maintenance	Citywide Maintenance Program	$1,941,318	$1,941,318
2031-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$122,100	$122,100
		Total:	$2,063,418	$2,063,418

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Cathedral City
Prepared by: Elizabeth Medina
Phone #: (760) 202-2478
Date: 3/2/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	City-Wide Maintenance	Citywide Maintenance Program	$1,908,307	$1,908,307	6/30/2026	Completed
2026-02	Measure A Administrative Costs	Administrative Overhead/Indirect Costs	$139,760	$139,760	6/30/2026	Completed
2026-03	City-wide Rehabilitation and Maintenance	Rehabilitation & Maintenance	$1,394,596	$320,000	6/30/2026	Construction Phase
			Total:	$2,368,067		

City of City of Eastvale

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CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

April 22, 2025

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

RE: City of Eastvale Measure A Local Streets and Roads Capital Improvement Plan for FY 2027-2031

Dear Ms. Kim,

Please find enclosed the Fiscal Year 2026/27 – 2030/31 Measure A Expenditure Plan for the City of Eastvale. Also enclosed is the Fiscal Year 2025/26 Project Status Report and the City's MOE Certification Statement for your review.

Should you have any questions, or need further information on the above, please feel free to contact Yurhi Choi at ychoi@eastvaleca.gov.

Sincerely,

4/23/26

Jimmy Chung
Public Works Director/City Engineer

Enclosures

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of City of Eastvale (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $38,949, approved by the Commission at its July 08, 2015 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 04/23/26

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

FY 2024/25 Audited Measure A Balance:	$6,761,031
FY 2025/26 Measure A Revenue	$3,601,000
Less: FY 2025/26 Project Status Report Expenses:	$1,796,960
Estimated Prior Year Measure A Balance:	$8,565,071
Estimated FY 2026/27 Measure A Allocation:	$3,281,000
Estimated Measure A Available for FY 2026/27 Projects:	$11,846,071

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Administrative Costs	Administrative Overhead/Indirect Costs	$262,480	$262,480
2027-02	Citywide Maintenance Program	Maintenance/Operation(s)	$10,664,191	$2,088,443
2027-03	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$3,765,851	$1,259,958
2027-04	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$16,089,580	$4,607,011
2027-05	Citywide ADA Improvements	ADA Improvement(s)	$784,861	$368,885
2027-06	Citywide Bridge Project	Street/Road Maintenance/Improvement	$6,340,917	$1,970,000
		Total:	$37,907,880	$10,556,777

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2027/28

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$1,289,294
Estimated FY 2027/28 Measure A Allocation:	$3,379,000
Estimated Measure A Available for FY 2027/28 Projects:	$4,668,294

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$132,000	$107,000
2028-02	Citywide Maintenance Program	Maintenance/Operation(s)	$3,652,000	$150,000
2028-03	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$17,433,610	$1,750,000
2028-04	Administrative Costs	Administrative Overhead/Indirect Costs	$267,730	$267,730
2028-05	Citywide ADA Improvements	ADA Improvement(s)	$250,000	$250,000
		Total:	$21,735,340	$2,524,730

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$2,143,564
Estimated FY 2028/29 Measure A Allocation:	$3,447,000
Estimated Measure A Available for FY 2028/29 Projects:	$5,590,564

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Administrative Costs	Administrative Overhead/Indirect Costs	$273,084	$273,084
2029-02	Citywide Maintenance Program	Maintenance/Operation(s)	$1,910,000	$410,000
2029-03	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$15,481,752	$1,607,000
2029-04	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$14,999,000	$1,750,000
2029-05	Citywide ADA Improvements	ADA Improvement(s)	$250,000	$250,000
		Total:	$32,913,836	$4,290,084

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$1,300,480
Estimated FY 2029/30 Measure A Allocation:	$3,516,000
Estimated Measure A Available for FY 2029/30 Projects:	$4,816,480

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Maintenance Program	Maintenance/Operation(s)	$3,150,000	$1,650,000
2030-02	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$13,981,752	$107,000
2030-03	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$7,050,000	$1,750,000
2030-04	Citywide ADA Improvements	ADA Improvement(s)	$250,000	$250,000
2030-05	Administrative Costs	Administrative Overhead/Indirect Costs	$278,546	$278,546
		Total:	$24,710,298	$4,035,546

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$780,934
Estimated FY 2030/31 Measure A Allocation:	$3,586,000
Estimated Measure A Available for FY 2030/31 Projects:	$4,366,934

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Maintenance Program	Maintenance/Operation(s)	$1,650,000	$150,000
2031-02	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$132,000	$107,000
2031-03	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$3,300,000	$1,750,000
2031-04	Citywide ADA Improvements	ADA Improvement(s)	$250,000	$250,000
2031-05	Administrative Costs	Administrative Overhead/Indirect Costs	$284,117	$284,117
		Total:	$5,616,117	$2,541,117

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: City of Eastvale
Prepared by: Troy Cook
Phone #: (951) 361-0900
Date: 4/7/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Administrative Costs	Administrative Overhead/Indirect Costs	$274,960	$274,960	6/30/2026	Completed
2026-02	Citywide Maintenance Program	Maintenance/Operation(s)	$8,610,191	$176,000	6/30/2026	PS&E Phase
2026-03	Road Safety/Traffic Improvements	Road Safety/Traffic Improvement(s)	$3,199,851	$286,000	6/30/2026	PS&E Phase
2026-04	Citywide Roadway Improvements: Including but not limited to Schleisman Road and Hamner Ave	Street/Road Maintenance/Improvement	$12,988,207	$884,000	6/30/2026	PS&E Phase
2026-05	Citywide ADA Improvements	ADA Improvement(s)	$455,635	$176,000	6/30/2026	PS&E Phase
2026-06	Citywide Bridge Project	Street/Road Maintenance/Improvement	$0	$0	6/30/2026	Completed
			Total:	$1,796,960		

City of City of Jurupa Valley

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City of Jurupa Valley

April 27,2026

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: City of Jurupa Valley Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Mayor
Brian Berkson

Mayor Pro Tem
Chris Barajas

Council Members
Armando Carmon
Guillermo Silva
Veronica Sanchez

Dear Ms. Masters,

The City requests that the Riverside County Transportation Commission accept and approve the City's Measure "A" Five-Year CIP and find the City eligible to continue receiving its fair share of Measure "A" revenues.

If you have any questions or comments, please feel free to contact Maria Fraser via email at mfraser@jurupavalley.org or via telephone at (951) 332-6464 x234.

Sincerely,

Maria Fraser, PE.
Deputy Director of Public Wrks/Assistant City Engineer

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464 | Fax: (951) 332-6995 | www.jurupavalley.org

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

FY 2024/25 Audited Measure A Balance:	$8,045,481
FY 2025/26 Measure A Revenue	$3,326,000
Less: FY 2025/26 Project Status Report Expenses:	$3,406,975
Estimated Prior Year Measure A Balance:	$7,964,506
Estimated FY 2026/27 Measure A Allocation:	$3,301,000
Estimated Measure A Available for FY 2026/27 Projects:	$11,265,506

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	5% Overhead/Administration	Administrative Overhead/Indirect Costs	$174,400	$174,400
2027-02	Certificates of Participation (COP) Series 2016A - Debt Service	Rehabilitation	$1,060,500	$1,060,500
2027-03	2026-27 Citywide Pavement Rehabilitation, Locations TBD	Street Resurfacing	$1,634,950	$1,634,950
2027-04	2026-27 Citywide Sealing Project, Locations TBD	Preventive Maintenance	$600,000	$600,000
2027-05	2025-26 Citywide Sealing Project, Locations TBD	Slurry Seal	$600,000	$600,000
2027-06	2025-26 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$5,072,750	$2,872,750
2027-07	2024-25 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$2,460,933	$1,100,000
2027-08	RUBIDOUX BOULEVARD CORRIDOR SAFETY PROJECT	Traffic Signal(s)	$835,868	$172,828
2027-09	Mira Loma Area Safe Routes to School Sidewalk Gap Closure	Active Transportation/ADA Improvement(s)	$4,952,500	$200,000
2027-10	Agate Street Complete Streets Project	Active Transportation/ADA Improvement(s)	$1,861,650	$145,000
2027-11	Granite Hill Area Safe Routes to School Project	Active Transportation/ADA Improvement(s)	$5,182,852	$1,157,319
2027-12	PACIFIC AVE. PEDESTRIAN AND BICYCLE IMPROVEMENTS PH2, 42ND TO LIMONITE	Active Transportation/ADA Improvement(s)	$2,481,157	$1,295,135
2027-13	Pavement Condition Assessment	Pavement Maintenance Program	$250,000	$250,000
		Total:	$27,167,560	$11,262,882

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$2,624
Estimated FY 2027/28 Measure A Allocation:	$3,400,000
Estimated Measure A Available for FY 2027/28 Projects:	$3,402,624

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	2027-28 Citywide Sealing Project, locations TBD	Preventive Maintenance	$600,000	$600,000
2028-02	2027-28 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$1,475,000	$1,475,000
2028-03	5% Overhead/Administration	Administrative Overhead/Indirect Costs	$177,900	$177,900
2028-04	Certificates of Participation (COP) Series 2016A - Debt Service	Rehabilitation	$1,060,500	$1,060,500
		Total:	$3,313,400	$3,313,400

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$89,224
Estimated FY 2028/29 Measure A Allocation:	$3,468,000
Estimated Measure A Available for FY 2028/29 Projects:	$3,557,224

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	2028-29 Citywide Sealing Project, locations TBD	Preventive Maintenance	$700,000	$700,000
2029-02	2028-29 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$2,400,000	$2,400,000
2029-03	5% Overhead/Administration	Administrative Overhead/Indirect Costs	$181,450	$181,450
		Total:	$3,281,450	$3,281,450

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$275,774
Estimated FY 2029/30 Measure A Allocation:	$3,537,000
Estimated Measure A Available for FY 2029/30 Projects:	$3,812,774

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	2029-30 Citywide Sealing Project, locations TBD	Pavement Maintenance Program	$700,000	$700,000
2030-02	2029-30 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$2,600,000	$2,600,000
2030-03	5% Overhead/Administration	Other	$181,000	$181,000
		Total:	$3,481,000	$3,481,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$331,774
Estimated FY 2030/31 Measure A Allocation:	$3,608,000
Estimated Measure A Available for FY 2030/31 Projects:	$3,939,774

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	2030-31 Citywide Sealing Project, locations TBD	Slurry Seal	$750,000	$750,000
2031-02	2030-31 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$2,750,000	$2,750,000
2031-03	5% Overhead/Administration	Other	$200,000	$200,000
		Total:	$3,700,000	$3,700,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: City of Jurupa Valley
Prepared by: youssef baskaron
Phone #: (951) 332-6464
Date: 4/6/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	2025-26 Citywide Sealing Project, Locations TBD	Preventive Maintenance	$600,000	$50,000	2/16/2027	PS&E Phase
2026-02	2025-26 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$2,872,750	$0	2/16/2027	PS&E Phase
2026-03	5% Overhead/Administration	Administrative Overhead/Indirect Costs	$171,000	$171,000	6/30/2026	Completed
2026-04	Certificates of Participation (COP) Series 2016A - Debt Service	Rehabilitation	$1,058,500	$1,058,500	1/12/2026	Completed
2026-05	MISSION BLVD. BRIDGE, CROSSING SANTA ANA RIVER	Bridge Reconstruction	$872,475	$872,475	5/22/2029	Construction Phase
2026-06	2024-25 Citywide Sealing Project, Locations TBD	Slurry Seal	$1,550,000	$1,050,000	4/2/2026	Completed
2026-07	RUBIDOUX BOULEVARD CORRIDOR SAFETY PROJECT	Road Safety/Traffic Improvement(s)	$835,868	$100,000	4/15/2027	Construction Phase
2026-08	Mira Loma Area Safe Routes to School Sidewalk Gap Closure	Safety Improvement(s)	$4,952,500	$100,000	2/16/2027	Construction Phase
2026-09	Granite Hill Area Safe Routes to School Project	Safety Improvement(s)	$5,182,852	$0	6/22/2027	PS&E Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-10	Agate Street Complete Streets Project	Safety Improvement(s)	$1,400,000	$5,000	2/16/2027	Construction Phase
2026-11	Pavement Condition Assessment	Pavement Maintenance Program	$250,000	$0	6/15/2027	PS&E Phase
2026-12	PACIFIC AVE. PEDESTRIAN AND BICYCLE IMPROVEMENTS PH2, 42ND TO LIMONITE	Active Transportation/ADA Improvement(s)	$2,481,158	$0	2/16/2027	Construction Phase
		Total:		$3,406,975		

City of Coachella

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CITY OF COACHELLA
53-990 ENTERPRISE WAY, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • WWW.COACHELLA.ORG

April 28, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Coachella Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Please find enclosed the Fiscal Year 2026/27-2029/30 Measure A Expenditure Plan for the City of Coachella. Also enclosed are the FY 25/26 Project Status Report and the City's MOE Certification Statement for FY 26/27.

Should you have any questions or need additional information, please feel free to contact me at a.simmons@coachella.org or (760) 398-5744.

Sincerely,

Andrew Simmons, P.E.
Public Works Director/City Engineer

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Coachella (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $92,205, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 16, 2026

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

FY 2024/25 Audited Measure A Balance:	$916,759
FY 2025/26 Measure A Revenue	$791,000
Less: FY 2025/26 Project Status Report Expenses:	$500,000
Estimated Prior Year Measure A Balance:	$1,207,759
Estimated FY 2026/27 Measure A Allocation:	$777,000
Estimated Measure A Available for FY 2026/27 Projects:	$1,984,759

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	ST-135 Street Pavement Rehabilitation Phase 22	Street/Road Maintenance/Improvement	$755,000	$234,759
2027-02	ST-69 Avenue 50 Bridge	New Bridge	$80,000,000	$1,000,000
2027-03	ST-146 Avenue 50 Widening from Oates Ln to Tyler St	Complete Streets	$2,000,000	$550,000
2027-04	P-29 Avenue 53 Tot Lot	Road Safety/Traffic Improvement(s)	$1,395,012	$200,000
		Total:	$84,150,012	$1,984,759

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2027/28 Measure A Allocation:	$800,000
Estimated Measure A Available for FY 2027/28 Projects:	$800,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	ST-139 Street Resurfacing Phase 23	Street/Road Maintenance/Improvement	$400,000	$400,000
2028-02	ST-69 Avenue 50 Bridge	New Bridge	$80,000,000	$300,000
2028-03	ST-146 Avenue 50 Widening from Oates Ln to Tyler St	Complete Streets	$2,000,000	$100,000
		Total:	$82,400,000	$800,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$816,000
Estimated Measure A Available for FY 2028/29 Projects:	$816,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	ST-144 Street Pavement Rehabilitation Phase 24	Street/Road Maintenance/Improvement	$516,000	$516,000
2029-02	ST-69 Avenue 50 Bridge	New Bridge	$80,000,000	$300,000
		Total:	$80,516,000	$816,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$832,000
Estimated Measure A Available for FY 2029/30 Projects:	$832,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	ST-149 Street Pavement Rehabilitation Phase 25	Street/Road Maintenance/Improvement	$832,000	$832,000
		Total:	$832,000	$832,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$849,000
Estimated Measure A Available for FY 2030/31 Projects:	$849,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	ST-151 Street Pavement Rehabilitation Phase 26	Pavement Maintenance Program	$849,000	$849,000
		Total:	$849,000	$849,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Coachella
Prepared by: Brianna Greenwood
Phone #: (442) 400-2643
Date: 3/30/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	ST-132 Street Pavement Rehabilitation Phase 21	Street/Road Maintenance/Improvement	$1,451,865	$500,000	6/3/2026	Construction Phase
2026-02	P-29 Avenue 53 Tot Lot	Active Transportation/ADA Improvement(s)	$1,395,012	$0	6/30/2027	PS&E Phase
			Total:	$500,000		

City of Corona

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April 23, 2026

Mina Kim, Planning and Programming Manager
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

Re: Corona Measure A Local Street and Roads Capital Improvement Plan for FY 2027-2031

Dear Ms. Kim,

The following documents are enclosed for your review:

- Measure A proposed Five-Year Capital Improvements Plan
- Project Status Report, Fiscal Year 2025/26
- Maintenance of Effort (MOE) Certification

The City's minimum MOE is $2,208,200. However, as of June 30, 2026, the City estimates expenditures $4,296,398 in Measure A funds and $39,631,879 in other funds to support eligible project costs. The document supporting the MOE calculations, entitled "FY 2026 Construction and Maintenance Expenditures," is attached for your reference.

The proposed Measure A Capital Improvement Plan for FY 2026/27 through 2030/31 will be presented to the City Council at a Budget Workshop on May 20, 2026, and is scheduled for adoption at the regular City Council meeting on June 3, 2026.

If you have any questions, please contact Bruce Foltz, Finance Director, at (951) 279-3532.

Sincerely,

DocuSigned by:
Savat Khamphou
CB312B179B8E463...
Savat Khamphou, P.E.
Public Works Director/City Engineer

Attachments
cc: Bruce Foltz, Finance Director
Eliana Nguyen, Accounting Supervisor
Luis Navarro, Budget Supervisor

Docusign Envelope ID: A18C3DBC-7C15-4924-9C15-F54AEFEF5D3A

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Corona (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $2,208,200, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five-Year Capital Improvement Plan as approved by the Riverside County Transportation Commission.

Dated: 4/23/2026

DocuSigned by:
Jacob Ellis
8CB6AE0895944B4...

Jacob Ellis, City Manager

ATTEST:

DocuSigned by:
Sylvia Edwards
9A4F68CED5E6404...

City Clerk, City of Corona

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

FY 2024/25 Audited Measure A Balance:	$17,482,087
FY 2025/26 Measure A Revenue	$5,835,000
Less: FY 2025/26 Project Status Report Expenses:	$14,525,778
Estimated Prior Year Measure A Balance:	$8,791,309
Estimated FY 2026/27 Measure A Allocation:	$5,832,000
Estimated Measure A Available for FY 2026/27 Projects:	$14,623,309

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Pavement Rehabilitation	Rehabilitation	$12,847,711	$7,332,000
2027-02	Striping Rehabilitation	Striping Maintenance	$200,000	$200,000
2027-03	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$73,413	$73,413
		Total:	$13,121,124	$7,605,413

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

Estimated Prior Year Measure A Balance:	$7,017,896
Estimated FY 2027/28 Measure A Allocation:	$6,007,000
Estimated Measure A Available for FY 2027/28 Projects:	$13,024,896

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Pavement Management Study	Study	$400,000	$400,000
2028-02	Pavement Rehabilitation	Rehabilitation	$13,182,599	$6,007,000
2028-03	Striping Rehabilitation	Striping Maintenance	$200,000	$200,000
2028-04	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$75,615	$75,615
		Total:	$13,858,214	$6,682,615

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

Estimated Prior Year Measure A Balance:	$6,342,281
Estimated FY 2028/29 Measure A Allocation:	$6,127,000
Estimated Measure A Available for FY 2028/29 Projects:	$12,469,281

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Pavement Rehabilitation	Street/Road Maintenance/Improvement	$13,182,600	$6,127,000
2029-02	Striping Rehabilitation	Striping Maintenance	$200,000	$200,000
2029-03	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$77,884	$77,884
		Total:	$13,460,484	$6,404,884

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

Estimated Prior Year Measure A Balance:	$6,064,397
Estimated FY 2029/30 Measure A Allocation:	$6,250,000
Estimated Measure A Available for FY 2029/30 Projects:	$12,314,397

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Pavement Rehabilitation	Rehabilitation	$13,914,653	$6,250,000
2030-02	Pavement Management Study	Preventive Maintenance	$400,000	$400,000
2030-03	Striping Rehabilitation	Striping Maintenance	$200,000	$200,000
2030-04	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$80,220	$80,220
		Total:	$14,594,873	$6,930,220

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

Estimated Prior Year Measure A Balance:	$5,384,177
Estimated FY 2030/31 Measure A Allocation:	$6,375,000
Estimated Measure A Available for FY 2030/31 Projects:	$11,759,177

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Pavement Rehabilitation	Rehabilitation	$14,308,215	$6,375,000
2031-02	Striping Rehabilitation	Rehabilitation	$200,000	$200,000
2031-03	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$82,627	$82,627
		Total:	$14,590,842	$6,657,627

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Corona
Prepared by: Dana Romeo-Powers
Phone #: (951) 279-3537
Date: 4/21/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide Street Pavement Rehabilitation (2025)	Rehabilitation	$28,988,295	$12,507,000	7/30/2026	Construction Phase
2026-02	Pavement Management Study	Study	$195,272	$19,300	6/30/2027	Construction Phase
2026-03	Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$21,146	$21,146	6/30/2026	Completed
2026-04	Changeable Traffic Message Sign Replacement	Citywide Maintenance/Operation(s)	$24,331	$4,331	6/30/2026	Completed
2026-05	Magnolia Avenue Bridge and Roadway Widening	Street Improvement(s)	$5,080,419	$95,000	8/31/2026	PS&E Phase
2026-06	McKinley Street Grade Separation	Bridge Reconstruction	$28,039,052	$115,051	12/30/2026	Construction Phase
2026-07	Ontario Avenue Widening at Lincoln Avenue	Street Improvement(s)	$5,548,027	$1,000	8/30/2028	PA&ED Phase
2026-08	Pavement Maintenance and Resurfacing	Rehabilitation & Maintenance	$592,000	$235,000	6/30/2027	Construction Phase
2026-09	6th Street Beautification and Revitalization	Street Improvement(s)	$814,000	$400,000	12/31/2026	PS&E Phase
2026-10	Striping Rehabilitation	Striping Maintenance	$897,000	$183,000	6/30/2026	Construction Phase
2026-11	CHANGED Cost Allocation Plan (Overhead)	Administrative Overhead/Indirect Costs	$21,146	$21,146	7/1/2025	Completed

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	Ontario Avenue/I-15 Multimodal Corridor Enhancement	Congestion Relief	$19,344,838	$12,000	12/30/2026	Right-of-Way Phase
2026-13	Sidewalk/Curb/Gutter Install	Citywide Maintenance/Operation(s)	$1,023,528	$110,000	6/30/2026	Construction Phase
2026-14	ADDED Bicycle Master Plan Update	Bicycle and Pedestrian Improvement(s)	$432,782	$171,903	8/1/2026	PA&ED Phase
2026-15	ADDED Citywide Street Pavement Rehabilitation	Rehabilitation	$1,113,092	$77,715	8/1/2026	Project Closeout Underway
2026-16	ADDED Miscellaneous Repair and Replacement of Traffic Signals	Traffic Signal(s)	$513,062	$300,000	6/30/2026	Construction Phase
2026-17	ADDED Traffic Signals Lighting Upgrade	Maintenance/Operation(s)	$476,688	$252,186	6/30/2026	Construction Phase
			Total:	$14,525,778		

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City of Desert Hot Springs

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CITY OF DESERT HOT SPRINGS

PUBLIC WORKS
ENGINEERING & OPERATIONS

65950 Pierson Boulevard • Desert Hot Springs • CA • 92240
(760) 329-6411 • www.cityofdhs.org

April 27, 2026

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Desert Hot Springs Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Masters,

Attached is the City of Desert Hot Springs' Measure "A" Five Year Capital Improvement Plan (CIP) 2027-2031, a Project Status Report for our FY 2025/26 and the City's Maintenance of Effort (MOE) Certification.

If you have any questions, please do not hesitate to contact me at (760) 329-6411 Ext. 109.

Sincerely,

Daniel Porras
Deputy City Manager / City Engineer

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Desert Hot Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $75,147, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 28, 2026

DORIA WILMS
CITY MANAGER

ATTEST:

JERRYL SORIANO
CITY CLERK

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

FY 2024/25 Audited Measure A Balance:	$1,039,463
FY 2025/26 Measure A Revenue	$627,000
Less: FY 2025/26 Project Status Report Expenses:	$1,015,460
Estimated Prior Year Measure A Balance:	$651,003
Estimated FY 2026/27 Measure A Allocation:	$629,000
Estimated Measure A Available for FY 2026/27 Projects:	$1,280,003

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$50,000
2027-02	Citywide Annual Slurry	Rehabilitation & Maintenance	$25,000	$25,000
2027-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000
2027-04	Administrative Fees	Administrative Overhead/Indirect Costs	$42,400	$42,400
2027-05	Citywide Annual Striping	Striping Maintenance	$20,000	$20,000
2027-06	Cvlink DHS Extension	PS&E	$900,660	$15,000
2027-07	Eagles Sports Park - Street Improvements	Construction	$1,800,000	$20,000
2027-08	ATP 6 - Hacienda Ave Spa Zone	Construction	$9,998,000	$100,000
2027-09	ATP 6 - Palm Drive South	Construction	$9,998,000	$500,000
2027-10	HSIP 11 - Citywide Safety Improvements	Construction	$552,200	$55,220
		Total:	$23,787,260	$989,620

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$290,383
Estimated FY 2027/28 Measure A Allocation:	$648,000
Estimated Measure A Available for FY 2027/28 Projects:	$938,383

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide Annual Striping	Striping Maintenance	$20,000	$10,000
2028-02	Citywide Annual Slurry	Rehabilitation & Maintenance	$25,000	$25,000
2028-03	Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$50,000
2028-04	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000
2028-05	ATP 6 - Palm Drive South	Construction	$9,998,000	$300,000
2028-06	ATP 6 - Hacienda Ave Spa Zone	Construction	$9,998,000	$100,000
		Total:	$20,492,000	$647,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$291,383
Estimated FY 2028/29 Measure A Allocation:	$661,000
Estimated Measure A Available for FY 2028/29 Projects:	$952,383

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Annual Striping	Striping Maintenance	$20,000	$10,000
2029-02	Citywide Annual Slurry	Rehabilitation & Maintenance	$40,000	$40,000
2029-03	Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$50,000
2029-04	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000
2029-05	AHSC Pierson Blvd Improvements	Construction	$12,000,000	$400,000
		Total:	$12,511,000	$662,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$290,383
Estimated FY 2029/30 Measure A Allocation:	$674,000
Estimated Measure A Available for FY 2029/30 Projects:	$964,383

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Annual Striping	Striping Maintenance	$20,000	$10,000
2030-02	Citywide Annual Slurry	Rehabilitation & Maintenance	$40,000	$40,000
2030-03	Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$50,000
2030-04	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000
		Total:	$511,000	$262,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$702,383
Estimated FY 2030/31 Measure A Allocation:	$687,000
Estimated Measure A Available for FY 2030/31 Projects:	$1,389,383

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Annual Striping	Striping Maintenance	$20,000	$10,000
2031-02	Citywide Annual Slurry	Rehabilitation & Maintenance	$40,000	$40,000
2031-03	Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$50,000
2031-04	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000
		Total:	$511,000	$262,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Desert Hot Springs
Prepared by: Daniel Porras
Phone #: (760) 329-6411
Date: 4/27/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	CHANGED Citywide Annual Shoulder, Road, and Sidewalk Repair	Rehabilitation & Maintenance	$50,000	$5,000	6/30/2026	Construction Phase
2026-02	CHANGED Citywide Annual Slurry	Rehabilitation & Maintenance	$25,000	$0	6/30/2026	On Hold
2026-03	Debt Service for T.R.I.P. (Total Road Improvement Program Services 2012A COP'x (Certificate of Participation)	Debt Service	$401,000	$162,000	6/30/2026	Construction Phase
2026-04	Administrative Fees	Administrative Overhead/Indirect Costs	$25,360	$25,360	6/30/2026	Construction Phase
2026-05	CHANGED Citywide Annual Striping	Striping Maintenance	$20,000	$10,000	6/30/2026	Construction Phase
2026-06	CHANGED Cvlink DHS Extension	PS&E	$900,660	$0	6/30/2026	On Hold
2026-07	ATP Cycle 6 - Hacienda Avenue Spa Zone	Construction	$9,998,000	$100	6/30/2026	Construction Phase
2026-08	CHANGED ATP Cycle 6 - Palm Drive South	Construction	$9,998,000	$100,000	6/30/2026	Construction Phase
2026-09	CHANGED Hacienda Ave Improvements - ATP 4	Construction	$5,000,000	$550,000	6/30/2026	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-10	ADDED DHS Active Transportation Plan	Study	$410,000	$60,000	6/30/2026	PS&E Phase
2026-11	ADDED HSIP Cycle 9 - Citywide Safety Improvements	Construction	$400,000	$3,000	6/30/2026	Construction Phase
2026-12	ADDED Eagles Sports Park Street Improvements	Construction	$1,800,000	$100,000	6/30/2026	Construction Phase
			Total:	$1,015,460		

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City of Hemet

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Public Works Department
Engineering Division

April 23, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Hemet Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Please find attached the City of Hemet proposed Measure A Capital Improvement Plan for fiscal years 2027 through 2031. This CIP is scheduled for City Council adoption on April 28, 2026. The Maintenance of Effort (MOE) Certification Statement is also included with this submittal.

Please contact me with any questions at nrau@hemetca.gov or 951-765-2360.

Sincerely,

Noah Rau

Noah Rau, P.E.
Public Works Director/City Engineer

Docusign Envelope ID: 6A997FF6-AF18-8A54-82C8-5FCBD7672704

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Hemet (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $18,924, approved by the Commission at its October 11, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/20/2026

Signed by:
Mark Prestwich
7E9441EEA6EF471...

CITY MANAGER

ATTEST:

Signed by:
Elodie Klug
C1938008B1E14E7...

DEPUTY CITY CLERK

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

FY 2024/25 Audited Measure A Balance:	$6,799,574
FY 2025/26 Measure A Revenue	$2,748,000
Less: FY 2025/26 Project Status Report Expenses:	$5,979,550
Estimated Prior Year Measure A Balance:	$3,568,024
Estimated FY 2026/27 Measure A Allocation:	$2,749,000
Estimated Measure A Available for FY 2026/27 Projects:	$6,317,024

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$100,000	$100,000
2027-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$100,000	$100,000
2027-03	2026/27 Citywide Crack Fill & Slurry Seal, Locations TBD	Street/Road Maintenance/Improvement	$1,000,000	$1,000,000
2027-04	2026/27 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation & Maintenance	$2,500,000	$2,500,000
2027-05	CIP 2515 - 2025/26 Citywide Slurry Seal	Slurry Seal	$800,000	$700,000
2027-06	CIP 2516 - 2025/26 Citywide Pavement Rehabilitation	Rehabilitation & Maintenance	$1,400,000	$1,300,000
2027-07	CIP 2402 - Comprehensive Safety Action Plan (SS4A)	Study	$784,200	$26,840
		Total:	$6,684,200	$5,726,840

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

Estimated Prior Year Measure A Balance:	$590,184
Estimated FY 2027/28 Measure A Allocation:	$2,831,000
Estimated Measure A Available for FY 2027/28 Projects:	$3,421,184

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$100,000	$100,000
2028-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$100,000	$100,000
2028-03	2027/28 Citywide Crack Fill & Slurry Seal, Locations TBD	Street/Road Maintenance/Improvement	$1,000,000	$1,000,000
2028-04	2027/28 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation & Maintenance	$1,900,000	$1,900,000
		Total:	$3,100,000	$3,100,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

Estimated Prior Year Measure A Balance:	$321,184
Estimated FY 2028/29 Measure A Allocation:	$2,888,000
Estimated Measure A Available for FY 2028/29 Projects:	$3,209,184

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$100,000	$100,000
2029-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$100,000	$100,000
2029-03	2028/29 Citywide Crack Fill & Slurry Seal, Locations TBD	Street/Road Maintenance/Improvement	$1,000,000	$1,000,000
2029-04	2028/29 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation & Maintenance	$1,800,000	$1,800,000
2029-05	Pavement Management Program Update	Pavement Maintenance Program	$120,000	$120,000
		Total:	$3,120,000	$3,120,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

Estimated Prior Year Measure A Balance:	$89,184
Estimated FY 2029/30 Measure A Allocation:	$2,946,000
Estimated Measure A Available for FY 2029/30 Projects:	$3,035,184

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$100,000	$100,000
2030-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$100,000	$100,000
2030-03	2029/30 Citywide Crack Fill & Slurry Seal, Locations TBD	Rehabilitation & Maintenance	$1,000,000	$1,000,000
2030-04	2029/30 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation	$1,800,000	$1,800,000
		Total:	$3,000,000	$3,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

Estimated Prior Year Measure A Balance:	$35,184
Estimated FY 2030/31 Measure A Allocation:	$3,005,000
Estimated Measure A Available for FY 2030/31 Projects:	$3,040,184

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$100,000	$100,000
2031-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$100,000	$100,000
2031-03	2030/31 Citywide Crack Fill & Slurry Seal, Locations TBD	Slurry Seal	$1,000,000	$1,000,000
2031-04	2030/31 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation & Maintenance	$1,800,000	$1,800,000
		Total:	$3,000,000	$3,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Hemet
Prepared by: Noah Rau
Phone #: (951) 765-2360
Date: 3/22/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	CIP 5708 - Traffic Striping Maintenance	Striping Maintenance	$90,000	$90,000	6/30/2026	PS&E Phase
2026-02	CIP 5709 - Annual Partner Road Rehab and Maintenance Project	Rehabilitation & Maintenance	$250,000	$150,000	6/30/2026	Construction Phase
2026-03	2025/26 Citywide Slurry Seal, Locations TBD	Rehabilitation & Maintenance	$800,000	$100,000	9/30/2026	PS&E Phase
2026-04	2025/26 Citywide Pavement Rehabilitation, Locations TBD	Rehabilitation & Maintenance	$1,400,000	$100,000	12/31/2026	PS&E Phase
2026-05	CHANGED 2025/2026 Pavement Management Program Update	Pavement Maintenance Program	$110,000	$110,000	6/30/2026	Construction Phase
2026-06	DELETED CIP 2411 - Accessible Sidewalk and ADA Improvements	ADA Improvement(s)	~~$600,000~~	~~$400,000~~	1/29/2027	Other funds utilized
2026-07	CIP 5696 Hemet Valley Bikeway Non-Infrastructure Project	Other	$140,000	$140,000	6/30/2026	Construction Phase
2026-08	CHANGED CIP 5764 Rehabilitation of Portions of State Street and Stetson Ave	Rehabilitation & Maintenance	$1,758,841	$1,758,841	9/1/2025	Completed
2026-09	CHANGED CIP 2410 - 24/25 Citywide Slurry Seal	Rehabilitation & Maintenance	$777,422	$777,422	6/30/2026	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-10	CHANGED CIP 2407 - Citywide Pavement Rehab	Rehabilitation & Maintenance	$4,218,080	$2,098,019	2/10/2026	Completed
2026-11	CIP 2402 - Comprehensive Safety Action Plan (SS4A)	Study	$784,200	$130,000	10/30/2026	Construction Phase
2026-12	CHANGED CIP 5770 - Various Street Pedestrian Improvements	Pedestrian Improvement(s)	$847,354	$292,907	2/10/2026	Completed
2026-13	ADDED CIP 5763 Citywide Slurry Seal	Rehabilitation & Maintenance	$1,301,779	$69,061	9/3/2025	Completed
2026-14	ADDED CIP 5749 Citywide Pavement Rehab	Rehabilitation & Maintenance	$6,985,627	$163,300	7/3/2025	Completed
			Total:	$5,979,550		

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City of Indian Wells

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April 9, 2026

Christopher Garza
Senior Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Indian Wells Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Mr. Garza,

Attached is the City of Indian Wells' Measure "A" Local Streets and Roads Five- Year Capital Improvement Plan for Fiscal Years 2027-2031.

Sincerely,

Dina Purvis
Public Works Director

cc: Finance Director

44-950 Eldorado Drive • Indian Wells • California 92210-7497 • V (760) 346-2489 • F (760) 346-0407 • www.cityofindianwells.org

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Indian Wells (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $963,640, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 9, 2026

CITY MANAGER

ATTEST:

CITY OF INDIAN WELLS INCORPORATED JULY 14, 1967 CALIFORNIA

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

FY 2024/25 Audited Measure A Balance:	$56,683
FY 2025/26 Measure A Revenue	$337,000
Less: FY 2025/26 Project Status Report Expenses:	$334,801
Estimated Prior Year Measure A Balance:	$58,882
Estimated FY 2026/27 Measure A Allocation:	$365,000
Estimated Measure A Available for FY 2026/27 Projects:	$423,882

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	City Parkways	Street Improvement(s)	$585,000	$330,939
		Total:	$585,000	$330,939

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$92,943
Estimated FY 2027/28 Measure A Allocation:	$376,000
Estimated Measure A Available for FY 2027/28 Projects:	$468,943

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	City Parkways	Street Improvement(s)	$585,000	$337,558
		Total:	$585,000	$337,558

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$131,385
Estimated FY 2028/29 Measure A Allocation:	$384,000
Estimated Measure A Available for FY 2028/29 Projects:	$515,385

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	City Parkways	Street Improvement(s)	$585,000	$344,309
		Total:	$585,000	$344,309

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$171,076
Estimated FY 2029/30 Measure A Allocation:	$392,000
Estimated Measure A Available for FY 2029/30 Projects:	$563,076

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	City Parkways	Street Improvement(s)	$585,000	$351,195
		Total:	$585,000	$351,195

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

Estimated Prior Year Measure A Balance:	$211,881
Estimated FY 2030/31 Measure A Allocation:	$400,000
Estimated Measure A Available for FY 2030/31 Projects:	$611,881

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	City Parkways	Street Improvement(s)	$585,000	$358,218
		Total:	$585,000	$358,218

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Indian Wells
Prepared by: Jill Moon
Phone #: (760) 346-2489
Date: 4/6/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	City Parkways	Street Improvement(s)	$585,000	$334,801	6/30/2026	Completed
			Total:	$334,801		

City of Indio

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April 24, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Indio Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Enclosed you will find the City of Indio's Five Year Measure A Capital Improvement Plan for Fiscal Years 2026/2027 to 2030/2031; the Project Status Report for Fiscal Year 2025/2026; and the Maintenance of Effort Certification to the Riverside County Transportation Commission for review and approval.

If you have any questions, please contact me at (760) 391-4018.

Sincerely,

Timothy T. Wassil

Timothy T. Wassil, PE, PMP, CCM
Public Works Director

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Indio (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $2,048,564, approved by the Commission at its July 11, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/24/2026

DIRECTOR OF FINANCE
RUBY WALLA

ATTEST:

PUBLIC WORKS DIRECTOR
TIMOTHY WASSIL

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

FY 2024/25 Audited Measure A Balance:	$6,380,124
FY 2025/26 Measure A Revenue	$2,652,000
Less: FY 2025/26 Project Status Report Expenses:	$3,493,161
Estimated Prior Year Measure A Balance:	$5,538,963
Estimated FY 2026/27 Measure A Allocation:	$2,689,000
Estimated Measure A Available for FY 2026/27 Projects:	$8,227,963

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Bridge Preventive Maintenance Program (BR1701)	Bridge Rehabilitation	$8,710,787	$2,555,856
2027-02	Avenue 50 Widening (Jefferson - Jackson) (ST2004)	Street/Road Maintenance/Improvement	$17,847,289	$387,478
2027-03	Jefferson Street Widening from Avenue 38 to Avenue 40 (ST2203)	Street Improvement(s)	$3,581,750	$500,000
2027-04	ST2204 - Avenue 52 Improvements from Monroe Street to Jackson Street	Bicycle and Pedestrian Improvement(s)	$5,906,266	$1,005,327
2027-05	Jackson Street Complete Street Improvements from Kenner Ave to Avenue 45 (ST2211)	Complete Streets	$0	$0
2027-06	Citywide Annual Traffic Safety Improvements	Road Safety/Traffic Improvement(s)	$100,000	$100,000
2027-07	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$3,333,663	$0
2027-08	Avenue 48 CV Link Spur, Arts and Music Line (PL2001)	Active Transportation/ADA Improvement(s)	$14,189,116	$962,942
2027-09	PL2601 - SS4A Comprehensive Safety Action Plan	Study	$549,359	$149,359
2027-10	PL2701 - Grant Applications for Transportation Projects	Grant Assistance	$50,000	$50,000
2027-11	Avenue 50 and Jackson Intersection Improvements (TS1901)	Street/Road Maintenance/Improvement	$7,481,144	$0
2027-12	TS2201 - Citywide Signal Synchronization	Traffic Management	$50,000	$32,874
2027-13	TS2301 - Avenue 44 and Lago Vista Traffic Signal	Traffic Signal(s)	$698,393	$698,393
2027-14	TS2401 - Monroe Street and Ave 52	Traffic Signal(s)	$57,000	$57,000
2027-15	TS2501 - Madison Street and Ave 46 Traffic Signal Mod	Traffic Signal(s)	$350,000	$350,000
2027-16	TS2502 - Jackson Street and Avenue 44 Traffic Signal Mod	Traffic Signal(s)	$150,000	$150,000
2027-17	TS2503 - Jackson Street and Dr Carreon Blvd Traffic Signal Mod	Traffic Signal(s)	$100,000	$100,000
2027-18	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000
2027-19	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$471,908	$358,867

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-20	Indio Internal Services	Administrative Overhead/Indirect Costs	$177,792	$74,867
		Total:	$64,859,467	$8,227,963

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2027/28 Measure A Allocation:	$2,770,000
Estimated Measure A Available for FY 2027/28 Projects:	$2,770,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide Bridge Preventive Maintenance Program (BR1701)	Bridge Rehabilitation	$5,924,227	$1,356,655
2028-02	Avenue 50 Widening (Jefferson - Jackson) (ST2004)	Street/Road Maintenance/Improvement	$1,859,996	$97,125
2028-03	Jefferson Street Widening from Avenue 38 to Avenue 40 (ST2203)	Street Improvement(s)	$0	$0
2028-04	ST2204 - Avenue 52 Improvements from Monroe Street to Jackson Street	Bicycle and Pedestrian Improvement(s)	$0	$0
2028-05	Citywide Annual Traffic Safety Improvements	Road Safety/Traffic Improvement(s)	$100,000	$100,000
2028-06	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$5,500,000	$0
2028-07	Avenue 48 CV Link Spur, Arts and Music Line (PL2001)	Active Transportation/ADA Improvement(s)	$41,960,000	$0
2028-08	PL2601 - SS4A Comprehensive Safety Action Plan	Study	$0	$0
2028-09	PL2701 - Grant Applications for Transportation Projects	Grant Assistance	$50,000	$50,000
2028-10	Avenue 50 and Jackson Intersection Improvements (TS1901)	Street/Road Maintenance/Improvement	$10,568,941	$0
2028-11	TS2201 - Citywide Signal Synchronization	Traffic Management	$0	$0
2028-12	TS2301 - Avenue 44 and Lago Vista Traffic Signal	Traffic Signal(s)	$0	$0
2028-13	TS2401 - Monroe Street and Ave 52	Traffic Signal(s)	$37,486	$37,486
2028-14	TS2501 - Madison Street and Ave 46 Traffic Signal Mod	Traffic Signal(s)	$0	$0
2028-15	TS2502 - Jackson Street and Avenue 44 Traffic Signal Mod	Traffic Signal(s)	$0	$0
2028-16	TS2503 - Jackson Street and Dr Carreon Blvd Traffic Signal Mod	Traffic Signal(s)	$0	$0
2028-17	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000
2028-18	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$471,908	$358,867
2028-19	Indio Internal Services	Administrative Overhead/Indirect Costs	$177,792	$74,867
		Total:	$67,705,350	$2,770,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$2,825,000
Estimated Measure A Available for FY 2028/29 Projects:	$2,825,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Bridge Preventive Maintenance Program (BR1701)	Bridge Rehabilitation	$0	$0
2029-02	Avenue 50 Widening (Jefferson - Jackson) (ST2004)	Street/Road Maintenance/Improvement	$11,200,000	$0
2029-03	Jefferson Street Widening from Avenue 38 to Avenue 40 (ST2203)	Street Improvement(s)	$14,000,000	$1,061,866
2029-04	Citywide Annual Traffic Safety Improvements	Road Safety/Traffic Improvement(s)	$100,000	$100,000
2029-05	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$0	$0
2029-06	Avenue 48 CV Link Spur, Arts and Music Line (PL2001)	Active Transportation/ADA Improvement(s)	$23,985,000	$0
2029-07	PL2701 - Grant Applications for Transportation Projects	Grant Assistance	$50,000	$50,000
2029-08	TS2401 - Monroe Street and Ave 52	Traffic Signal(s)	$484,400	$484,400
2029-09	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000
2029-10	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$471,908	$358,867
2029-11	Indio Internal Services	Administrative Overhead/Indirect Costs	$177,792	$74,867
		Total:	$51,524,100	$2,825,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$2,882,000
Estimated Measure A Available for FY 2029/30 Projects:	$2,882,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Avenue 50 Widening (Jefferson - Jackson) (ST2004)	Street/Road Maintenance/Improvement	$10,231,457	$1,603,266
2030-02	Citywide Annual Traffic Safety Improvements	Road Safety/Traffic Improvement(s)	$100,000	$100,000
2030-03	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$0	$0
2030-04	PL2701 - Grant Applications for Transportation Projects	Grant Assistance	$50,000	$50,000
2030-05	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000
2030-06	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$471,908	$358,867
2030-07	Indio Internal Services	Administrative Overhead/Indirect Costs	$177,792	$74,867
		Total:	$12,086,157	$2,882,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$2,940,000
Estimated Measure A Available for FY 2030/31 Projects:	$2,940,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Annual Traffic Safety Improvements	Road Safety/Traffic Improvement(s)	$100,000	$100,000
2031-02	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$6,645,064	$1,661,266
2031-03	PL2701 - Grant Applications for Transportation Projects	Grant Assistance	$50,000	$50,000
2031-04	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000
2031-05	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$471,908	$358,867
2031-06	Indio Internal Services	Administrative Overhead/Indirect Costs	$177,792	$74,867
		Total:	$8,499,764	$2,940,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Indio
Prepared by: Josh Nickerson
Phone #: (760) 861-2727
Date: 4/23/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Avenue 44 Bridge at the Wash (BR1101)	New Bridge	$42,300,000	$734,326	12/30/2026	Construction Phase
2026-02	Citywide Bridge Preventive Maintenance Program (BR1701)	Bridge Rehabilitation	$7,813,835	$0	6/30/2028	PA&ED Phase
2026-03	Grant Applications for Transportation Projects (ST1601)	Grant Assistance	$50,000	$10,252	6/30/2026	PA&ED Phase
2026-04	Avenue 50 Widening (Jefferson - Jackson) (ST2004)	Street/Road Maintenance/Improvement	$39,941,420	$0	6/30/2028	Right-of-Way Phase
2026-05	Jefferson Street Widening from Avenue 38 to Avenue 40 (ST2203)	Street Improvement(s)	$17,853,000	$0	6/30/2028	PA&ED Phase
2026-06	Jackson Street Complete Street Improvements from Kenner Ave to Avenue 45 (ST2211)	Complete Streets	$5,184,726	$21,160	6/30/2026	Construction Phase
2026-07	I-10/Jackson Street Interchange Project (ST0701)	Interchange Project	$130,390,000	$790,000	6/30/2035	Right-of-Way Phase
2026-08	Shadow Avenue Ped Improvements (SW2301)	ADA Improvement(s)	$480,000	$392,963	10/1/2025	Completed
2026-09	Avenue 48 CV Link Spur, Arts and Music Line (PL2001)	Active Transportation/ADA Improvement(s)	$88,224,565	$382,218	6/30/2028	Right-of-Way Phase
2026-10	SS4A - Comprehensive Safety Action Plan	Study	$550,000	$641	6/30/2027	PA&ED Phase
2026-11	Citywide Annual Traffic Signal Improvements (TS1501)	Traffic Signal(s)	$50,000	$9,878	6/30/2026	PS&E Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	Avenue 50 and Jackson Intersection Improvements (TS1901)	Street/Road Maintenance/Improvement	$26,637,378	$0	6/30/2027	Construction Phase
2026-13	HSIP 9 Traffic Signal Modifications (TS2003)	Traffic Signal(s)	$495,876	$723	6/30/2025	Completed
2026-14	Citywide Signal Synchronization (TS2201)	Traffic Management	$40,959	$6,462	6/30/2027	Construction Phase
2026-15	Avenue 44 and Lago Vista Traffic Signal (TS2301)	Traffic Signal(s)	$830,000	$36,520	12/30/2026	Construction Phase
2026-16	Monroe Street and Ave 52 Traffic Signal (TS2401)	Traffic Signal(s)	$400,000	$505	6/30/2028	PA&ED Phase
2026-17	Madison Street and Ave 46 Traffic Signal Mod (TS2501)	Traffic Signal(s)	$400,000	$250	6/30/2027	Construction Phase
2026-18	Jackson Street and Avenue 44 Traffic Signal Mod (TS2502)	Traffic Signal(s)	$400,000	$250	6/30/2027	Construction Phase
2026-19	Jackson Street and Dr Carreon Blvd Traffic Signal Mod (TS2503)	Traffic Signal(s)	$400,000	$250	6/30/2027	Construction Phase
2026-20	Annual Street Maintenance Contracts/Supplies	Citywide Maintenance Program	$1,055,000	$695,000	6/30/2026	Construction Phase
2026-21	CIP Projects/Public Works Administration	Maintenance/Operation(s)	$545,368	$328,486	6/30/2026	Construction Phase
2026-22	Indio Internal Services	Administrative Overhead/Indirect Costs	$174,214	$83,277	6/30/2026	Construction Phase
			Total:	$3,493,161		

City of La Quinta

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La Quinta
CALIFORNIA

April 27, 2026

Martha Masters
Senior Management Analyst
Programming and Planning
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502-2208

Subject: City of La Quinta Fiscal Year 2026/27 – 2030/31Measure A Five-Year Capital Improvement Plan and Maintenance of Effort Certification

Dear Ms. Masters,

The City of La Quinta respectfully submits its Measure A Capital Improvement Plan, Project Status Report and Maintenance of Effort Certification for the Commission's review and approval. The City of La Quinta is a full participant in the Coachella Valley Multi-Species Habitat Conservation Plan (MSHCP) and the Transportation Uniform Mitigation Fee (TUMF) Programs.

Please do not hesitate to contact Bryan McKinney, P.E., Public Works Director/City Engineer, at (760) 777-7045 if you have questions or require additional information.

Sincerely,

JON MCMILLEN
City Manager

Enclosures:

(1) CLQ MOE Certification 2026/27

FY 2026/27
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of La Quinta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $937,007, approved by the Commission at its June 12, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 27, 2026

Jon McMillen, City Manager

ATTEST:

Monika Radeva, City Clerk

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

FY 2024/25 Audited Measure A Balance:	$5,158,956
FY 2025/26 Measure A Revenue	$1,895,000
Less: FY 2025/26 Project Status Report Expenses:	$1,436,088
Estimated Prior Year Measure A Balance:	$5,617,868
Estimated FY 2026/27 Measure A Allocation:	$1,917,000
Estimated Measure A Available for FY 2026/27 Projects:	$7,534,868

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Traffic Signal Maintenance Improvements - Annual Recurring Program	Annual Recurring Program	$235,000	$235,000
2027-02	Frances Hack Lane (Avenida Bermudas to Cul-de-sac)	Street/Road Maintenance/Improvement	$405,730	$405,730
2027-03	Miles Avenue Pavement Rehabilitation	Rehabilitation	$5,019,132	$250,000
2027-04	Avenue 47 Pavement Rehabilitation (Washington Street to Adams Street	Rehabilitation	$930,000	$900,000
		Total:	$6,589,862	$1,790,730

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

Estimated Prior Year Measure A Balance:	$5,744,138
Estimated FY 2027/28 Measure A Allocation:	$1,975,000
Estimated Measure A Available for FY 2027/28 Projects:	$7,719,138

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide Traffic Signal Maintenance Improvements - Annual Recurring Program	Annual Recurring Program	$235,000	$235,000
2028-02	Washington Street Pavement Rehabilitation Project (Sagebrush Lane to Fred Waring Drive)	Street/Road Maintenance/Improvement	$11,000,361	$1,665,361
		Total:	$11,235,361	$1,900,361

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2028/29

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

Estimated Prior Year Measure A Balance:	$5,818,777
Estimated FY 2028/29 Measure A Allocation:	$2,015,000
Estimated Measure A Available for FY 2028/29 Projects:	$7,833,777

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Traffic Signal Maintenance Improvements - Annual Recurring Program	Annual Recurring Program	$235,000	$235,000
2029-02	North La Quinta Slurry Seal Improvements/Pavement Repair	Rehabilitation	$1,500,000	$1,500,000
		Total:	$1,735,000	$1,735,000

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2029/30

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

Estimated Prior Year Measure A Balance:	$6,098,777
Estimated FY 2029/30 Measure A Allocation:	$2,055,000
Estimated Measure A Available for FY 2029/30 Projects:	$8,153,777

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Traffic Signal Maintenance Improvements - Annual Recurring Program	Annual Recurring Program	$235,000	$235,000
2030-02	Avenue 52 Pavement Rehabilitation (SilverRock Drive to Madison Street)	Rehabilitation	$3,200,000	$3,200,000
		Total:	$3,435,000	$3,435,000

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2030/31

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

Estimated Prior Year Measure A Balance:	$4,718,777
Estimated FY 2030/31 Measure A Allocation:	$2,096,000
Estimated Measure A Available for FY 2030/31 Projects:	$6,814,777

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Traffic Signal Maintenance Improvements - Annual Recurring Program	Annual Recurring Program	$235,000	$235,000
2031-02	Corporate Center Drive Gap Closure	New Pavement	$1,400,000	$1,400,000
2031-03	Avenue 58 Pavement Rehabilitation	Rehabilitation	$2,300,000	$1,300,000
		Total:	$3,935,000	$2,935,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: La Quinta
Prepared by: Carley Escarrega
Phone #: (760) 777-7096
Date: 3/25/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide Traffic Signal Maintenance Improvements Annual Recurring Program	Maintenance	$235,000	$235,000	6/30/2026	Construction Phase
2026-02	Citywide Striping Refresh	Striping/Complete Streets	$500,000	$10,000	12/31/2026	Construction Phase
2026-03	5-Year Pavement Management Plan Update	Pavement Maintenance Program	$100,000	$40,000	12/31/2026	Construction Phase
2026-04	Miles Avenue Pavement Rehabilitation	Rehabilitation	$1,627,744	$250,000	12/31/2026	Construction Phase
2026-05	X Park Pedestrian Crossing - Carry-over Project	Pedestrian Improvement(s)	$250,000	$250,000	6/30/2026	Construction Phase
2026-06	Avenue 50 Sidewalk and ADA Improvements (Washington St. to Avenida Montero) - Carry-over Project	Active Transportation/ADA Improvement(s)	$399,805	$5,000	12/31/2026	PS&E Phase
2026-07	Cove Area Slurry Seal Improvements Phase I - Carry-over Project	Slurry Seal	$988,594	$646,088	6/30/2026	Construction Phase
		Total:		$1,436,088		

City of Lake Elsinore

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CITY OF LAKE ELSINORE
DREAM EXTREME

May 15, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Lake Elsinore Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

The City of Lake Elsinore's Measure A Capital Improvement Plan for FY 2027-2031 is complete and the signed Maintenance of Effort Certification Statement has been uploaded to RIVTRACK.

If any additional information is needed, please let me know.

Sincerely,



Brendan Rafferty
Assistant Director of Administrative Services

951.674.3124
130 S. Main Street
Lake Elsinore, CA 92530
www.lake-elsinore.org

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Lake Elsinore (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $960,771, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 5/13/26

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

FY 2024/25 Audited Measure A Balance:	$1,462,274
FY 2025/26 Measure A Revenue	$2,263,000
Less: FY 2025/26 Project Status Report Expenses:	$2,683,693
Estimated Prior Year Measure A Balance:	$1,041,581
Estimated FY 2026/27 Measure A Allocation:	$2,265,000
Estimated Measure A Available for FY 2026/27 Projects:	$3,306,581

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$880,000	$540,000
2027-02	Annual Citywide Slurry Seal Program	Annual Recurring Program	$530,000	$230,000
2027-03	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$1,587,608
2027-04	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$0
2027-05	Debt Service	Debt Service	$497,400	$488,392
		Total:	$4,187,400	$2,846,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

Estimated Prior Year Measure A Balance:	$460,581
Estimated FY 2027/28 Measure A Allocation:	$2,333,000
Estimated Measure A Available for FY 2027/28 Projects:	$2,793,581

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$915,000	$540,000
2028-02	Annual Citywide Slurry Seal Program	Annual Recurring Program	$530,000	$530,000
2028-03	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$1,089,881
2028-04	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$135,000
2028-05	Debt Service	Debt Service	$498,700	$498,700
		Total:	$4,223,700	$2,793,581

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$2,380,000
Estimated Measure A Available for FY 2028/29 Projects:	$2,380,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Debt Service	Debt Service	$498,700	$480,000
2029-02	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$945,000	$540,000
2029-03	Annual Citywide Slurry Seal Program	Annual Recurring Program	$551,100	$551,100
2029-04	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$677,900
2029-05	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$131,000
		Total:	$4,274,800	$2,380,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$2,428,000
Estimated Measure A Available for FY 2029/30 Projects:	$2,428,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Annual Citywide Slurry Seal Program	Annual Recurring Program	$551,100	$551,100
2030-02	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$156,950
2030-03	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$975,000	$540,000
2030-04	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$682,000
2030-05	Debt Service	Debt Service	$497,950	$497,950
		Total:	$4,304,050	$2,428,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$2,477,000
Estimated Measure A Available for FY 2030/31 Projects:	$2,477,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$1,005,000	$540,000
2031-02	Annual Citywide Slurry Seal Program	Annual Recurring Program	$551,100	$551,100
2031-03	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$629,450
2031-04	Debt Service	Debt Service	$496,450	$496,450
2031-05	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$260,000
		Total:	$4,332,550	$2,477,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Lake Elsinore
Prepared by: Brendan Rafferty
Phone #: (951) 674-3124
Date: 1/28/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Annual Citywide Survey and Sidewalk Improvements	Pedestrian Improvement(s)	$1,485,000	$620,081	6/30/2026	Construction Phase
2026-02	Annual Citywide Slurry Seal Program	Annual Recurring Program	$602,000	$602,000	6/30/2026	Construction Phase
2026-03	Annual Citywide Asphalt Maintenance Program	Pavement Maintenance Program	$2,020,000	$965,812	6/30/2026	Construction Phase
2026-04	Annual Traffic Striping Maintenance	Striping Maintenance	$260,000	$0	6/30/2026	Construction Phase
2026-05	Debt Service	Debt Service	$495,800	$495,800	6/30/2026	Project Closeout Underway
			Total:	$2,683,693		

City of Menifee

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MENIFEE
New. Better. Best.

29844 Haun Rd. Menifee CA. 92586
(951) 672-6777 | Fax (951) 679-3843
cityofmenifee.us

April 23, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Menifee Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Enclosed please find the City of Menifee's Maintenance of Effort (MOE) Certification Statement for FY 2026/27 signed by our Assistant City Manager, and the five-year CIP for Measure "A".

If you have any questions concerning the enclosed information, feel free to contact Kris Jensen, Financial Analyst. Ms. Jensen can be reached at kjensen@cityofmenifee.us or 951-723-3730.

Sincerely,

Nick Fidler, P.E.

Public Works Director

Ricky Estrada Mayor
Bob Karwin Councilmember District 1
Ben Diederich Councilmember District 2
Dan Temple Councilmember District 3
Dean Deines Councilmember District 4
Armando G. Villa City Manager

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Menifee (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $214,225, approved by the Commission at its September 11, 2013 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/24/2026

4/24/2026
Bryan Jones, ASSISTANT CITY MANAGER

ATTEST:

Stephanie Roseen, CITY CLERK

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

FY 2024/25 Audited Measure A Balance:	$5,307,832
FY 2025/26 Measure A Revenue	$3,332,000
Less: FY 2025/26 Project Status Report Expenses:	$2,190,362
Estimated Prior Year Measure A Balance:	$6,449,470
Estimated FY 2026/27 Measure A Allocation:	$3,355,000
Estimated Measure A Available for FY 2026/27 Projects:	$9,804,470

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,083,166
2027-02	McCall Boulevard / I-215 Interchange CIP 14-01	Interchange Project	$34,730,030	$1,000,000
2027-03	FY 25/26 Slurry Seal, PMP 26-01	Slurry Seal	$900,000	$349,990
2027-04	Romoland Elementary School Improvements - ATP, CIP 24-04	Active Transportation/ADA Improvement(s)	$5,561,000	$607,000
2027-05	McCall Blvd Widening - Oak Hurst Ave to Menifee Rd, CIP 22-03	Construction	$7,694,296	$929,583
2027-06	Newport Road Raised Medians, CIP 22-14	Construction	$810,000	$49,485
2027-07	Goetz Rd/Vista Wy Traffic Signal, CIP 23-02	Traffic Signal(s)	$1,572,692	$278,525
2027-08	FY 24/25 Local Roads AC Resurfacing, CIP 25-07	Pavement Maintenance Program	$1,564,000	$600,000
2027-09	FY 24/25 Slurry Seal, PMP 25-01	Slurry Seal	$923,000	$605,000
2027-10	FY 25/26 Local Roads AC Resurfacing, CIP 26-06	Pavement Maintenance Program	$3,059,083	$1,059,083
2027-11	Catch Basin Retrofit	Street(s) and Storm Drain(s)	$1,120,000	$400,000
2027-12	Menifee Road Widening - Garbani Road to Scott Road CIP 23-12	Construction	$24,750,000	$400,000
2027-13	Ridgemore Road Crossing at Salt Creek Tributary Channel CIP 27-03	Storm Drain Improvement(s)	$800,000	$400,000
2027-14	FY 26/27 Local Roads AC Resurfacing CIP 27-02	Pavement Maintenance Program	$2,600,000	$892,000
2027-15	Garbani Rd Drainage Improvements CIP 25-09	Storm Drain Improvement(s)	$2,753,000	$496,742
2027-16	FY 26/27 Slurry Seal Program, PMP 27-01	Slurry Seal	$900,000	$60,000
		Total:	$109,737,101	$9,210,574

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2027/28

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$593,896
Estimated FY 2027/28 Measure A Allocation:	$3,456,000
Estimated Measure A Available for FY 2027/28 Projects:	$4,049,896

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,081,978
2028-02	Menifee Road Widening - Garbani Road to Scott Road CIP 23-12	Construction	$24,750,000	$200,000
2028-03	FY 27/28 Local Roads AC Resurfacing Program CIP TBD	Pavement Maintenance Program	$5,000,000	$300,000
2028-04	Holland Road Widening - Bradley to Haun, CIP 25-04	Construction	$14,290,000	$734,000
2028-05	Romoland Elementary School Improvements - ATP, CIP 24-04	Active Transportation/ADA Improvement(s)	$5,561,000	$607,000
2028-06	FY 25/26 Slurry Seal, PMP 26-01	Slurry Seal	$900,000	$349,990
		Total:	$70,501,000	$3,272,968

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$776,928
Estimated FY 2028/29 Measure A Allocation:	$3,525,000
Estimated Measure A Available for FY 2028/29 Projects:	$4,301,928

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,078,161
2029-02	FY 28/29 Slurry Seal Program	Slurry Seal	$1,500,000	$500,000
2029-03	FY 28/29 Local AC Resurfacing Program	Pavement Maintenance Program	$1,755,125	$500,000
2029-04	La Piedra Road Widening - Sherman Road to Murrieta Road, CIP TBD	Construction	$3,850,000	$1,780,544
2029-05	FY 27/28 Slurry Seal Program, PMP TBD	Slurry Seal	$1,500,000	$343,149
		Total:	$28,605,125	$4,201,854

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$100,074
Estimated FY 2029/30 Measure A Allocation:	$3,596,000
Estimated Measure A Available for FY 2029/30 Projects:	$3,696,074

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,078,423
2030-02	FY 29/30 Slurry Seal Program, PMP TBD	Slurry Seal	$1,500,000	$500,000
2030-03	FY 29/30 Local AC Resurfacing Program, CIP TBD	Pavement Maintenance Program	$1,755,125	$500,000
		Total:	$23,255,125	$2,078,423

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$1,617,651
Estimated FY 2030/31 Measure A Allocation:	$3,668,000
Estimated Measure A Available for FY 2030/31 Projects:	$5,285,651

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	FY 30/31 Local AC Resurfacing Program, CIP TBD	Pavement Maintenance Program	$1,755,125	$500,000
2031-02	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,078,423
2031-03	FY 30/31 Slurry Seal, PMP TBD	Slurry Seal	$510,000	$500,000
		Total:	$22,265,125	$2,078,423

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Menifee
Prepared by: Diego Guillen
Phone #: (951) 723-3755
Date: 4/23/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Bond Payment for TRIP Financing	Debt Service	$20,000,000	$1,083,352	6/30/2042	Project Closeout Underway
2026-02	McCall Boulevard / I-215 Interchange	Interchange Project	$34,730,030	$0	6/30/2028	PA&ED Phase
2026-03	FY 25/26 Slurry Seal	Slurry Seal	$900,000	$250,010	6/30/2027	Construction Phase
2026-04	Romoland Elementary School Improvements - ATP	Active Transportation/ADA Improvement(s)	$5,561,000	$55,000	9/28/2028	PS&E Phase
2026-05	McCall Blvd Widening - Oak Hurst Ave to Menifee Rd	Construction	$7,694,296	$82,000	10/30/2027	Project Advertised
2026-06	Newport Road Raised Medians	Construction	$810,000	$0	1/30/2027	PA&ED Phase
2026-07	Goetz Rd/Vista Wy Traffic Signal	Traffic Signal(s)	$1,572,692	$0	6/30/2027	PA&ED Phase
2026-08	FY 24/25 Local Roads AC Resurfacing	Pavement Maintenance Program	$1,564,000	$460,000	6/30/2027	Project Advertised
2026-09	FY 24/25 Slurry Seal	Slurry Seal	$923,000	$260,000	6/30/2027	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-10	FY 25/26 Local Roads AC Resurfacing	Pavement Maintenance Program	$3,059,083	$0	6/30/2027	PS&E Phase
2026-11	Catch Basin Retrofit	Street(s) and Storm Drain(s)	$1,120,000	$0	6/30/2027	PA&ED Phase
			Total:	$2,190,362		

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City of Moreno Valley

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City of Moreno Valley
PUBLIC WORKS

April 21, 2026

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502

RE: Moreno Valley Measure A Local Streets and Roads Capital Improvement Plan for Fiscal Years (FY) 2027 - 2031

Dear Ms. Masters,

The City of Moreno Valley is pleased to submit its Fiscal Year (FY) 2026/27 - 2030/31 Measure A Local Streets and Roads Capital Improvement Plan (CIP), Project Status Report for FY 2025/26 approved by the City Council on April 7, 2026. An amended five-year Measure A CIP will be submitted to RCTC if changes are made to the listed Measure A projects.

Please contact me via email at melissaw@moval.org or via phone at 951.413.3100 if there are any questions or concerns.

Sincerely,

Melissa Walker, P.E.
Public Works Director/City Engineer

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Moreno Valley (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $1,459,153, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/20/26

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

FY 2024/25 Audited Measure A Balance:	$13,479,107
FY 2025/26 Measure A Revenue	$6,377,000
Less: FY 2025/26 Project Status Report Expenses:	$13,267,100
Estimated Prior Year Measure A Balance:	$6,589,007
Estimated FY 2026/27 Measure A Allocation:	$6,209,000
Estimated Measure A Available for FY 2026/27 Projects:	$12,798,007

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$251,009	$251,009
2027-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711
2027-03	Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,140,732	$1,140,732
2027-04	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$732,950	$732,950
2027-05	Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$904,959	$904,959
2027-06	2020 Refunding of TRIP COP 13A	Debt Service	$390,815	$390,815
2027-07	Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$60,000	$60,000
2027-08	Traffic Signal Equipment Upgrades	Traffic Signal(s)	$80,000	$80,000
2027-09	Edgemont Community Sidewalk and Street Improvements	Street Improvement(s)	$3,000,000	$3,000,000
		Total:	$6,806,176	$6,806,176

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2027/28

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

Estimated Prior Year Measure A Balance:	$5,991,831
Estimated FY 2027/28 Measure A Allocation:	$6,395,000
Estimated Measure A Available for FY 2027/28 Projects:	$12,386,831

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$265,889	$265,889
2028-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711
2028-03	Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$908,229	$908,229
2028-04	2020 Refunding of TRIP COP 13A	Debt Service	$374,715	$374,715
2028-05	Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$60,000	$60,000
2028-06	Traffic Signal Equipment Upgrades	Traffic Signal(s)	$80,000	$80,000
2028-07	Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,053,662	$1,053,662
2028-08	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$732,950	$732,950
		Total:	$3,721,156	$3,721,156

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2028/29

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

Estimated Prior Year Measure A Balance:	$8,665,675
Estimated FY 2028/29 Measure A Allocation:	$6,523,000
Estimated Measure A Available for FY 2028/29 Projects:	$15,188,675

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$276,129	$276,129
2029-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711
2029-03	Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$906,191	$906,191
2029-04	2020 Refunding of TRIP COP 13A	Debt Service	$355,237	$355,237
2029-05	Traffic Signal Equipment Upgrades	Traffic Signal(s)	$80,000	$80,000
2029-06	Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$60,000	$60,000
2029-07	Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,053,662	$1,053,662
2029-08	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$732,950	$732,950
		Total:	$3,709,880	$3,709,880

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2029/30

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

Estimated Prior Year Measure A Balance:	$11,478,795
Estimated FY 2029/30 Measure A Allocation:	$6,653,000
Estimated Measure A Available for FY 2029/30 Projects:	$18,131,795

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$286,529	$286,529
2030-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711
2030-03	Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$904,580	$904,580
2030-04	2020 Refunding of TRIP COP 13A	Debt Service	$334,240	$334,240
2030-05	Traffic Signal Equipment Upgrades	Traffic Signal(s)	$80,000	$80,000
2030-06	Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$60,000	$60,000
2030-07	Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,053,662	$1,053,662
2030-08	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$732,950	$732,950
		Total:	$3,697,672	$3,697,672

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2030/31

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

Estimated Prior Year Measure A Balance:	$14,434,123
Estimated FY 2030/31 Measure A Allocation:	$6,786,000
Estimated Measure A Available for FY 2030/31 Projects:	$21,220,123

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$297,169	$297,169
2031-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711
2031-03	Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,053,662	$1,053,662
2031-04	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$732,950	$732,950
2031-05	Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$905,149	$905,149
2031-06	2020 Refunding of TRIP COP 13A	Debt Service	$311,778	$311,778
2031-07	Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$60,000	$60,000
2031-08	Traffic Signal Equipment Upgrades	Traffic Signal(s)	$80,000	$80,000
		Total:	$3,686,419	$3,686,419

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Moreno Valley
Prepared by: Guadalupe Ramirez
Phone #: (951) 413-3023
Date: 3/3/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	CHANGED Public Works - Capital Projects Program Budget	Administrative Overhead/Indirect Costs	$264,449	$264,449	6/30/2026	Completed
2026-02	Fixed Charges/ Indirect Cost	Administrative Overhead/Indirect Costs	$245,711	$245,711	6/30/2026	Completed
2026-03	CHANGED Public Works - Citywide Sign/Striping	Maintenance/Operation(s)	$1,135,755	$1,135,755	6/30/2026	Completed
2026-04	Public Works - Right of Way Maintenance	Maintenance/Operation(s)	$735,765	$735,765	6/30/2026	Completed
2026-05	CHANGED Transfers to 2024 Refunding 2014 Refunding Lease Revenue Bonds	Debt Service	$909,793	$909,793	6/30/2026	Completed
2026-06	2020 Refunding of TRIP COP 13A	Debt Service	$404,695	$404,695	6/30/2026	Completed
2026-07	CHANGED Annual Pavement Maintenance - Crack Seal	Street Improvement(s)	$175,152	$175,152	6/30/2026	Construction Phase
2026-08	CHANGED Traffic Signal Equipment Upgrades	Traffic Signal(s)	$183,609	$183,609	6/30/2026	Construction Phase
2026-09	ADDED Heacock St/Cactus Ave Intersection Improvements	Street Improvement(s)	$723,034	$723,034	4/30/2026	Construction Phase
2026-10	ADDED Steeple Chase Dr Reconstruction/Ironwood Ave to Kalmia Ave	Safety Improvement(s)	$4,100,769	$4,100,769	10/31/2027	PS&E Phase
2026-11	ADDED Eucalyptus Grove - Lantana Court Construction	New Construction	$850,000	$850,000	6/30/2027	On Hold

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	ADDED Edgemont Community Sidewalk and Street Improvements	Street Improvement(s)	$3,000,000	$3,000,000	6/30/2027	On Hold
2026-13	ADDED Moreno MDP Line F-18 and F-19	Storm Drain Improvement(s)	$1,732,324	$137,850	6/30/2027	PS&E Phase
2026-14	ADDED Sunnymead Master Drainage Plan - Storm Drain Lines F and F-7	Storm Drain Improvement(s)	$5,143,655	$2,289	6/30/2027	PS&E Phase
2026-15	ADDED ITS Master Plan Update	Traffic Signal(s)	$257,000	$257,000	6/30/2026	PS&E Phase
2026-16	ADDED Moval Supplementary Safety Improvement Plan Ph II	Road Safety/Traffic Improvement(s)	$713,229	$141,229	6/30/2026	PS&E Phase
			Total:	$13,267,100		

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City of Murrieta

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CITY OF MURRIETA

April 24, 2026

Mr. Christopher Garza
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

SUBJECT: Murrieta Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Mr. Garza:

The proposed Measure A Five-Year Capital Improvement Plan (CIP) and Project Status Report have been input into RCTC's RIVTRACK database and the Maintenance of Effort (MOE) Certification Statement has been uploaded into RIVTRACK for your consideration and approval. Since the City Council has not adopted a formal CIP budget for FY 2026/27-2030/31, the uploaded Five-Year CIP is based on staff recommendation and may be subject to change upon further consideration by the City Council. We will contact you if there are any changes requested by the City Council.

We are continuing to reduce the Measure A balance that we have been previously carrying. We have two street improvement projects currently in the design phase that we anticipate being in construction in 2028 which will significantly reduce the Measure A balance that we are carrying. We also plan to appropriate future fiscal year Measure A funding to some of our existing projects which will further address any balance build up.

If you have questions or need additional information, please feel free to contact me at (951) 461-6076 or via email at JHitch@MurrietaCA.gov.

Sincerely,

Jeffrey J. Hitch, P.E.
City Engineer

cc: Bob Moehling, Director of Public Works – City of Murrieta
James Ozouf, Senior Civil Engineer – City of Murrieta

Docusign Envelope ID: 5A411236-58CF-4ED1-BA38-9D04A4314048

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the City of Murrieta (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $595,702, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 21, 2026

Justin Clifton

Justin Clifton, City Manager

ATTEST:

Cristal McDonald, City Clerk

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

FY 2024/25 Audited Measure A Balance:	$14,339,424
FY 2025/26 Measure A Revenue	$3,558,000
Less: FY 2025/26 Project Status Report Expenses:	$2,859,470
Estimated Prior Year Measure A Balance:	$15,037,954
Estimated FY 2026/27 Measure A Allocation:	$3,574,000
Estimated Measure A Available for FY 2026/27 Projects:	$18,611,954

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	COP 2007 for 15/215 MHS Interchange	Debt Service	$730,600	$730,600
2027-02	8357 Madison Ave: Murrieta Hot Springs Rd to Elm St	Street/Road Maintenance/Improvement	$800,000	$0
2027-03	8389 Whitewood: Hunter to Clinton Keith	Street/Road Maintenance/Improvement	$200,000	$0
2027-04	Citywide Slurry Seal	Slurry Seal	$2,680,000	$2,680,000
2027-05	Citywide Signal Modification	Traffic Signal(s)	$155,000	$80,000
2027-06	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$75,000
2027-07	Neighborhood Traffic Management Program	Traffic Management	$90,000	$15,000
2027-08	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$500,000	$500,000
2027-09	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Street/Road Maintenance/Improvement	$7,000,000	$6,196,129
2027-10	8335 Jackson Ave Bridge (at Warm Springs Creek)	Street/Road Maintenance/Improvement	$30,000	$30,000
2027-11	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$0	$0
2027-12	13027 Murrieta Hot Springs Rd & Alta Murrieta Dr Intersection Project	Street Improvement(s)	$250,000	$250,000
2027-13	10012 Jackson Ave Median	Construction	$120,000	$68,000
2027-14	8448 Meadowlark Lane Improvement- Baxter to Keller Roads	Road Extension	$40,000	$40,000
		Total:	$12,670,600	$10,664,729

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

Estimated Prior Year Measure A Balance:	$7,947,225
Estimated FY 2027/28 Measure A Allocation:	$3,681,000
Estimated Measure A Available for FY 2027/28 Projects:	$11,628,225

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	8357 Madison Ave: Murrieta Hot Springs Rd to Elm St	Street/Road Maintenance/Improvement	$5,000,000	$4,000,000
2028-02	Citywide Slurry Seal	Slurry Seal	$20,000	$20,000
2028-03	Citywide Signal Modification	Traffic Signal(s)	$155,000	$80,000
2028-04	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$75,000
2028-05	Neighborhood Traffic Management Program	Traffic Management	$90,000	$15,000
2028-06	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$0	$0
2028-07	8389 Whitewood: Hunter to Clinton Keith	Street/Road Maintenance/Improvement	$2,000,000	$2,000,000
2028-08	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$0	$0
2028-09	8335 Jackson Ave Bridge (at Warm Springs Creek)	Street/Road Maintenance/Improvement	$30,000	$30,000
		Total:	$7,370,000	$6,220,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

Estimated Prior Year Measure A Balance:	$5,408,225
Estimated FY 2028/29 Measure A Allocation:	$3,755,000
Estimated Measure A Available for FY 2028/29 Projects:	$9,163,225

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Slurry Seal	Slurry Seal	$2,780,000	$2,780,000
2029-02	Citywide Signal Modification	Traffic Signal(s)	$155,000	$80,000
2029-03	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$75,000
2029-04	Neighborhood Traffic Management Program	Traffic Management	$90,000	$15,000
2029-05	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$100,000	$100,000
2029-06	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$100,000	$100,000
2029-07	8357 Madison Ave: Murrieta Hot Springs Rd to Elm St	Street/Road Maintenance/Improvement	$7,000,000	$4,000,000
2029-08	8389 Whitewood: Hunter to Clinton Keith	Street/Road Maintenance/Improvement	$1,900,000	$1,500,000
		Total:	$12,200,000	$8,650,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

Estimated Prior Year Measure A Balance:	$513,225
Estimated FY 2029/30 Measure A Allocation:	$3,830,000
Estimated Measure A Available for FY 2029/30 Projects:	$4,343,225

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Slurry Seal	Slurry Seal	$20,000	$20,000
2030-02	Citywide Signal Modification	Traffic Signal(s)	$155,000	$80,000
2030-03	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$75,000
2030-04	Neighborhood Traffic Management Program	Traffic Management	$90,000	$15,000
2030-05	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$0	$0
2030-06	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$100,000	$100,000
		Total:	$440,000	$290,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

Estimated Prior Year Measure A Balance:	$4,053,225
Estimated FY 2030/31 Measure A Allocation:	$3,907,000
Estimated Measure A Available for FY 2030/31 Projects:	$7,960,225

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$100,000	$100,000
2031-02	Citywide Slurry Seal	Slurry Seal	$2,880,000	$2,880,000
2031-03	Citywide Signal Modification	Traffic Signal(s)	$155,000	$80,000
2031-04	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$75,000
2031-05	Neighborhood Traffic Management Program	Traffic Management	$90,000	$15,000
2031-06	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$100,000	$100,000
		Total:	$3,400,000	$3,250,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Murrieta
Prepared by: James Ozouf
Phone #: (951) 461-6075
Date: 4/17/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	COP 2007 for 15/215 MHS Interchange	Debt Service	$730,600	$730,600	6/30/2027	Project Closeout Underway
2026-02	8079 Murrieta Hot Springs Widening- Margarita to Winchester Rd	Street/Road Maintenance/Improvement	$5,000,000	$586,588	12/31/2026	Construction Phase
2026-03	8357 Madison Ave: Murrieta Hot Springs Rd to Elm St	Street/Road Maintenance/Improvement	$600,000	$0	12/1/2028	PS&E Phase
2026-04	8389 Whitewood: Hunter to Clinton Keith	Street/Road Maintenance/Improvement	$100,000	$0	12/1/2028	PS&E Phase
2026-05	Citywide Slurry Seal	Slurry Seal	$200,000	$145,144	6/30/2027	Completed
2026-06	Citywide Signal Modification	Traffic Signal(s)	$150,000	$51,610	6/30/2026	PS&E Phase
2026-07	Traffic Signal Optimization	Traffic Signal(s)	$75,000	$51,260	6/30/2026	PS&E Phase
2026-08	Neighborhood Traffic Management Program	Traffic Management	$90,000	$0	6/30/2026	PS&E Phase
2026-09	Citywide Sidewalk Replacement	Street/Road Maintenance/Improvement	$0	$0	6/30/2026	PS&E Phase
2026-10	13027 Murrieta Hot Springs Rd & Alta Murrieta Dr Intersection	Street/Road Maintenance/Improvement	$2,035,951	$1,294,268	7/31/2026	Construction Phase
2026-11	8335 Jackson Ave Bridge (at Warm Springs Creek)	Street/Road Maintenance/Improvement	$30,000	$0	6/30/2027	Project Closeout Underway

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	10012 Jackson Avenue Median	Street/Road Maintenance/Improvement	$120,000	$0	6/30/2027	On Hold
2026-13	8448 Meadowlark Lane Improvement - Baxter to Keller Rd	Road Extension	$40,000	$0	6/30/2027	Project Closeout Underway
2026-14	8456 Whitewood Extension - MHSR to Jackson	Road Extension	$0	$0	6/30/2028	On Hold
			Total:	$2,859,470		

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City of Norco

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CITY OF NORCO
HORSETOWN USA

April 27, 2026

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Norco Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Masters:

The City of Norco is pleased to submit for your consideration and approval our Five-Year Measure "A" Capital Improvement Program Plan projections, commencing with Fiscal Year 2026-27.

We have included for your records a copy of the City of Norco approved Five-Year Measure A Capital Improvement Program Fund, and the Annual Certification of the City's "Maintenance of Effort" document signed by City Manager, Lisette Free.

If you have any additional questions, regarding the City of Norco 2026 submittal, please contact me at 951-270-5677. We appreciate your cooperation and assistance with the City of Norco's planned expenditures for maintenance and capital improvements to our local streets and roads.

Respectfully,

Sam Nelson
Director of Public Works
City of Norco

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Norco (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $22,536, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 04/27/26

CITY MANAGER

ATTEST:

Janet [illegible] (Apr 27, 2026 23:53:29 PDT)

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

FY 2024/25 Audited Measure A Balance:	$2,497,091
FY 2025/26 Measure A Revenue	$959,000
Less: FY 2025/26 Project Status Report Expenses:	$0
Estimated Prior Year Measure A Balance:	$3,456,091
Estimated FY 2026/27 Measure A Allocation:	$960,000
Estimated Measure A Available for FY 2026/27 Projects:	$4,416,091

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Center Street (Seventh St to River Dr)	Reconstruction	$1,600,000	$900,000
2027-02	Valley View (4th to 5th)	Reconstruction	$1,900,000	$1,900,000
		Total:	$3,500,000	$2,800,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$1,616,091
Estimated FY 2027/28 Measure A Allocation:	$989,000
Estimated Measure A Available for FY 2027/28 Projects:	$2,605,091

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Hillside Avenue (4th to 5th)	Reconstruction	$1,200,000	$1,200,000
		Total:	$1,200,000	$1,200,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$1,405,091
Estimated FY 2028/29 Measure A Allocation:	$1,009,000
Estimated Measure A Available for FY 2028/29 Projects:	$2,414,091

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Parkridge Ave. (First St. to Three Bar Ln.)	Reconstruction	$1,000,000	$1,000,000
		Total:	$1,000,000	$1,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$1,414,091
Estimated FY 2029/30 Measure A Allocation:	$1,029,000
Estimated Measure A Available for FY 2029/30 Projects:	$2,443,091

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Viceroy Avenue	AC Overlay	$600,000	$600,000
		Total:	$600,000	$600,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

Estimated Prior Year Measure A Balance:	$1,843,091
Estimated FY 2030/31 Measure A Allocation:	$1,050,000
Estimated Measure A Available for FY 2030/31 Projects:	$2,893,091

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Wrangler Way	AC Overlay	$950,000	$950,000
		Total:	$950,000	$950,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Norco
Prepared by: Sam Nelson
Phone #: (951) 270-5677
Date: 4/27/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Valley View Ave (Fourth St to Fifth St)	Reconstruction	$1,850,000	$0	6/30/2028	PS&E Phase
			Total:	$0		

City of Palm Desert

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CITY OF PALM DESERT

73-510 FRED WARING DRIVE
PALM DESERT, CALIFORNIA 92260-2578
TEL: 760 346-0611
FAX: 760-341-7098
INFO@PALMDESERT.GOV

April 30, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Palm Desert Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

Submitted for the Riverside County Transportation Commission consideration are the following documents: the City of Palm Desert's proposed 2027-2031 Five-Year Measure A Local Streets and Roads Capital Improvement Plan, including a Project Status Report for Fiscal Year 2025/26, and the signed Maintenance of Effort Certification Statement.

The Five-Year Program will be reviewed in the near future by the Palm Desert City Council. If the City Council makes any changes to the program, a revised version will be submitted for your approval, otherwise this version is to be considered the official submittal.

If you have any questions, please contact me at (760) 776-6736 or skolbeck@palmdesert.gov.

Sincerely,

Staci Kolbeck
Management Analyst

cc: Chris Escobedo, City Manager
Veronica Chavez, Director of Finance
Casey Arndt, Director of Capital Projects

Docusign Envelope ID: 16D80B32-C86C-8052-80EF-A06CD5260D68

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Palm Desert (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $2,398,146, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/22/2026

Signed by:
Chris Escobedo
883A8CB34D0340A...
CITY MANAGER

ATTEST:

Signed by:
Anthony Mejia
8063A189723D437...
CITY CLERK

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

FY 2024/25 Audited Measure A Balance:	$17,107,013
FY 2025/26 Measure A Revenue	$3,344,000
Less: FY 2025/26 Project Status Report Expenses:	$7,806,964
Estimated Prior Year Measure A Balance:	$12,644,049
Estimated FY 2026/27 Measure A Allocation:	$3,370,000
Estimated Measure A Available for FY 2026/27 Projects:	$16,014,049

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Bridge Inspection & Repair Program	Bridge Rehabilitation	$5,000,000	$1,850,000
2027-02	Cook Street Resurfacing Project	Street Resurfacing	$3,500,000	$3,250,000
2027-03	HSIP Signal Backplates	Traffic Signal(s)	$2,000,000	$125,000
2027-04	Hwy 74 Drainage Improvements	Street(s) and Storm Drain(s)	$500,000	$500,000
2027-05	Street Resurfacing Program	Street Resurfacing	$5,000,000	$750,000
2027-06	Walk n Roll Palm Desert	Bicycle and Pedestrian Improvement(s)	$7,000,000	$3,200,000
2027-07	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$1,500,000	$750,000
2027-08	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$2,000,000	$500,000
2027-09	Neighborhood Traffic Calming Program	Safety Improvement(s)	$350,000	$100,000
2027-10	San Pablo Street Improvements	Safety Improvement(s)	$500,000	$250,000
2027-11	Traffic Signal IISNS Signs	Traffic Signal(s)	$1,500,000	$50,000
2027-12	Traffic Operations and Capacity Improvements	Traffic Management	$2,000,000	$850,000
2027-13	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$2,000,000	$900,000
2027-14	Vision Zero Strategy Implementation	Road Sign Maintenance	$2,500,000	$1,100,000
2027-15	Wayfinding Master Plan	Road Sign Maintenance	$3,000,000	$1,825,000
		Total:	$38,350,000	$16,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

Estimated Prior Year Measure A Balance:	$14,049
Estimated FY 2027/28 Measure A Allocation:	$3,471,000
Estimated Measure A Available for FY 2027/28 Projects:	$3,485,049

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$500,000	$50,000
2028-02	Citywide Bridge Inspection & Repair Program	Bridge Rehabilitation	$5,000,000	$50,000
2028-03	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$500,000	$50,000
2028-04	Street Resurfacing Program	Street Resurfacing	$5,000,000	$3,000,000
2028-05	Neighborhood Traffic Calming Program	Safety Improvement(s)	$250,000	$50,000
2028-06	Traffic Operations and Capacity Improvements	Traffic Management	$500,000	$50,000
2028-07	Wayfinding Master Plan	Road Sign Maintenance	$500,000	$50,000
2028-08	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$500,000	$50,000
		Total:	$12,750,000	$3,350,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

Estimated Prior Year Measure A Balance:	$135,049
Estimated FY 2028/29 Measure A Allocation:	$3,540,000
Estimated Measure A Available for FY 2028/29 Projects:	$3,675,049

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$500,000	$50,000
2029-02	Citywide Bridge Inspection & Repair Program	Bridge Rehabilitation	$250,000	$50,000
2029-03	Street Resurfacing Program	Street Resurfacing	$5,000,000	$3,300,000
2029-04	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$500,000	$50,000
2029-05	Neighborhood Traffic Calming Program	Safety Improvement(s)	$250,000	$50,000
2029-06	Traffic Operations and Capacity Improvements	Traffic Management	$500,000	$50,000
2029-07	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$500,000	$50,000
		Total:	$7,500,000	$3,600,000

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2029/30

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

Estimated Prior Year Measure A Balance:	$75,049
Estimated FY 2029/30 Measure A Allocation:	$3,611,000
Estimated Measure A Available for FY 2029/30 Projects:	$3,686,049

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$500,000	$50,000
2030-02	Citywide Bridge Inspection & Repair Program	Bridge Rehabilitation	$250,000	$50,000
2030-03	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$500,000	$50,000
2030-04	Neighborhood Traffic Calming Program	Safety Improvement(s)	$250,000	$50,000
2030-05	Street Resurfacing Program	Street Resurfacing	$5,000,000	$3,300,000
2030-06	Traffic Operations and Capacity Improvements	Traffic Management	$500,000	$50,000
2030-07	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$500,000	$50,000
		Total:	$7,500,000	$3,600,000

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2030/31

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

Estimated Prior Year Measure A Balance:	$86,049
Estimated FY 2030/31 Measure A Allocation:	$3,683,000
Estimated Measure A Available for FY 2030/31 Projects:	$3,769,049

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$500,000	$50,000
2031-02	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$50,000	$50,000
2031-03	Street Resurfacing Program	Street Resurfacing	$5,000,000	$3,400,000
2031-04	Neighborhood Traffic Calming Program	Safety Improvement(s)	$250,000	$50,000
2031-05	Traffic Operations and Capacity Improvements	Traffic Management	$500,000	$50,000
2031-06	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$500,000	$50,000
		Total:	$6,800,000	$3,650,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Palm Desert
Prepared by: Staci Kolbeck
Phone #: (760) 776-6376
Date: 4/20/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide ADA Curb Ramp Modifications & Sidewalk Replacement	ADA Improvement(s)	$1,000,000	$100,000	6/30/2027	PS&E Phase
2026-02	CHANGED Citywide Bridge Inspection & Repair Program	Bridge Rehabilitation	$3,000,000	$832,008	6/30/2030	Construction Phase
2026-03	Citywide Street Striping and Bike Lane Improvements	Striping Maintenance	$1,500,000	$672,821	6/30/2027	Construction Phase
2026-04	CHANGED Citywide Wayfinding Signage aka Vision Zero Strategy	Road Sign Maintenance	$1,000,000	$83,806	6/30/2027	Construction Phase
2026-05	CHANGED El Paseo Street Rehabilitation & Mid-Block Crossing	Street Resurfacing	$5,200,000	$130,416	3/30/2026	Completed
2026-06	CHANGED Eldorado Drive Street Resurfacing	Street Resurfacing	$3,200,000	$187,799	2/28/2026	Completed
2026-07	CHANGED HSIP Signal Backplates	Traffic Signal(s)	$2,000,000	$50,000	6/30/2027	Construction Phase
2026-08	CHANGED Neighborhood Traffic Calming Program	Safety Improvement(s)	$350,000	$68,481	6/30/2027	Project Advertised
2026-09	CHANGED Stormwater & Drainage Infrastructure	Storm Drain Improvement(s)	$1,000,000	$368,317	6/30/2026	Completed
2026-10	CHANGED Street Resurfacing Program	Street Resurfacing	$10,000,000	$2,394,689	6/30/2027	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-11	Traffic Operations and Capacity Improvements	Traffic Management	$1,500,000	$325,783	6/30/2027	Construction Phase
2026-12	CHANGED Traffic Signal IISNS Signs	Traffic Signal(s)	$750,000	$42,225	6/30/2027	PA&ED Phase
2026-13	Traffic Signal Mods & Hardware Upgrades	Traffic Signal(s)	$1,000,000	$9,980	6/30/2027	Construction Phase
2026-14	CHANGED Walk n Roll Palm Desert	Bicycle and Pedestrian Improvement(s)	$7,000,000	$2,123,605	6/30/2027	Construction Phase
2026-15	Wayfinding Master Plan	Road Sign Maintenance	$2,000,000	$36,800	6/30/2027	PA&ED Phase
2026-16	ADDED Haystack Road Traffic Calming Improvements	Safety Improvement(s)	$1,400,000	$149,030	3/30/2026	Completed
2026-17	ADDED Market Place Drive & Cook Street Traffic Signal Improvements	Traffic Signal(s)	$1,500,000	$48,615	3/30/2026	Completed
2026-18	ADDED Vitalia Way & Gerald Ford Drive Traffic Signal Improvements	Traffic Signal(s)	$1,000,000	$182,469	3/30/2026	Completed
2026-19	ADDED Palm Desert Link	Bicycle and Pedestrian Improvement(s)	$1,000,000	$120	3/30/2026	Completed
			Total:	$7,806,964		

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City of Palm Springs

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City of Palm Springs

Engineering Services Department
3200 East Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 322-8380 • Fax: (760) 323-8207 • Web: www.palmspringsca.gov

April 27, 2026

Ms. Martha Masters
Senior Management Analyst, Planning and Programming
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-22083

RE: Palm Springs Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Masters:

Enclosed, at RCTC's request, is the City of Palm Springs' Maintenance of Effort (MOE) Certification Statement, Project Status Report for CIP Projects in FY 2025/26, and proposed Local Measure "A" Five-Year CIP Plan for fiscal year 2026/2027 through 2030/2031. The City participates in the MSHCP and TUMF programs as required to participate in the Measure "A" Program.

If you have any questions, please call me at (760) 323-8253 ext. 8339.

Sincerely,

Joel Montalvo, MPA, PE
City Engineer

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Palm Springs (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $1,498,732, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/13/26

CITY MANAGER

ATTEST:

SECRETARY

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

FY 2024/25 Audited Measure A Balance:	$13,999,667
FY 2025/26 Measure A Revenue	$2,967,000
Less: FY 2025/26 Project Status Report Expenses:	$6,430,000
Estimated Prior Year Measure A Balance:	$10,536,667
Estimated FY 2026/27 Measure A Allocation:	$3,056,000
Estimated Measure A Available for FY 2026/27 Projects:	$13,592,667

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$500,000
2027-02	Annual Slurry Seal - City Wide	Slurry Seal	$2,000,000	$1,500,000
2027-03	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2027-04	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2027-05	Ramon Road Widening	Bridge Reconstruction	$40,000,000	$400,000
2027-06	Indian Canyon Dr. UPRR Bridge	Bridge Reconstruction	$40,000,000	$500,000
2027-07	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	$9,100,000	$150,000
2027-08	S. Palm Canyon Dr. Bridge @ Tahquitz Wash	Bridge Reconstruction	$15,000,000	$2,000,000
2027-09	Vista Chino Bridge @ Whitewater River	New Bridge	$95,000,000	$100,000
2027-10	CVAG Indian Canyon Bridge Flood and Blowsand	New Bridge	$200,000,000	$200,000
2027-11	I-10 Interchange Projects	Interchange Project	$3,000,000	$600,000
		Total:	$411,100,000	$6,950,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$6,642,667
Estimated FY 2027/28 Measure A Allocation:	$3,148,000
Estimated Measure A Available for FY 2027/28 Projects:	$9,790,667

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$500,000
2028-02	Annual Slurry Seal - City Wide	Slurry Seal	$2,000,000	$1,500,000
2028-03	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2028-04	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2028-05	Ramon Road Widening	Bridge Reconstruction	$40,000,000	$400,000
		Total:	$49,000,000	$3,400,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$6,390,667
Estimated FY 2028/29 Measure A Allocation:	$3,211,000
Estimated Measure A Available for FY 2028/29 Projects:	$9,601,667

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$500,000
2029-02	Annual Slurry Seal - City Wide	Slurry Seal	$2,000,000	$1,500,000
2029-03	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2029-04	Ramon Road Widening	Bridge Reconstruction	$40,000,000	$400,000
2029-05	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
		Total:	$49,000,000	$3,400,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$6,201,667
Estimated FY 2029/30 Measure A Allocation:	$3,275,000
Estimated Measure A Available for FY 2029/30 Projects:	$9,476,667

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$500,000
2030-02	Annual Slurry Seal - City Wide	Slurry Seal	$2,000,000	$1,500,000
2030-03	Ramon Road Widening	Bridge Reconstruction	$40,000,000	$400,000
2030-04	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2030-05	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
		Total:	$49,000,000	$3,400,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$6,076,667
Estimated FY 2030/31 Measure A Allocation:	$3,341,000
Estimated Measure A Available for FY 2030/31 Projects:	$9,417,667

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$500,000
2031-02	Annual Slurry Seal - City Wide	Slurry Seal	$2,000,000	$1,500,000
2031-03	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
2031-04	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$500,000
		Total:	$9,000,000	$3,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Palm Springs
Prepared by: Joel Montalvo
Phone #: (760) 332-8339
Date: 4/9/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Street Repairs and Maintenance	Rehabilitation & Maintenance	$4,000,000	$1,500,000	7/1/2027	Construction Phase
2026-02	Annual Slurry Seal - City Wide	Slurry Seal	$1,855,000	$930,000	4/22/2026	Completed
2026-03	Ramon Road Widening	Bridge Reconstruction	$40,000,000	$250,000	6/1/2028	Right-of-Way Phase
2026-04	Safe Routes to School and Pedestrian Master Plan Projects	Road Safety/Traffic Improvement(s)	$1,500,000	$80,000	8/1/2027	PS&E Phase
2026-05	Traffic Safety Projects - City Wide	Road Safety/Traffic Improvement(s)	$1,500,000	$200,000	6/1/2027	PS&E Phase
2026-06	Vista Chino Bridge @ Whitewater River	New Bridge	$95,000,000	$50,000	6/1/2030	PS&E Phase
2026-07	Indian Canyon Dr. UPRR Bridge	Bridge Reconstruction	$40,000,000	$1,000,000	8/31/2027	Construction Phase
2026-08	S. Palm Canyon Dr. Bridge @ Palm Canyon Wash	New Bridge	$8,900,000	$20,000	12/31/2027	PS&E Phase
2026-09	E. Palm Canyon Dr. Bridge @ Palm Canyon Wash	Bridge Rehabilitation	$9,100,000	$20,000	6/8/2028	PS&E Phase
2026-10	UPRR Windwall Construction	Road Safety/Traffic Improvement(s)	$3,000,000	$1,600,000	4/8/2026	Completed
2026-11	ADDED S. Palm Canyon Dr. Bridge @ Tahquitz Wash	Bridge Reconstruction	$15,000,000	$600,000	12/31/2026	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	ADDED Traffic Operation Center	Traffic Management	$650,000	$20,000	6/30/2026	Construction Phase
2026-13	ADDED I-10 Interchange Projects	Interchange Project	$3,000,000	$60,000	12/30/2028	Project Closeout Underway
2026-14	ADDED CVAG Indian Canyon Bridge Flood and Blowsand	New Bridge	$200,000,000	$100,000	12/31/2029	PA&ED Phase
			Total:	$6,430,000		

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City of Perris

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CITY OF PERRIS
ENGINEERING DEPARTMENT

May 13, 2026

Mina Kim
Planning and Programming Manager
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Perris Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 – 2031

Dear Ms. Kim,

The City of Perris is submitting its Annual Measure A CIP FY 2027-2031, including:

1. City of Perris Five Year Capital Improvement Plan (CIP) FY 2026/2027 through FY 2030/2031
2. Project Status Report for CIP FY 2025/2026.
3. Maintenance of Effort (MOE) signed certification

Please feel free to contact me if you have any questions.

Sincerely,

John Pourkazemi, PE
City Engineer

Copy: Brad Brophy, Assistant City Engineer
Adrienne Morales, Accounting Supervisor

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Perris (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $1,218,470, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/21/2026

CLARA MIRAMONTES, CITY MANAGER

ATTEST:

JUDY HAUGHNEY, ASSISTANT CITY CLERK

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

FY 2024/25 Audited Measure A Balance:	$12,523,604
FY 2025/26 Measure A Revenue	$2,887,000
Less: FY 2025/26 Project Status Report Expenses:	$1,586,880
Estimated Prior Year Measure A Balance:	$13,823,724
Estimated FY 2026/27 Measure A Allocation:	$2,864,000
Estimated Measure A Available for FY 2026/27 Projects:	$16,687,724

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Morgan Park Street Connector, P056	New Construction	$1,181,270	$300,000
2027-02	Annual Citywide Slurry Seal & Overlay (Various City locations), S002	Pavement Maintenance Program	$4,000,000	$2,000,000
2027-03	Unpaved Streets & Alleys Pavement, S094	New Pavement	$800,000	$250,000
2027-04	A Street Widening (4th St. - Nuevo Rd.) S105	Street Improvement(s)	$750,000	$50,000
2027-05	A Street Corridor Safety Imp. - Nuevo to Mapes, S146	Pedestrian Improvement(s)	$650,000	$290,000
2027-06	San Jacinto Ave/D Street Intersection Improvements, S151	Street/Road Maintenance/Improvement	$1,600,000	$800,000
2027-07	Perris Blvd. (Ramona Ex to Case Rd) & Nuevo Rd. (I-215 to Murrieta Rd) Pavement Rehab, S157	Rehabilitation & Maintenance	$9,000,000	$3,000,000
2027-08	Redlands & Citrus Crossing Improvements, S159	Pedestrian Improvement(s)	$2,000,000	$692,000
2027-09	Citrus Ave. from (Medical Ctr Dr & Redlands Ave) Lighting Improvements	Safety Improvement(s)	$400,000	$200,000
2027-10	Citywide Traffic Studies and Reports,T009	Study	$250,000	$75,000
2027-11	TS & Road Safety Imp - Priority Corridors, T032	Safety Improvement(s)	$5,141,100	$1,026,000
2027-12	Perris High School Traffic Signals, T033	Traffic Signal(s)	$1,300,000	$125,000
		Total:	$27,072,370	$8,808,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$7,879,724
Estimated FY 2027/28 Measure A Allocation:	$2,950,000
Estimated Measure A Available for FY 2027/28 Projects:	$10,829,724

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Morgan Park Street Connector, P056	New Construction	$1,181,270	$300,000
2028-02	Annual Citywide Slurry Seal & Overlay (Various City locations), S002	Pavement Maintenance Program	$4,000,000	$4,000,000
2028-03	Unpaved Streets & Alleys Pavement, S094	New Pavement	$800,000	$250,000
2028-04	A Street Widening (4th St. - Nuevo Rd.) S105	Street Improvement(s)	$750,000	$50,000
2028-05	San Jacinto Ave/D Street Intersection Improvements, S151	Street/Road Maintenance/Improvement	$1,600,000	$800,000
2028-06	Citrus Ave. from (Medical Ctr Dr & Redlands Ave) Lighting Improvements	Safety Improvement(s)	$400,000	$200,000
2028-07	Citywide Traffic Studies and Reports,T009	Study	$250,000	$75,000
2028-08	Perris High School Traffic Signals, T033	Traffic Signal(s)	$1,300,000	$125,000
2028-09	Citywide Sidewalk & ADA Improvements	Pedestrian Improvement(s)	$3,500,000	$1,750,000
2028-10	Citywide Safety Improvements	Road Safety/Traffic Improvement(s)	$800,000	$400,000
		Total:	$14,581,270	$7,950,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$2,879,724
Estimated FY 2028/29 Measure A Allocation:	$3,009,000
Estimated Measure A Available for FY 2028/29 Projects:	$5,888,724

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Annual Citywide Slurry Seal, Overlay, & Pavement Rehab Program	Pavement Maintenance Program	$4,000,000	$3,000,000
2029-02	Citywide Sidewalk & ADA Improvements	Pedestrian Improvement(s)	$1,500,000	$1,000,000
		Total:	$5,500,000	$4,000,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$1,888,724
Estimated FY 2029/30 Measure A Allocation:	$3,069,000
Estimated Measure A Available for FY 2029/30 Projects:	$4,957,724

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Annual Citywide Slurry Seal, Overlay, & Pavement Rehab Program	Pavement Maintenance Program	$2,500,000	$2,500,000
2030-02	Citywide Sidewalk & ADA Improvements	Pedestrian Improvement(s)	$1,000,000	$1,000,000
		Total:	$3,500,000	$3,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

Estimated Prior Year Measure A Balance:	$1,457,724
Estimated FY 2030/31 Measure A Allocation:	$3,130,000
Estimated Measure A Available for FY 2030/31 Projects:	$4,587,724

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Annual Citywide Slurry Seal, Overlay, & Pavement Rehab Program	Pavement Maintenance Program	$2,500,000	$2,500,000
2031-02	Citywide Sidewalk & ADA Improvements	Pedestrian Improvement(s)	$1,000,000	$1,000,000
		Total:	$3,500,000	$3,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Perris
Prepared by: Brad Brophy
Phone #: (951) 956-2120
Date: 3/12/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Unpaved Streets & Alleys Ph 2 (CIP S094)	Street/Road Maintenance/Improvement	$1,200,000	$0	6/30/2027	PA&ED Phase
2026-02	Annual Citywide Slurry Seal & Overlay/Pavement Rehab (CIP S002)	Pavement Maintenance Program	$2,700,000	$0	6/30/2027	PA&ED Phase
2026-03	Redlands & Citrus Crossing Improvements (S137)	Safety Improvement(s)	$2,000,000	$5,000	6/30/2027	PS&E Phase
2026-04	A Street Corridor Safety Imp. - Nuevo to Mapes (CIP S146)	Safety Improvement(s)	$650,000	$5,000	6/30/2027	Project Advertised
2026-05	Annual Pothole Repair Program (CIP S036)	Annual Recurring Program	$2,500,000	$0	6/30/2027	PA&ED Phase
2026-06	TS & Road Safety Imp - Priority Corridors (CIP T032)	Safety Improvement(s)	$5,141,100	$1,500,000	9/30/2026	Construction Phase
2026-07	Morgan Park Street Connector (CIP P056)	New Construction	$1,181,270	$1,200	12/30/2027	PA&ED Phase
2026-08	San Jacinto Ave/D St. Int. & TS btwn I-215 ramps & San Jacinto Ave. (CIP S151)	Road Safety/Traffic Improvement(s)	$1,100,000	$0	12/30/2027	PS&E Phase
2026-09	Ramona Exp Crosswalk Imp - Webster to Rider (CIP S140)	Safety Improvement(s)	$533,845	$5,020	9/18/2025	Completed
2026-10	Citywide Pavement Management Program (CIP S002)	Pavement Maintenance Program	$70,660	$70,660	6/30/2026	Completed
			Total:	$1,586,880		

City of Rancho Mirage

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CITY OF RANCHO MIRAGE

April 24, 2026

Martha Masters, Senior Management Analyst
Riverside County Transportation Commission
Riverside County Regional Complex, 3rd Floor
P.O. Box 12008
Riverside, CA 92502-2208

Re: **FY 2027-2031 Measure "A" Local Streets and Roads Capital Improvement Plan**

Dear Ms. Masters:

Attached are the Local Streets and Roads Program for Measure "A" Funds for FY 2027-2031, project status report for prior year Plan (FY 2025/2026) and the FY 2026/2027 Maintenance of Effort Certification Statement.

The City's maintenance of effort for FY 2026/2027 is $1,560,051.00, which exceeds our established maintenance of effort requirement of $674,811. The City's five-year Capital Improvement Program totals $31,000,000 and identifies Measure "A" local funds for the five-year plan totaling $7,500,000.00. The Measure A Fund Balance is projected to be $3,365,558.00 as a result of the five-year program. The City currently carries a balance of approximately $1,946,000.00 in the Measure "A" Local Fund account. Therefore, with current and projected future allocations, adequate funds appear to be available for the plan.

Attached is the City's status report for our prior year Plan FYE June 30, 2025.

Please feel free to call me at (760) 770-3224 if you have any questions.

Sincerely,

Ryan Stendell
Director of Public Works

Enclosures: FY 2025/2026 MOE Certification Statement
Project Status Report FY 2025/2026
Measure "A" FY 2027-2031 Capital Improvement Plan

FY 2026/27
MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Rancho Mirage (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $674,811, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction or loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five-Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 24, 2026

Isaiah Hagerman
CITY MANAGER

ATTEST:

Kristie Ramos
CITY CLERK

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

FY 2024/25 Audited Measure A Balance:	$3,180,558
FY 2025/26 Measure A Revenue	$1,140,000
Less: FY 2025/26 Project Status Report Expenses:	$1,000,000
Estimated Prior Year Measure A Balance:	$3,320,558
Estimated FY 2026/27 Measure A Allocation:	$1,152,000
Estimated Measure A Available for FY 2026/27 Projects:	$4,472,558

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$7,000,000	$1,000,000
2027-02	Citywide bridge/low water crossing rehab and enhancement	Preventive Maintenance	$2,000,000	$500,000
		Total:	$9,000,000	$1,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

Estimated Prior Year Measure A Balance:	$2,972,558
Estimated FY 2027/28 Measure A Allocation:	$1,187,000
Estimated Measure A Available for FY 2027/28 Projects:	$4,159,558

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$5,000,000	$1,000,000
2028-02	Citywide bridge/low water crossing rehab and enhancement	Preventive Maintenance	$2,000,000	$500,000
		Total:	$7,000,000	$1,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

Estimated Prior Year Measure A Balance:	$2,659,558
Estimated FY 2028/29 Measure A Allocation:	$1,211,000
Estimated Measure A Available for FY 2028/29 Projects:	$3,870,558

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$5,000,000	$1,500,000
		Total:	$5,000,000	$1,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

Estimated Prior Year Measure A Balance:	$2,370,558
Estimated FY 2029/30 Measure A Allocation:	$1,235,000
Estimated Measure A Available for FY 2029/30 Projects:	$3,605,558

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$5,000,000	$1,500,000
		Total:	$5,000,000	$1,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

Estimated Prior Year Measure A Balance:	$2,105,558
Estimated FY 2030/31 Measure A Allocation:	$1,260,000
Estimated Measure A Available for FY 2030/31 Projects:	$3,365,558

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$5,000,000	$1,500,000
		Total:	$5,000,000	$1,500,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Rancho Mirage
Prepared by: Jeff Benson
Phone #: (760) 770-3224
Date: 4/24/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide Slurry Seal/Pavement Rehab.	Preventive Maintenance	$2,000,000	$1,000,000	12/31/2026	Completed
			Total:	$1,000,000		

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City of Riverside County - CV

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COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Dennis Acuna, P. E., T. E.
Director of Transportation

Hector D. Davila, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

April 27, 2026

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 S. Lemon St., Third floor
Riverside, CA 92501

RE: Measure A Local Streets and Roads Program

Dear Ms. Masters:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2027/2031. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2025/2026 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2026/2027 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

Dennis Acuna
Director of Transportation

OR:
attachments

cc: Andrew Martin
Jorge Chiang
Francisco Herrera

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

FY 2024/25 Audited Measure A Balance:	$234,533
FY 2025/26 Measure A Revenue	$2,493,000
Less: FY 2025/26 Project Status Report Expenses:	$2,246,055
Estimated Prior Year Measure A Balance:	$481,478
Estimated FY 2026/27 Measure A Allocation:	$2,542,000
Estimated Measure A Available for FY 2026/27 Projects:	$3,023,478

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY26/27 (Districtwide)	Slurry Seal	$2,315,000	$1,983,000
2027-02	CHIP SEAL OF 4TH DISTRICT ROADS FY26/27 (Districtwide)	Chip Seal	$3,377,000	$1,040,478
		Total:	$5,692,000	$3,023,478

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2027/28 Measure A Allocation:	$2,618,000
Estimated Measure A Available for FY 2027/28 Projects:	$2,618,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY27/28 (Districtwide)	Slurry Seal	$3,450,000	$2,618,000
		Total:	$3,450,000	$2,618,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$2,670,000
Estimated Measure A Available for FY 2028/29 Projects:	$2,670,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY28/29 (Districtwide)	Slurry Seal	$3,450,000	$2,670,000
		Total:	$3,450,000	$2,670,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$2,723,000
Estimated Measure A Available for FY 2029/30 Projects:	$2,723,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY29/30 (Districtwide)	Slurry Seal	$3,540,000	$2,723,000
		Total:	$3,540,000	$2,723,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$2,777,000
Estimated Measure A Available for FY 2030/31 Projects:	$2,777,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY30/31 (Districtwide)	Slurry Seal	$3,540,000	$2,777,000
		Total:	$3,540,000	$2,777,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Riverside County - CV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	SLURRY SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry Seal	$2,347,000	$1,434,376	6/30/2026	Project Closeout Underway
2026-02	CHIP SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Chip Seal	$2,962,000	$811,679	6/30/2026	Construction Phase
			Total:	$2,246,055		

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City of Riverside County - PV

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COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Dennis Acuna, P. E., T. E.
Director of Transportation

Hector D. Davila, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

April 27, 2026

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 S. Lemon St., Third floor
Riverside, CA 92501

RE: Measure A Local Streets and Roads Program

Dear Ms. Masters:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2027/2031. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2025/2026 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2026/2027 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

Dennis Acuna
Director of Transportation

OR:
attachments

cc: Andrew Martin
Jorge Chiang
Francisco Herrera

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

FY 2024/25 Audited Measure A Balance:	$18,447
FY 2025/26 Measure A Revenue	$202,000
Less: FY 2025/26 Project Status Report Expenses:	$220,447
Estimated Prior Year Measure A Balance:	$0
Estimated FY 2026/27 Measure A Allocation:	$150,000
Estimated Measure A Available for FY 2026/27 Projects:	$150,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	CHIP SEAL OF 4TH DISTRICT ROADS FY26/27 (Districtwide)	Chip Seal	$3,377,000	$150,000
		Total:	$3,377,000	$150,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2027/28 Measure A Allocation:	$155,000
Estimated Measure A Available for FY 2027/28 Projects:	$155,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	CHIP SEAL OF 4TH DISTRICT ROADS FY 27/28 (Districtwide)	Chip Seal	$2,525,000	$155,000
		Total:	$2,525,000	$155,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$158,000
Estimated Measure A Available for FY 2028/29 Projects:	$158,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	CHIP SEAL OF 4TH DISTRICT ROADS FY28/29 (Districtwide)	Chip Seal	$2,550,000	$158,000
		Total:	$2,550,000	$158,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$161,000
Estimated Measure A Available for FY 2029/30 Projects:	$161,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	CHIP SEAL OF 4TH DISTRICT ROADS FY29/30 (Districtwide)	Chip Seal	$2,575,000	$161,000
		Total:	$2,575,000	$161,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$164,000
Estimated Measure A Available for FY 2030/31 Projects:	$164,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	CHIP SEAL OF 4TH DISTRICT ROADS FY30/31 (Districtwide)	Chip Seal	$2,600,000	$164,000
		Total:	$2,600,000	$164,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Riverside County - PV
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/7/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	CHIP SEAL OF 4TH DISTRICT ROADS FY25/26 (Districtwide)	Chip Seal	$2,962,000	$220,447	6/30/2026	Construction Phase
			Total:	$220,447		

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City of Riverside County - WC

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COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Dennis Acuna, P. E., T. E.
Director of Transportation

Hector D. Davila, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

April 27, 2026

Ms. Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 S. Lemon St., Third floor
Riverside, CA 92501

RE: Measure A Local Streets and Roads Program

Dear Ms. Masters:

Attached is the County's five-year program of projects for the County's portion of Measure A funds for Fiscal Year 2027/2031. The County's Transportation Department receives no general funds and no certification of MOE is included. Also attached is a copy of our Fiscal Year 2025/2026 plan with comments addressing project status. We have scheduled expenditures based on revenue projections. Three reports are attached representing the Western, Coachella Valley and the Palo Verde Valley unincorporated regions of the county.

These projects are incorporated in the County's proposed Fiscal Year 2026/2027 Transportation Improvement Plan (TIP) which is planned for Board approval. We will inform your agency of any changes that occur to the Measure A program due to future revisions of the County's TIP.

If you have any questions concerning this program, please feel free to contact me at (951) 955-6740.

Sincerely,

Dennis Acuna
Director of Transportation

OR:
attachments

cc: Andrew Martin
Jorge Chiang
Francisco Herrera

4080 Lemon Street, 8th Floor · Riverside, CA 92501 · (951) 955-6740
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3198

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

FY 2024/25 Audited Measure A Balance:	$8,195,433
FY 2025/26 Measure A Revenue	$9,384,000
Less: FY 2025/26 Project Status Report Expenses:	$13,041,872
Estimated Prior Year Measure A Balance:	$4,537,561
Estimated FY 2026/27 Measure A Allocation:	$9,444,000
Estimated Measure A Available for FY 2026/27 Projects:	$13,981,561

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino De Los Caballos	Environmental Mitigation	$4,379,000	$100,000
2027-02	SLURRY SEAL OF 1ST DISTRICT ROADS FY26/27 (Districtwide)	Slurry Seal	$405,000	$328,000
2027-03	SLURRY SEAL OF 2ND DISTRICT ROADS FY26/27 (Districtwide)	Slurry Seal	$2,298,000	$1,968,000
2027-04	SLURRY SEAL OF 3RD DISTRICT ROADS FY26/27 (Districtwide)	Slurry Seal	$4,325,000	$3,725,000
2027-05	SLURRY SEAL OF 5TH DISTRICT ROADS FY26/27 (Districtwide)	Slurry Seal	$402,000	$328,000
2027-06	Carroll St: Martin to Kuder Ave	Street Resurfacing	$1,545,000	$1,300,000
2027-07	Temescal Canyon Rd: Indian Truck Trail to SE Hostettler 0.04 mi	Street Resurfacing	$3,786,000	$2,089,654
2027-08	Hemet Area Resurf Group	Street Resurfacing	$1,069,000	$761,000
2027-09	Lakeview Ave: Ramona Expy to Nuevo Rd	Street Resurfacing	$3,908,000	$1,935,907
2027-10	Bridge St: Ramona Expy to Gilman Springs Rd	Street Resurfacing	$2,373,000	$1,446,000
		Total:	$24,490,000	$13,981,561

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2027/28 Measure A Allocation:	$9,727,000
Estimated Measure A Available for FY 2027/28 Projects:	$9,727,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY27/28 (Districtwide)	Slurry Seal	$440,412	$363,567
2028-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY27/28 (Districtwide)	Slurry Seal	$3,344,208	$2,760,697
2028-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY27/28 (Districtwide)	Slurry Seal	$3,878,373	$3,201,659
2028-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY27/28 (Districtwide)	Slurry Seal	$1,823,482	$1,505,313
2028-05	Haines St: Cajalco to Nandina Ave	Street Resurfacing	$2,110,000	$1,895,764
		Total:	$11,596,475	$9,727,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2028/29 Measure A Allocation:	$9,922,000
Estimated Measure A Available for FY 2028/29 Projects:	$9,922,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY28/29 (Districtwide)	Slurry Seal	$2,950,000	$2,322,000
2029-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY28/29 (Districtwide)	Slurry Seal	$3,050,000	$2,650,000
2029-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY28/29 (Districtwide)	Slurry Seal	$5,250,000	$4,200,000
2029-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY28/29 (Districtwide)	Slurry Seal	$900,000	$750,000
		Total:	$12,150,000	$9,922,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2029/30 Measure A Allocation:	$10,120,000
Estimated Measure A Available for FY 2029/30 Projects:	$10,120,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY29/30 (Districtwide)	Slurry Seal	$3,038,500	$2,289,500
2030-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY29/30 (Districtwide)	Slurry Seal	$3,141,500	$2,729,500
2030-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY29/30 (Districtwide)	Slurry Seal	$5,407,000	$4,326,000
2030-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY29/30 (Districtwide)	Slurry Seal	$950,000	$775,000
		Total:	$12,537,000	$10,120,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

Estimated Prior Year Measure A Balance:	$0
Estimated FY 2030/31 Measure A Allocation:	$10,322,000
Estimated Measure A Available for FY 2030/31 Projects:	$10,322,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	SLURRY SEAL OF 1ST DISTRICT ROADS FY30/31 (Districtwide)	Slurry Seal	$3,130,000	$2,270,000
2031-02	SLURRY SEAL OF 2ND DISTRICT ROADS FY30/31 (Districtwide)	Slurry Seal	$3,235,000	$2,812,000
2031-03	SLURRY SEAL OF 3RD DISTRICT ROADS FY30/31 (Districtwide)	Slurry Seal	$5,560,000	$4,440,000
2031-04	SLURRY SEAL OF 5TH DISTRICT ROADS FY30/31 (Districtwide)	Slurry Seal	$950,000	$800,000
		Total:	$12,875,000	$10,322,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Riverside County - WC
Prepared by: Ossie Ramos
Phone #: (951) 955-9254
Date: 4/8/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Integrated Mitigation Project: W'ly of Briggs Rd to S'ly Camino De Los Caballos	Environmental Mitigation	$4,379,000	$0	9/30/2026	Construction Phase
2026-02	SLURRY SEAL OF 1ST DISTRICT ROADS FY25/26 (Districtwide)	Slurry Seal	$438,000	$334,645	1/16/2026	Project Closeout Underway
2026-03	SLURRY SEAL OF 2ND DISTRICT ROADS FY25/26 (Districtwide)	Slurry Seal	$3,859,000	$3,190,333	1/16/2026	Project Closeout Underway
2026-04	SLURRY SEAL OF 3RD DISTRICT ROADS FY25/26 (Districtwide)	Slurry Seal	$3,424,000	$1,567,294	1/16/2026	Project Closeout Underway
2026-05	SLURRY SEAL OF 5TH DISTRICT ROADS FY25/26 (Districtwide)	Slurry Seal	$842,000	$632,920	1/16/2026	Project Closeout Underway
2026-06	Pauba Rd: Via Del Monte to Calle Contento	Reconstruction	$11,564,000	$7,316,680	10/31/2026	Construction Phase
2026-07	Gilman Springs Rd, Phase 6: SE'ly Alessandro 1.7mi to SE'ly Bridge St 1mi	Other	$33,503,000	$0	1/27/2026	Completed
		Total:		$13,041,872		

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City of Riverside, City of

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Public Works

City of Arts & Innovation

March 26, 2026

Martha Masters, Planning and Programming Manager
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: City of Riverside, Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Masters,

Please find enclosed the City of Riverside's FY 2026/27 Maintenance of Effort (MOE) Certification Statement, the Measure A Local Funds Capital Improvement Program for FY 2026/27 through FY 2030/31, and the FY 2025/26 status report.

Should you have any questions, please reach out to Martha Naranjo at (951) 826-2394 or via email at MNaranjo@riversideca.gov

Sincerely,

Nathan Mustafa
Interim Public Works Director

Attachments (3)

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Riverside, City of (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $12,449,203, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: April 3, 2026

CITY MANAGER

ATTEST:

SECRETARY

APPROVED AS TO FORM

BY: _____

Deputy City Attorney

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

FY 2024/25 Audited Measure A Balance:	$42,867,556
FY 2025/26 Measure A Revenue	$10,764,000
Less: FY 2025/26 Project Status Report Expenses:	$31,903,621
Estimated Prior Year Measure A Balance:	$21,727,935
Estimated FY 2026/27 Measure A Allocation:	$10,749,000
Estimated Measure A Available for FY 2026/27 Projects:	$32,476,935

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Arterial Interconnections	Signal Coordination	$40,000	$40,000
2027-02	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	$70,000	$70,000
2027-03	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	$20,000	$20,000
2027-04	Major Street Rehabilitation	Street Resurfacing	$5,075,000	$5,075,000
2027-05	New Traffic Signals	Traffic Signal(s)	$500,000	$500,000
2027-06	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000
2027-07	Railroad Quiet Zone Maintenance	Other: Quiet Zone for Railroad	$200,000	$200,000
2027-08	Traffic Center Improvements	Traffic Management	$50,000	$50,000
2027-09	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000
2027-10	Misc Railroad Project Management	Other	$0	$0
2027-11	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	$10,000	$10,000
2027-12	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000
2027-13	Mission Inn to Marlborough Ave	Other: Railroad	$327,300	$327,300
2027-14	Sidewalk Repair Program	Bicycle and Pedestrian Improvement(s)	$4,000,000	$4,000,000
2027-15	BNSF/Third Street Grade Separation	Other: Grade Separation	$500,000	$500,000
2027-16	Traffic Signal Preemption Device Replacement	Traffic Signal(s)	$10,000	$10,000
2027-17	Thirteenth Street Storm Drain	Storm Drain Improvement(s)	$860,000	$610,000
2027-18	Debt Svc-2013 Transportation Bonds	Debt Service	$2,000	$2,000
2027-19	Market Street Bridge Replacement over the Santa Ana River	Bridge Rehabilitation	$2,200,000	$2,200,000
2027-20	Paving Projects COP - Debt Service	Debt Service	$2,723,000	$2,723,000
2027-21	Traffic Detection Replacement Program	Traffic Signal(s)	$25,000	$25,000

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-22	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000
		Total:	$17,212,300	$16,962,300

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

Estimated Prior Year Measure A Balance:	$15,514,635
Estimated FY 2027/28 Measure A Allocation:	$11,071,000
Estimated Measure A Available for FY 2027/28 Projects:	$26,585,635

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Arterial Interconnections	Signal Coordination	$40,000	$40,000
2028-02	Controller Assembly Replacement	Other	$70,000	$70,000
2028-03	LED Signal Lenses Replacement	Other	$20,000	$20,000
2028-04	Major Street Rehabilitation	Street Resurfacing	$5,575,000	$5,575,000
2028-05	New Traffic Signals	Traffic Signal(s)	$500,000	$500,000
2028-06	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000
2028-07	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000
2028-08	Railroad Quiet Zone Maintenance	Other	$200,000	$200,000
2028-09	Traffic Center Improvements	Traffic Management	$50,000	$50,000
2028-10	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000
2028-11	Traffic Signal Communication Equipment	Other	$10,000	$10,000
2028-12	Misc Railroad Project Management	Other	$0	$0
2028-13	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000
2028-14	Traffic Detection Replacement Program	Traffic Signal(s)	$25,000	$25,000
2028-15	Sidewalk Repair Program	Bicycle and Pedestrian Improvement(s)	$2,000,000	$2,000,000
2028-16	Mission Inn to Marlborough Ave	Other: Railroad	$347,800	$347,800
2028-17	BNSF/Third Street Grade Separation	Other: Grade Separation	$500,000	$500,000
2028-18	Traffic Signal Preemption Device Replacement	Traffic Signal(s)	$10,000	$10,000
2028-19	Debt Svc-2013 Transportation Bonds	Debt Service	$2,000	$2,000
2028-20	Mission Boulevard Bridge Replacement at Santa Ana River	Bridge Reconstruction	$1,300,000	$1,300,000
2028-21	Paving Projects COP - Debt Service	Debt Service	$2,721,250	$2,721,250
		Total:	$13,971,050	$13,971,050

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2028/29

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

Estimated Prior Year Measure A Balance:	$12,614,585
Estimated FY 2028/29 Measure A Allocation:	$11,292,000
Estimated Measure A Available for FY 2028/29 Projects:	$23,906,585

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Misc Railroad Project Management	Other	$0	$0
2029-02	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000
2029-03	Arterial Interconnections	Signal Coordination	$40,000	$40,000
2029-04	Controller Assembly Replacement	Other	$70,000	$70,000
2029-05	New Traffic Signals	Traffic Signal(s)	$500,000	$500,000
2029-06	Major Street Rehabilitation	Street Resurfacing	$6,075,000	$6,075,000
2029-07	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000
2029-08	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000
2029-09	Traffic Center Improvements	Traffic Management	$50,000	$50,000
2029-10	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000
2029-11	Traffic Signal Communication Equipment	Other	$10,000	$10,000
2029-12	LED Signal Lenses Replacement	Other	$20,000	$20,000
2029-13	Traffic Detection Replacement Program	Traffic Signal(s)	$25,000	$25,000
2029-14	Traffic Signal Preemption Device Replacement	Traffic Signal(s)	$10,000	$10,000
2029-15	Debt Svc-2013 Transportation Bonds	Debt Service	$2,000	$2,000
2029-16	Mission Boulevard Bridge Replacement at Santa Ana River	Bridge Reconstruction	$900,000	$900,000
2029-17	Paving Projects COP - Debt Service	Debt Service	$2,724,750	$2,724,750
2029-18	Misc Railroad Project Management	Other: Railroad Maint.	$1,068,800	$1,068,800
		Total:	$12,095,550	$12,095,550

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2029/30

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

Estimated Prior Year Measure A Balance:	$11,811,035
Estimated FY 2029/30 Measure A Allocation:	$11,518,000
Estimated Measure A Available for FY 2029/30 Projects:	$23,329,035

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Misc Railroad Project Management	Other	$0	$0
2030-02	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000
2030-03	Arterial Interconnections	Signal Coordination	$40,000	$40,000
2030-04	Controller Assembly Replacement	Other	$70,000	$70,000
2030-05	New Traffic Signals	Traffic Signal(s)	$500,000	$500,000
2030-06	Major Street Rehabilitation	Street Resurfacing	$5,275,000	$5,275,000
2030-07	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000
2030-08	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000
2030-09	Traffic Center Improvements	Traffic Management	$50,000	$50,000
2030-10	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000
2030-11	Traffic Signal Communication Equipment	Other	$10,000	$10,000
2030-12	LED Signal Lenses Replacement	Other	$20,000	$20,000
2030-13	Traffic Detection Replacement Program	Traffic Signal(s)	$25,000	$25,000
2030-14	Debt Svc-2013 Transportation Bonds	Debt Service	$5,500	$5,500
2030-15	Traffic Signal Preemption Device Replacement	Traffic Signal(s)	$10,000	$10,000
2030-16	Paving Projects COP - Debt Service	Debt Service	$2,723,000	$2,723,000
2030-17	Misc Railroad Project Management	Other: Railroad Maint.	$1,090,200	$1,090,200
		Total:	$10,418,700	$10,418,700

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

Estimated Prior Year Measure A Balance:	$12,910,335
Estimated FY 2030/31 Measure A Allocation:	$11,748,000
Estimated Measure A Available for FY 2030/31 Projects:	$24,658,335

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000
2031-02	Misc Railroad Project Management	Other: Railroad Maint.	$1,112,004	$1,112,004
2031-03	Arterial Interconnections	Signal Coordination	$40,000	$40,000
2031-04	Controller Assembly Replacement	Other	$70,000	$70,000
2031-05	LED Signal Lenses Replacement	Other	$20,000	$20,000
2031-06	Major Street Rehabilitation	Street Resurfacing	$5,275,000	$5,275,000
2031-07	New Traffic Signals	Traffic Signal(s)	$500,000	$500,000
2031-08	Traffic Signal Preemption Device Replacement	Traffic Signal(s)	$10,000	$10,000
2031-09	Traffic Detection Replacement Program	Traffic Signal(s)	$25,000	$25,000
2031-10	Traffic Signal Communication Equipment	Other	$10,000	$10,000
2031-11	Debt Svc-2013 Transportation Bonds	Debt Service	$2,000	$2,000
2031-12	Paving Projects COP - Debt Service	Debt Service	$2,726,000	$2,726,000
2031-13	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000
2031-14	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000
2031-15	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000
2031-16	Traffic Center Improvements	Traffic Management	$50,000	$50,000
		Total:	$10,440,004	$10,440,004

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Riverside, City of
Prepared by: Martha Naranjo
Phone #: (951) 826-2394
Date: 2/4/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Arterial Interconnections	Traffic Signal(s)	$40,000	$40,000	6/30/2026	Completed
2026-02	Controller Assembly Replacement	Ongoing Traffic Signal Maintenance	$70,000	$70,000	6/30/2026	Completed
2026-03	LED Signal Lenses Replacement	Ongoing Traffic Signal Maintenance	$20,000	$20,000	6/30/2026	Completed
2026-04	Major Street Rehabilitation	Street Resurfacing	$2,400,000	$2,400,000	6/30/2026	Completed
2026-05	New Traffic Signals	Traffic Signal(s)	$250,000	$250,000	6/30/2026	Completed
2026-06	Pavement Management Program	Pavement Maintenance Program	$125,000	$125,000	6/30/2026	Completed
2026-07	Paving Projects COP - Debt Service	Debt Service	$2,518,000	$2,518,000	6/30/2026	Completed
2026-08	Transportation Planning for CIP Projects	Administrative Overhead/Indirect Costs	$50,000	$50,000	6/30/2026	Completed
2026-09	Railroad Quiet Zone Maintenance	Other: Quiet Zone for Railroad	$100,000	$100,000	6/30/2026	Completed
2026-10	Traffic Center Improvements	Traffic Management	$50,000	$50,000	6/30/2026	Completed
2026-11	Traffic Planning/Investigations for CIP Projects	Administrative Overhead/Indirect Costs	$300,000	$300,000	6/30/2026	Completed
2026-12	Misc Railroad Project Management	Other	$0	$0	6/30/2026	Completed

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-13	Traffic Signal Emergency Vehicle Replacement	Ongoing Traffic Signal Maintenance	$10,000	$10,000	6/30/2026	Completed
2026-14	Traffic Signal Communication Equipment	Ongoing Traffic Signal Maintenance	$10,000	$10,000	6/30/2026	Completed
2026-15	Traffic Signal Revisions	Traffic Signal(s)	$125,000	$125,000	6/30/2026	Completed
2026-16	Traffic Detection Replacement Program	Other: Ongoing Traffic Signal Maintenance	$25,000	$25,000	6/30/2026	Completed
2026-17	Signal Backplate LPI Missn Inn	Traffic Signal(s)	$9,018,200	$200,000	6/30/2026	PA&ED Phase
2026-18	Quiet Zone/BNSF - Mission Inn/8610	Other	$4,163,000	$500,000	6/30/2027	PA&ED Phase
2026-19	CHANGED Third St/BNSF Grade Separation	Other	$105,000,000	$339,166	12/31/2028	Right-of-Way Phase
2026-20	160 Signal Controller Upgrades	Traffic Signal(s)	$1,597,600	$798,800	6/30/2027	PA&ED Phase
2026-21	Median Fence & Pedestrian Xing Safety Upgrades	Traffic Management	$5,664,100	$566,410	6/30/2028	PA&ED Phase
2026-22	Class II Buffered Bike Lanes	Bicycle and Pedestrian Improvement(s)	$348,200	$34,820	6/30/2027	PA&ED Phase
2026-23	South Main St Safe Streets for All	Road Safety/Traffic Improvement(s)	$13,481,009	$2,696,202	10/31/2027	PA&ED Phase
2026-24	Speed Limit Safe Streets for All	Road Safety/Traffic Improvement(s)	$400,000	$80,000	10/31/2027	PA&ED Phase
2026-25	Safe Routes to School	Safety Improvement(s)	$790,692	$90,692	6/30/2026	Completed
2026-26	CHANGED BNSF/UP QZ-Panorama/Cridge	Other	$9,238,733	$6,493,764	3/30/2026	Construction Phase
2026-27	CHANGED Indiana Widening at Pierce	Street/Road Maintenance/Improvement	$1,114,999	$393,129	10/23/2025	Completed
2026-28	CHANGED Jurupa Ext-Van Buren-Rutland	Street/Road Maintenance/Improvement	$10,644,773	$2,212,965	6/30/2027	PA&ED Phase
2026-29	CHANGED Coolidge Ave Storm Drain	Storm Drain Improvement(s)	$173,000	$173,000	11/5/2025	Completed
2026-30	Mission Blvd Bridge Replacement	Bridge Reconstruction	$3,400,000	$2,975,196	9/30/2029	Construction Phase
2026-31	CHANGED Market Street Bridge Replacement	Bridge Reconstruction	$2,700,000	$1,204,436	12/31/2028	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-32	CHANGED UP Quiet Zone-Brockton & Palm	Other	$4,288,100	$3,251,573	6/30/2026	Completed
2026-33	DELETED Interconnect Signal Control Replace	Traffic Signal(s)	~~$2,162,106~~	~~$100,000~~		
2026-34	CHANGED Open Street Plans	Bicycle and Pedestrian Improvement(s)	$75,000	$10,000	6/30/2026	Completed
2026-35	Battery Backup and Battery System Installation	Traffic Signal(s)	$600,000	$423,851	6/30/2030	Construction Phase
2026-36	Traffic Signal Pole Replacment & Relocation	Traffic Signal(s)	$456,000	$339,990	6/30/2027	PA&ED Phase
2026-37	DELETED Citywide LED Stop Sign Installation	Bicycle and Pedestrian Improvement(s)	~~$371,755~~	~~$0~~		
2026-38	Five Points Neighborhood Ped Imp	Pedestrian Improvement(s)	$7,416,000	$805,563	1/30/2028	PA&ED Phase
2026-39	Speed Hump Traffic Calming Program	Road Safety/Traffic Improvement(s)	$100,000	$100,000	6/30/2026	Completed
2026-40	ADDED Chicago Bike Lanes & Sidewalks	Bicycle and Pedestrian Improvement(s)	$1,124,915	$15,000	6/30/2028	PA&ED Phase
2026-41	ADDED Citywide ITS Master Plan	Bicycle and Pedestrian Improvement(s)	$60,000	$15,000	9/30/2030	PA&ED Phase
2026-42	ADDED Guardrail Maintenance	Guardrail	$54,629	$20,000	6/30/2028	Construction Phase
2026-43	ADDED Building Demo 3rd St Project	Other	$490,000	$350,000	12/30/2028	Construction Phase
2026-44	ADDED Marketplace Ped/Bike Bridge	Bicycle and Pedestrian Improvement(s)	$140,000	$10,000	9/30/2030	PA&ED Phase
2026-45	ADDED Third St Sewer Improvements	Other	$2,500,000	$5,000	9/30/2026	PA&ED Phase
2026-46	ADDED Van Buren Class II Bike Lanes	Bikeway Improvement(s)	$1,470,325	$15,000	6/30/2028	PA&ED Phase
2026-47	ADDED Measure A - Admin Charges	Administrative Overhead/Indirect Costs	$50,000	$50,000	6/30/2026	Completed
2026-48	ADDED Measure A Overhead Charges	Administrative Overhead/Indirect Costs	$5,000	$5,000	6/30/2027	Completed
2026-49	ADDED Riverside Neighborhood Safety	Bicycle and Pedestrian Improvement(s)	$1,662,000	$20,000	9/30/2030	PA&ED Phase
2026-50	ADDED VMT Mitigation Bank Program Study	Other	$334,550	$1,121	6/30/2027	PS&E Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-51	ADDED Thirteenth St Storm Drain	Storm Drain Improvement(s)	$750,000	$100,000	12/31/2028	PA&ED Phase
2026-52	ADDED Citywide Signage Update (Speed + Direction Signage)	Road Sign Maintenance	$1,000,000	$50,000	6/30/2027	PA&ED Phase
2026-53	ADDED Iowa Ave Grade Sep. ROW Phase Pay Back'	Other	$1,393,450	$1,393,450	6/30/2026	Completed
2026-54	ADDED Security Lighting - Ward 1	Safety Improvement(s)	$10,000	$9,749	6/30/2026	Completed
2026-55	ADDED Sidewalk Repair - Citywide	Bicycle and Pedestrian Improvement(s)	$11,744	$11,744	6/30/2027	Completed
2026-56	ADDED Main Street Pedestrian Bollards	Bicycle and Pedestrian Improvement(s)	$50,000	$50,000	6/30/2027	Completed
			Total:	$31,903,621		

City of San Jacinto

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CITY OF SAN JACINTO

1221 S San Jacinto Ave,
San Jacinto, CA 92583

April 22, 2026

Mina Kim
Planning and Programming Manager (Local/State)
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: San Jacinto Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Kim,

The City of San Jacinto is submitting its annual Measure A CIP FY 2027-2031, including:

1) City of San Jacinto Five Year Capital Improvement Plan (CIP) FY 2026/27-2030/31;

2) Project Status Report for CIP FY 2025/26; and

3) Maintenance of Effort (MOE) signed certification.

Please feel free to contact me if you have any questions or require additional information.

Sincerely,

Mohanad Alami, EIT
Associate Engineer

Docusign Envelope ID: D8B204BC-7C16-8599-834F-A52DF975CD04

CITY OF SAN JACINTO

1221 S San Jacinto Ave,
San Jacinto, CA 92583

April 22, 2026

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of San Jacinto (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $156,391, approved by the Commission at its September 14, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/22/2026

CITY MANAGER

ATTEST:

Jill Theriot

DEPUTY CITY CLERK

City Engineer's Office
1221 S. San Jacinto Ave, San Jacinto, California 92583
Phone: 951.654.3592 ● Fax: 951.654.3672 ● Email: SanJacintoEngineering@interwestgrp.com
www.sanjacintoca.gov

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

FY 2024/25 Audited Measure A Balance:	$4,773,041
FY 2025/26 Measure A Revenue	$1,490,000
Less: FY 2025/26 Project Status Report Expenses:	$244,658
Estimated Prior Year Measure A Balance:	$6,018,383
Estimated FY 2026/27 Measure A Allocation:	$1,490,000
Estimated Measure A Available for FY 2026/27 Projects:	$7,508,383

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Esplanade Ave Widening Improvement Project (TUMF) (CIP 06-145)	Street Improvement(s)	$7,155,500	$200,000
2027-02	1st Street Crosswalks	Pedestrian Improvement(s)	$252,500	$252,500
2027-03	San Jacinto Ave Safety Improvement Project: Walmart Entrance to Menlo (CIP 21-005)	Safety Improvement(s)	$879,100	$150,000
2027-04	Cottonwood Ave Rehab Between State St and Palm Ave (CIP 25-003)	Rehabilitation	$765,600	$765,600
2027-05	Main St Rehab between Ramona Expway and Hewitt St (CIP 25-004)	Rehabilitation	$986,200	$986,200
2027-06	Lyon Ave Pedestrian Safety Improvement Project (Phase 2) (CIP 22-002)	Safety Improvement(s)	$820,000	$382,666
2027-07	Traffic Control Devices/Studies (CP-002)	Traffic Management	$63,000	$63,000
2027-08	Administrative Overhead	Administrative Overhead/Indirect Costs	$112,000	$112,000
2027-09	2026 San Jacinto Striping & Safety Improvements	Safety Improvement(s)	$400,000	$400,000
2027-10	Esplanade Ave Rehab Between State St and San Jacinto Ave (CIP 25-002)	Rehabilitation	$1,800,000	$1,800,000
		Total:	$13,233,900	$5,111,966

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$2,396,417
Estimated FY 2027/28 Measure A Allocation:	$1,535,000
Estimated Measure A Available for FY 2027/28 Projects:	$3,931,417

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Cottonwood and Lyon Traffic Signal	Traffic Signal(s)	$755,000	$755,000
2028-02	Traffic Control Devices/Studies (CP-002)	Traffic Management	$66,000	$66,000
2028-03	Administrative Overhead	Administrative Overhead/Indirect Costs	$112,000	$112,000
2028-04	State Street Widening Project: Quandt Ranch Rd to San Jacinto River (TUMF) (CIP 21-002)	Street Improvement(s)	$5,000,000	$50,000
2028-05	Warren Road Widening: Upperline Dr to Ramona Blvd Improvement Project (TUMF) (CIP 22-004)	Street Improvement(s)	$10,350,000	$500,000
		Total:	$16,283,000	$1,483,000

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2028/29

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$2,448,417
Estimated FY 2028/29 Measure A Allocation:	$1,566,000
Estimated Measure A Available for FY 2028/29 Projects:	$4,014,417

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$112,000	$112,000
2029-02	Traffic Control Devices/Studies (CP-002)	Traffic Management	$69,000	$69,000
2029-03	Warren Road Widening: Upperline Dr to Ramona Blvd Improvement Project (TUMF) (CIP 22-004)	Street Improvement(s)	$10,350,000	$500,000
		Total:	$10,531,000	$681,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$3,333,417
Estimated FY 2029/30 Measure A Allocation:	$1,597,000
Estimated Measure A Available for FY 2029/30 Projects:	$4,930,417

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Ramona Expressway Repaving Sanderson to Warren	Street/Road Maintenance/Improvement	$10,000,000	$2,000,000
2030-02	Traffic Control Devices/Studies (CP-002)	Traffic Management	$72,000	$72,000
2030-03	Administrative Overhead	Administrative Overhead/Indirect Costs	$112,000	$112,000
		Total:	$10,184,000	$2,184,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$2,746,417
Estimated FY 2030/31 Measure A Allocation:	$1,629,000
Estimated Measure A Available for FY 2030/31 Projects:	$4,375,417

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Administrative Overhead	Administrative Overhead/Indirect Costs	$122,000	$122,000
2031-02	Traffic Control Devices/Studies (CP-002)	Traffic Management	$75,000	$75,000
		Total:	$197,000	$197,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: San Jacinto
Prepared by: Mohanad Alami
Phone #: (951) 723-5264
Date: 4/9/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Traffic Control Devices/Studies (CP-002)	Traffic Management	$60,000	$27,796	6/30/2031	Construction Phase
2026-02	Administrative Overhead	Administrative Overhead/Indirect Costs	$100,000	$64,176	6/30/2031	Construction Phase
2026-03	San Jacinto Ave Safety Improvement Project: Walmart Entrance to Menlo (CIP 21-005)	Safety Improvement(s)	$879,100	$150,000	6/30/2027	Right-of-Way Phase
2026-04	Esplanade Ave Rehab Between State St and San Jacinto Ave (CIP 25-002)	Rehabilitation	$1,410,000	$0	11/30/2026	PS&E Phase
2026-05	1st Street Crosswalks	Pedestrian Improvement(s)	$252,500	$2,686	11/30/2026	PS&E Phase
		Total:		$244,658		

City of Temecula

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City of Temecula
41000 Main Street • Temecula, California 92590
Phone (951) 694-6411 • temeculaca.gov

April 23, 2026

Christopher Garza, Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon Street, 3rd Floor
P.O. Box 12008
Riverside, California 92502

Re: FY2027-2031 Measure 'A' Local Streets and Roads Five-Year Capital Improvement Plan, MOE Certification and Project Status Report

Dear Mr. Garza,

Please accept our submittal of the City of Temecula's Five-Year Capital Improvement Plan for Measure 'A' funds, including our Project Status Report. The City's Maintenance of Effort (M0E) Certification Statement is also enclosed for your review and approval.

All of the projects submitted are planned to be included in the City's Five-Year Capital Improvement Program, scheduled for approval by City Council at their regular meeting of June 9, 2026. If any changes are incorporated subsequent to this meeting, an amended five-year plan will be submitted to you.

If you require any additional information, please contact me at (951) 506-5165.

Sincerely,

Ron Moreno
Director of Public Works/City Engineer

cc: Jennifer Hennessy - Director of Finance

FY 2026/27

MAINTENANCE OF EFFORT CERTIFICATION STATEMENT

The undersigned agrees and certifies for the city of Temecula (the "Agency") that sales tax transportation funds received pursuant to Ordinance No. 02-001 of the Riverside County Transportation Commission ("Measure A") shall be used in compliance with the Commission's Maintenance of Effort Guidelines and a base year amount of $1,431,799, approved by the Commission at its July 13, 2011 meeting, and that the Agency shall not use such funds to replace discretionary local funds previously expended by the Agency for local transportation purposes. The Agency hereby acknowledges that the failure of the Agency to continue such local expenditure shall result in a reduction of loss of Measure A funds. Additionally, the Agency commits to expending Measure A Local Streets and Roads funds for projects listed in the Five Year Capital Improvement Plan as approved by Riverside County Transportation Commission.

Dated: 4/20/26

Aaron Adams-CITY MANAGER

ATTEST:

Randi Johl-CITY CLERK

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2026/27

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

FY 2024/25 Audited Measure A Balance:	$10,662,925
FY 2025/26 Measure A Revenue	$4,215,000
Less: FY 2025/26 Project Status Report Expenses:	$3,561,115
Estimated Prior Year Measure A Balance:	$11,316,810
Estimated FY 2026/27 Measure A Allocation:	$4,280,000
Estimated Measure A Available for FY 2026/27 Projects:	$15,596,810

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000
2027-02	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,195,697	$1,312,000
2027-03	Bridge Maintenance	Bridge Rehabilitation	$0	$0
2027-04	DePortola Rd/Jedediah Smith Rd Roundabout	Intersection Improvement(s)	$0	$0
2027-05	Diaz Road Expansion	Construction	$2,000,000	$0
		Total:	$9,350,697	$4,467,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2027/28

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$11,129,810
Estimated FY 2027/28 Measure A Allocation:	$4,408,000
Estimated Measure A Available for FY 2027/28 Projects:	$15,537,810

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,342,371	$1,401,000
2028-02	Bridge Maintenance	Bridge Rehabilitation	$488,160	$488,160
2028-03	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000
2028-04	Bridge Maintenance	Bridge Rehabilitation	$488,160	$488,160
2028-05	DePortola Rd/Jedediah Smith Rd Roundabout	Intersection Improvement(s)	$0	$0
2028-06	Diaz Road Expansion	Construction	$0	$0
		Total:	$8,473,691	$5,532,320

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2028/29

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$10,005,490
Estimated FY 2028/29 Measure A Allocation:	$4,496,000
Estimated Measure A Available for FY 2028/29 Projects:	$14,501,490

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000
2029-02	Bridge Maintenance	Bridge Rehabilitation	$0	$0
2029-03	DePortola Rd/Jedediah Smith Rd Roundabout	Intersection Improvement(s)	$0	$0
2029-04	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,492,198	$1,492,000
2029-05	Diaz Road Expansion	Construction	$0	$0
		Total:	$7,647,198	$4,647,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2029/30

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$9,854,490
Estimated FY 2029/30 Measure A Allocation:	$4,586,000
Estimated Measure A Available for FY 2029/30 Projects:	$14,440,490

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	Bridge Maintenance	Bridge Rehabilitation	$0	$0
2030-02	DePortola Rd/Jedediah Smith Rd Roundabout	Intersection Improvement(s)	$0	$0
2030-03	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000
2030-04	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,492,200	$1,492,000
2030-05	Diaz Road Expansion	Construction	$1,614,478	$0
		Total:	$9,261,678	$4,647,000

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

FY 2030/31

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

Estimated Prior Year Measure A Balance:	$9,793,490
Estimated FY 2030/31 Measure A Allocation:	$4,678,000
Estimated Measure A Available for FY 2030/31 Projects:	$14,471,490

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000
2031-02	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,523,392	$574,162
		Total:	$7,678,392	$3,729,162

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Temecula
Prepared by: Anissa Sharp
Phone #: (951) 240-4200
Date: 4/9/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Citywide Street Maintenance Program	Citywide Maintenance Program	$3,155,000	$3,155,000	6/30/2027	Construction Phase
2026-02	Pavement Rehab Program - Citywide	Pavement Maintenance Program	$4,051,154	$0	6/30/2027	Construction Phase
2026-03	Bridge Maintenance	Bridge Rehabilitation	$1,464,480	$321,412	6/30/2029	Construction Phase
2026-04	DePortola Rd/Jedediah Smith Rd Roundabout	Intersection Improvement(s)	$2,266,000	$84,703	6/30/2028	PS&E Phase
			Total:	$3,561,115		

City of Wildomar

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Carlos Marquez, Mayor, Dist. 1
Dustin Nigg, Mayor Pro Tem, Dist. 2
Ashlee DePhillippo, Council Member, Dist. 5
Bridgette Moore, Council Member, Dist. 4
Joseph Morabito, Council Member, Dist. 3

City of Wildomar
23873 Clinton Keith Rd, Ste. 110
Wildomar, CA 92595
951.677.7751 Phone
www.wildomar.gov

May 7, 2026

Martha Masters
Senior Management Analyst
Riverside County Transportation Commission
4080 Lemon St., 3rd Floor
Riverside, CA 92502

RE: Wildomar Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031

Dear Ms. Masters:

The City is submitting the items listed below through the RCTC web-based RivTrack system for the Measure A Local Streets and Roads Capital Improvement Plan for FY 2027 - 2031.

Submittal Items

1. Five Year CIP for FY 2026/27 – 2030/31
2. Project Status Report for FY 2025/26
3. The City is not submitting an MOE Certificate because our base is zero dollars.

CIP Program Planning and General Project Administration/Engineering expenditures are reported as a single project.

If you have any questions regarding this submittal, please feel free to contact me at jfarag@cityofwildomar.org or 951-677-7751 x219.

Sincerely,

Jason Farag, PE
Public Works Director/City Engineer
951-677-7751 x219
jfarag@cityofwildomar.org

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2026/27

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

FY 2024/25 Audited Measure A Balance:	$2,028,215
FY 2025/26 Measure A Revenue	$1,003,000
Less: FY 2025/26 Project Status Report Expenses:	$1,144,320
Estimated Prior Year Measure A Balance:	$1,886,895
Estimated FY 2026/27 Measure A Allocation:	$1,000,000
Estimated Measure A Available for FY 2026/27 Projects:	$2,886,895

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-01	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120
2027-02	CIP Program Planning & Project Admin./Engineering	Other	$50,000	$50,000
2027-03	CIP 023-1 - Master Drainage Plan Update	Study	$0	$0
2027-04	CIP 025 - Clinton Keith Rd. Widening	Street Improvement(s)	$2,020,000	$0
2027-05	CIP 028-3 - Palomar St. Widening (Phase 3)	Active Transportation/ADA Improvement(s)	$115,000	$115,000
2027-06	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$115,000	$115,000
2027-07	CIP 044-3 - Mission Trail/Sedco Sidewalk & Bike Lane	Bicycle and Pedestrian Improvement(s)	$50,000	$50,000
2027-08	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$2,376,000	$232,000
2027-09	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$623,900	$6,000
2027-10	CIP 069 - Citywide Drainage Improvements	Storm Drain Improvement(s)	$90,000	$60,000
2027-11	CIP 096 - Sedco Blvd. Street Improvements	Street Improvement(s)	$365,000	$20,000
2027-12	CIP 086 - Sedco MDP Line F-2 Storm Drain	Storm Drain Improvement(s)	$283,000	$283,000
2027-13	CIP 062-1 - 27-Acre Park Offsite Street Improvements	Other	$2,459,000	$0
2027-14	CIP 063 - Lateral C Basin, Storm Drain, and Street Improvements	Street Improvement(s)	$586,000	$71,000
2027-15	CIP 066 - Unpaved Roadway Enhancement Program	New Pavement	$0	$0
2027-16	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$65,000	$0
2027-17	CIP 092 - Bundy Canyon Rd. Sidewalk & Bike Lanes	Active Transportation/ADA Improvement(s)	$215,000	$0
2027-18	CIP 097-1 - Mission Trail/Corydon Pedestrian Improvements (HSIP)	Active Transportation/ADA Improvement(s)	$231,000	$72,610
2027-19	CIP 097-2 - Citywide Pedestrian Improvements (HSIP)	Active Transportation/ADA Improvement(s)	$390,000	$102,200

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2027-20	CIP 103 - Wildomar Trail Restriping	Striping Maintenance	$230,000	$30,000
2027-21	CIP 104 - Roadway Standards and Guidelines	Other	$150,000	$150,000
2027-22	CIP 106 - Geometric Alignment Studies (Grand Ave., Corydon Rd., Mission Trail, Monte Vista Dr., Wildomar Trail)	Preliminary Engineering	$60,000	$60,000
2027-23	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200
2027-24	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$120,000	$120,000
2027-25	CIP 108-3 - Traffic Safety Engineering Studies	Study	$30,000	$30,000
2027-26	CIP 108-4 - Citywide Traffic Signal Improvements	Traffic Signal(s)	$125,000	$125,000
2027-27	CIP 108-5 - Citywide Traffic Calming Improvements	Traffic Management	$0	$0
2027-28	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$180,000	$0
2027-29	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$273,000	$85,000
2027-30	CIP 088 - Harvest Way West Traffic Signal	Traffic Signal(s)	$381,250	$176,575
2027-31	CIP 089 - Traffic Signal Upgrades	Traffic Signal(s)	$415,000	$25,000
2027-32	CIP 094 - RCFC Line G Storm Drain (Stages 1 and 2)	Storm Drain Improvement(s)	$10,000	$10,000
2027-33	CIP 110 - Streelight Installations	Safety Improvement(s)	$422,000	$0
		Total:	$12,567,670	$2,094,705

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2027/28

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$792,190
Estimated FY 2027/28 Measure A Allocation:	$1,030,000
Estimated Measure A Available for FY 2027/28 Projects:	$1,822,190

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2028-01	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120
2028-02	CIP Program Planning & Project Admin./Engineering	Other	$50,000	$50,000
2028-03	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$1,415,000	$165,000
2028-04	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$350,000	$0
2028-05	CIP 069 - Citywide Drainage Improvements	Storm Drain Improvement(s)	$90,000	$60,000
2028-06	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$135,000	$135,000
2028-07	CIP 028-3 - Palomar St. Widening (Phase 3)	Active Transportation/ADA Improvement(s)	$250,000	$250,000
2028-08	CIP 086 - Sedco MDP Line F-2 Storm Drain	Storm Drain Improvement(s)	$355,000	$265,000
2028-09	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$0	$0
2028-10	CIP 096 - Sedco Blvd. Street Improvements	Street Improvement(s)	$465,700	$130,600
2028-11	CIP 106 - Geometric Alignment Studies (Grand Ave., Corydon Rd., Mission Trail, Monte Vista Dr., Wildomar Trail)	Preliminary Engineering	$30,000	$30,000
2028-12	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200
2028-13	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$215,000	$25,000
2028-14	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$124,000	$124,000
2028-15	CIP 108-3 - Traffic Safety Engineering Studies	Study	$5,000	$5,000
2028-16	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$150,000	$0
2028-17	CIP 023-1 - Master Drainage Plan Update	Study	$25,000	$25,000
2028-18	CIP 044-3 - Mission Trail/Sedco Sidewalk & Bike Lane	Bicycle and Pedestrian Improvement(s)	$1,295,000	$224,000
2028-19	CIP 062-1 - 27-Acre Park Offsite Street Improvements	Other	$3,396,000	$0
2028-20	CIP 092 - Bundy Canyon Rd. Sidewalk & Bike Lanes	Active Transportation/ADA Improvement(s)	$490,000	$0
		Total:	$8,978,220	$1,594,920

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2028/29

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$227,270
Estimated FY 2028/29 Measure A Allocation:	$1,051,000
Estimated Measure A Available for FY 2028/29 Projects:	$1,278,270

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2029-01	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120
2029-02	CIP Program Planning & Project Admin./Engineering	Other	$50,000	$50,000
2029-03	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$1,415,000	$165,000
2029-04	CIP 069 - Citywide Drainage Improvements	Storm Drain Improvement(s)	$235,000	$75,000
2029-05	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$560,000	$10,000
2029-06	CIP 028-3 - Palomar St. Widening (Phase 3)	Active Transportation/ADA Improvement(s)	$1,025,470	$0
2029-07	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$350,000	$0
2029-08	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$0	$0
2029-09	CIP 096 - Sedco Blvd. Street Improvements	Street Improvement(s)	$3,922,000	$255,000
2029-10	CIP 106 - Geometric Alignment Studies (Grand Ave., Corydon Rd., Mission Trail, Monte Vista Dr., Wildomar Trail)	Preliminary Engineering	$30,000	$30,000
2029-11	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200
2029-12	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$235,000	$25,000
2029-13	CIP 086 - Sedco MDP Line F-2 Storm Drain	Storm Drain Improvement(s)	$728,000	$0
2029-14	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$128,000	$128,000
2029-15	CIP 108-3 - Traffic Safety Engineering Studies	Study	$5,000	$5,000
2029-16	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$155,000	$0
2029-17	CIP 023-1 - Master Drainage Plan Update	Study	$25,000	$25,000
2029-18	CIP 092 - Bundy Canyon Rd. Sidewalk & Bike Lanes	Active Transportation/ADA Improvement(s)	$775,000	$393,675
		Total:	$9,775,990	$1,267,995

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2029/30

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$10,275
Estimated FY 2029/30 Measure A Allocation:	$1,072,000
Estimated Measure A Available for FY 2029/30 Projects:	$1,082,275

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2030-01	CIP 087 - Lost Rd. Improvements	PA&ED	$0	$0
2030-02	CIP 082 - Palomar/Bryant Trail	PS&E	$0	$0
2030-03	CIP 081 - Shiela Ln. Roundabout	PS&E	$0	$0
2030-04	CIP Program Planning & Project Admin./Engineering	Other	$50,000	$50,000
2030-05	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$10,000	$10,000
2030-06	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120
2030-07	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$1,415,000	$165,000
2030-08	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$350,000	$0
2030-09	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200
2030-10	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$255,000	$25,000
2030-11	CIP 106 - Geometric Alignment Studies (Grand Ave., Corydon Rd., Mission Trail, Monte Vista Dr., Wildomar Trail)	Preliminary Engineering	$30,000	$30,000
2030-12	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$132,000	$132,000
2030-13	CIP 108-3 - Traffic Safety Engineering Studies	Study	$5,000	$5,000
2030-14	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$160,000	$0
2030-15	CIP 086 - Sedco MDP Line F-2 Storm Drain	Storm Drain Improvement(s)	$728,000	$0
2030-16	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$0	$0
		Total:	$3,272,520	$523,320

MEASURE A LOCAL STREETS AND ROADS PROGRAM

FY 2030/31

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

Estimated Prior Year Measure A Balance:	$558,955
Estimated FY 2030/31 Measure A Allocation:	$1,093,000
Estimated Measure A Available for FY 2030/31 Projects:	$1,651,955

Item No.	Project Name/Limits	Project Type	Total Project Cost	Measure A Funds
2031-01	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$10,000	$10,000
2031-02	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$1,415,000	$165,000
2031-03	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$350,000	$0
2031-04	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$12,731,000	$0
2031-05	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$136,000	$136,000
2031-06	CIP 108-3 - Traffic Safety Engineering Studies	Study	$5,000	$5,000
2031-07	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$165,000	$0
2031-08	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$275,000	$25,000
2031-09	CIP 087 - Lost Rd. Improvements	PA&ED	$1,265,000	$15,000
2031-10	CIP 082 - Palomar/Bryant Trail	PS&E	$750,000	$15,000
2031-11	CIP 081 - Shiela Ln. Roundabout	PS&E	$552,100	$17,500
2031-12	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200
2031-13	CIP Program Planning & Project Admin./Engineering	Other	$50,000	$50,000
2031-14	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120
		Total:	$17,841,620	$544,820

MEASURE A
LOCAL STREETS
AND ROADS PROGRAM

PROJECT STATUS REPORT FY 2025/26

Agency: Wildomar
Prepared by: Jason Farag
Phone #: (951) 225-4212
Date: 4/23/2026

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-01	Public Works Cost Allocation	Administrative Overhead/Indirect Costs	$75,120	$75,120	6/30/2026	Completed
2026-02	CIP Program Planning & Project Admin./Engineering	Other	$75,000	$30,000	6/30/2026	Completed
2026-03	CIP 025 - Clinton Keith Rd. Widening	Street Improvement(s)	$16,185,000	$0	6/30/2029	Delayed
2026-04	CIP 026-2 - Bundy Canyon Rd. Improvement Project, Segment 2	Street Improvement(s)	$21,850,000	$500	6/30/2028	PS&E Phase
2026-05	CIP 026-3 - Bundy Canyon Rd. Improvement Project, Segment 3	Street Improvement(s)	$16,500,000	$0	6/30/2031	On Hold
2026-06	CIP 028-2 - Palomar St. Widening (Phase 2)	Street Improvement(s)	$3,402,750	$153,000	6/30/2026	Construction Phase
2026-07	CIP 028-3 - Palomar St. Widening (Phase 3)	Active Transportation/ADA Improvement(s)	$100,000	$0	6/30/2029	PS&E Phase
2026-08	CIP 043 - Murrieta Creek Trail Entry Improvements	Pedestrian Improvement(s)	$40,000	$0	6/30/2029	Delayed
2026-09	CIP 044-3 - Mission Trail/Sedco Sidewalk & Bike Lane	Bicycle and Pedestrian Improvement(s)	$30,000	$30,000	6/30/2028	PS&E Phase
2026-10	CIP 050-1 - Pavement Management Program Update	Pavement Maintenance Program	$133,000	$15,500	2/10/2026	Completed
2026-11	CIP 057 - Citywide Road Rehab Program	Rehabilitation & Maintenance	$3,045,000	$300,000	9/30/2026	Construction Phase

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-12	CIP 058 - Citywide Slurry Seal Program	Slurry Seal	$450,000	$0	9/30/2026	Construction Phase
2026-13	CIP 062-1 - 27-Acre Park Offsite Street Improvements	Other	$2,504,000	$0	6/30/2028	PS&E Phase
2026-14	CIP 063 - Lateral C Basin, Storm Drain, and Street Improvements	Street Improvement(s)	$893,000	$25,000	9/30/2026	Construction Phase
2026-15	CIP 066 - Unpaved Roadway Enhancement Program	New Pavement	$110,000	$0	6/30/2026	On Hold
2026-16	CIP 069 - Citywide Drainage Improvements	Storm Drain Improvement(s)	$90,000	$5,000	6/30/2029	PS&E Phase
2026-17	CIP 086 - Sedco MDP Line F-2 Storm Drain	Storm Drain Improvement(s)	$115,000	$20,000	6/30/2030	PS&E Phase
2026-18	CIP 088 - Harvest Way West Traffic Signal	Traffic Signal(s)	$980,000	$100,000	9/30/2026	Construction Phase
2026-19	CIP 089 - Traffic Signal Upgrades (Bundy Canyon Rd/Orange St, Grand Ave/Corydon Rd)	Traffic Signal(s)	$570,000	$50,000	9/30/2026	Construction Phase
2026-20	CIP 090 - Buny Canyon Rd. West Widening & ATP Improvements	Street Improvement(s)	$425,000	$0	6/30/2027	PA&ED Phase
2026-21	CIP 092 - Bundy Canyon Rd. Sidewalk & Bike Lanes	Active Transportation/ADA Improvement(s)	$225,000	$0	6/30/2029	PS&E Phase
2026-22	CIP 094 - RCFC Line G Storm Drain (Stages 1 and 2)	Storm Drain Improvement(s)	$10,000	$0	12/31/2031	PA&ED Phase
2026-23	CIP 096 - Sedco Blvd. Street Improvements	Street Improvement(s)	$200,000	$30,000	6/30/2029	PS&E Phase
2026-24	CIP 097-1 - Mission Trail/Corydon Pedestrian Improvements (HSIP)	Active Transportation/ADA Improvement(s)	$40,000	$40,000	9/30/2026	PS&E Phase
2026-25	CIP 097-2 - Citywide Pedestrian Improvements (HSIP)	Active Transportation/ADA Improvement(s)	$25,000	$25,000	9/30/2026	PS&E Phase
2026-26	CIP 103 - Wildomar Trail Restriping	Striping Maintenance	$82,600	$40,000	9/30/2026	PS&E Phase
2026-27	CIP 104 - Roadway Standards and Guidelines	Other	$50,000	$15,000	6/30/2027	PS&E Phase
2026-28	CIP 106 - Geometric Alignment Studies (Grand Ave., Corydon Rd., Mission Trail, Monte Vista Dr., Wildomar Trail)	Preliminary Engineering	$0	$0	6/30/2030	Delayed

Item No.	Project Name/Limits	Project Type	Total Cost	Anticipated Measure A Funds Expended (Est thru 06/30/2026)	Estimated/Actual Completion	Status
2026-29	CIP 108-1 - Traffic Safety Engineering Management Services	Traffic Management	$62,400	$31,200	6/30/2026	PS&E Phase
2026-30	CIP 108-2 - Citywide Traffic Signal Maintenance	Traffic Signal(s)	$114,000	$114,000	6/30/2026	Construction Phase
2026-31	CIP 108-3 - Traffic Safety Engineering Studies	Study	$17,500	$10,000	6/30/2026	PS&E Phase
2026-32	CIP 108-4 - Citywide Traffic Signal Improvements	Traffic Signal(s)	$205,000	$35,000	6/30/2026	Construction Phase
2026-33	CIP 108-5 - Citywide Traffic Calming Improvements	Traffic Management	$20,000	$0	6/30/2026	On Hold
2026-34	CIP 108-6 - Traffic Signing and Striping Annual Program	Other	$171,000	$0	6/30/2026	Construction Phase
2026-35	CIP 109 - Citywide Roadway Maintenance	Citywide Maintenance/Operation(s)	$225,000	$0	6/30/2026	Construction Phase
			Total:	$1,144,320		

AGENDA ITEM 7J

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Mina Kim, Planning and Programming Manager Jillian Guizado, Planning and Programming Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2026/27 Annual Local Transportation Fund Planning Allocations to Western Riverside Council of Governments and Coachella Valley Association of Governments

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of $1,237,500 to Western Riverside Council of Governments (WRCOG) and $675,000 to Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year (FY) 2026/27 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

BACKGROUND INFORMATION:

The LTF established in state law by the Transportation Development Act (TDA) is funded through a quarter of one cent of the state's 7.25 percent sales tax (based on point of sale and returned to source). LTF funds are used to fund transportation planning, operations, and capital projects. The action requested at this time is specifically to allocate the planning funds to the two councils of governments, WRCOG and CVAG. Other LTF allocations, such as those for transit and rail operations and capital projects, are approved separately by the Commission in June of each year. Bicycle and pedestrian facilities are also funded by LTF and are part of the biennial SB 821 Call for Projects. The next SB 821 Call for Projects will take place in February 2027.

LTF planning funding is distributed by the State Board of Equalization to counties on a pro rata basis, pursuant to Section 99233.2 of the TDA, providing up to 3 percent of annual revenues to fund transportation planning and programming efforts.

DISCUSSION:

The Commission, as the regional transportation planning agency, is legally responsible for apportioning LTF funds. Based on the projected FY 2026/27 LTF revenues of $150 million,

3 percent of the projected revenue, or approximately $4.5 million, is for planning and programming (Attachment 1). By statute, the TDA also requires one half of these LTF funds (in the case of FY 2026/27, $2.25 million) be allocated for planning activities within the Western Riverside County and the Coachella Valley areas, as determined by the Commission. The distribution, as confirmed by the Commission in October 2014, is as follows:

Planning Agency	Percentage	Apportionment/Allocation
CVAG	30%	$675,000
WRCOG	55%	$1,237,500
Total	**85%***	**$1,912,500**

*The remaining 15 percent ($337,500) LTF is allocated to the Commission separately through the annual budget process.

WRCOG and CVAG submitted their respective FY 2026/27 Work Plans in accordance with TDA guidelines.

WRCOG's Work Plan (Attachment 2) is divided into two program areas and includes the following activities:

1) Planning Programs – including, but not limited, to:
   a. Vehicle miles traveled mitigation administration
   b. Research on demographics, travel, and technology on the transportation system
   c. Continued development of the housing implementation tool
   d. Riverside County Transportation Analysis Model updates
   e. 2028 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) support
   f. Geographic information system/modeling services
   g. Affordable housing development coordination
   h. Grant writing assistance program
   i. Transportation infrastructure-related climate hazards and climate adaptation analyses and planning
   j. Clean Cities Coalition activities
2) Regional Transportation Programs
   a. Transportation Uniform Mitigation Fee (TUMF) program
   b. Riverside County Transportation Commission programs

CVAG's Work Plan (Attachment 3) consists of the following core program areas:

1) Project management and contract administration
2) Regional coordination of programs
3) CV Link
4) CV Sync
5) Arts and Music Line

6) ACCESS - Indian Canyon project
7) Broadband strategic plan
8) Congestion mitigation corridor plan
9) Planning for future transportation needs
10) TUMF program
11) Congestion management and air quality programs
12) Identify more funding strategies

Staff reviewed the Work Plans and found them to be consistent with the Commission's overall transportation programming and planning objectives and recommends approval. In addition to the program areas and activities, the Work Plans also benefit the respective geographic regions and are consistent with subregional and regional plans, including the Southern California Association of Governments' (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). WRCOG and CVAG, in conjunction with SCAG, are responsible for subregional planning efforts that implement and are in conformance with the RTP/SCS.

FISCAL IMPACT:

LTF Planning allocation distributions totaling $1,912,500 will be made to WRCOG and CVAG.

Financial Information							
In Fiscal Year Budget:	Yes	Year:	FY 2026/27	Amount:	$1,912,500		
Source of Funds:	LTF			Budget Adjustment:		No	
GL/Project Accounting No.:	652305 86205 00000 0000 1060 65 86205						
Fiscal Procedures Approved:				Date:	05/21/2026		

Attachments:
1) Riverside County FY 2026/27 LTF Apportionment
2) WRCOG FY 2026/27 LTF Program Objectives/Work Plan
3) CVAG FY 2026/27 LTF Program Objectives/Work Plan

RIVERSIDE COUNTY
LOCAL TRANSPORTATION FUND
FY 2026/27 APPORTIONMENT
Original January 2026

	Original Projection (1/2026)
Estimated Carryover (Unapportioned)	$ -
Estimated Receipts[1]	150,000,000
TOTAL	150,000,000
Less: County Auditor-Controller Administration	12,000
Less: Estimated RCTC Administration[2]	1,250,000
Less: RCTC Planning (3% of revenues)	4,500,000
Less: SCAG Planning (3/4 of 1% of revenues)	1,125,000
BALANCE	143,113,000
Less: SB 821 (2% of balance)	2,862,000
BALANCE AVAILABLE BEFORE RESERVES	140,251,000
Less: 10% Transit Reserves	14,025,000
BALANCE AVAILABLE FOR APPORTIONMENT	$ 126,226,000

APPORTIONMENT[3]		Population	Population % of Total	FY 2026/27 Original Apportionment (1/2026)
Western:		2,021,267	80.99%	$ 102,233,000
Rail	**28%**			28,625,000
Transit	**72%**			73,608,000
Coachella Valley		455,350	18.25%	23,031,000
Palo Verde Valley		19,023	0.76%	962,000
		2,495,640	100.00%	$ 126,226,000

ALLOCATION OF TRANSIT RESERVES (in accordance with Reserve Policy adopted May 14, 2025)**:**

Western:		
Rail		$ 3,181,000
Transit:		
RTA	$ 6,964,000	
Banning	258,000	
Beaumont	282,000	
Corona	162,000	
Riverside	512,000	
Subtotal Transit	$ 8,178,000	8,178,000
Subtotal Western		11,359,000
Coachella Valley		2,559,000
Palo Verde Valley		107,000
Total Reserves		$ 14,025,000

NOTES:
[1] Estimate for planning purposes, subject to change and rounding differences. Rounded to the nearest thousand.
[2] Amount is an estimate; administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis.
[3] Subject to Commission approval on the rail/bus split
Population Source: California Department of Finance, Demographic Research Unit as of January 1, 2025.
Allocation of transit reserves: FY 2025/26 SRTP funding allocations approved 6/11/2025.

Western Riverside Council of Governments (WRCOG)

Fiscal Year (FY) 2026/2027
Local Transportation Funds Program Objectives

The Work Plan for FY 2026/2027 is divided into two Program areas: 1) Planning Programs and 2) Regional Transportation Programs.

1. Planning Programs

Local Jurisdictions within WRCOG subregion
Southern California Associations of Governments (SCAG)

This program includes staff time to develop and work on 13 main projects/program areas. These are listed below and include a brief description.

A. Administer a regional Vehicle Miles Traveled (VMT) Mitigation Program for member/partner agencies that opt-in

WRCOG will continue to administer a regional VMT Mitigation Program for member/partner agencies that opt-in. WRCOG developed a voluntary exchange program (Program) to provide a method to mitigate vehicle miles traveled (VMT) impacts under the California Environmental Quality Act (CEQA). WRCOG serves as the Program Administrator and main point of coordination for Program Participants, which could include regional agencies, WRCOG member agencies, and other stakeholders, as appropriate. Through the Program, Program Participants in need of a way to offset significant VMT impacts will be able to purchase VMT credits generated by participants with VMT credit-generating projects. As a result, credit-using projects will not be delayed due to an inability to offset VMT impacts. Credit-generating projects may be expedited due to access to funding. The Program is voluntary and applicants who are unable to secure credits or unwilling to comply with the various requirements can pursue other opportunities for VMT mitigation through alternative means.

B. Research on demographics, travel and technology and the impact on the transportation system

WRCOG will continue to conduct research on-behalf of jurisdictions in Western Riverside County to help prepare and provide information on the various challenges faced in the subregion. WRCOG will continue to research changes in demographics as they will have an effect on how the subregion grows and how local agencies should plan, construct and invest in the future. WRCOG will continue to conduct research on travel behavior, especially as it relates to the changing economy, travel pattern, and automation in order to highlight potential challenges the subregion may face and the opportunities jurisdictions should

strategically be in position to leverage. WRCOG will conduct research on commute patterns of employed residents and the types of industries they occupy. WRCOG will also conduct research on housing as it pertains to Regional Housing Needs Allocations (RHNA) goals, housing stock, housing prices, and affordability. WRCOG will continue to work to ensure this information is disseminated to jurisdictions and stakeholders through its Committee structure and is presented at forums, conferences, community meetings, and panels where suitable.

C. Continued Development of the Housing Implementation Tool

WRCOG will continue development of the Housing Implementation Tool aimed to understand how major housing legislation affects common housing development scenarios. The Tool will identify common housing development scenarios, identify major legislative items and provide guidance on how legislation affects these development scenarios. Coordination with member agencies will take place to ensure that all relevant scenarios are covered. The tool will be released as a website and will become available to member-agencies in various phases throughout the year.

D. Riverside County Transportation Analysis Model (RIVCOM) Update

RIVCOM is the transportation analysis model that was completed in June 2021, and most recently updated in January 2024, that provides socio-economic forecasts to reflect SCAG's adopted growth forecasts, updated roadway network and utilizes data from SCAG's most recent Regional Travel Model to ensure consistency. This model is utilized by jurisdictions and consultants to produce roadway forecasts and other units of measurements, such as Vehicle Miles Traveled, needed for analyses. WRCOG will ensure that the model is disseminated to the appropriate parties in a timely fashion.

WRCOG will continue its larger update to RIVCOM consisting of updates to the socio-economic data and roadway networks. WRCOG will ensure consistency with SCAG's adopted growth projections and has provided an opportunity for member-agencies to update data pertaining to their jurisdiction. These updates ensure the model accurately reflects existing and future conditions. Staff projects updates to this model to be completed by spring or summer 2027.

E. Support local jurisdictions in conducting work on Connect SoCal 2028/ the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

WRCOG will work with its project team to conduct the initial analyses needed for Connect SoCal 2028. These analyses will be used to identify geographic areas where the new projections differ from the trends projected from Connect SoCal 2024. WRCOG is working with jurisdictions to gather their feedback on this initial step and has developed an ArcGIS Online web app to streamline review.

In addition, WRCOG will provide support to local jurisdictions as data is collected for the Connect SoCal 2028 update. Federal transportation funding, and most grant programs, utilize consistency with the RTP/SCS as a requirement. This assistance will ensure that local agencies can qualify for the grant programs that require consistency with the RTP/SCS. This also ensures that the WRCOG subregion is consistent with the long-range vision plan that aims to balance future mobility and housing needs with economic, environmental and public health

goals. The RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

F. Geographic Information System (GIS)/Modeling Services

WRCOG will continue to provide GIS and transportation modeling services to member agencies of WRCOG. This service is meant to provide GIS/modeling capabilities and products to WRCOG member agencies on an as-needed basis, to enhance GIS/Transportation modeling at agencies currently managing their own systems, and to provide quick, inexpensive services to members without need for additional staff, consultants, software licensing, hardware needs. Possible services include General Plan amendments, traffic volume maps, traffic model scenarios for new development, project mapping, demographics, service area analysis, and VMT metric implementation and analysis assistance.

G. Affordable Housing Development Coordination

WRCOG will continue to update and improve the affordable housing pipeline tool that was developed in FY 2023/24. This tool was created to spatially locate current affordable housing projects with the goal to better compete for affordable housing funding opportunities. The pipeline will be updated on a quarterly basis to ensure the mapped inventory of known affordable housing projects in the subregion is current. Coordination amongst the jurisdictions in the subregion, the Housing Authority of the County of Riverside, and local transit agencies will continue to be conducted. The tool also will integrate the criteria of large grant programs, such as the Affordable Housing and Sustainable Communities (AHSC) and Transformative Climate Communities (TCC), to elevate the usefulness of the tool, and to ensure a coordinated and strategic effort in identifying grant funding. The tool will also be showcased to the affordable housing development community in order to refine the tool.

H. Grant Writing Assistance Program

WRCOG established the Grant Writing Assistance Program to assist WRCOG member agencies in grant writing assistance on an as-needed basis. The primary focus of this Program will be two-fold. First, WRCOG will prepare a bi-weekly summary of potential grant opportunities that are distributed to WRCOG member agencies and made available upon request. Second, WRCOG will provide technical assistance to WRCOG member agencies with the development of grant applications. WRCOG will limit the technical assistance to transportation and planning grant applications, such as the Active Transportation Program, Caltrans Sustainable Transportation Planning Grant Program and the SCAG Sustainable Communities Program.

I. Research, agenda preparation, and staffing for WRCOG Planning Directors Committee

The research, agenda preparation, and staffing for the WRCOG Planning Directors Committee will support WRCOG member agencies to obtain

information, access to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to planning-related matters on a monthly basis.

J. Research, agenda preparation, and staffing for WRCOG Public Works Committee

The research, agenda preparation, and staffing for the WRCOG Public Works Committee will support WRCOG member agencies to obtain information, access to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to public works or engineering-related matters on a monthly basis.

K. Outreach for WRCOG Programs and activities and engagement with WRCOG members, partner agencies, and stakeholders

Outreach for WRCOG Programs and activities and partner agencies will include assisting local jurisdictions and education institutions on the various WRCOG Programs and subregional challenges faced. Outreach will continue for the WRCOG Public Service Fellowship, which encourages students to seek careers in public policy and local government by gaining meaningful, hands-on experience at WRCOG member agencies. In addition, staff will continue to promote and attend member jurisdiction/agency events throughout the year. WRCOG will continue to participate in meetings and working groups with SCAG and coordinate with SCAG on a regular basis. WRCOG will continue to act as a liaison for the subregion and to disseminate relevant information at the appropriate times to local jurisdictions.

L. Assistance to local jurisdictions on climate-related hazards and climate adaptation analyses and planning for the WRCOG subregion.

Continue overseeing studies and planning efforts to identify effects of climate change to the subregion and opportunities to mitigate these effects, particularly as it relates to transportation infrastructure. Grant funding to support climate-related activities is increasing and will become even more prominent as it is more of a focus for state agencies; WRCOG will continue to assist local jurisdictions in attaining grant funding for these activities. Past WRCOG efforts, such as the risk assessments performed on a sample of vulnerable transportation assets in the subregion or identifying the needs of disadvantaged or vulnerable communities will be leveraged to attain the climate adaptation planning and implementation grant funding. The goal is to assist jurisdictions to better plan for project prioritization and investment on the transportation system.

M. Western Riverside County Clean Cities Coalition Activities

The Western Riverside County Clean Cities Coalition conducts activities in support of deployment of alternative fuel and zero-emission vehicles (ZEV) and infrastructure. The coalition convenes stakeholders, provides technical assistance and training, and facilitates collaboration on infrastructure planning, fleet transition strategies, and funding opportunities. Through workshops, regional coordination, and direct engagement with fleets and project developers,

the coalition helps practical solutions that reduce emissions and strengthen regional transportation systems.

2. Regional Transportation Programs

This program includes staff time to develop and work on two main projects/program areas. These are listed below and include a brief description.

Transportation Uniform Mitigation Fee (TUMF) Program:

This Program includes staff time to administer the TUMF Program, which includes but is not limited to the following:

A. Program contract/agreement administration:

Review, coordinate, and finalize Reimbursement Agreements with member agencies for funding allocations based on five-year Zone Transportation Improvement Program (TIP).

B. TUMF Nexus Study

California Assembly Bill 1600 requires that all local agencies in California establish a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. In accordance with this requirement, WRCOG will begin preparing work on the next TUMF Nexus Study to ensure the adequacy of the developer impact fees and the projects included in the TUMF Network.

C. Public outreach/information:

Prepare the TUMF Annual Report detailing collections for fiscal year and projects being funded with collections. Develop Press Releases for the TUMF Program highlighting major milestones, groundbreakings, ribbon cuttings. Filming of groundbreakings and ribbon cuttings for TUMF funded projects. Develop and purchase of signage for TUMF funded projects.

D. TUMF Zone Transportation Improvement Program (TIP):

Preparation and approval of five-year Zone TIPs with programmed funding for delivery of TUMF projects. Convene meetings of the Zone at the request of member agencies for funding additions and adjustments. Review funding requests to ensure that allocations are within limits of the Nexus Study.

E. Maintain TUMF payment portal:

WRCOG collects TUMF on behalf of agencies that have approved a TUMF Ordinance Amendment with the option to delegate fee collection responsibility to WRCOG. To provide efficient and effective calculation and collection of TUMF, WRCOG developed a portal for member agency staff to submit calculation requests and for developers to make payments that will require maintenance and revisions.

F. Work with developers on credit and reimbursement agreements:

Coordinate member agency Credit Agreements with developers to ensure all policies and procedures are in place prior to execution of agreements. If necessary, convene meetings with applicable stakeholders to memorialize eligible expenses, maximum allocations of the Nexus Study and reconciliation of projects costs.

G. Review available data for requests made by stakeholders regarding TUMF calculations:

   At the request of a stakeholder, review available data specific to land uses that may generate trips that do not typically fall within the standard TUMF land uses.

RCTC Programs:

This Program includes staff time to administer and assist RCTC as it relates to transportation planning and air quality programs, which includes but is not limited to the following:

A. Participation in TUMF Program tasks as needed to assist RCTC in the implementation of the Regional TUMF Program.

B. Participate in evaluation committees as requested; outreach assistance with RCTC's Programs and goals, and other planning related tasks as determined in consultation with the RCTC Executive Director.

CVAG TRANSPORTATION WORK PLAN FISCAL YEAR 2026-27

BIG PICTURE

Improving the regional arterial network

Since 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley, creating plans for all people of all ages using various modes of transportation. CVAG collaborates with its member jurisdictions to develop and manage a progressive regional road program and congestion mitigation program. Notable projects include the overhaul of six interchanges along the Interstate 10 Improvement Corridor. Priorities are regularly reviewed and included in the Transportation Project Prioritization Study (TPPS), the associated Regional Arterial Cost Estimate (RACE), and the Active Transportation Plan (ATP).

CVAG and member jurisdictions recently celebrated significant project completions, such as CV Link, CV Link Community Connectors in the cities of Cathedral City and Coachella, and the Coachella Valley Broadband Strategic Plan. In fiscal year 2026–27, CVAG's Transportation Department will continue working with member jurisdictions to advance individual projects, including regional projects to improve active transportation, interchanges, arterial roadways and bridges, and support efforts to secure external funding to lessen the impact on regional and local resources.

Transportation Uniform Mitigation Fee (TUMF) program

The TUMF program began in fiscal year 1989–90 to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may opt out of collecting TUMF; however, those not collecting forfeit their share of local Measure A funds to the regional arterial program. With the COVID-19 pandemic, CVAG saw a downturn in local Measure A funding received by its member jurisdictions, leading to significant revenue downturns. TUMF, like all development impact fees, requires demonstrating a nexus between the proposed development and the impacts to be mitigated. The assessment is based on the number of vehicle trips that new developments or site improvements may generate.

CV Link

CVAG has been working on CV Link for the past decade. This major innovation in alternative transportation will provide a safe route for walking, running, biking, or using low-speed electric vehicles, such as golf carts. CV Link is expected to offer significant environmental, health, and economic benefits to generations of current and future residents and visitors. It will span more than 40 miles across the Coachella Valley. In 2025, construction will be completed in the cities of Cathedral City, Palm Desert, Palm Springs, La Quinta, Indio, and Coachella, as well as in unincorporated Riverside County. The CV Link includes bridges and undercrossings—key safety features that allow CV Link users to avoid traditional vehicular traffic.

CV Sync

Synchronizing traffic signals across the Coachella Valley has been a longstanding goal at CVAG. Design and engineering of CV Sync began in 2016, with the scope later expanding to include upgrading all traffic controllers, video detection, and vehicle detection software at over 500

intersections to the same standard. The first phase of CV Sync—synchronizing signals on Highway 111, Washington Street, and Ramon Road—is fully operational. The second phase, which includes another 21 corridors, is currently under construction and expected to be completed in 2026.

CV Sync features technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, which is particularly beneficial for large events that attract hundreds of thousands of tourists to the Coachella Valley. The project also deploys fiber-optic broadband technology throughout the valley, potentially unlocking federal and state funding opportunities and helping to advance broadband availability to unserved homes and businesses. The project spans the Coachella Valley but does not extend into the City of Rancho Mirage, which previously secured funding for its own signal synchronization project. Discussions continue with the City of Rancho Mirage to coordinate across systems and/or integrate systems.

CORE PROGRAM AREAS

Project Management and Contract Administration

The Transportation Department leads the implementation of the Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE), and Active Transportation Program (ATP). It also updates the Capital Improvement Program (CIP) and other transportation plans in partnership with member jurisdictions. This role involves staff time for project oversight (design, environmental, construction, and close-out), preparation of reimbursement agreements for regional arterial, interchange, and bridge projects, and review and approval of project billings in accordance with the project scope of work. Staff also participate in project development team meetings and prepare associated staff reports. In recent years, the department has conducted cash flow analyses for regional projects and provided recommendations to maximize the state and federal level opportunities.

Regional Coordination of Programs

CVAG works closely with partners, including the Riverside County Transportation Commission, to support the Riverside County Congestion Management Program and advance regional transportation projects. Additionally, CVAG supports the RCTC Technical Advisory Committee and efforts for countywide SB 821 and Local Streets & Roads funding. CVAG also supports the California Transportation Commission Active Transportation program Technical Advisory Committee. CVAG has also helped advance the Coachella Valley Passenger Rail Service Development Plan. Staff time is used to support the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), assist in the implementation of the TPPS, and monitor and examine the impacts of state policies. TPPS activities support the regional project construction program, which includes staff time to develop an annual prioritized list of construction projects and required financial resources. CVAG also provides support for the Southern California Association of Governments' programs, including input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP) and assisting with transportation modeling refinements.

CV Link

The 40-plus mile active transportation corridor completed construction in fiscal year 2025-26. Resources are being dedicated to operating the CV Link and conducting project oversight of services needed for future phases (planning, environmental compliance, right-of-way, and phased construction of later segments). In fiscal year 2025-26, CVAG began, in collaboration with Desert Hot Springs, Riverside County, and Torres Martinez Desert Cahuilla Indians, studies of future extension of CV Link to Desert Hot Springs and the Salton Sea. CVAG also will be finishing in fiscal year 2026-27 a REAP 2.0 funded study of future community connectors to plan for the

expansion of the region's active transportation network serving the CV Link. These studies will inform the next phases of project development of the extensions of CV Link and expansion of the region's active transportation network.

CV Sync

Phase II of the valley-wide signal synchronization project is under construction and is expected to be completed in late Spring 2026. The goal of the project is to reduce congestion and improve travel along 21 arterial corridors throughout the Coachella Valley. Phase III is in design and includes 22 miles along Varner Road. The project also includes a feasibility study to effectively make design improvements to Varner Road to serve as a bypass road to Interstate 10, should there be a directional or full freeway closure. The California State Transportation Agency (CalSTA), the umbrella State Transportation Agency that includes California Department of Transportation (Caltrans), California Highway Patrol, and other transportation-related agencies, identified a segment of Varner Road as a safety corridor and as a result, staff has pivoted to prioritize improvements to Varner Road within that segment. Staff time is allocated for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports.

Arts & Music Line

The Arts & Music Line is a 15-mile project primarily along Avenue 48 in the cities of La Quinta, Indio, and Coachella. It provides safe routes to local schools and features bold color schemes, innovative lighting, and artwork, creating not only a safe and inviting route but also a destination. The project includes two connections to CV Link and one to the polo grounds, home to the world-renowned Coachella and Stagecoach arts and music festivals. It also encompasses an education and awareness program begun in fiscal year 2023-24 in advance of the construction project to prepare residents, students, seniors, and visitors for safe and effective use upon completion. Staff time is dedicated to project oversight of consultant services (environmental compliance, design, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports. Construction of the Arts & Music Line is planned to be awarded in fiscal year 2026–27 with construction completion anticipated in fiscal year 2028-29.

ACCESS – Indian Canyon Project

The ACCESS–Indian Canyon project aims to protect at-risk transportation infrastructure, increase climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors. It includes raising Indian Canyon Drive with a bridge over the low-water crossing across the Whitewater River and an active transportation pathway on the west side of the road that will connect CV Link to the Palm Springs Train Station. Staff time is used for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans), review of project billings, participation in project development team meetings, and preparation of associated reports.

Broadband Strategic Plan

The Broadband Strategic Plan, initiated in fiscal year 2023-24 and completed in fiscal year 2025-26, focused on planning, design, and engineering to enhance broadband access in unserved and underserved areas of the Coachella Valley. It addressed needs, gaps, implementation options, challenges, and opportunities. It leveraged the fiber-optic backbone of the CV Sync program and the state's middle-mile infrastructure being built in the Coachella Valley. The ultimate goal was

to develop strategies for last-mile projects that deliver symmetric 100 Mbps download and upload speeds, particularly targeting underserved and unserved areas as required by grant conditions. Staff responsibilities included overseeing consultant services, reviewing project billings, participating in project development meetings, and preparing related reports. A grant from the California Public Utilities Commission fully reimbursed the consultant costs. Recommended action items stemming from the city include continued collaboration between CVAG member jurisdictions and engagement with internet service providers, including the State of California's Middle-Mile Broadband Initiative, through ongoing touchpoints.

Congestion Mitigation Corridor Plan

In fiscal year 2025-26, CVAG leveraged regional funding to be awarded Sustainable Transportation Planning Grant funding to conduct a Congestion Mitigation Corridor Plan. The project is planned to be completed in fiscal year 2027-28. The primary focus of the study is to expand multimodal transportation options crossing and adjacent to the freeway corridors of SR-62, I-10, and SR-86, aiming to reduce reliance on personal vehicles and enhance equitable access to mobility for all residents. Key focus areas include exploring the potential for Transit Signal Prioritization (TSP) to provide faster and more reliable public transit; creating a robust network of electric vehicle (EV) charging stations to support clean transportation; and enhancing transit service, pedestrian and bicycle facilities, and connections near or on overpasses along the project corridors.

Planning for Future Transportation Needs

This area involves support for multiple programs focusing on key project areas, including staff time and project management for Geographic Information Systems (GIS), the countywide transportation demand model, the regional arterial traffic count program, and transportation legislation review and analysis. CVAG staff also provides regional land use information to CVAG jurisdictions, developers, Southern California Association of Governments (SCAG) and Caltrans. CVAG began in fiscal year 2024-25 with an update to the 2016 TPPS. The TPPS update will include updates to companion documents to the TPPS, including the ATP, RACE, the TUMF Nexus Study, and a study of impacts to regional roadways from planned logistics development. The project is planned to be completed in fiscal year 2026-27.

Implementing the TUMF Program

CVAG continues to dedicate staff time to support the TUMF and TUMF/GIS Interface programs. TUMF program activities include: updating the program, monitoring its implementation of the TUMF program in member jurisdictions, performing annual fiscal reviews of building permits and monthly TUMF collections, researching, analyzing, and preparing reports for TUMF appeals, entering TUMF collections in the TUMF database, meeting with developers to review potential TUMF assessments, and performing special TUMF analyses upon request. The TUMF/GIS Interface program requires support for continuing the development of integrating the TUMF collection process with electronic transmission of new development information for land use coverages and coordinating with RCTC on TUMF compliance.

Congestion Management and Air Quality Programs

The Transportation Department supports air quality programs, including the regional street sweeping program. CVAG also helps ensure regional projects conform to the State Implementation Plan (SIP).

Fighting for the Region's Fair Share of Funding

With project costs escalating, major revenue sources for many of CVAG's traditional transportation projects are diminishing. CVAG staff have provided committees with cash flow projections indicating the decline in Measure A sales tax and TUMF revenues. State and federal resources are not keeping pace with the demand. CVAG has been actively monitoring the transportation infrastructure funds being discussed at the state and federal levels and has recently engaged lobbying firms to help secure the region's fair share of funding.

ANTICIPATED MILESTONES

Manage and maintain the CV Link in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

Complete the study of future CV Link extensions to Desert Hot Springs and the Salton Sea, and a network of community connectors supporting the CV Link.

Manage the construction of CV Sync Phase II and collaborate with member jurisdictions to fully implement the technologies installed in the project.

Oversee the CV Sync Phase III design and finalize the feasibility study of Varner Road as a bypass to Interstate 10, coordinating with member agencies and Caltrans—scope improvements recommended by CVAG's consultant at intersections along Varner Road for implementation consideration.

Complete the design and prepare for construction contracting of the Arts & Music Line project, coordinating with member agencies and stakeholders.

Complete the design and environmental clearance process for the ACCESS—Indian Canyon project. Continue coordination with member agencies and Caltrans on environmental and design issues as they arise.

Complete the design and the environmental clearance process of the Varner Road Flooding and Blowsand project. Continue coordination with member agencies on environmental and design issues as they arise.

Complete the update to the Transportation Project Prioritization Study (TPPS) to align with statewide trends and requirements.

Partner with member jurisdictions to identify funding for and advance regional roadway, bridge, and interchange projects to improve travel and goods movement across the region.

AGENDA ITEM 7K

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Jonathan Marin, Senior Management Analyst Ariel Alcon Tapia, Public Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, January – March 2026

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the Quarterly Public Engagement Metrics Report for January through March 2026.

BACKGROUND

The Quarterly Public Engagement Metrics Report provides a data-driven view of how the Commission engages with Riverside County residents through its various digital communication channels. The report highlights key metrics such as social media engagement, website traffic, and public sentiment to evaluate how communication efforts translate into meaningful public awareness and participation. Understanding these metrics allows the Commission to refine its approach, develop high-engagement content, and ensure that residents have timely, accessible information about transportation projects, and programs that directly affect their communities.

Public Affairs staff use the Commission's digital platforms not only to share updates, but to provide residents with opportunities to engage with the Commission. This includes providing timely notifications about construction activity, project milestones, showcasing investments made through Measure A, and other community engagement efforts. By doing so, the Commission fosters a more informed public and encourages community participation in shaping the region's transportation future.

This report, along with the accompanying Public Engagement Metrics dashboard, summarizes digital engagement activities from January through March 2026. Comparative data from the first quarter of 2025 is included to provide a comparison, helping identify trends over time and inform future communication strategies. While year-over-year comparisons offer valuable insights, variations in project milestones and activity levels may influence overall results.

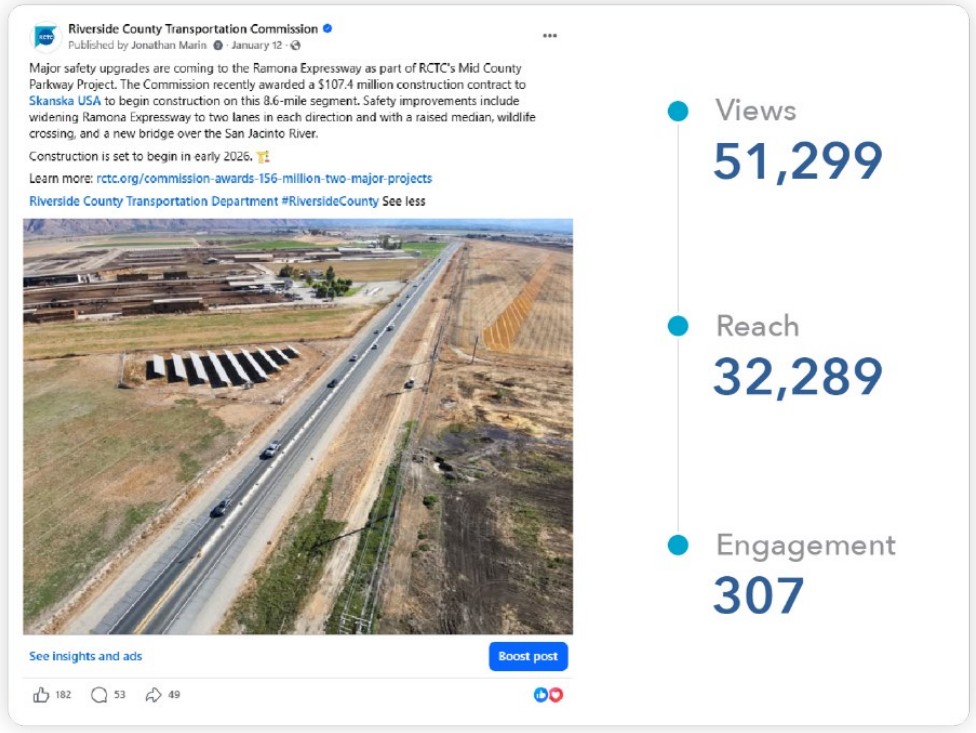
This quarter's report includes metrics for RCTC's overall public engagement activities including public sentiment on social media; social media followers, engagement, and reach; newsletter activity and subscribers; website use and access; and top pages visited.

RCTC Quarterly Public Engagement

Social Media

Public sentiment across RCTC's digital social media channels was generally positive during the first quarter of 2026. Public Affairs staff published content that featured the approval of the next phase of environmental studies for Coachella Valley Rail, the addition of a new operator to the Measure A Specialized Transit Program, the slab replacement project on the 91 and 15 Express Lanes, and a series of posts documenting the Commission's legislative advocacy efforts in Washington to streamline transportation funding for Riverside County.

A post about the Commission's award of a $107.4 million construction contract for the Mid County Parkway Ramona Expressway Project was one of the most widely engaged posts during the first quarter. The post highlighted the project's significant impact on travel safety along this corridor and reached an estimated 32,829 users and was viewed over 51,000 times.



Comparative metrics for the Commission's social media channels for the first quarter of 2026, versus the first quarter of 2025, are highlighted in the tables below. For context, *engagement* measures the total number of interactions such as likes, comments, shares, and clicks,

representing how users react and respond to content. *Reach* is the number of unique users who see the content, indicating how many people had the chance to view the posts. *Impressions* count the number of times content is displayed, regardless of whether it was clicked or engaged with.

Facebook	Q1 2025	Q1 2026	Difference
Followers	**14,337**	**14,762**	**+425** (+2.9%)
Engagement	**3,540**	**3,304**	**-236** (-6.7%)
Reach	**627,601**	**182,235**	**-445,366** (-71%)

Instagram	Q1 2025	Q1 2026	Difference
Followers	**5,086**	**5,399**	**+313** (+6.2%)
Engagement	**1,263**	**2,581**	**+1,318** (+104%)
Reach	**241,713**	**170,522**	**-71,191** (-29%)

LinkedIn	Q1 2025	Q1 2026	Difference
Followers	**2,043**	**2,499**	**+456** (+22%)
Engagement	**366**	**587**	**+221** (+60%)
Impressions	**13,959**	**20,797**	**+6,838** (+49%)

A comparative decrease in reach was observed during the first quarter of 2026. This is due to the social media ads deployed during the first quarter of 2025 to raise awareness about the Commission's Traffic Relief Plan, notify motorists about closures for the 71/91 Interchange Project, and to invite the public to provide feedback on the 2025 update of the Coordinated Public Transit–Human Services Transportation Plan.

The Point E-Newsletter

Public Affairs staff continue to write and publish high-quality content for the Commission's blog, *The Point*, to further enhance public awareness about new programs, project progress, and establish transparency with the Commission's work. Staff publish several compelling stories each month that showcase the Commission's achievements, key project milestones, funding initiatives, and program updates. The blog serves as a vital communication tool that reflects the Commission's commitment to transparency and education.

Stories published on *The Point* during the first quarter of 2026 highlighted the Commission's Measure A Specialized Transit funding award to add a new nonprofit operator to the program, the start of the data collection period for the I-15 Smart Freeway Pilot Project, and a spotlight on regional transit operators asking for public feedback to improve public transportation services.

The story with the highest readership during this quarter was titled *Coachella Valley Rail Advances to Next Stop as Commission Approves $80 Million for Environmental Study*; covering the Commission's approval of $80 million to begin the next phase of environmental studies. The story was read nearly 1,400 times during this quarter.

Each month, stories are compiled for the Commission's digital newsletter and distributed to email and text subscribers. This year's first quarter newsletter metrics – versus first quarter of 2025 – are highlighted below:

The Point	Q1 2025	Q1 2026	Difference
Email Subscribers	**8,183**	**8,568**	**+385** (+4.7%)
Text Subscribers	**1,632**	**2,277**	**+645** (+40%)
Average Open Rate	**36.5%**	**27.5%**	**-9%**
Average Click Rate	**3.5%**	**4%**	**+14%**

Website

During the first quarter of 2026, the Commission's website hosted 48,163 sessions from 30,274 unique visitors. 43% of the website traffic originated from organic search results. Direct visits – typing in rctc.org into the web browser – made up 45% of all website sessions. Paid digital ads, such as Google Ads, accounted for 2% of this quarter's web traffic. Referrals from external sources – such as The Press-Enterprise, The Desert Sun, and The Palm Springs Post – made up 6% of traffic and links from social media contributed to 4% of total website visits. The most visited webpages during the past quarter were the homepage, meetings and agendas, and doing business pages. Website metrics for the first quarter of 2026 – versus first quarter of 2025 – are highlighted in the table below:

RCTC.org	Q1 2025	Q1 2026	Difference
Website Sessions	**84,901**	**48,163**	**-36,738** (-43%)
Unique Visitors	**58,109**	**30,274**	**-27,835** (-48%)

Several digital ads directing users to the construction activity webpage for the 71/91 Interchange Project and the Traffic Relief Plan webpages were deployed during the first quarter of 2025. As a result, there was a comparative decrease in website sessions and unique visitors for the first quarter of 2026.

FISCAL IMPACT:

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

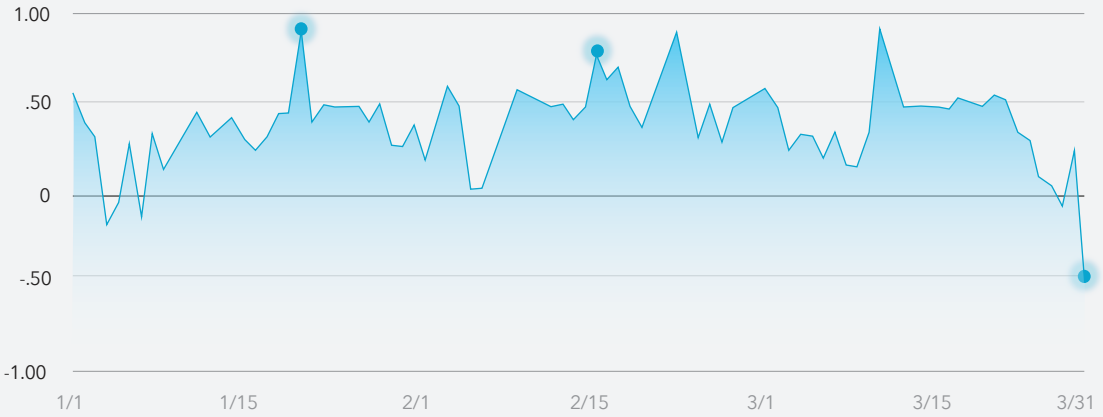
Attachment: RCTC Quarterly Public Engagement Metrics Dashboard

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Public Engagement Metrics: Q1 2026

January through March

Public Sentiment



1/22	High engagement and positive sentiment on video promoting the IE Commuter Experience Metrolink program
2/13	Collaboration with the RCA highlighting recent habitat acqusition for the MSHCP reserve sparked positive sentiment
3/31	Traffic Relief Plan posts garnered strong engagement with weak sentiment

Social Media

Facebook

14,762
Followers
+3% vs Q1 of 2025

3,304
Engagement
-6.7% vs Q1 of 2025

182,235
Reach
-71% vs Q1 of 2025

Instagram

5,399
Followers
+6.2% vs Q1 of 2025

2,581
Engagement
+104% vs Q1 of 2025

170,522
Reach
-29% vs Q1 of 2025

LinkedIn

2,499
Followers
+22% vs Q1 of 2025

587
Engagement
+60% vs Q1 of 2025

20,797
Impressions
+49% vs Q1 of 2025

Website

48,163
Total Sessions
-43% vs Q1 of 2025

30,274
Unique Visitors
-48% vs Q1 of 2025

Sessions by Device

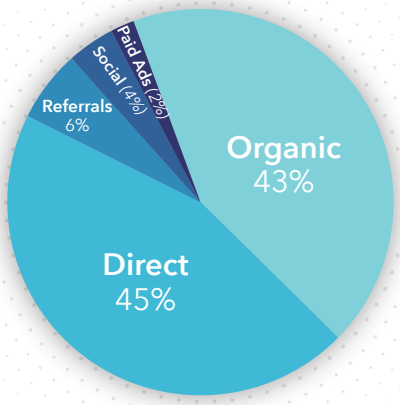
Desktop (57%)

Mobile (43%)
Includes phones and tablets

Top Pages Visited

1. Homepage
2. Meetings & Agendas
3. Doing Business

Sessions by Channel



Referrals originated from external sources such as The Press-Enterprise, The Desert Sun, and The Palm Springs Post.

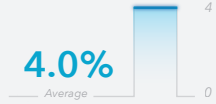
Newsletter

8,568
Email Subscribers
+4.7% vs Q1 of 2025

2,277
Text Subscribers
+40% vs Q1 of 2025



Open Rate



Click Rate

Most Read Story

Coachella Valley Rail Advances to Next Stop as Commission Approves $80 Million for Environmental Study
CV Rail project moves into next phase of environmental work

AGENDA ITEM 7L

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Andrew Sall, Senior Management Analyst, Legislative Affairs Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file a state and federal legislative update.

BACKGROUND INFORMATION:

State Update

May Revise to the Fiscal Year 2026-27 Budget

Governor Gavin Newsom released a revision to his proposed Fiscal Year (FY) 2026-27 budget on May 14. In his announcement, the Governor projected a balanced budget, with a General Fund budget of $246.6 billion, $1.8 billion lower than the January budget proposal. The May Revise accounts for approximately $16.5 billion in additional revenue compared to the January budget proposal. However, the Legislative Analyst's Office (LAO) notes that the Governor's May Revise relies on approximately $20 billion in reserve withdrawals and suspended deposits, as well as $4 billion in borrowing, to achieve budget balance. In their analysis, the LAO has expressed concerns regarding this structural imbalance, which may significantly impact future fiscal years.

Changes in funding for transportation between the January budget proposal and the May Revise are relatively modest overall. The May Revise maintains the commitment for the California Department of Transportation (Caltrans) to deliver $18 billion in planned state highway repair and rehabilitation projects through the State Highway Operations and Protection Program, and Caltrans and local partners will invest $2.5 billion in projects through the State Transportation Improvement Program.

However, the May Revise does not provide an update regarding the expenditure of remaining Senate Bill 125 (2023) funding for the Zero Emission Transit Capital Program (ZETCP). There is $690 million remaining for expenditure under the ZETCP program over the next two fiscal years,

however the January budget proposal did not include the planned allocation of $230 million in FY 2026-27.

Additionally, while the January budget proposal called for appropriating $283 million to the competitive Transit and Intercity Rail Capital Program (TIRCP) and $141 million to the formula Low Carbon Transit Operations Program (LCTOP) in FY 2026-27, those figures have been revised lower due to estimated decreases in Cap-and-Invest auction revenues, which fund these programs. The May Revise calls for $209 million for TIRCP and $105 million for LCTOP – approximately 26 percent less than January budget proposal and more than 47 percent less than assumed by the Legislature when Cap-and-Invest was reauthorized and Greenhouse Gas Reduction Fund expenditure plan was updated last year.

The Governor's May Revise is not final, as the Legislature continues to hold budget hearings and must approve all appropriations by the June 15 deadline. RCTC will continue to monitor and engage the Legislature as the budget process unfolds.

Metrolink Budget Funding Request

RCTC is finalizing a joint letter with the San Bernardino County Transportation Authority (SBCTA) supporting the request of $35 million in state operating assistance in FY 26-27 by the Southern California Regional Rail Authority – the operator of Metrolink rail service. Metrolink projects a shortfall of $35 million this fiscal year due to insufficient fare revenue and rising costs. Metrolink operates several lines that serve residents across the region, including the Inland Empire-Orange County Line, the 91/Perris Valley Line, and the Riverside Line. Without additional funding to support operations, Metrolink could be forced to reduce existing service while challenging opportunities to increase or expand service to meet the future mobility needs of Riverside County's residents.

Senate Bill 1423 (Stern) – Update

As previously reported, RCTC submitted a letter of opposition to SB 1423 by Senate Henry Stern (Sherman Oaks), as the bill removed local control and discretion by changing how Interregional Transportation Improvement Program and Regional Transportation Improvement Program funding in the State Transportation Improvement Program can be allocated, requiring 50 percent of funds to be programmed on safe streets projects. SB 1423 was amended on April 23 to instead require the California Transportation Commission to conduct a study and develop a report by 2028 on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for ATP applicants. SB 1423 passed out of the Senate Appropriations Committee on May 14 and is on the Senate Floor.

Assembly Bill 1678 (Harabedian) – Update

AB 1678 by Assemblymember John Harabedian (Pasadena) was pulled from committee by the author and will not move forward this year. RCTC previously opposed the bill as it sought to erode

SBCTA's discretion and accountability and set a concerning precedent for self-help counties – including Riverside County – that have an obligation to deliver promised transportation improvements.

Federal Update

Surface Transportation Reauthorization

On May 17, House Transportation and Infrastructure Committee Chairman Sam Graves and Ranking Member Rick Larsen released the text of a bipartisan, five-year surface transportation reauthorization bill to succeed the Infrastructure Investment and Jobs Act, which expires on September 30. Titled the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act – the BUILD America 250 Act – the bill invests in the nation's roads, bridges, transit, rail, and highway programs. Staff are reviewing and analyzing the bill text to determine the extent to which the Commission's submitted legislative proposals were included. However, the bill does not include language submitted by RCTC and several other regional county transportation commissions (CTC) to restore the distribution of Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds to CTCs, which was done for decades until 2021. Allowing CTCs to once again select projects for STBG and CMAQ program funding will restore a process that is locally responsive, more efficient, and will allow for a selection of projects that better align with the mobility needs of residents, families, and businesses. RCTC is working with regional partners to engage members of Congress to include this language as an amendment to the legislation.

Fiscal Year 2027 Appropriations

As previously reported, RCTC staff submitted applications to Riverside County's congressional delegation for Community Project Funding (CPF)/Congressionally Directed Spending (CDS), otherwise known as earmarks, for Fiscal Year 2027. The following requests were submitted to the House Appropriations Committee:

- $15 million for the 91 Eastbound Corridor Operations Project (91 ECOP), submitted to Representative Young Kim (Anaheim); and
- $3 million for the Mead Valley Metrolink Station/Mobility Hub, submitted to Representative Mark Takano (Riverside).

Representative Kim opted to combine RCTC's $10 million request and Orange County Transportation Authority's $5 million request for the 91 ECOP into a single request for both agencies.

There are a variety of reasons why Members of Congress may opt to not submit a CPF/CDS request, regardless of project eligibility, project merit, past submissions, or other past support. The following CPF/CDS requests were not submitted by RCTC's congressional delegation to the

House and Senate Appropriations Committees for consideration ahead of their respective deadlines:

- $10 million for the Interstate 15 Express Lanes Project Southern Extension, submitted to Representative Ken Calvert (Corona);
- $5 million for a new regional arterial in the communities of Hemet, San Jacinto, and Winchester (formerly the State Route 79 Realignment Project), submitted to Representative Raul Ruiz (Indio);
- $3 million for the Interstate 15 Express Lanes Project Southern Extension, submitted to Senators Alex Padilla and Adam Schiff; and
- $3 million for a new regional arterial in the communities of Hemet, San Jacinto, and Winchester (formerly the State Route 79 Realignment Project), submitted to Senators Alex Padilla and Adam Schiff.

On May 21, the House Appropriations Subcommittee on Transportation, Housing and Urban Development released the list of CPFs included in the subcommittee's legislation. Both of RCTC's requests were included at reduced amounts:

- $7 million for the 91 Eastbound Corridor Operations Project (91 ECOP); and
- $250,000 for the Mead Valley Metrolink Station/Mobility Hub.

In order for a CPF/CDS to be funded, the request must be submitted by a Member of Congress to the Appropriations subcommittee, be selected by the subcommittee to be included in the subcommittee's appropriations legislation and pass both houses of Congress before being signed by the President. The full House Appropriations Committee markup of the subcommittee's legislation is scheduled for June 4. Staff will keep the Commission updated as the process continues.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

Attachment: Legislative Matrix – June 2026

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 334 (Petrie-Norris)	Current state law limits the sharing of toll customer data necessary for interoperability with other states, limiting toll operators' ability to collect toll revenue from out-of-state drivers in an efficient manner. The existing process is cumbersome, requires significant staff time, and may lead to penalties on customers that may otherwise be avoided. AB 334 enables toll operators in California, such as RCTC, to participate in a future national interoperability program, enhancing service to customers and streamlining the transaction process.	Ordered to Senate Inactive File on 9/13/2025. Two-year bill.	*Support*	4/9/2025
AB 1145 (Gonzalez)	Requires the California Department of Transportation to conduct a study on State Highway Route 74 by December 31, 2027 with a goal of improving safety of travelers and address enforcement of commercial vehicle facility bypassing.	Senate Transportation hearing canceled at the request of the author on 7/1/2025. Two-year bill.	*Support*	7/11/2025
AB 1678 (Harabedian)	Reduces the San Bernardino County Transportation Authority's oversight and discretion on a project within its own jurisdiction, setting a concerning precedent for self-help counties such as Riverside County that have an obligation to deliver promised transportation improvements.	Failed deadline. 4/24/2026.	*Oppose Based on Platform*	4/10/2026
AB 1855 (Gonzalez)	Expands California Environmental Quality Act (CEQA) exemptions for certain passenger rail projects, including the Coachella Valley Rail Project.	Failed deadline. 4/24/2026.	*Sponsor*	3/11/2026
AB 2059 (Wilson)	Provides direct relief from vehicle miles traveled (VMT) mitigation requirements if at least 80 percent of a transportation project lies within one or more nonmetropolitan counties. Addition of one or more general lanes on the state highway system are excepted from this relief unless there is a demonstrated safety or evacuation need for the project.	Passed out of Assembly on 5/18/26. In the Senate Rules Committee.	*Support if Amended Based on Platform*	4/14/2026
AB 2168 (Wicks)	Directs the CTC on or after January 1, 2028, to develop Active Transportation Program (ATP) guidelines with recommendations to maximize commitments of State Transportation Improvement Program (STIP) formula funds to ATP projects. AB 2168 also requires point reductions for applicants who failed to use previously awarded funds in a timely manner.	Passed as amended out of the Assembly Appropriations Committee on 5/14/26. On the Assembly Floor.	*Oppose Unless Amended Based on Platform*	4/17/2026

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 2560 (Schultz)	Codifies the goals of the Climate Action Plan for Transportation Infrastructure into state law.	Passed out of the Assembly Appropriations Committee on 5/14/26. On the Assembly Floor.	*Oppose Based on Platform*	4/10/2026
SB 512 (Pérez)	SB 512 provides statutory clarity confirming that transportation agencies with existing sales tax authority may administer a voter-approved transactions and use tax as determined by a citizens' initiative.	Passed out of the Assembly on 9/4/2025. Assembly amendments concurred in on 9/11/2025. Vetoed by Governor on 10/13/2025.	*Support Based on Platform*	7/9/2025
SB 1087 (Cabaldon)	Modernizes the development and approval of Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS) with intention to make the goals of SB 375 (Steinberg, 2008) achievable.	Passed out of the Assembly Appropriations Committee on 5/14/26. On the Assembly Floor.	*Support if Amended Based on Platform*	4/15/2026
SB 1423 (Stern)	~~Removes local control and discretion by changing how Interregional Transportation Improvement Program and Regional Transportation Improvement Program funds can be allocated, requiring 50 percent of funds to be programmed on safe streets projects.~~ Requires the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified.	Passed out of the Assembly Appropriations Committee on 5/14/26. On the Assembly Floor.	*Oppose Based on Platform*	4/15/2026

AGENDA ITEM 7M

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Sandra Salgado, Management Analyst Sheldon Peterson, Rail Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Agreement for Public Outreach and Marketing Services for Rail Program

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Award Agreement No. 26-25-052-00 to Costin Public Outreach Group, Inc., for public outreach and marketing services for Rail Program, for a three-year term and one, two-year option to extend the agreement, in an amount not to exceed $2,000,000; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission.

BACKGROUND AND DISCUSSION:

As a member of the Southern California Regional Rail Authority (SCRRA, better known as Metrolink), the Commission utilizes professional consultant services to enhance Metrolink marketing efforts and rail safety education in Riverside County. The scope of work includes the following key strategic elements:

1. Project Administration and Management – Includes overall development of the annual Public Outreach Plan including identifying major initiatives, and monitoring and reporting on engagement activities.
2. Rail Safety Program – Includes educational and safety messaging around rail facilities and promoting campaigns such as Operation Lifesaver, Suicide Prevention, and Human Trafficking Prevention.
3. "How to Ride" Presentations – Includes encouraging and training new and potential riders on how to utilize Metrolink and general knowledge of the public transit system.
4. Group Excursions – Includes serving as ambassadors on group excursions for school trips, senior centers, and other community groups.
5. Metrolink Marketing – Includes targeted marketing services in Riverside County such as development and production of advertising materials, videos, and staffing special holiday and seasonal events.

These strategies are applied to K-12 schools, colleges and universities, non-profit organizations, community groups, and businesses and employers. The core goal of the Marketing and Rail

Safety efforts is to bridge the gap with our communities to encourage new riders on Metrolink and general awareness and safety habits around the railroad crossings. Since the start-up of the Perris Valley Line over 10 years ago, the Commission has been an innovator in providing this type of grass roots communication with residents. The current consultant contract for these services will expire on June 30, 2026, and a competitive procurement process was conducted.

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement as it allowed the Commission to identify the most advantageous proposal with price and other factors considered. Non-price factors included elements such as qualifications of the firm, proposed staffing, project understanding and approach and the ability to respond to the Commission's needs for Public Outreach and Marketing Services for Rail Program as set forth under the terms of Request for Proposals (RFP) No. 26-25-052-00.

RFP No. 26-25-052-00 was released by staff on February 24, 2026. The RFP was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Through PlanetBids, 85 firms downloaded the RFP, and 9 of these firms are located in Riverside County. A pre-proposal conference was held on March 3, 2026, and attended by 14 firms. Staff responded to all questions submitted by potential proposers prior to the March 10, 2026, clarification deadline. Nine firms – Accenture Infrastructure and Capital Projects, LLC (Irvine), Arellano Associates (Chino Hills), Bodewell Group (San Diego), Costin Public Outreach Group, Inc. (Huntington Beach), Kleinfelder Construction Services (Riverside), McCormick-Busse, Inc. (MBI) (Covina), MDG Productions Inc. (Addison, Texas), VMA Communications, Inc. (Claremont) and VPE Public Relations (Los Angeles) submitted proposals prior to the 2:00 p.m. submittal deadline on March 31, 2026. Of the nine proposals submitted, seven were deemed responsive and responsible. Staff determined that two proposals were considered non-responsive due to material defects. Utilizing the evaluation criteria set forth in the RFP, the seven responsive and responsible proposals were evaluated and scored by an evaluation committee comprised of Commission staff.

Based on the evaluation committee's assessment of the written proposals and pursuant to the terms of the RFP, the evaluation committee shortlisted and invited three firms – Arellano Associates, Costin Public Outreach Group, Inc. and McCormick-Busse, Inc. (MBI)– to the interview phase of the evaluation process. Interviews were conducted on April 22, 2026.

As a result of the evaluation committee's assessment of the written proposals and interviews, the evaluation committee recommends contract award to Costin Public Outreach Group, Inc. to provide Public Outreach and Marketing Services for Rail Program, as this firm earned the highest total evaluation score. A summary of the shortlisted firms' proposed key personnel average hourly rates, total scores, and evaluation rankings are presented in the following table:

Firm	Average hourly rates	Total Score	Overall Ranking
Costin Public Outreach Group, Inc.	$ 164.22	87.41	1
McCormick-Busse, Inc. (MBI)	$ 133.56	74.53	2
Arellano Associates	$ 154.37	74.52	3

Accordingly, staff recommends awarding Agreement No. 26-25-052-00 (Attachment 1) to Costin Public Outreach Group, Inc. to provide Public Outreach and Marketing Services for Rail Program for a three-year term, and one, two-year option to extend the agreement, for a total amount not to exceed $2,000,000.

FISCAL IMPACT:

There is no fiscal impact to the current year's budget. Funding for this contract is included in the Commission's proposed Fiscal Year 2026/27 budget and will be accounted for in future budget cycles.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2026/27 FY 2027/28+	Amount:	$350,000 $1,650,000
Source of Funds:	Local Transportation Fund (LTF)		Budget Adjustment:		No
GLA No.:	254199 65520 00000 0000 /1030 25 65520				
Fiscal Procedures Approved:			Date:		05/21/2026

Attachment: Draft Agreement No. 26-25-052-00 with Costin Public Outreach Group, Inc.

Agreement No. 26-25-052-00

PUBLIC OUTREACH AND MARKETING SERVICES FOR RAIL PROGRAM WITH COSTIN PUBLIC OUTREACH GROUP, INC.

1. PARTIES AND DATE.

This Agreement is made and entered into this __ day of _____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("the Commission") and **COSTIN PUBLIC OUTREACH GROUP, INC. ("Consultant"), a CORPORATION.**

2. RECITALS.

2.1 Consultant desires to perform and assume responsibility for the provision of certain professional consulting services required by Commission on the terms and conditions set forth in this Agreement. Consultant represents that it is a professional consultant, experienced in providing **Public Outreach and Marketing Services for Rail program** to public clients, is licensed in the State of California, and is familiar with the plans of Commission.

2.2 Commission desires to engage Consultant to render certain consulting services for the **Public Outreach and Marketing Services for Rail program** Project ("Project") as set forth herein.

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3. TERMS.

3.1 General Scope of Services. Consultant promises and agrees to furnish to Commission all labor materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately provide professional consulting services and advice on various issues affecting the decisions of Commission regarding the Project and on other programs and matters affecting Commission, hereinafter referred to as "Services". The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state, and federal laws, rules and regulations.

3.2 Term. The term of this Agreement shall be from the date first specified above and **for three (3) years with one, two-year optional term, for a maximum of five years** unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement and shall meet any other established schedules and deadlines.

3.3 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, the Commission shall respond to Consultant's submittals in a timely manner. Upon request of the Commission, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.4 Independent Contractor; Control and Payment of Subordinates. The Services shall be performed by Consultant under its supervision. Consultant will determine the means, method and details of performing the Services subject to the requirements of this Agreement. Commission retains Consultant on an independent contractor basis and Consultant is not an employee of Commission. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall not be employees of Commission and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

3.5 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of Commission.

3.6 Substitution of Key Personnel. Consultant has represented to Commission that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence and experience upon written approval of Commission. In the event that Commission and Consultant cannot agree as to the substitution of key personnel, Commission shall be entitled to terminate this Agreement for cause, pursuant to provisions of Section 3.16 of this Agreement. The key personnel for performance of this Agreement are as follows: **Sara Costin Mockus**.

3.7 Commission's Representative. Commission hereby designates **Executive Director,** or his or her designee, to act as its representative for the performance of this Agreement ("Commission's Representative"). Commission's representative shall have the power to act on behalf of Commission for all purposes under this Agreement. Consultant shall not accept direction from any person other than Commission's Representative or his or her designee.

3.8 Consultant's Representative. Consultant hereby designates **Sara Costin Mockus**, or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services,

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using his or her best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.9 Coordination of Services. Consultant agrees to work closely with Commission staff in the performance of Services and shall be available to Commission's staff, consultants and other staff at all reasonable times.

3.10 Standard of Care; Licenses. Consultant shall perform the Services under this Agreement in a skillful and competent manner, consistent with the standard generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services and that such licenses and approvals shall be maintained throughout the term of this Agreement. Consultant shall perform, at its own cost and expense and without reimbursement from Commission, any Services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein, and shall be fully responsible to the Commission for all damages and other liabilities provided for in the indemnification provisions of this Agreement arising from the Consultant's errors and omissions.

3.11 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to Commission, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold Commission, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.12 Insurance.

3.12.1 Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the Commission that it has secured all insurance required under this section, in a form and with insurance companies acceptable to the Commission. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

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3.12.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subcontractors. Consultant shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability:* $2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $2,000,000 per accident for bodily injury and property damage; and (3) *if Consultant has an employees, Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of $1,000,000 per accident.

3.12.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Project, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than $2,000,000 per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Consultant. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

3.12.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the Commission to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5)

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aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent consultants coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give the Commission, its directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from the Commission's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the Commission, its directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the Commission, its directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the Commission, its directors, officials, officers, employees and agents shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) Consultant certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against the Commission, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

(D) All Coverages.

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(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to the Commission, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) All insurance required by this Agreement shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the Commission, its directors, officials, officers, employees and agents. All policies shall waive any right of subrogation of the insurer against the Commission, its directors, officials, officers, employees and agents, or any other additional insureds, or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against Commission, its directors, officials, officers, employees, and agents, and shall require similar written express waivers and insurance clauses from each of its subcontractors.

(iv) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the Commission (if agreed to in a written contract or agreement) before the Commission's own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(v) Consultant shall provide the Commission at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Consultant shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Consultant shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to the Commission at least ten (10) days prior to the effective date of cancellation or expiration.

(vi) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Consultant shall maintain such coverage

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continuously for a period of at least three years after the completion of the work under this Agreement. Consultant shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vii) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Consultant, and any approval of said insurance by the Commission, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Consultant pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(viii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Commission has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Commission will be promptly reimbursed by Consultant or Commission will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, Commission may cancel this Agreement. The Commission may require the Consultant to provide complete copies of all insurance policies in effect for the duration of the Project.

(xi) Neither the Commission nor any of its directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

3.12.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the Commission. If the Commission does not approve the deductibles or self-insured retentions as presented, Consultant shall guarantee that, at the option of the Commission, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Commission, its directors, officials, officers, employees and agents; or, (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.12.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the Commission.

3.12.7 Verification of Coverage. Consultant shall furnish Commission with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the Commission. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the Commission before work commences. The Commission reserves the right to require complete, certified copies of all required insurance policies, at any time.

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3.12.8 Subconsultant Insurance Requirements. Consultant shall not allow any subcontractors or subconsultants to commence work on any subcontract until they have provided evidence satisfactory to the Commission that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subconsultants shall be endorsed to name the Commission as an additional insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Consultant, the Commission may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

3.13 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.14 Fees and Payment.

3.14.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "B" attached hereto. If overhead rates are included in the attached Exhibit “B”, such rates shall be fixed for the term of the Master Agreement, and shall not be subject to adjustment, unless required by the applicable funding source. The total compensation shall not exceed **Two Million Dollars ($ 2,000,000)** without written approval of Commission's Executive Director (“Total Compensation”). Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.14.2 Payment of Compensation. Consultant shall submit to Commission a monthly statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. Commission shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.14.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by Commission.

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3.14.4 Extra Work. At any time during the term of this Agreement, Commission may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by Commission to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from Commission's Executive Director.

3.15 Accounting Records. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred and fees charged under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of Commission during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.16 Termination of Agreement.

3.16.1 Grounds for Termination. Commission may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof. Upon termination, Consultant shall be compensated only for those services which have been fully and adequately rendered to Commission through the effective date of the termination, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.16.2 Effect of Termination. If this Agreement is terminated as provided herein, Commission may require Consultant to provide all finished or unfinished Documents and Data, as defined below, and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.16.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, Commission may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.17 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

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CONSULTANT:	**COMMISSION**:
Costin Public Outreach Group, Inc	Riverside County Transportation Commission
18091 Fieldbury Lane	4080 Lemon Street, 3rd Floor
Huntington Beach, CA 92647	Riverside, CA 92501
Attn: Sara Costin Mockus	Attn: Executive Director

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.18 Ownership of Materials/Confidentiality.

3.18.1 Documents & Data. This Agreement creates an exclusive and perpetual license for Commission to copy, use, modify, reuse, or sub-license any and all copyrights and designs embodied in plans, specifications, studies, drawings, estimates, materials, data and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data").

Consultant shall require all subcontractors to agree in writing that Commission is granted an exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement.

Consultant represents and warrants that Consultant has the legal right to grant the exclusive and perpetual license for all such Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the Commission.

Commission shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at Commission's sole risk.

3.18.2 Intellectual Property. In addition, Commission shall have and retain all right, title and interest (including copyright, patent, trade secret and other proprietary rights) in all plans, specifications, studies, drawings, estimates, materials, data, computer programs or software and source code, enhancements, documents, and any and all works of authorship fixed in any tangible medium or expression, including but not limited to, physical drawings or other data magnetically or otherwise recorded on computer media ("Intellectual Property") prepared or developed by or on behalf of Consultant under this Agreement as well as any other such Intellectual Property prepared or developed by or on behalf of Consultant under this Agreement.

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The Commission shall have and retain all right, title and interest in Intellectual Property developed or modified under this Agreement whether or not paid for wholly or in part by Commission, whether or not developed in conjunction with Consultant, and whether or not developed by Consultant. Consultant will execute separate written assignments of any and all rights to the above referenced Intellectual Property upon request of Commission.

Consultant shall also be responsible to obtain in writing separate written assignments from any subcontractors or agents of Consultant of any and all right to the above referenced Intellectual Property. Should Consultant, either during or following termination of this Agreement, desire to use any of the above-referenced Intellectual Property, it shall first obtain the written approval of the Commission.

All materials and documents which were developed or prepared by the Consultant for general use prior to the execution of this Agreement and which are not the copyright of any other party or publicly available and any other computer applications, shall continue to be the property of the Consultant. However, unless otherwise identified and stated prior to execution of this Agreement, Consultant represents and warrants that it has the right to grant the exclusive and perpetual license for all such Intellectual Property as provided herein.

Commission further is granted by Consultant a non-exclusive and perpetual license to copy, use, modify or sub-license any and all Intellectual Property otherwise owned by Consultant which is the basis or foundation for any derivative, collective, insurrectional, or supplemental work created under this Agreement.

3.18.3 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of Commission, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use Commission's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of Commission.

3.18.4 Infringement Indemnification. Consultant shall defend, indemnify and hold the Commission, its directors, officials, officers, employees, volunteers and agents free and harmless, pursuant to the indemnification provisions of this Agreement, for any alleged infringement of any patent, copyright, trade secret, trade name, trademark, or any other proprietary right of any person or entity in consequence of the use on the Project by

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Commission of the Documents & Data, including any method, process, product, or concept specified or depicted.

3.18.5 VPN Access. Consultant and its employees shall comply with all security protocols of Commission related to virtual private network ("VPN") access to any Commission Systems which may be enacted. In addition, Consultant agrees to the following, and shall require that any employee of Consultant to whom VPN access will be granted agree to the following, in writing, prior to being granted such access.

a) To protect and keep safe his/her individual secure password;
b) To not share or allow others to use the secure password;
c) To only use the VPN access to perform Services authorized by Commission;
d) To protect any information obtained from Commission Systems, and to use such information only for the purpose of performing the Services, and for no other purpose;
e) To comply with reasonable audit or monitoring activities identified by the Commission in writing;
f) To comply with all confidentiality requirements set forth in this Agreement as pertains to any Commission information or data acquired or accessed related to the VPN access.
g) VPN access shall be utilized appropriately, responsibly, and ethically. Any failure to comply with the obligations set forth in this section will result in, among other things, immediate suspension of the applicable user's VPN access.

Commission reserves the right revoke the Consultant's VPN access at any time, for any reason.
At Commission's request, Consultant shall provide to Commission copies of the agreements with its employees including the required provisions above. Consultant shall be responsible for any violation by its employee(s) of the requirements herein.

3.19 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.20 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and costs of such actions.

3.21 Indemnification. To the fullest extent permitted by law, Consultant shall defend (with counsel of Commission's choosing), indemnify and hold Commission, its directors, officials, officers, employees, consultants, volunteers, and agents free and harmless from any and all claims, fines, penalties, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to alleged negligent acts, omissions, or willful misconduct of Consultant, its officials, officers, employees, agents,

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consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of consequential damages, expert witness fees, and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against Commission, its directors, officials, officers, employees, consultants, agents, or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against Commission or its directors, officials, officers, employees, consultants, agents, or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse Commission and its directors, officials, officers, employees, consultants, agents, and/or volunteers, for any and all legal expenses and costs, including reasonable attorney's fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Commission, its directors, officials officers, employees, consultants, agents, or volunteers.

If Consultant's obligation to defend, indemnify, and/or hold harmless arises out of Consultant's performance as a "design professional" (as that term is defined under Civil Code section 2782.8), then, and only to the extent required by Civil Code section 2782.8, which is fully incorporated herein, Consultant's indemnification obligation shall be limited to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant, and, upon Consultant obtaining a final adjudication by a court of competent jurisdiction, Consultant's liability for such claim, including the cost to defend, shall not exceed the Consultant's proportionate percentage of fault.

Consultant's obligations as set forth in this Section shall survive expiration or termination of this Agreement.

3.22 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be supplemented, amended, or modified by a writing signed by both parties.

3.23 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.24 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.25 Commission's Right to Employ Other Consultants. The Commission reserves the right to employ other consultants in connection with this Project.

3.26 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties, and shall not be assigned by Consultant without the prior written consent of Commission.

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3.27 Prohibited Interests and Conflicts.

3.27.1 Solicitation. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, Commission shall have the right to rescind this Agreement without liability.

3.27.2 Conflict of Interest. For the term of this Agreement, no member, officer or employee of Commission, during the term of his or her service with Commission, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.27.3 Conflict of Employment. Employment by the Consultant of personnel currently on the payroll of the Commission shall not be permitted in the performance of this Agreement, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays or vacation time. Further, the employment by the Consultant of personnel who have been on the Commission payroll within one year prior to the date of execution of this Agreement, where this employment is caused by and or dependent upon the Consultant securing this or related Agreements with the Commission, is prohibited.

3.27.4 Employment Adverse to the Commission. Consultant shall notify the Commission, and shall obtain the Commission's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against the Commission during the term of this Agreement.

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3.28 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of Commission's Disadvantaged Business Enterprise program, Affirmative Action Plan or other related Commission programs or guidelines currently in effect or hereinafter enacted.

3.29 Subcontracting. Consultant shall not subcontract any portion of the work or Services required by this Agreement, except as expressly stated herein, without prior written approval of the Commission. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

3.30 Prevailing Wages. By its execution of this Agreement, Consultant certified that it is aware of the requirements of California Labor Code Sections 1720 et seq.

and 1770 et seq., as well as California Code of Regulations, Title 8, Section 16000 et seq. ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. The Commission shall provide Consultant with a copy of the prevailing rate of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the Commission, its elected officials, officers, employees and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.30.1 DIR Registration. If the Services are being performed as part of an applicable "public works" or "maintenance" project, then pursuant to Labor Code Sections 1725.5 and 1771.1, the Consultant and all subconsultants must be registered with the Department of Industrial Relations. If applicable, Consultant shall maintain registration for the duration of the Project and require the same of any subconsultants. This Project may also be subject to compliance monitoring and enforcement by the Department of Industrial Relations. It shall be Consultant's sole responsibility to comply with all applicable registration and labor compliance requirements.

3.31 Employment of Apprentices. This Agreement shall not prevent the employment of properly indentured apprentices in accordance with the California Labor Code, and no employer or labor union shall refuse to accept otherwise qualified employees as indentured apprentices on the work performed hereunder solely on the ground of race, creed, national origin, ancestry, color or sex. Every qualified apprentice shall be paid the standard wage paid to apprentices under the regulations of the craft or trade in which he or she is employed and shall be employed only in the craft or trade to which he or she is registered.

If California Labor Code Section 1777.5 applies to the Services, Consultant and any subcontractor hereunder who employs workers in any apprenticeable craft or trade shall apply to the joint apprenticeship council administering applicable standards for a certificate approving Consultant or any sub-consultant for the employment and training of apprentices. Upon issuance of this certificate, Consultant and any sub-consultant shall employ the number of apprentices provided for therein, as well as contribute to the fund to administer the apprenticeship program in each craft or trade in the area of the work hereunder.

The parties expressly understand that the responsibility for compliance with provisions of this Section and with Sections 1777.5, 1777.6 and 1777.7 of the California Labor Code in regard to all apprenticeable occupations lies with Consultant.

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3.32 No Waiver. Failure of Commission to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

3.33 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless Consultant or the Services are not subject to the Eight-Hour Law. Consultant shall forfeit to Commission as a penalty, $50.00 for each worker employed in the execution of this Agreement by him, or by any sub-consultant under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless Consultant or the Services are not subject to the Eight-Hour Law.

3.34 Subpoenas or Court Orders. Should Consultant receive a subpoena or court order related to this Agreement, the Services or the Project, Consultant shall immediately provide written notice of the subpoena or court order to the Commission. Consultant shall not respond to any such subpoena or court order until notice to the Commission is provided as required herein, and shall cooperate with the Commission in responding to the subpoena or court order.

3.35 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, and the obligations related to receipt of subpoenas or court orders, shall survive any such expiration or termination.

3.36 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.37 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.38 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.39 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

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3.40 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.41 Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services.

3.42 Headings. Article and Section Headings, paragraph captions or marginal headings contained in this Agreement are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.43 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein, without the prior written consent of the Commission. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.44 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.45 Electronically Transmitted Signatures. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement for all purposes. This Agreement may be signed using an electronic signature.

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[Signatures on following page]

SIGNATURE PAGE
TO
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AGREEMENT FOR PUBLIC OUTREACH AND MARKETING SERVICES FOR RAIL PROGRAM
WITH COSTIN PUBLIC OUTREACH GROUP, INC.

IN WITNESS WHEREOF, this Agreement was executed on the date first written above.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	**CONSULTANT** **Costin Public Outreach Group, Inc.**
By: _____ Aaron Hake, Executive Director	By: _____ Signature _____ Name _____ Title
Approved as to Form:	Attest:
By: _____ Best Best & Krieger LLP General Counsel	By: _____ Its: _____

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* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

EXHIBIT "A"

SCOPE OF SERVICES

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EXHIBIT A – SCOPE OF SERVICES

Background

The Riverside County Transportation Commission ("the Commission") seeks to select a consultant ("Consultant") that demonstrates the experience, knowledge, and capacity to provide public outreach, community engagement, branding, graphic design, and multimedia production for rail safety education and Metrolink marketing. The successful Consultant will proactively offer suggestions for improvement and new initiatives in these areas. The Consultant shall provide services to the Commission for the rail safety education program, Metrolink Marketing Services, and a variety of programs and initiatives to help achieve measurable public outreach, branding, promotional activity, and department goals.

Through the contract award, the Commission aims to enhance its presence across Riverside County ("County") through diverse public outreach efforts and strategies. The consultant will need significant experience in areas such as, but not limited to, marketing, crafting messaging, graphic design, video production, communications, and public engagement to provide the Commission with recommendations to achieve goals in each of these areas. The overarching goal of this award is to communicate rail safety and suicide prevention messaging, increase safe practices along rail tracks, increase rail safety awareness, and increase the public's engagement with the Commission's passenger rail initiatives.

The consultant shall coordinate with the Commission's Rail Department to develop and execute result oriented, bilingual (English and Spanish) public outreach and marketing efforts in support of past, present, and future projects, programs, and services. The effectiveness will be tracked with key performance indicators that will be reported to the Commission on a regular basis.

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Rail Safety Education and Metrolink Marketing Services

In 2016, RCTC initiated Metrolink marketing and rail safety education efforts in advance of the launch of the 91/Perris Valley Line, with the dual goals of increasing ridership and enhancing public awareness of rail safety.

The program is designed to deliver coordinated educational and promotional outreach to K-12 schools, colleges, non-profit organizations, and businesses throughout the county to encourage transit use while promoting safe behavior around rail facilities. Engagement is achieved through participation in community events and targeted outreach efforts that foster direct interaction with the public and build familiarity with passenger rail services.

Outreach and marketing activities include dissemination of information through social media, email campaigns, billboards, and printed materials such as posters, as well as the development

and publication of promotional content, including stories, newsletters, videos and toolkits for organizational use.

As a member agency of the Southern California Regional Rail Authority (SCRRA, better known as Metrolink), RCTC enhances Metrolink marketing efforts and rail safety education in Riverside County. RCTC maintains strong coordination among Operation Lifesaver, Metrolink, and other regional and local partners to ensure effective implementation of outreach and marketing services. As part of this partnership, the Consultant shall complete training and obtain certification as Operation Lifesaver Authorized Volunteers (OLAVs), enabling them to deliver rail safety education directly to schools and community groups in support of safer rail corridors and increased confidence in passenger rail.

Scope of Work

Consultant shall provide on-call public outreach and marketing services to the Commission on rail safety, "How to Ride Metrolink" education, group excursions, community outreach events, and Metrolink marketing services, to help achieve community outreach and public relations goals.

Consulting firms proposing as a prime contractor are encouraged to collaborate with subcontractors, to deliver turnkey outreach and marketing services, as necessary.

Consulting services include, but are not limited to, the following components:

1. **Project Administration and Management**
    - Consultant team shall include a Project Manager and Deputy Project Manager to lead the following activities:
        - Conduct project kickoff meeting with core agency and consultant team members
        - Develop annual Public Outreach Plan, outlining initiatives, campaigns, outreach tactics, and goals
        - Hold monthly project meetings and document action items, decisions, and progress
        - Submit monthly progress reports and invoices per agency requirements
        - Maintain and update outreach and engagement metrics, including annual metrics and project and outreach specific summaries
    - Deliverables include:
        - Kickoff meeting agenda and summary
        - Annual Public Outreach Plan

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- Monthly meeting agendas & summaries
- Monthly progress reports and invoices
- Quarterly and annual engagement summaries
- Event or campaign specific engagement summaries
- Calendar of planned in-person outreach, excursions, and any other activities

2. Rail Safety Program

- Consultant shall carryout and promote rail safety education projects and campaigns such as Operation Lifesaver, Suicide Prevention, Rail Safety Month (September), and Human Trafficking Prevention. Activities and deliverables include, but are not limited to:
  - In-person outreach to K-12 schools, colleges, and universities
  - Conduct about 12 "Rail Safety" presentations annually for as part of the Rail Safety Campaign
  - Research, design, and purchase giveaway promotional materials such as coloring books, totes, erasers, etc. for public distribution
  - Professional photography and videography
  - Write, produce, and film social media posts, reels, and blog content
  - Obtain and maintain Operation Lifesaver Authorized Volunteer (OLAV) status
  - Develop and implement campaign for Rail Safety Month
  - Develop and deliver key rail safety messages
  - Develop digital toolkits for use by schools and other stakeholders
  - Develop collateral toolkits to be distributed to schools, unhoused resource groups, and others
  - Develop and design printed collateral such as flyers, brochures, Rail Safety Pledges, banners, and more for distribution to K-12 schools, colleges, universities, unhoused resource centers, and other local stakeholders
  - Professional translation services in Spanish and other languages as needed

3. "How To Ride Metrolink" Presentations

- Consultant shall provide about 12 presentations annually to encourage and train new and potential riders on how to utilize Metrolink services as well as provide general knowledge of the public transit system. Activities and deliverables include, but are not limited to:
  - Coordinate, schedule, and facilitate presentations to inform potential and interested members of the public about Metrolink services for high schools, colleges, universities, unhoused resources centers, and other community groups and local stakeholders
  - Distribute information about current and upcoming Metrolink campaigns on fares, discounts, schedules, and routes
  - Review, revise, and update "How to Ride" presentations using PowerPoint or other similar software applications

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- Develop and design printed collateral such as brochures and other promotion materials and giveaways

4. Group Excursions

- Consultant shall serve as ambassadors and lead about six Metrolink day trips/excursions annually. Activities and deliverables include, but are not limited to:
  - Organize, coordinate, and schedule group field trips for schools, senior centers, and other community groups to expose new riders to Metrolink services
  - Organize and coordinate with other public transit agencies as needed for bus connections
  - Conduct research to identify feasible destinations using Metrolink
  - Design and distribute collateral such as flyers, blog posts, social media posts, etc.
  - Develop itineraries for group trips

5. Community Events/In-person outreach

- Consultant shall attend about two community/in-person outreach events monthly. Activities and deliverables include, but are not limited to:
  - Coordinate and support community outreach and public engagement for rail projects through in-person and electronic forums
  - Document in-person community engagement through photography as needed
  - Research, organize, schedule, and staff community events, pop-ups, and special events, including those at Riverside County rail stations
  - Attend community events and conduct speaking engagements with business groups, chambers of commerce, service clubs, and other stakeholders as appropriate
  - Provide logistical support for events, including canopies, tables, chairs, and other necessary supplies
  - Coordinate special services and activities for events (e.g., face painters, balloon artists, and similar services) as needed
  - Staff, organize, and support the annual Metrolink Holiday Express Train Event at the Riverside DT Station
  - Staff and coordinate in-person outreach for station events during the year as needed

6. Metrolink Marketing

- Consultant shall provide targeted and focused Metrolink marketing services in Riverside County to supplement overall systemwide Metrolink marketing. Activities and deliverables include, but are not limited to:
  - Develop and revise marketing and advertising materials
  - Print and distribute collateral material to support projects or programs
  - Develop and produce high quality promotional videos for projects or programs

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- Develop and print banners
- Produce videos and capture b-roll
- Develop videos with an emphasis on high production value
- Develop and implement campaign for Holiday Express Train event
- Develop and produce media content for Summer Destinations campaign and other seasonal promotions
- Conduct research to identify feasible destinations using Metrolink for Summer Destinations campaign
- Write blog stories about Metrolink's Holiday Express Train, customer appreciation, and other special events

7. Optional Tasks

The Consultant may propose additional tasks utilizing its professional expertise, experience, and knowledge of the region to best achieve the defined objectives. This includes all reasonable steps to provide enhanced marketing and outreach services and materials.

Other requirements

Consultant will need to coordinate with RCTC staff and other consultants already under contract to the Commission for services such as website maintenance and development, integrated communications, and graphic design.

Consultant shall provide services only at the request of the Commission's Rail Department.

Consultant shall comply with all relevant disclosure requirements and maintain the highest ethical standards both publicly and privately, including the avoidance of conflicts of interest.

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EXHIBIT "B"

COMPENSATION

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EXHIBIT "B"

COMPENSATION SUMMARY[1]

FIRM	PROJECT TASKS/ROLE	COST
	Prime Consultant:	
Costin Public Outreach Group, Inc.	**Public Outreach and Marketing Services for Rail Program**	**$ 2,000,000.00**
	TOTAL COSTS	**$ 2,000,000.00**

[1] Commission authorization pertains to total contract award amount. Compensation adjustments between consultants may occur; however, the maximum total compensation authorized may not be exceeded.

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AGENDA ITEM 7N

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2026/27 Short Range Transit Plan Updates and Transit Funding Allocations

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the Fiscal Years 2026/27 – FY 2028/29 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2026/27 – 2030/31 SRTP for the Commission's Rail and Vanpool Programs;
2) Approve FY 2026/27 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill 125 funds for the cities of Banning (contingent on final audit), Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs aggregating $243,697,723 and $59,100 of State Transportation Improvement Program (STIP) funds for the Commission's Rail Program for a total aggregate of $243,756,823;
3) Adopt Resolution No. 26-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2026/27";*
4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators' SRTP aggregating $70,629,587; and
5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

BACKGROUND INFORMATION:

The SRTPs serve as the Commission's primary justification for allocating federal, state, and local funds for public transit operations and capital needs and provides a short-term vision of public transportation for the county including strategies that will help guide transportation decisions over the next three (3) to five (5) years. In Riverside County, there are seven (7) public bus transit operators (cities of Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA), and the Commission as a commuter rail and vanpool operator – a total of eight (8) transit operators.

The seven (7) public bus transit operators typically submit a three-year SRTP, and the Commission completes a five-year SRTP.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure transportation funds are allocated to transit operators to provide needed transit services for county residents. An annual SRTP update is a mechanism to meet this obligation and coordinate transit services throughout the county. The core components of each agency's SRTP include the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTPs also document each operator's system and route performance data, which provide the basis for the Commission's oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

DISCUSSION:

The following are service and capital program highlights from each operator's FY 2026/27 SRTP. For FY 2026/27, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach just over 10.3 million, which is about the same as planned ridership in FY 2025/26.

Banning – Banning Connect (Attachment 1)

Banning provides both Dial-A-Ride and two (2) fixed route services, primarily covering the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of $3.1 million in operating and $5.0 million in capital assistance needs, a combined increase of about $2.9 million from FY 2025/26 primarily due to increases in capital costs, such as facility upgrades and zero-emission buses.

Planned services and projects for FY 2026/27 include:

- Conducting an Operating and Capital Needs Analysis;
- Upgrading bus stops and adding new shelters to highly used stops;
- Upgrades to safety equipment;
- Continuation of its reduced and free fare program;
- Facility upgrades for zero-emission technology; and
- Purchase of zero-emission buses.

Beaumont – Beaumont Transit (Attachment 2)

Beaumont provides both Dial-A-Ride and eight (8) fixed route services. It primarily operates within city limits with connections in Banning and San Bernardino. Beaumont estimates a total of $3.9 million in operating and $4.3 million in capital assistance needs, a combined increase of about $4.3 million from FY 2025/26 primarily due to capital assistance needs to accommodate zero-emission and bus technology.

Planned services and projects for FY 2026/27 include:

- Continuation of its free-fare promotions;
- Increasing advertising and passenger outreach;
- Increasing community involvement and visibility;
- Increasing trips in the travel training program;
- Completion of its Comprehensive Operational Analysis;
- Complete design of the Transit Yard; and
- Purchase of zero-emission buses and upgrades to bus technology.

Corona – Corona Cruiser (Attachment 3)

Corona operates two (2) fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of $4.1 million in operating and $4.7 million in capital assistance needs, a combined increase of about $1.9 million from FY 2025/26 primarily due to an increase in capital assistance needs, such as funding for the upgrading fueling infrastructure to accommodate zero-emission vehicles.

Planned services and projects in FY 2026/27 include:

- Implementing recommendations from the Comprehensive Operational Analysis;
- Improving fixed route service schedule adjustments for better connections;
- Continuing the free and discounted fare program;
- Improving Dial-A-Ride services by reviewing the feasibility of establishing an Americans with Disabilities Act (ADA) subscription services policy;
- Working with the City's contract transportation operator to improve on-time performance, bus maintenance and cleanliness, and maintenance of bus stops; and
- Implementing many needed capital projects such as the Intelligent Transportation System, Bus Stop Improvement Project, purchase of an ADA accessible van, implementation of a Digital Mobile Land Communication System, installation of a canopy/roof structure for the bus parking area, replacement of buses, and beginning the upgrade for fueling infrastructure to accommodate zero-emission vehicles.

City of Riverside – Riverside Connect (Attachment 4)

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as compared to RTA's Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of $6.7 million in operating and $8.4 million in capital assistance needs, a combined increase of about $6.1 million from FY 2025/26 primarily due to buses and infrastructure to accommodate zero-emission technology.

Planned services and projects for FY 2026/27 include:

- Conducting a Comprehensive Operational Analysis;
- Begin testing of two zero emission buses;
- Replacement of four (4) Compressed Natural Gas (CNG) vehicles;
- Updating vehicle safety equipment and scheduling software; and
- Purchase of a Mobile Electric Vehicle Charger Trailer.

PVVTA (Attachment 5)

PVVTA, rebranded as "RidePV," provides six (6) fixed route/deviated fixed routes services, a micro transit ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of $2.3 million in operating and $3.4 million in capital assistance needs, a combined increase of about $2.5 million from FY 2025/26 primarily due to funding needed for its new maintenance facility.

Planned services and projects for FY 2026/27 include:

- Exploring options for RidePV Express to five (5) days a week;
- Updating bus stop amenities;
- Replacement of one (1) CNG bus, one (1) van, and one (1) support vehicle;
- Upgrading vehicle and maintenance equipment; and
- Continue environmental and design work on the new maintenance facility.

RTA (Attachment 6)

RTA operates 32 local, intercity, and regional fixed routes; three (3) CommuterLink express routes; one (1) Micortransit Service; and Dial-A-Ride services. RTA estimates a total of $120.4 million in operating and $29.7 million in capital assistance needs, a combined decrease of about $10.7 million from FY 2025/26. This is attributable to the realignment of routes, bringing contracted services back in-house, significant fleet replacement, and planning work on the Hemet Mobility Hub.

Planned services and projects for FY 2026/27 include:

- Implementing various capital projects including replacement CNG vehicles, maintenance and facilities improvements, bus stop improvements, and planning work on the Hemet Mobility Hub
- September 2026 service changes:
    - Route 1: Add one late trip to both the eastbound and westbound directions on the weekends to increase span of service

- Route 9: On the weekends, adding a morning northbound trip and discontinuing a southbound trip to Perris Transit Station
- Route 18: On the weekend, discontinue northbound trip departing Moreno Valley Mall
- Route 21: On the weekdays, discontinue evening southbound trip departing Jurupa Valley/Pedley Metrolink Station
- Route 23: Realign the route to service the Kaiser facility in Wildomar
- Route 28: On the weekdays, discontinue morning eastbound trip departing Perris Station Transit Center
- Route 30: On the weekdays, discontinue the evening trip departing Perris Station Transit Center
- Route 74: On the weekdays, discontinue the morning westbound trip departing Hemet Valley Mall
- Relocate the Ohmio Pilot Project to another location in the city of Riverside

- January 2027 service change:
  - Implementing the Ohmio Pilot Project to another location in the city of Riverside
- May 2027 service change:
  - Relocating the Ohmio Pilot Project to another location in the city of Riverside
  - Begin implementing recommendations from the Our Vision Forward Study

SunLine (Attachment 7)

SunLine operates 11 local and regional fixed routes, one (1) Commuter Link express route, demand response service branded as "SunDial," and microtransit service known as "SunRide." SunLine estimates a total of $53 million in operating and $15.9 million in capital assistance needs, for a combined decrease of about $18 million from FY 2025/26. This is primarily due to a decrease in capital programming from federal and state competitive programs.

Planned services and projects for FY 2026/27 include:

- Completing the Comprehensive Operational Analysis;
- Launching the open loop fare payment system;
- Developing the maintenance training program;
- Implementing a new CAD/AVL system;
- Implementation of many needed capital projects such as vehicle replacements for hydrogen and paratransit buses; architectural and engineering work for the Workforce Training Center, new maintenance facility, and microgrid on the Thousand Palms campus; safety and security upgrades; and planning work for the Indio Liquid Hydrogen Station.

RCTC Rail and Vanpool Programs (Attachment 8)

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink Commuter Rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine (9) stations that are located in the Western part of Riverside County. The Western County Commuter Rail program reflects the Commission's share of Metrolink operating and capital subsidies, station operations and maintenance, right of way maintenance, and program administration and support. Total operating costs for the Western County Commuter Rail Program are estimated at $57.6 million and capital of $19.8 million, a combined decrease of about $116.1 million from FY 2025/26 amounts, primarily due to a reduction in funding needs for capital projects and competitive state grants. Of the total operating costs, staff budgeted SCRRA's annual operating needs, estimated at $35.0 million, based on the FY 2025/26 budget and a 5 percent escalation. In addition, staff estimated SCRRA's capital request at $12.8 million based on the FY 2025/26 budget amount. The SCRRA operating and capital allocations are subject to change pending adoption of their FY 2026/27 budget by September 2026. While this item reflects the maximum allocation, formal authorization for these funds is subject to approval of Agenda Item No. 10 regarding the annual funding Memorandum of Understanding with SCRRA.

Planned services and projects for FY 2026/27 include:

- SCRRA's continued focus on improving operational efficiency and regaining riders;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Begin construction of the Perris-South Station Improvement Project;
- Continuing design for the Perris Valley Line Double Track Project from Moreno Valley to Downtown Perris; and
- Begin design for the Mead Valley Station Project.

Coachella Valley Rail Corridor

The proposed 144-mile long rail corridor service in Coachella Valley will run from Los Angeles to Indio through the four (4) Southern California counties of Los Angeles, Orange, Riverside, and San Bernardino to provide a convenient scheduled link to the communities in the fast-growing Coachella Valley and San Gorgonio Pass areas. Financial support for project development will come primarily from federal and state grant funds received and maintained in the Coachella Valley Rail Fund.

Major planning highlights for FY 2026/27 include the start of the Tier 2 Project-level environmental studies including identifying station locations. The total capital funds programmed for FY 2026/27 are $6.5 million for the initiation of this planning effort.

VanClub

The Commission's vanpool program known as VanClub is available countywide. VanClub is a valuable transportation alternative option in areas that are hard to serve by traditional transit and supports long-distance commuters by offering a monthly subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2026/27 is $2.5 million, an increase of about $0.9 million from FY 2025/26 due to planning vanpool growth.

Planned service enhancements for FY 2026/27 will include:

- Implementing enhancements to technology, employer support services, and targeted outreach efforts to support incremental vanpool formation among employer partners;
- Expanding outreach beyond traditional employer channels to increase awareness of available mobility programs and support broader participation in rideshare services, including VanClub; and
- Advancing the Strategic TDM Plan effort, including the use of mobility data and travel pattern analysis to identify potential vanpool formation clusters and targeted markets to support future growth and expansion opportunities throughout Riverside County.

SRTP Financial Overview

Approximately $349.4 million in total funding is required to support the FY 2026/27 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2026/27, the programming plan is to utilize available funding of approximately $253.6 million for operating and $97.6 million for capital purposes. Table 1 below provides a comparative overview of the total operating and capital costs from the prior year. Systemwide, this represents a 30.1 percent decrease compared to FY 2025/26 funding levels. The capital costs decreased 62.2 percent due to Western County's Rail Improvements, funding for the Coachella Valley Rail project, and reductions in state and federal competitive funds.

Table 1: FY 2025/26 and FY 2026/27 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2025/26*	$ 244,093,839	$ 258,207,509	$ 502,301,348
FY 2026/27	$ 253,644,945	$ 97,564,471	$ 349,429,416
% Change	3.9%	-62.2%	-30.1%

*FY 2025/26 budget was amended due to various programs needs

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County's transit operations. State funds, primarily LTF, STA and STIP funds, make up the largest share of operating and capital funds. For federal FTA funds (FTA Sections 5307) provide the majority of capital funding. State funds will account for about $225.4 million (64.2 percent) of revenues, followed by federal funds totaling approximately $70.6 million (20.1 percent), and local revenues representing about $55.1 million (15.7 percent).

Table 2: FY 2026/27 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA 5307	$ 41,467,371	11.8%
	FTA 5310	300,000	0.1%
	FTA 5311	1,765,339	0.5%
	FTA 5337	11,082,406	3.2%
	FTA 5339	6,528,605	1.9%
	CMAQ	7,535,866	2.1%
	Other Federal Funds	1,950,000	0.6%
	Federal Subtotal	**70,629,587**	**20.1%**
State	LCTOP	4,318,040	1.2%
	LTF	160,827,057	45.8%
	SGR	5,061,324	1.4%
	STA	10,856,126	3.1%
	SB 125 Funds	31,094,493	8.9%
	TIRCP	-	0.0%
	STIP	59,100	0.0%
	Other State Funds	13,221,605	3.8%
	State Subtotal	**225,437,745**	**64.2%**
Local	AB 2766	25,000	0.0%
	Interest	10,644	0.0%
	Measure A	35,858,723	10.2%
	Other Local Funds	8,260,700	2.4%
	Passenger Fares	11,007,017	3.1%
	Local Subtotal	**55,162,084**	**15.7%**
Total for Federal, State and Local		**$ 351,229,416**	**100%**

Funding allocations by operator for FY 2026/27 are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission's authority. Future funding needs described in the SRTP beyond FY 2026/27 are solely for projection and planning purposes.

Staff has reviewed the transit operators' funding requests for farebox ratio compliance and other eligibility requirements and recommends the approval of the FY 2026/27 SRTP updates (Attachments 1 – 8) and funding allocations for revenues under the Commission's purview for the sum of Measure A, LTF, STA, SGR, STIP, and SB 125 totaling $243,756,823, as found in Attachment 9.

The approval by the Commission for the city of Banning is contingent on the completion of their FY 2024/25 annual audit. As of the writing of this report, the city of Banning has not completed the required annual audit. Staff has been in communication with city staff and they are working towards completing this before the end of the fiscal year and understand that TDA does not allow a future allocation of funds until it is completed.

In accordance with TDA, allocations to claimants (transit operators) shall be made and take effect by resolution adopted by the regional transportation planning agency. As such, Resolution No. 26-010, "*Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds for the Fiscal Year 2026/27"* is required for adoption (Attachment 10).

The Commission also approves the allocation of FTA formula funds Sections 5307, 5311, 5337, and 5339 for each urbanized area in coordination with SCAG for submittal into the FTIP and publication of the FTA POP. Subsequently, SCAG will follow its public participation process to satisfy FTA POP requirements. Staff has reviewed the programming requests for FTA Sections 5307, 5311, 5337, 5339 funds as presented in *Table 4.0: Summary of Funds Requested* and *Table 4.0A: Capital Project Justifications* of the SRTPs for the cities of Corona and Riverside, RTA, SunLine, PVVTA, RCTC, and SCRRA (Attachments 3-8) for a total aggregate amount of $70,629,587, as summarized in Attachment 9 and recommends approval and allocation of the FTA funds for the projects.

FISCAL IMPACT:

There is no fiscal impact for the current budget year. The funding in the proposed FY 2026/27 SRTPs for LTF, STA, SGR, Measure A, SB 125, and Low Carbon Transit Operations Program for rail are included in the Commission's proposed FY 2026/27 budget. The presented FY 2026/27 SRTPs do not include prior year allocations for capital projects that require Commission reimbursement; however, expenditures for those allocations are also included in the Commission's proposed FY 2026/27 budget. Various other federal, state, and local funds such as FTA, CMAQ, AB 2766, and passenger revenues that are received directly by the transit operators are also not included in the Commission's budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

Attachments:

1) City of Banning, FY 2026/27 – FY 2028/29 SRTP
2) City of Beaumont, FY 2026/27 – FY 2028/29 SRTP
3) City of Corona, FY 2026/27 – FY 2028/29 SRTP
4) City of Riverside, FY 2026/27 – FY 2028/29 SRTP
5) PVVTA, FY 2026/27 – FY 2028/29 SRTP
6) RTA, FY 2026/27 – FY 2028/29 SRTP
7) SunLine, FY 2026/27 – FY 2028/29 SRTP
8) RCTC, FY 2026/27 – FY 2030/31 SRTP
9) FY 2026/27 Transit Operator Funding Allocations
10) LTF and STA Resolution No. 26-010



City of Banning
Short Range Transit Plan
FY 2026/2027 – 2028/2029

BANNING CONNECT
TRANSIT SYSTEM

City of Banning
99 E. Ramsey Street
Banning, CA 92220
951.922.3130

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Chapter 1: System Overview

1.1 – Description of Service Area

The City of Banning ("Banning") is strategically located astride Interstate 10 between the Inland Empire and the Coachella Valley in the San Gorgonio Pass. Banning was incorporated in 1913 and has a rich and colorful history.

Initially Banning served as a stagecoach and railroad stop between the Arizona territories and Los Angeles. This history has contributed to the present-day spirit of pioneer resourcefulness and "can do" attitude that is so prevalent in the community.

Banning has provided public transportation services since April 1973, which expanded to two routes in September 1985. The current transit system comprises two fixed-route services and a Dial-a-Ride system that is limited to seniors (60 + years of age) and persons with disabilities, including riders certified under the Americans with Disabilities Act (ADA). The Route 1, Cabazon service, which began in July 1995, extends from Banning east to the unincorporated area of Cabazon. This route was extended in January 2000 to provide a route deviation to serve a remote residential area in eastern Cabazon. The newest route on the fixed route system, the Banning Circulator, which began in February of 2024, is an extended, blended version of Routes 5 and 6, that includes service to the City's new Atwell Community. Please note that the Banning Circulator permanently replaced Routes 5 and 6. The route is identified as the Banning Circulator 5/6.

The Banning transit system serves several areas, including the commercial and residential areas of Banning and Cabazon, as well as the commercial areas of the Morongo Indian Reservation and limited commercial areas in the City of Beaumont ("Beaumont"). Banning Connect covers approximately 35 square miles in the pass area with routes connecting to regional providers.

Within the service area, the population is mixed with areas of both high and low densities. The current routes have been planned by taking advantage of this knowledge, allowing the system to operate more efficiently.

There is significant growth happening in Banning with the development of two large specific plan development projects and several industrial developments. It is anticipated that growth will provide additional opportunities that will benefit the Banning Connect Transit System.

The Banning Connect Team



Paul Mattern
Transit Manager



Diona Robles
Lead Supervisor



Carlos Espinoza
Transit Operator



Davinder Kumar
Transit Operator



Francisco Barcelo
Transit Operator



Elizabeth Purnell
Transit Operator



Kenneth Ware
Transit Operator



Leo Sida
Transit Operator



Mildred Wilson
Transit Operator



Robert Lasko
Transit Operator

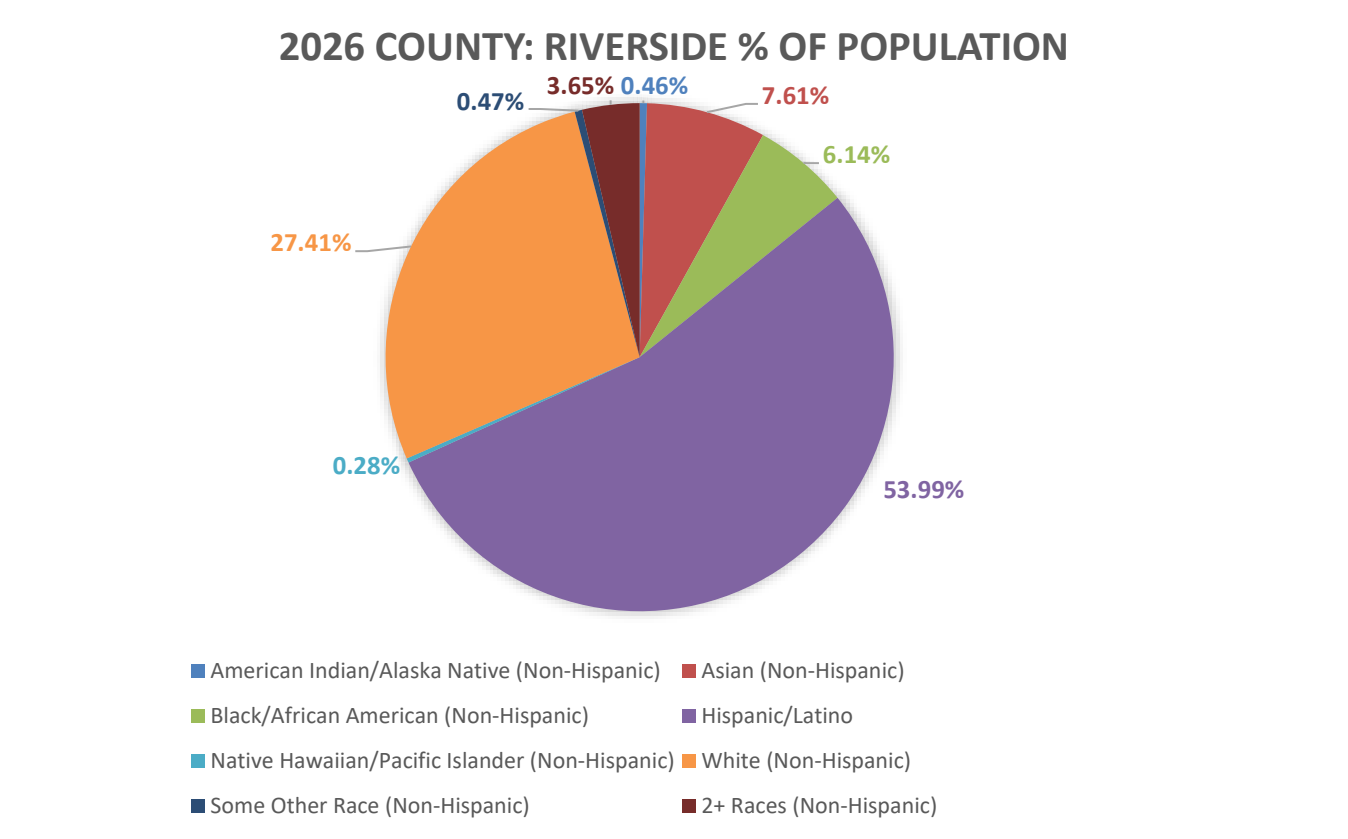


Zandra Hawes
Transit Operator

* Not Pictured: Danisha Mabry, Transit Operator
Martha Cosentino, Executive Administrator

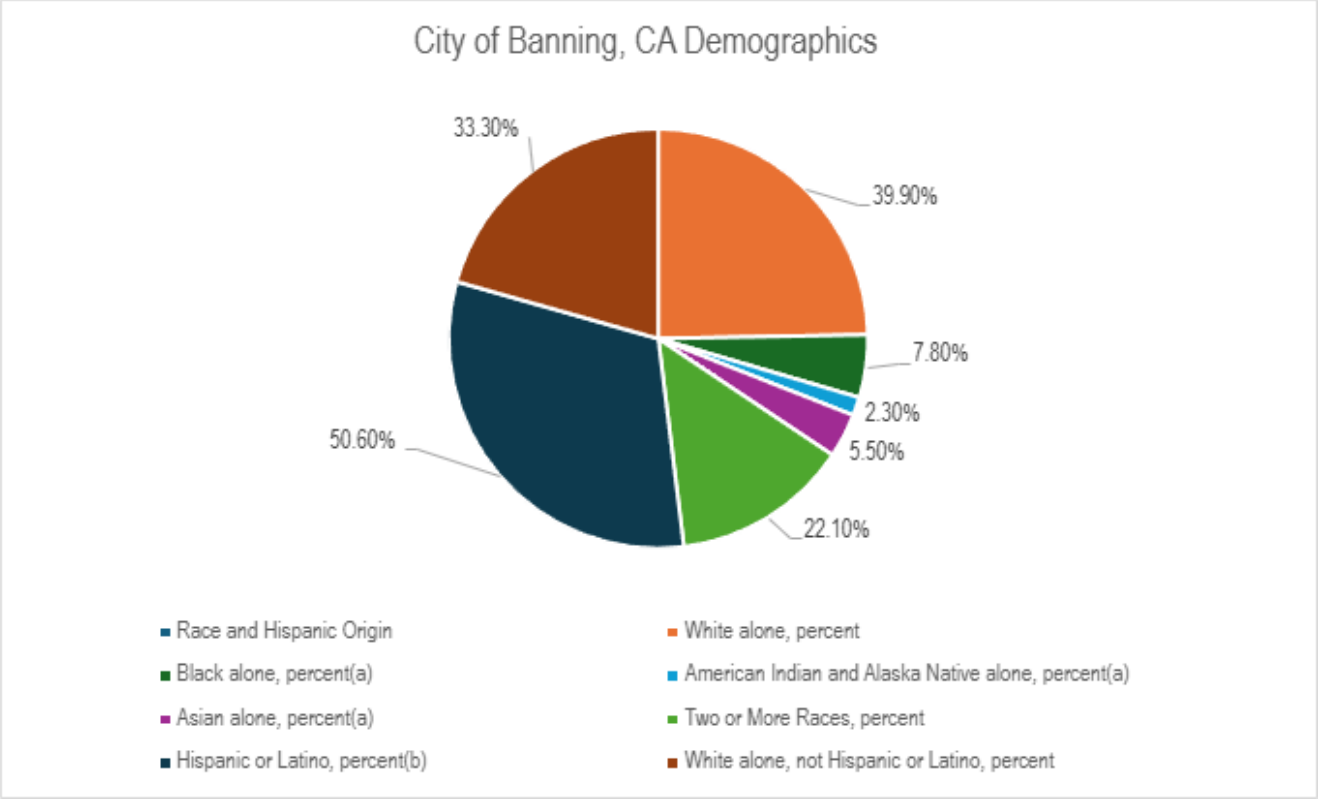
1.2 – Population Profile and Area Demographics

Riverside County covers 7,209 square miles with a population of over 2.4 million people in 2023, per the Department of Finance. The population density for Riverside County is 332.9 people per square mile, largely due to the vast desert areas that are not populated.



Source: https://www.shaperivco.org/index.php?module=demographicdata&controller=index&action=index

The City of Banning ("Banning") covers 23 square miles with a population of 31,680 people in 2023. The population density for Banning is 1,358 per square mile. The racial makeup of the City of Banning is as follows:



The average age of the population is the following:

- 55 years and over 36.6%
- 35 years to 54 years 20.5%
- 20 years to 34 years 18.1%
- 19 years and younger 24.8%

The average age of the population is 41.5 years old.

1.3 Description of Services by Mode/Route

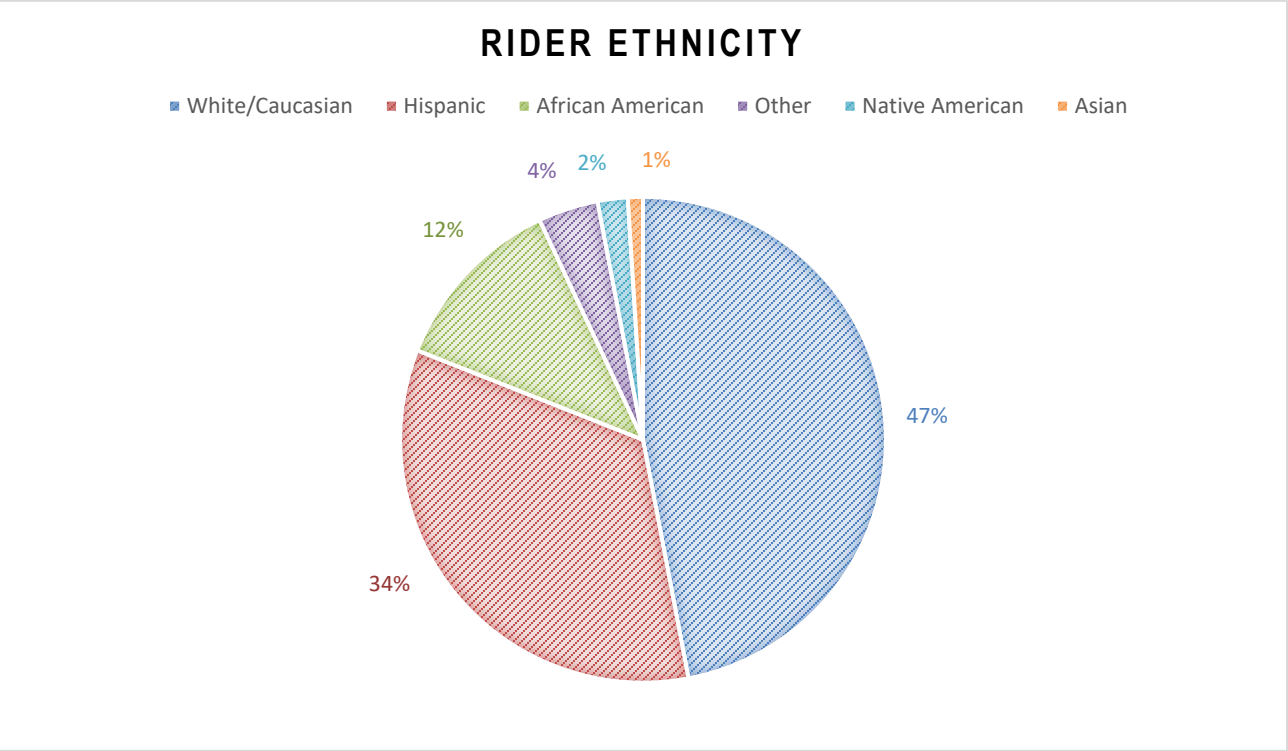
TABLE 1 DESCRIPTION OF ROUTES		
Fixed Routes	**Description**	**Area/Service Area**
Route 1	Service from Beaumont to Cabazon via the Banning commercial corridor along Ramsey Street	Walmart Shopping Center, Sun Lakes Village, Banning Police Department, Casino Morongo, Cabazon Outlets, Cabazon Community Center, Mid-County Courthouse, Mt. San Jacinto College (Pass Campus) and the San Gorgonio Memorial Campus
Banning Circulator (Previously 5/6 Combo)	Route combining Routes 5 and 6	Banning Library, Banning High School, Hemmerling Elementary, Beaver Medical, Walmart, Sun Lakes Village, San Gorgonio Memorial Hospital, DMV, Banning Police Department, Mt. San Jacinto Community College (Pass Campus), Atwell Community
City-Wide	Demand response and origin-to-destination shared ride transportation service for senior age (60 years and older) and persons who are unable to use accessible fixed route bus service due to function limitations	City of Banning (3/4 mile from any fixed route bus stop) and limited areas in Beaumont

1.4 – Description of Ridership, Revenue Miles, Revenue Hours

Ridership

In 2013, a survey was conducted showing the demographics of the Banning Connect Transit riders. The information gathered helped create a visual indication of the use of the system.

The racial makeup of the ridership is as follows:



Furthermore, 86% of respondents stated that they used the system's fixed routes at least three times a week. 59% of the ridership used the bus service for local trips within the Banning/Beaumont/Cabazon area, and 49% use transit to travel outside of the City's service area. For 91% of ridership, the bus system is their only means of transportation. An unspecified number of respondents stated that the transit service is readily available in their area, with many riders living within a two-block radius of a bus stop.

A substantial number of users of the system share the commonality of being either underemployed or unemployed, with 88% of riders reporting an annual household income of $20,000 or less and 81% of respondents reporting a family of two or more. 87% of those completing the survey report English as their primary language while 13% speak Spanish.

The City plans to conduct a new survey to document and update the demographics of the users of the Banning Connect Transit System in the upcoming Comprehensive Operations Analysis.

1.5 – Current Fare Structure

The following fare schedule represents a modest increase for most fare types. The City's fare had remained unchanged from 2012 – 2026.

Fixed Route

Fare Categories	Base Fare	Day Pass	10-Trip Punch Pass	10-Ticket Book	Monthly Pass
General	$1.25	$3.25	N/A	$12.50	$39.00
Youth (grades K-12)	$1.00	$3.00	$10.00	N/A	$25.00
Senior (60+)	$.75	$2.00	N/A	$7.50	$24.75
Disabled	$.75	$2.00	N/A	$7.50	$24.75
Military Veterans	$.75	$2.00	N/A	$7.50	$24.75
Child (46" tall or under. Must be accompanied by full fare paying passenger.)	$.25	N/A	N/A	N/A	N/A
Zone Fare (Cabazon Residential Area)	$.25	$.25	$.25	$.25	N/A
Deviations (Routes 3 & 4)	$.25	$.25	$.25	$.25	$.25
Active Military	FREE	N/A	N/A	N/A	N/A
GoPass (During school session only)	FREE	N/A	N/A	N/A	N/A

Dial-A-Ride Fares

Fare Categories	Base Fare	10-Ride Punch Card
One-Way	$2.00	$18.00
Companion	$3.00	N/A
PCA (w/ I.D.) *	FREE	FREE
No Show	$2.00	N/A

*Personal Care Attendant must show proper ID each time they board.

Riders have a few ways of paying fares including purchasing passes at the Community Center and paying for fares on the buses. In FY 2019/2020 the City of Banning begun offering fare purchases through Token Transit, which offers fares via the web and a mobile application. It should also be noted that Banning Connect is currently running a free fare program which offers free fare for seniors, veterans, students, persons with disabilities, and Banning residents on our local fixed routes.

1.6 – Revenue Fleet

Banning Connect operates seven fixed route vehicles and all are powered by compressed natural gas (CNG) with the exception of one gasoline powered vehicle. The vehicles are equipped with racks for two bicycles and are Americans with Disabilities (ADA) compliant as each bus comes equipped with mobility device lifts and/or ramps and two tie-down stations per bus. Fixed route vehicles range from 2 years to 16 years in age (8 years average age). Banning received three new 32-foot EZ-Rider II CNG buses in August of 2023. Two of the new buses were additions to the fleet rather than replacement in order to maintain a satisfactory spare ratio. Three new 35 foot CNG buses from New Flyer will arrive in January 2027. These buses will replace older buses to improve reliability.

The transit system has four vehicles that are classified as Dial-A-Ride (two in revenue service, one as a spare and one electric van that is being piloted). Dial-A-Ride vehicles range from 2 years to 15 years in age (approximately 7 years average age). The City also has four electric support vehicles which are used for driver relief or administrative errands. **Table 1.1** shows the list of the of the City's revenue fleet inventory.





RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2026/27 Short Range Transit Plan

City of Banning

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/ 26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2016	EDN	Easy Rider	25	1	32	CN	1		391,492	426,991	426,991
2017	EDN	Easy Rider	25	1	32	CN	1		310,176	322,867	322,867
2010	EDN	XHF	31	1	34	CN	1		455,244	455,717	455,717
2023	EDN	XHF	25	1	32	CN	1		83,905	123,311	123,311
2023	EDN	XHF	25	1	32	CN	1		78,093	108,190	108,190
2023	EDN	XHF	25	1	32	CN	1		102,220	147,933	147,933
2024	STR	Allstar	16	1		GA	1		35,978	55,716	55,716
		Totals:	172	7			7		1,457,108	1,640,725	234,389

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2026/27 Short Range Transit Plan

City of Banning

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/ 26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2010	EBC	Aerotech	16	1	25	GA			219,305	221,262	
2023	FRD		10	1	22	EB	1		155	118,933	118,933
2013	GLV	Universal	18	1	26	CN	1		190,949	195,552	195,552
2018	STR	Allstar	16	1	25	GA	1		106,496	122,752	122,752
		Totals:	60	4			3		516,905	658,499	219,500

1.7 – Existing Facilities

The Banning transit system functions as a division within the Department of Public Works of the City and utilizes existing facilities. Customer service aspects of the transit division are available at the City's Community Center located at 789 North San Gorgonio Avenue, where bus passes are sold, schedules are available and ADA applications can be picked up and returned. Phone calls for general information and questions regarding scheduling are received Monday – Friday from 8:00am to 5:00pm at the Community Center.

Administrative offices for the transit division, as well as the maintenance, parking, fueling of the buses, and storage of bus stop amenities, are located at the City's Corporation Yard located at 176 East Lincoln Street. The facility is equipped with five service bays, an outside vehicle wash bay, and a CNG station with slow fill dispensers. Maintenance of the transit fleet is performed by the Public Works Department, Fleet Maintenance Division. All dispatch and scheduling for paratransit services are handled at the Corporation Yard location as well.

A newly commissioned CNG station provides fuel to a commercial pump and the neighboring Banning Unified School District CNG fleet. The CNG station was funded with State Transit Assistance Funds through RCTC.

1.8 – Existing Coordination between Transit Agencies

In 2019, Banning and Beaumont executed a new Interagency Service Agreement (ISA), outlining the relationship between each agency's operations and the manner in which the transit systems would operate within each City's service areas including, but not limited to route planning, scheduling, stops, transfers and the dissemination of information. The ISA was renewed by both parties in 2023 and is scheduled for another renewal in June of 2026.

In addition, a Memorandum of Understanding is held with the Morongo Band of Mission Indians allowing stops on their property. Services are coordinated with Riverside Transit Agency (RTA) by providing timed stops that meet with routes that provide travel to and from the areas of Hemet and Moreno Valley (i.e., Route 31 at either Sun Lakes Boulevard just east of Highland Springs Avenue or the Walmart stop along 2nd Street). Riders can also connect with the Amtrak Thruway Bus Service at Casino Morongo.

1.9 – Reference List of Prior or Existing Studies and Plans

In FY2022/2023, the City partnered with the Riverside County Transportation Commission (RCTC) and the Center for Transportation and the Environment (CTE) and successfully submitted its Zero Emission Roll-out Plan to the California Air Resources Board (CARB) which contained a commitment and detailed plan to transition to a fully zero-emission bus fleet composed of battery electric buses by 2040, in accordance with the Innovative Clean Transit (ICT) regulation. The City also plans to develop a Comprehensive Operating and Capital Needs Analysis beginning in the third quarter of CY 2026.

Chapter 2: Existing Service and Route Performance

2.1 – Key Performance Indicators

Ridership in FY 24/25 was close to ridership levels in 2019. The fare free program and service reliability have been major contributors for the success of the building back ridership. We expect to see ridership in FY 25/26 continuing to grow.



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2024/25 Short Range Transit Plan Review
City of Banning

Data Elements	FY 2024/25 Plan	FY 2024/25 Target	FY 2024/25 Year to Date Through 4th Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	100,430			
Passenger Miles	254,004			
Total Actual Vehicle Revenue Hours	18,681.0			
Total Actual Vehicle Revenue Miles	455,732.0			
Total Actual Vehicle Miles	464,726.0			
Total Operating Expenses	$2,712,667			
Total Passenger Fare Revenue	$178,887			
Net Operating Expenses	$2,533,780			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	10.00%	>= 10.00%	1.39%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$145.21	<= $151.64	$134.03	Meets Target
2. Subsidy Per Passenger	$25.23	>= $21.05 and <= $28.47	$22.72	Meets Target
3. Subsidy Per Passenger Mile	$9.98	>= $8.34 and <= $11.28	$7.79	Better Than Target
4. Subsidy Per Hour	$135.63	>= $119.13 and <= $161.17	$132.17	Meets Target
5. Subsidy Per Mile	$5.56	>= $4.85 and <= $6.57	$5.63	Meets Target
6. Passengers Per Revenue Hour	5.38	>= 4.81 and <= 6.51	5.82	Meets Target
7. Passengers Per Revenue Mile	0.22	>= 0.20 and <= 0.26	0.25	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 – SRTP Performance Report

Banning Connect observed a downward trend preceding COVID-19 beginning in 2016. An increase in ridership was realized in the first quarter of FY 2019/2020 resulting from the new Interagency Services Agreement with City of Beaumont, but later drastically dropped due to the pandemic. Ridership numbers continue to grow in FY2024/2025, indicating that ridership is moving in the right direction.

The FY2025/2026 targets were mostly met with farebox recovery ratio coming in short of the goal. Financial impacts are still occurring with increases in operating costs year after year, such as increases due to national inflation, increased fuel costs, potential tariffs and challenges to the supply chain for parts. These impacts will continue an upward trend independent of local ridership. This will make it very challenging for the City to meet its 10% fare recovery goals without assistance from other local revenues. The newly commissioned CNG station will be a huge contributor to the local revenues that will help the City achieve the farebox recovery ratio.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2024/25 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Banning

All Routes

Performance Indicators	FY 2022/23 End of Year Actual	FY 2023/24 4th Quarter Year-to-Date	FY 2024/25 Plan	FY 2024/25 Target	Plan Performance Scorecard (a)
Passengers	90,349	110,686	100,430	None	
Passenger Miles	228,344	279,484	254,004	None	
Revenue Hours	19,943.2	18,786.5	18,681.0	None	
Total Hours	21,245.5	20,898.9	20,561.0	None	
Revenue Miles	493,879.2	455,387.9	455,732.0	None	
Total Miles	501,324.3	4,187,032.9	464,726.0	None	
Operating Costs	$2,292,119	$2,917,073	$2,712,667	None	
Passenger Revenue	$52,343	$36,435	$178,887	None	
Measure-A Revenue				None	
LCTOP Revenue			$92,380	None	
Operating Subsidy	$2,239,776	$2,880,638	$2,533,780	None	
Operating Costs Per Revenue Hour	$114.93	$155.28	$145.21	<= $151.64	Meets Target
Operating Cost Per Revenue Mile	$4.64	$6.41	$5.95	None	
Operating Costs Per Passenger	$25.37	$26.35	$27.01	None	
Farebox Recovery Ratio	2.28%	1.25%	10.00%	>= 0.1	Meets Target
Subsidy Per Passenger	$24.79	$26.03	$25.23	>= $21.05 and <= $28.47	Meets Target
Subsidy Per Passenger Mile	$9.81	$10.31	$9.98	>= $8.34 and <= $11.28	Meets Target
Subsidy Per Revenue Hour	$112.31	$153.34	$135.63	>= $119.13 and <= $161.17	Meets Target
Subsidy Per Revenue Mile	$4.54	$6.33	$5.56	>= $4.85 and <= $6.57	Meets Target
Passengers Per Revenue Hour	4.53	5.89	5.38	>= 4.81 and <= 6.51	Meets Target
Passengers Per Revenue Mile	0.18	0.24	0.22	>= 0.20 and <= 0.26	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2024/25 Plan to the FY 2024/25 Primary Target.

BANNING CONNECT TRANSIT SYSTEM

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Banning -- SRTP Service Summary

FY 2025/26 Short Range Transit Plan

All Routes

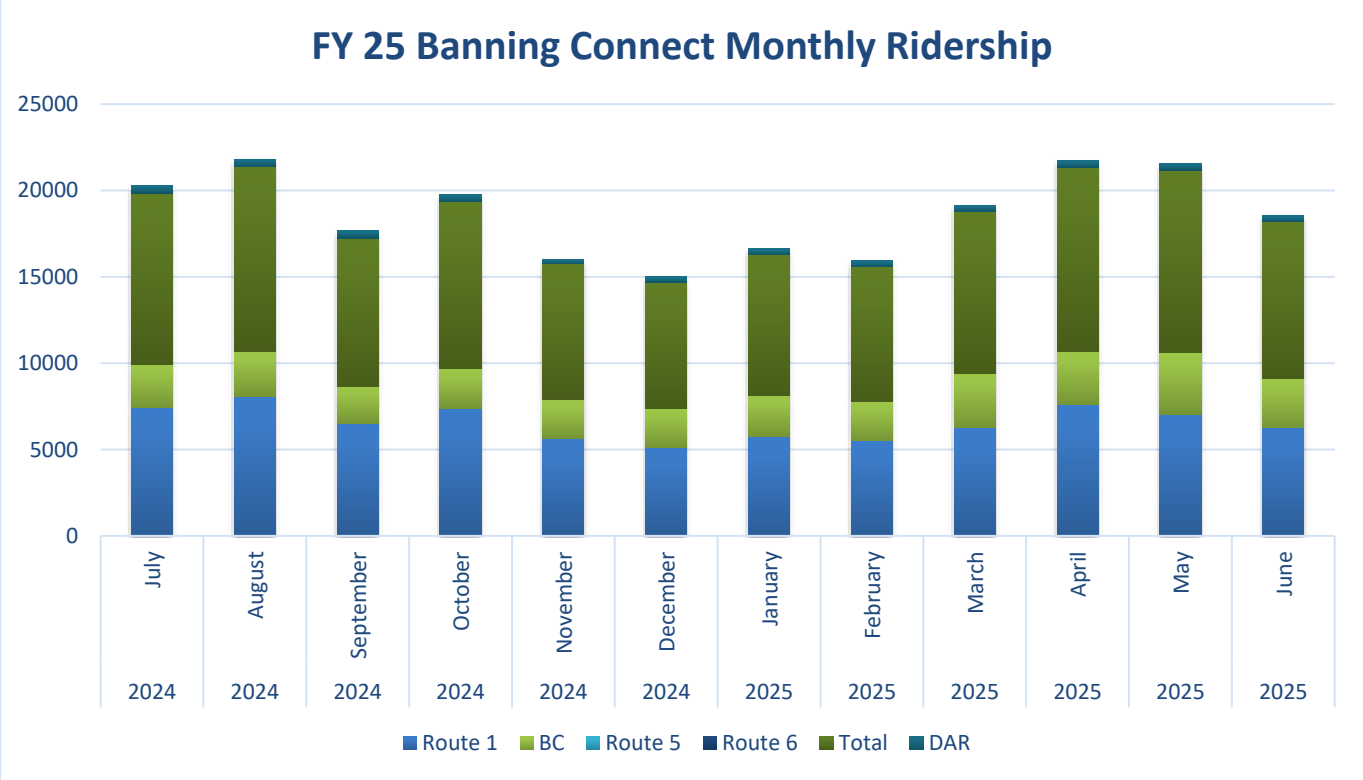
	FY 2022/23 Audited	FY 2023/24 Audited	FY 2024/25 Plan	FY 2024/25 4th Qtr Actual	FY 2025/26 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	7	6	4	6
Financial Data					
Total Operating Expenses	$2,292,119	$2,917,073	$2,712,667	$2,586,486	$3,133,000
Total Passenger Fare Revenue	$52,343	$36,435	$271,267	$35,902	$313,300
Net Operating Expenses (Subsidies)	$2,239,776	$2,880,638	$2,533,780	$2,550,584	$2,938,473
Operating Characteristics					
Unlinked Passenger Trips	90,349	110,686	100,430	112,262	101,865
Passenger Miles	228,344	279,484	254,004	327,605	257,142
Total Actual Vehicle Revenue Hours (a)	19,943.2	18,786.5	18,681.0	19,297.5	19,531.0
Total Actual Vehicle Revenue Miles (b)	493,879.2	455,387.9	455,732.0	452,831.1	434,451.0
Total Actual Vehicle Miles	501,324.3	553,350.2	464,726.0	463,208.0	448,033.0
Performance Characteristics					
Operating Cost per Revenue Hour	$114.93	$155.28	$145.21	$134.03	$160.41
Farebox Recovery Ratio	2.28%	1.25%	10.00%	1.39%	10.00%
Subsidy per Passenger	$24.79	$26.03	$25.23	$22.72	$28.85
Subsidy per Passenger Mile	$9.81	$10.31	$9.98	$7.79	$11.43
Subsidy per Revenue Hour (a)	$112.31	$153.34	$135.63	$132.17	$150.45
Subsidy per Revenue Mile (b)	$4.54	$6.33	$5.56	$5.63	$6.76
Passenger per Revenue Hour (a)	4.5	5.9	5.4	5.8	5.2
Passenger per Revenue Mile (b)	0.18	0.24	0.22	0.25	0.23

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.3 – SRTP Service Summary

All Routes

Ridership is beginning to recover. We first see this in FY2023/24 where ridership trajectories started to change as the result of a more efficient run cut, the free fare program, new buses and the City's commitment to providing safe and reliable service. We anticipate that ridership will continue to increase, leveling in FY 27 with ridership totals just shy of 135,000 trips.



Fixed Route Service

The Banning transit system currently has two fixed route services, Route 1 and the Banning Circulator. Route 5 and Route 6 were combined in FY 24 to improve efficiency and provide coverage through the city of Banning with a one seat ride rather than having riders transfer between buses. These routes serve downtown and neighborhood areas of Banning, both the residential and business areas of Cabazon, and the main commercial area of Beaumont (Walmart). Fixed route operations run from 5:00am to 10:00pm (Route 1), 5:30am to 6:32pm (Banning Circulator) during the week and are adjusted to 8:00am and 5:00pm on the weekends.

The cities of Banning and Beaumont have entered into an Interagency Services Agreement which prohibits either agency from operating a fixed route within each other's City limits. Transfers between the Banning and Beaumont transit systems occur at the Beaumont Walmart and San Gorgonio Memorial Hospital stops only. Current route maps are provided at the end of this section.

With the anticipation of ridership levels returning to near pre-pandemic levels, the City expects to be on track from a ridership perspective.

Dial-A-Ride (DAR)

The Banning transit system Dial-A-Ride is a service offered to seniors, aged 60 and older, and passengers eligible under the Americans with Disabilities Act (ADA). DAR operates from 6:00am to 4:30pm on weekdays and on an as needed basis for the weekends. Trip requests outside of normal operating hours are accommodated for ADA Priority clients. Limited-service hours are available for non-ADA passengers. ADA passengers are required to fill out a certification application to determine eligibility. If terms are met, the applicant receives an approval certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities and shopping areas. Dial-a-Ride services also provide connections to the RTA, Sunline, and Banning and Beaumont fixed routes. Additionally, demand for paratransit has shown notable growth in FY 2024/25 and is expected to continue to grow in FY 2025/26.



2.4 – Service Performance

Route 1 – Beaumont/Banning/Cabazon

Route 1 is among the most used routes in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo and the outlet malls in Cabazon. Ridership on Route 1 typically accounts for approximately 70% of the total use of the system.

While the longest in distance, this route operates on a one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon.

The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

Route 5/6 - Banning Circulator

Banning Circulator accounts for 20% percent of Banning's Transit System use, providing service to the areas that lie north and south of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Banning -- 1

FY 2024/25

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BAN-1	All Days	2	64,239	159,312	9,135	9,274	281,628	285,572	$1,294,243	$90,762		$38,663
BAN-BC	All Days	2	31,783	78,822	8,520	8,569	154,136	155,347	$1,153,817	$79,044		$36,338
BAN-DAR	All Days	2	4,408	15,870	1,026	2,718	19,968	23,807	$264,607	$9,081		$17,380
		6	100,430	254,004	18,681	20,561	455,732	464,726	$2,712,667	$178,887		$92,380

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Banning -- 1

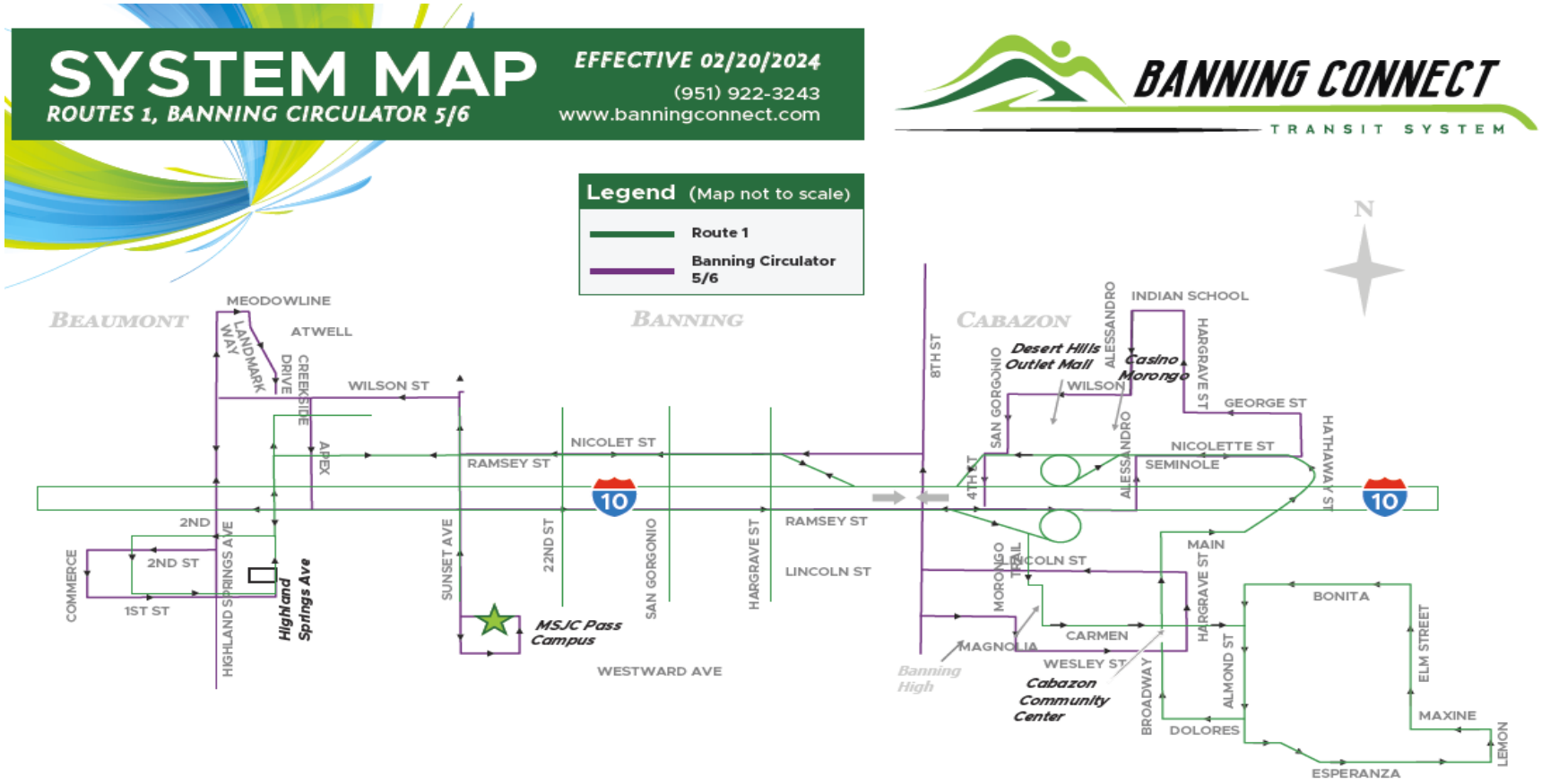
FY 2024/25

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BAN-1	All Days	$1,203,481	$141.68	$4.60	$20.15	9.99%	$18.73	$7.55	$131.74	$4.27	7.03	0.23
BAN-BC	All Days	$1,074,773	$135.42	$7.49	$36.30	10.00%	$33.82	$13.64	$126.15	$6.97	3.73	0.21
BAN-DAR	All Days	$255,526	$257.90	$13.25	$60.03	10.00%	$57.97	$16.10	$249.05	$12.80	4.30	0.22
		$2,533,780	$145.21	$5.95	$27.01	10.00%	$25.23	$9.98	$135.63	$5.56	5.38	0.22

SERVICE AREA MAP



FARES		
Fare	$1.25	one-way trip
Senior 60+ yrs/Disabled	$ .75	one-way trip
Children (46" or under)	$ .25	one-way trip
Youth (17 years & under)	$1.00	one-way trip

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

MONTHLY PASSES	
General	$39.00
Sr/Disabled	$24.75
Youth	$25.00
Banning High School & Nicolet Middle School Student Pass	$10.00

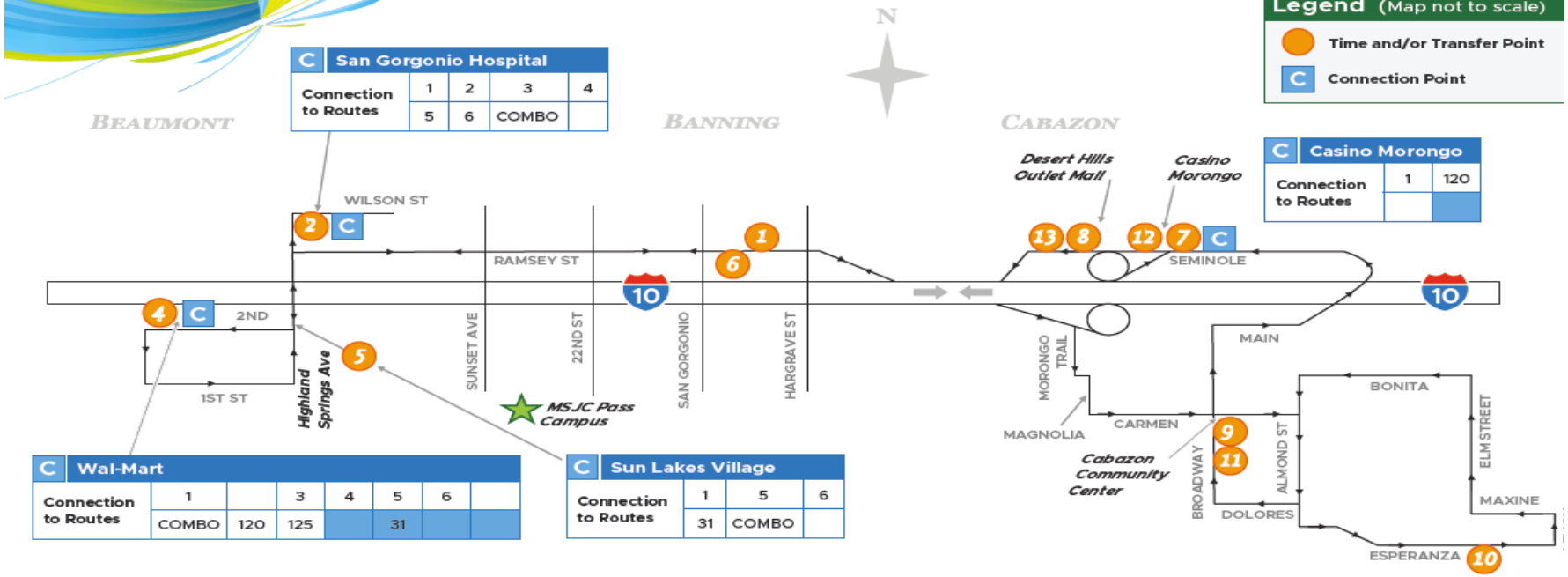
ROUTE 1

EFFECTIVE 02/20/2024

(951) 922-3242

www.banningconnect.com

BANNING CONNECT TRANSIT SYSTEM



FARES	
Fare	$1.25 one-way trip
Senior 60+ yrs/Disabled	$ .75 one-way trip
Children (46" or under)	$ .25 one-way trip
Youth (17 years & under)	$1.00 one-way trip

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

MONTHLY PASSES	
General	$39.00
Sr/Disabled	$24.75
Youth	$25.00
Banning High School & Nicolet Middle School Student Pass	$10.00

BANNING CONNECT
TRANSIT SYSTEM

BANNING CIRCULATOR 5/6

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BANNING CONNECT
TRANSIT SYSTEM

San Gorgonio Hospital			
Connection to Routes	1	2	3
	4	5	

Legend (Map not to scale)
- Time and/or Transfer Point
- C Connection Point



FARES	
Fare	$1.25 one-way trip
Senior 60+ yrs/Disabled	$ .75 one-way trip
Children (46" or under)	$ .25 one-way trip
Youth (17 years & under)	$1.00 one-way trip

DAY PASSES	
General	$3.25
Sr/Disabled	$2.00

10 TICKET BOOKLET	
General	$12.50
Sr/Disabled	$7.50

MONTHLY PASSES	
General	$39.00
Sr/Disabled	$24.75
Youth	$25.00
Banning High School & Nicolet Middle School Student Pass	$10.00

2.5 – Productivity Improvements Efforts

The City continues to build upon its investment in the Swiftly platform to enhance the rider experience, improve operational efficiency, and provide staff and operators with better real-time information tools. The platform currently provides riders and dispatch staff with accurate real-time vehicle tracking and arrival predictions through applications such as Google Maps, Transit App, and Moovit. While the original deployment of the Swiftly platform included only designated timepoint stops, City staff recently completed an effort to digitize and integrate every bus stop within the Banning Connect system into the platform. As a result, riders now have access to accurate real-time arrival information at all bus stops throughout the system, improving the accuracy, accessibility, and overall reliability of passenger information.

As part of the City's continued technology enhancement efforts, Banning Connect plans to expand the functionality of the Swiftly platform by implementing additional operational and customer communication modules. Planned improvements include the deployment of real-time rider alert and detour notification capabilities that will allow staff to quickly communicate service disruptions, stop closures, delays, and route detours directly to passengers through mobile applications and web-based tools. These enhancements are intended to improve transparency and provide riders with timely and accurate service information during roadway construction, special events, emergencies, or unforeseen service interruptions.

In addition, the City plans to deploy Mobile Data Terminals (MDTs) within transit vehicles to provide operators with real-time operational information while in service. The MDTs will provide drivers with turn-by-turn route navigation, stop ladder information, detour routing, and real-time on-time performance feedback. This technology will allow operators to better manage schedule adherence throughout their routes by providing immediate visibility into whether they are running early, late, or on time. The system will also improve communication between dispatch staff and vehicle operators by allowing real-time updates regarding route changes, detours, traffic conditions, and operational issues.

Collectively, these technology enhancements are expected to improve service reliability, operational awareness, customer communication, and the overall rider experience while supporting the City's ongoing efforts to modernize and optimize the Banning Connect transit system.

2.6 – Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Gorgonio Pass Hospital, Optum and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets, Casino Morongo and the Mt. San Jacinto College Pass Campus. There is a high demand for service to these destinations whether for employment, necessities, or pleasure.

2.7 – Recent Service Changes

Banning Connect conducts a service change three times per year, January, May, and September. Service change is the time of year where the division will roll out changes to the routes and operator schedules. No structural or major changes have occurred with the most recent service changes.

Chapter 3: Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 – Planned Service Changes FY 2026/2027 – FY 2028/2029

An RFP for the Comprehensive Operational and Capital Needs Analysis is currently being reviewed with the purchasing department to determine capital needs associated with the Zero-Emissions Roll-out Plan as well as to determine if further route changes are needed to ensure optimal service is being provided. The COA will also recommend service changes based on the development and changing land use in the city of Banning.

3.2 – Marketing Plans and Promotions

The City plans to introduce a new marketing and passenger communication capability when newly purchased buses are placed into revenue service. The new vehicles will be equipped with onboard infotainment screens designed to provide passengers with real-time transit information, community announcements, public service messaging, and advertising content. These screens will enhance the rider experience by improving communication with passengers while also creating potential opportunities for future advertising and partnership revenue.

The City's efforts to promote ridership will include the following in this upcoming fiscal year:

1. Attend senior community meetings to provide information.

2. Articles in local papers highlighting new transportation routes, as needed.

3. Incorporate and coordinate travel training opportunities for the area's passengers with regional providers including Sunline, RTA and Beaumont.

4. Offer “Rider Appreciation Day” to raise awareness of benefits of public transportation.

5. Participate with Transportation Now, Senior Transportation Assistance Group, Pass Area Senior Connections, Pass Area Veterans Assistance, Cabazon Community Resources, and other efforts.

6. Increase the City’s social media presence.

The Banning transit system strives to operate service in a manner that will maximize system productivity, efficiency, as well as the use of subsidies. General goals include:

- Develop an ongoing planning process with key agencies and organizations within the region.
- Develop a core group of services that connect key activity points and commit to providing service along those corridors.
- Continually review all services to evaluate the efficiency and needs of the transit system.

3.3 – Projected Ridership Growth

The City of Banning is poised for significant growth with the approval and ongoing development of numerous residential and commercial projects throughout the community. Current development activity includes the entitlement and construction of multiple commercial developments that have the potential to become major transit ridership generators. In addition, two large specific plan developments are planned within the City, representing approximately 7,700 residential units along with multiple schools, commercial and retail components, and public parks. The Transit Division has a goal to grow 1 to 2% through the next three years.

This period of growth presents a critical opportunity for the City to conduct a Comprehensive Operational Analysis (COA) to evaluate how the transit system can best evolve to meet future community needs. The COA will help guide the planning, design, and deployment of transit services that effectively connect residents to housing, schools, employment centers, retail destinations, and recreational amenities while supporting the City’s long-term mobility and development goals.

3.4 – Proposed Fare Structure Changes

The City does not currently anticipate making changes to the adopted fare structure for Banning Connect services. However, the City continues to operate a fare-free program for Banning residents, which has resulted in strong participation among riders. Currently, approximately 85% of system ridership utilizes the fare-free program, demonstrating the program’s value in improving mobility and access to public transportation within the community.

3.5 – Capital Planning

Rolling stock

Maintaining an updated fleet is critical to providing safe, reliable, and efficient public transportation services. Guided by the recommendations identified in the City's Zero Emission Fleet Transition Plan, Banning Connect will focus on replacing fixed-route buses with compressed natural gas (CNG) vehicles in the near term while transitioning the Dial-a-Ride fleet to zero-emission electric vehicles (EVs). This phased approach allows the City to continue improving fleet reliability and operational sustainability while strategically preparing for a long-term transition to a fully zero-emission transit system.

During this transition period, Banning Connect will also prioritize the development of the infrastructure necessary to support an all-electric fleet in the future. Planned efforts include evaluating and expanding charging infrastructure, electrical capacity, facility improvements, and operational readiness to ensure the City is positioned to successfully transition to zero-emission technologies as vehicle capabilities, infrastructure, and funding opportunities continue to evolve.

Fixed route vehicles range from 1 year to 14 years in age (7 years average age) and Dial-A-Ride vehicles range from 1 year to 14 years in age (approximately 6 years average age).

CNG Fueling Station

The successful commissioning of the City's new compressed natural gas (CNG) fueling station represents a major investment in the long-term sustainability and operational efficiency of the Banning Connect transit system. The station provides the City with the ability to fuel transit vehicles locally, improving operational reliability and reducing dependence on outside fueling infrastructure. The CNG station supports the City's near-term fleet replacement strategy focused on modernizing the fixed-route fleet with cleaner-burning CNG vehicles while reducing emissions and fuel-related operating costs.

In addition to supporting transit operations, the station creates opportunities for regional partnerships and potential alternative revenue generation through fuel sales to other public agencies and fleet operators. The facility also positions the City to better manage fuel supply and operational resiliency while serving as a key component of the City's broader transition strategy toward a future zero-emission fleet.

Building and Facilities

Investing in transit buildings and facility enhancements is critical for effective capital planning, particularly as the City moves towards more sustainable operations. The proposed future projects, including the purchase of a new gas detection system for transit bus bays, a hydraulic lift with tethered fall protection for the fleet building and additional power and facility upgrades are in line with both safety and regional environmental goals.

Communications and Information Technology Systems

Investing in communications and information technology systems is vital for effective capital planning, especially as we aim to enhance transit operations. The proposed future projects to upgrade and replace transit operations technology (printers, computers, monitors, etc.) and renew the onboard telematics systems on transit vehicles is essential from an improved efficiency, enhanced data collection and analytics, safety and security and customer experience perspective.

City of Banning

Short Range Transit Plan: FY 2026/2027 – FY 2029/2030

Table 3 Highlights

- City will receive three new New Flyer CNG buses in early CY 2027
- A Comprehensive Operating and Capital Needs Analysis will begin in late CY 2026 to determine capital needs and service modifications (if necessary) to comply with the ZEB roll-out plan.
- Conduct a transit stop amenity study to evaluate existing bus stop conditions and identify locations where amenities such as shelters, benches, trash receptacles, lighting, and passenger information signage would best serve the public and support future capital improvement planning.
- Upgrade the transit operations technology
- Purchase of a gas detection system for transit bus bays
- Purchase of a hydraulic lift with tethered fall protection for the fleet building

Chapter 4: Financial Planning

4.1 – Operating and Capital Budget

For FY 2026/27, the City anticipates requiring approximately $3,133,000 in operating funds to support Banning Connect fixed-route and Dial-a-Ride services. This represents a modest increase from the prior fiscal year. Key factors contributing to the increase include rising risk management costs, higher interfund expenses, increased transfers to Fleet resulting from the additional maintenance demands associated with vehicles operating beyond their useful life, and continued growth in pension-related expenses.

Operating revenues supporting transit operations are projected to include approximately $3,010,200 in Local Transportation Funds (LTF), $163,725 in other local revenues, $70,000 in State of Good Repair (SGR) funds, $122,429 in Low Carbon Transit Operations Program (LCTOP) funds, and approximately $22,747 in projected farebox revenue. See **Table 4** for more details.

Capital funding requests included in this SRTP for FY 2026/27 consist of investments focused on improving service reliability, customer experience, operational efficiency, and fleet sustainability. Planned capital projects include bus stop improvements and transit advertising enhancements, the implementation of fixed-route and paratransit scheduling software, maintenance and operations facility improvements, and the replacement of aging fixed-route and paratransit vehicles. These investments are intended to support the continued modernization of the Banning Connect transit system while improving operational performance and preparing the system for future growth.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Banning

Original

Operating

Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Free and Discounted Fares - 04	$130,000		$130,000													
Operating Assistance - Prev. Maint. - 03	$70,000						$67,477	$2,523								
Operating Assistance (BUS) (FY 2026/27) - 01	$2,650,000	$14,400	$2,599,600	$36,000												
Operating Assistance (DAR) (FY 2026/27) - 02	$283,000	$2,400	$280,600													
Sub-total Operating	$3,133,000	$16,800	$3,010,200	$36,000	$0	$0	$67,477	$2,523	$0	$0						

Capital

Project	Total Amount of Funds	FARE	LTF	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314						
Bus Stop Improvements and Transit Advertising - 27-03	$200,000								$200,000							
Fixed-route and Paratransit Scheduling Software - 27-01	$60,000								$46,872	$13,128						
Maintenance and Operations Facility Improvements - 27-02	$575,000								$575,000							
Replacement of Fixed-Route and Paratransit Buses - 27-04	$4,095,390				$489,413	$3,605,977										
Sub-total Capital	$4,930,390	$0	$0	$0	$489,413	$3,605,977	$0	$0	$821,872	$13,128						
Total Operating & Capital	$8,063,390	$16,800	$3,010,200	$36,000	$489,413	$3,605,977	$67,477	$2,523	$821,872	$13,128						

FY 2026/27 Projected Funding Details

FARE	$16,800
LTF	$3,010,200
OTHR LCL	$36,000
SGR PUC99313	$67,477
SGR PUC99314	$2,523
Total Estimated Operating Funding Request	$3,133,000
SB 125 TIRCP GF	$489,413
SB 125 TIRCP GGRF	$3,605,977
STA PUC99313	$821,872
STA PUC99314	$13,128
Total Estimated Capital Funding Request	$4,930,390
Total Funding Request	**$8,063,390**

Table 4.0 - Summary of Funding Requests - FY 2027/28

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF	STA PUC99313
Operating Assistance (BUS) (FY 2027/28) -	$2,949,302	$2,949,302	
Operating Assistance (DAR) (FY 2027/28) -	$300,235	$300,235	
Sub-total Operating	$3,249,537	$3,249,537	$0

Capital

Project	Total Amount of Funds	LTF	STA PUC99313
Bus Replacement C - 28-01	$1,250,000		$1,250,000
Sub-total Capital	$1,250,000	$0	$1,250,000
Total Operating & Capital	$4,499,537	$3,249,537	$1,250,000

FY 2027/28 Projected Funding Details

LTF	$3,249,537
Total Estimated Operating Funding Request	$3,249,537
STA PUC99313	$1,250,000
Total Estimated Capital Funding Request	$1,250,000
Total Funding Request	**$4,499,537**

Table 4.0 - Summary of Funding Requests - FY 2028/29

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF
Operating Assistance (BUS) (FY 2028/29) -	$2,680,354	$2,680,354
Operating Assistance (DAR) (FY 2028/29) -	$297,818	$297,818
Sub-total Operating	$2,978,172	$2,978,172

Capital

Project	Total Amount of Funds	LTF
No Capital Projects		
Total Operating & Capital	$2,978,172	$2,978,172

FY 2028/29 Projected Funding Details

LTF	$2,978,172
Total Estimated Operating Funding Request	$2,978,172
Total Funding Request	**$2,978,172**

FY 2026/27 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-01

FTIP No: Not Assigned - New Project

Project Name: Fixed-route and Paratransit Scheduling Software

Category: Communication and ITS

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Purchase of fixed-route and paratransit scheduling software

Project Justification: The City currently lacks dedicated software to efficiently schedule, manage, and track Dial□a□Ride appointments or to optimize fixed□route service performance. Implementing an integrated transit scheduling and dispatch system will streamline operations, reduce the staff time required for manual scheduling and reporting, and improve service reliability. In addition, the software will enhance the customer experience by offering a more accessible, user□friendly, and flexible scheduling process for Dial□a□Ride trips while supporting data□driven improvements to the fixed□route system.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$46,872
STA PUC99314	FY 2026/27	$13,128
Total		$60,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		09-10	5.7.2025 MMM added
		09-10	
		23-04	
		23-04	
		09-10	5.7.2025 MMM added
		09-10	
		23-04	
		23-04	

FY 2026/27 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-02

FTIP No: Not Assigned - New Project

Project Name: Maintenance and Operations Facility Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Replacement of outdated maintenance equipment, safety equipment, structural improvements, and maintenance infrastructure (fluid management, hazard management, air management, etc.).

Project Justification: The City has not had an opportunity to improve maintenance bay equipment and infrastructure in the last several years. These funds will be used to improve working and safety environments for the City.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$575,000
Total		$575,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		24-02	

FY 2026/27 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-03

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements and Transit Advertising

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construct and upgrade bus stops and amenities along with marketing materials.

Project Justification: The City has several bus stops that currently do not have benches and shelters and several that have amenities that are in need of replacement. The improvements will enhance customers' experience when using public transportation. This will also provide an opportunity to promote advertisements.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$200,000
Total		$200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-03	
		24-04	
		25-11	

FY 2026/27 SRTP

City of Banning

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-04

FTIP No: Not Assigned - New Project

Project Name: Replacement of Fixed-Route and Paratransit Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement of three fixed-route buses and two paratransit vehicles with electric vehicles.

Project Justification: These vehicles will reach their useful life.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$489,413
SB 125 TIRCP GGRF	FY 2026/27	$3,605,977
Total		$4,095,390

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

City of Banning
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 4B Fare Revenue Calculation

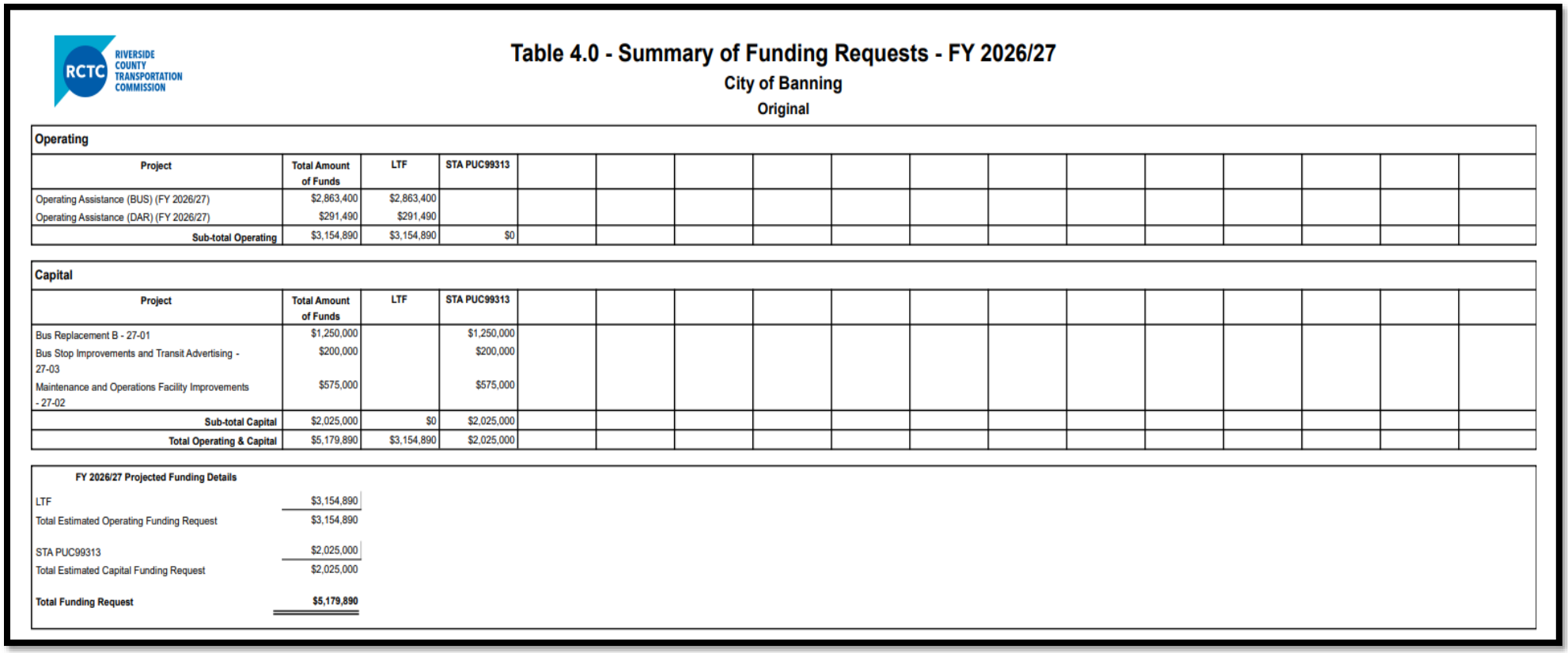
(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	FY2024/25 Estimated	FY2026/27 Plan	FY2026/27 Plan2
1	Fare Revenue	32,042	22,747	22,747
2	Other Income - Contributions/Tranfers In	60,000		
3	Interest	500	1,000	1,000
4	LCTOP	50,000	122,243	122,243
5	General Fund Other Local Revenue Sources	104,560	203,725	203,725
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	**$247,102**	**$349,715**	**$349,715**
	Total Operating Expense	**$2,372,879**	**$3,133,000**	**$3,133,000**
	Farebox Recovery Ratio	**10.41%**	**11.16%**	**11.16%**

Page 1

4.2 – Funding Plans to Support Proposed Operating and Capital Program

The City is projecting an increase in operating costs in the upcoming year to support additional transit staff that will increase operational efficiency and improve the customer experience.



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF	STA PUC99313
Operating Assistance (BUS) (FY 2026/27)	$2,863,400	$2,863,400	
Operating Assistance (DAR) (FY 2026/27)	$291,490	$291,490	
Sub-total Operating	$3,154,890	$3,154,890	$0

Capital

Project	Total Amount of Funds	LTF	STA PUC99313
Bus Replacement B - 27-01	$1,250,000		$1,250,000
Bus Stop Improvements and Transit Advertising - 27-03	$200,000		$200,000
Maintenance and Operations Facility Improvements - 27-02	$575,000		$575,000
Sub-total Capital	$2,025,000	$0	$2,025,000
Total Operating & Capital	$5,179,890	$3,154,890	$2,025,000

FY 2026/27 Projected Funding Details

LTF	$3,154,890
Total Estimated Operating Funding Request	$3,154,890
STA PUC99313	$2,025,000
Total Estimated Capital Funding Request	$2,025,000
Total Funding Request	**$5,179,890**

BANNING CONNECT
TRANSIT SYSTEM

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2027/28

City of Banning

Original

Operating

Project	Total Amount of Funds	LTF	STA PUC99313													
Operating Assistance (BUS) (FY 2027/28)	$2,949,302	$2,949,302														
Operating Assistance (DAR) (FY 2027/28)	$300,235	$300,235														
Sub-total Operating	$3,249,537	$3,249,537	$0													

Capital

Project	Total Amount of Funds	LTF	STA PUC99313													
Bus Replacement C - 28-01	$1,250,000		$1,250,000													
Sub-total Capital	$1,250,000	$0	$1,250,000													
Total Operating & Capital	$4,499,537	$3,249,537	$1,250,000													

FY 2027/28 Projected Funding Details

LTF	$3,249,537
Total Estimated Operating Funding Request	$3,249,537
STA PUC99313	$1,250,000
Total Estimated Capital Funding Request	$1,250,000
Total Funding Request	**$4,499,537**

4.3 – Regulatory and Compliance Requirements

ADA

The City of Banning submitted an Americans with Disabilities Act Paratransit Plan to the FTA on January 26, 1992. Fixed route buses are equipped with ADA compliant mobility device lifts and are accessible to persons with disabilities. A procedure is in place to provide service to a customer in a mobility device should a fixed route bus lift fail.

Dial-A-Ride services provide ADA complementary paratransit service for the fixed route services operated by Banning Connect. The system uses a self-certification process with professional verification.

Title VI

Banning Connect does not utilize federal funds for operating expenses. As such, Title VI requirements do not currently apply to the transit system.

Alternatively Fueled Vehicles (RCTC Policy)

Fixed-route buses are CNG powered and currently fueled at a City owned and operated CNG fueling station. Dial-A-Ride vehicles (which are less than 33,000 lbs. GVW and 15-passenger capacity) are gasoline-powered while all administrative and driver relief vehicles are electric meeting a goal of support vehicles being fully electric in FY 2025/2026. The City is currently piloting a fully electric van on paratransit and plans to pilot another in the upcoming fiscal year.

Future vehicle purchases will be in compliance with the RCTC and South Coast Air Quality Management District (AQMD) policies regarding alternative fuel transit vehicles.

TDA Triennial Audit

California's Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue.

The most recent TDA was completed in FY 2025/2026 (Y2022 – 2024).

City of Banning
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 4.3 TDA Triennial

Audit Recommendations	Action Taken and Results
Ensure timely completion and submittal of external TDA financial reports.	The City will be implementing a new ERP system to replace the existing ERP system that is over 20 years old. The new ERP system will automate all journal entry workflows (review and approval) going forward. The City also plans to implement a contract for year-end close to assist with the process, document procedures, and help automate our financial statement preparation.
Consider commissioning the development of a Comprehensive Operational Analysis.	A COA is planned for FY2026.
Consider the development of an advertising program and other local funds to support farebox recovery.	The City's first Transit Advertising Program was approved by Council March 2023. The CNG Station project was awarded in September of 2023 and is currently dispensing CNG. The project final acceptance is expected before the end of CY 2026.
Maintain efforts to hire and retain a transit manager.	A Transit Manager was hired in July 2022 and left in July 2025. A new Transit Manager was hired November 2025.

City of Banning
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2029/2030

Table 4.4 Open Projects Prior to FY2026/2027

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY26 Programmed Funds	Unfunded Balance as of current FY
Bus Replacement	21-01, 23-01, 24-01, 25-01, 26-04	1	1	FY21-FY25	4,701,853	4,701,853	0	0
CNG Rehabilitation	22-01, 23-02, 24-03,25-02, 25-03, 26-06	4	1	FY22-FY26	4,050,000	4,050,000	0	0
Bus Stop Improvements and Transit Advertising	23-03, 24-04	6	1	FY23-FY26	200,000	200,000	0	0
Paratransit Scheduling Software	23-04	5	1	FY23 - FY26	30,000	30,000	0	0
Comprehensive Operating and Capital Needs Analysis	24-07	1`1	1	FY24-FY26	300,000	300,000	0	0
ZE Facility Upgrades & Infrastructure	25-04	3	1	FY25-FY26	65,000	65,000	0	0

Transit Bus Wrapping Program	24-05	6	1	FY25-FY27	100,000	100,000	0	0
Transit Technology Upgrades	22-02,26-01, 26-05	5	1	FY26-28	15,000	15,000	0	0
Maintenance Facility Upgrades	26-02, 26-03	4	1	FY26-29	1,650,000	1,650,000	0	0

LEGEND			
Project Elements			
1	Revenue Vehicle Purchases	7	Fixed Guideways and Tracks
2	Non-Revenue Vehicle Purchase	8	Debt Service
3	Vehicle Systems and Equipment	9	Maintenance
4	Building, Land and Facilities	10	Security
5	Communication and Information Tech Systems	11	Planning/Feasibility
6	Transit Shelters and Amenities		
Funding Category			
1	Fully Funded	2	Partially Funded

BEAUMONT
CALIFORNIA

BEAUMONT TRANSIT

SHORT-RANGE TRANSIT PLAN

FY 2026/27 - 2028/29

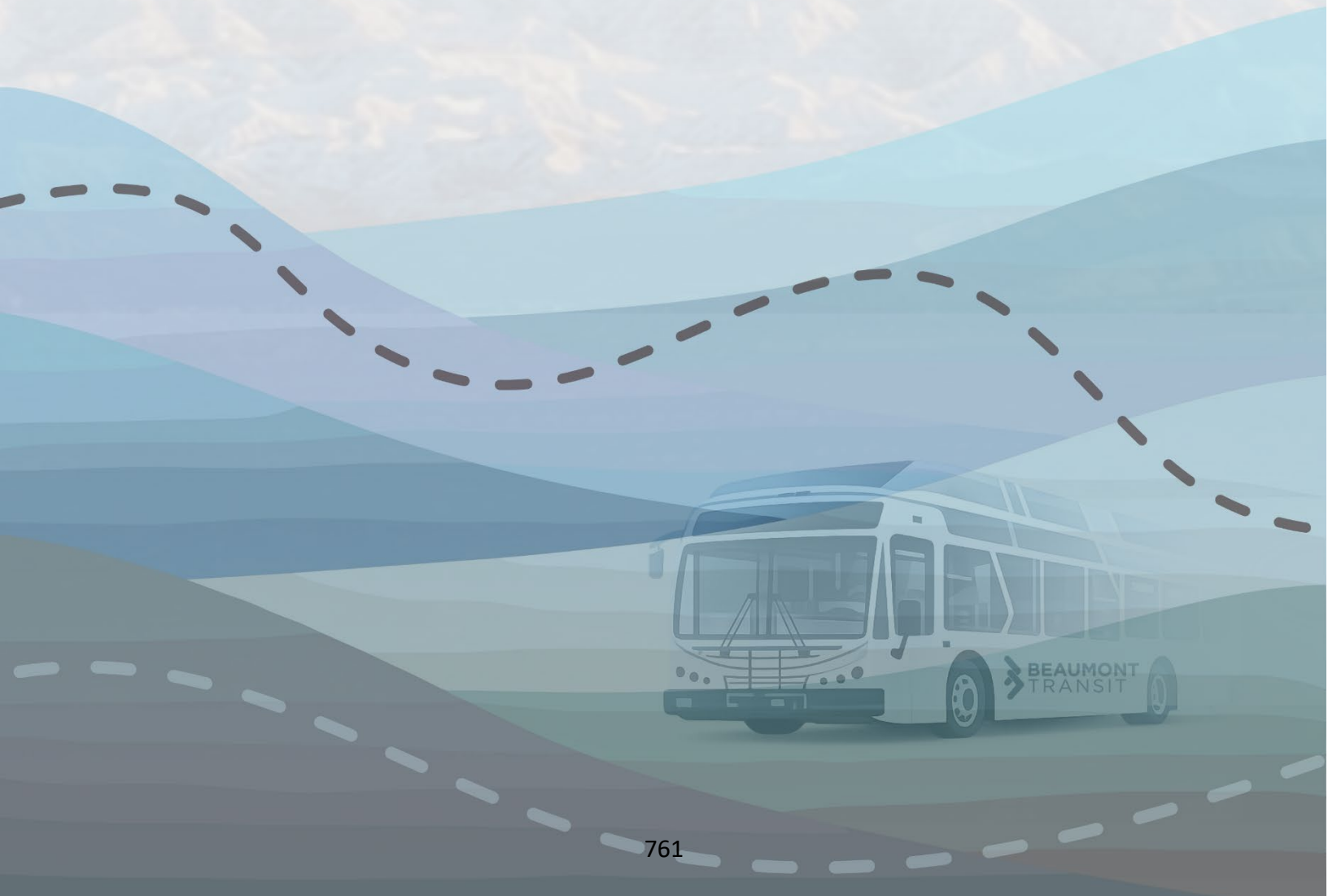


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CHAPTER 1. SYSTEM OVERVIEW AND SERVICE PROFILE

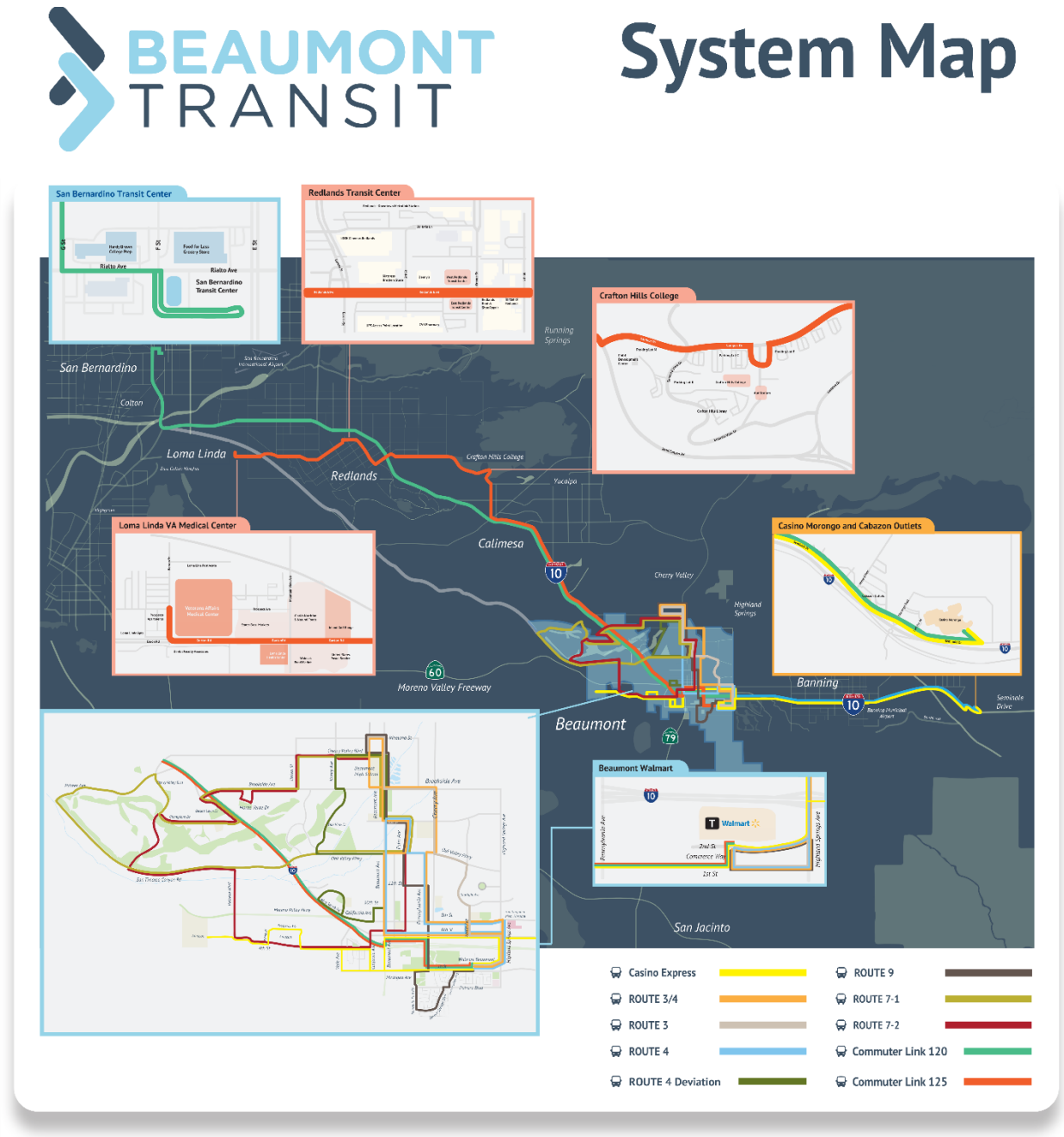
1.1 DESCRIPTION OF SERVICE AREA

Beaumont Transit provides public transportation service primarily within the City of Beaumont. The system focuses on local travel within Beaumont, with some routes slightly extending to nearby communities including Cherry Valley and Banning, as well as regional commuter connections to Yucaipa, Redlands, Loma Linda, and San Bernardino.

Beaumont Transit connects riders to the broader regional transit network through connections with Banning Connect, Riverside Transit Agency (RTA), Sunline Transit Agency (Sunline), and Omnitrans. Riders can also connect to Metrolink rail service at the San Bernardino Transit Center and Redlands Downtown Station.

The City of Beaumont is located in the San Gorgonio Pass at the intersection of Interstate 10, State Route 60, and State Route 79, placing the city within a major transportation corridor in the San Gorgonio Pass area. This location influences both local travel demand within Beaumont and regional commuting patterns.

Figure 1-1 Beaumont Transit System Map, April 2026



1.2 POPULATION PROFILE AND DEMOGRAPHICS

Population Profile

The City of Beaumont has experienced steady population growth in recent years, increasing from 53,055 in 2020 to 59,502 in 2024.

Transit plays an important role in providing mobility for all community members. While rider demographics and incomes vary, transit serves as an affordable mobility option for individuals without access to a vehicle or those unable to drive due to age or disability. These groups include seniors, youth, persons with disabilities, households without access to a vehicle, and low-income households.

Understanding these characteristics helps inform service planning and identify potential travel needs within the community. Table 1 summarizes key demographic characteristics of Beaumont residents.

Table 1 Population Characteristics - City of Beaumont

Characteristic	Beaumont
Total Population	59,502
Median Household Income	$107,118
Population Under 18 (%)	29.5%
Population 65+ (%)	15.1%
Persons with Disabilities (%)	7.4%
Persons in Poverty (%)	10.0%
Households Without a Vehicle (%)	3.2%

Source: U.S. Census Bureau, *QuickFacts and American Community Survey 5-Year Estimates: City of Beaumont, California,* accessed April 2026.

Ridership Demographics

Understanding the characteristics of current riders provides insight into how Beaumont Transit service is used. Ridership demographic information is based on the most recent onboard rider survey conducted in November 2025.

Survey results indicate that Beaumont Transit primarily serves a core base of frequent riders, with a majority using the system five to six days per week. Trips are largely focused on essential activities, particularly school. A majority of respondents also indicated they would not be able to make their trip without Beaumont Transit service. Most riders reported paying the base fare or “other,” which reflects that the survey was conducted during a fare promotion when discounted base fares and free youth fares were in effect. The rider base also skews younger, with youth representing a significant portion of system users.

Key rider survey results are summarized in Table 2.

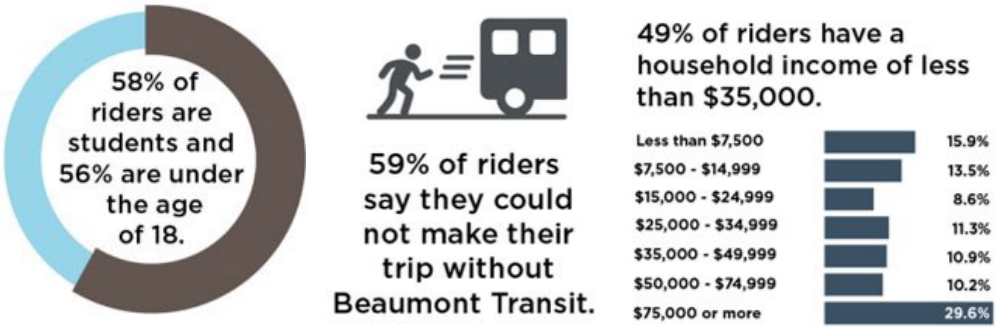


Table 2 Key Rider Survey Findings

Category	Key Finding	Result
Frequency of Use	Riders using transit 5-6 days per week	57.5%
Trip Purpose	Trips made for school	56.2%
Trip Necessity	Riders unable to make trip without Beaumont Transit	59.1%
Vehicle Access	Riders without access to a vehicle	53.1%
Age	Riders age 18 and under	55.5%
Fare Payment	Riders paying base fare	62.4%

Source: Beaumont Transit Onboard Rider Survey, November 2025.

1.3 DESCRIPTION OF SERVICES

Beaumont Transit provides three types of transit service: fixed route, Commuter Link, and Dial-A-Ride. These services provide local mobility within Beaumont and regional connections to surrounding communities and transit systems. Each service type is designed to serve different travel needs, including local circulation, regional commuting, and specialized mobility for individuals with disabilities.

Beaumont Transit operates service Monday through Saturday.

Fixed Route Service

Fixed-route service operates along scheduled routes with designated bus stops throughout Beaumont. Two routes operate as traditional all-day weekday routes, while three routes operate during weekday peak periods when demand is highest, particularly for student travel. Beaumont Transit also operates one hybrid local/express route on weekdays and one fixed route on Saturdays.

Commuter Link Service

Commuter Link service provides regional connections between Beaumont and destinations in San Bernardino County, including employment, education, medical, and

regional transit hubs. Service operates primarily on weekdays, with limited Saturday service.

Dial-A-Ride Service

Dial-A-Ride is a curb-to-curb, reservation-based service available on weekdays and Saturdays for passengers certified under the Americans with Disabilities Act (ADA) who reside within three-quarters of a mile of the Beaumont Transit service area. The service complements the fixed-route system by serving individuals unable to use fixed-route transit due to a disability.

Holiday Schedule

On the following holidays, Beaumont Transit operates on a limited-service schedule equivalent to Saturday service:

- Martin Luther King Jr. Day
- Presidents Day
- Indigenous Peoples' Day
- Veterans Day
- Day after Thanksgiving
- Christmas Eve
- Day after Christmas
- New Year's Eve

There is **no service** on:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

Detailed route descriptions, service areas, and regional connections are provided in Table 3. Current maps and schedules are available at BeaumontCA.gov/Transit.

Table 3 Beaumont Transit Route Descriptions, April 2026

Route	Type	Description	Connections
Route 3	Fixed Route	Serves Walmart, Sundance, Beaumont High School,	Banning Connect, RTA, Sunline

		middle schools, and Cherry Valley	
Route 4	Fixed Route	Serves Civic Center, Library, mid-town Beaumont, Walmart, and middle schools; optional deviation to Three Rings Ranch Park	Banning Connect, RTA, Sunline
Route ¾	Fixed Route	Saturday service connecting Cherry Valley, Library, Walmart, and 6th Street corridor	Banning Connect, RTA, Sunline
Route 7-1	Fixed Route (Peak Service)	Serves Tournament Hills, Fairway Canyon, Beaumont High, and middle schools	-
Route 7-2	Fixed Route (Peak Service)	Serves Civic Center, Amazon, Olivewood, Fairway Canyon, Beaumont High, and middle schools	-
Route 9	Fixed Route (Peak Service)	Serves Central Beaumont, Seneca Springs, Walmart, Beaumont High, and middle schools	Banning Connect, RTA, Sunline
Casino Express	Fixed Route / Express Hybrid	Connects Beaumont to Cabazon, Morongo, and major employment centers including Amazon and industrial areas	Banning Connect, RTA, Sunline
Commuter Link 120	Commuter Link	Regional service to San Bernardino Transit Center. Saturday service includes service to the Casino Morongo.	Banning Connect, RTA, Sunline, Omnitrans, VVTA, Metrolink, Mountain Transit
Commuter Link 125	Commuter Link	Regional service to Crafton Hills Colleges, Redlands, and Loma Linda VA	Banning Connect, RTA, Sunline, Omnitrans, Metrolink Arrow
Dial-A-Ride	Demand Response	Curb-to-curb service for ADA-eligible riders within the local service area	Banning Connect and RTA

1.4 CURRENT FARE STRUCTURE

Beaumont Transit uses a flat-fare structure that varies by service type and rider category. The current fare schedule is shown in Table 4.

From August 2023 through June 2026, Beaumont Transit implemented a temporary discounted fare promotion funded through the Low Carbon Transit Operations Program

(LCTOP). During this period, local fixed-route base fares were reduced to $0.25, Commuter Link base fares to $1.00, and Dial-A-Ride fares for ADA passengers to $0.50.

In addition, from July 2025 through June 2026, Beaumont Transit implemented a Youth Ride Free program allowing youth to ride free on all services.

Table 4 Beaumont Transit Fare Schedule

Fixed Route Fares				
Category	**Base Fare**	**Day Pass**	**10 Ticket Book**	**Monthly Pass**
General	$1.50	$3.50	$15.00	$45.00
Child	$0.50	N/A	N/A	N/A
Senior/Disabled	$1.00	$2.50	$10.00	$30.00
Military Veteran	$1.00	$2.50	$10.00	$30.00
Active Military	FREE	N/A	N/A	N/A
Deviation	$0.50	N/A	N/A	N/A
Commuter Link Fares				
Category	**Base Fare**	**Day Pass**	**10 Ride Punch Card**	**Monthly Pass**
General	$3.75	$8.50	$34.00	$80.00
Child	$2.75	$6.50	$25.00	$60.00
Senior/Disabled	$2.75	$6.50	$25.00	$60.00
Military Veteran	$2.75	$6.50	$25.00	$60.00
Active Military	FREE	N/A	N/A	N/A
Dial-A-Ride Fares				
Category	**Base Fare**		**10 Ride Punch Card**	
One-Way	$3.00		$27.00	
Companion & Child	$4.00		N/A	
PCA	FREE		FREE	
No-Show	$3.00		N/A	

1.5 REVENUE FLEET

Beaumont Transit operates a revenue fleet of 22 vehicles, consisting of 20 Compressed Natural Gas (CNG) buses and 2 battery-electric shuttles. The current revenue fleet inventory is shown in Table 1.1.

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	29,989	53,288	53,288
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	34,535	64,629	64,629
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	26,622	55,514	55,514
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	21,209	49,833	49,833
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	27,361	51,612	51,612
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	19,967	44,908	44,908
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	9,782	37,801	37,801
2015	EDN	XHF 40	43	1	40	CN	1	0	107,694	116,772	116,772
2015	EDN	XHF 40	43	1	40	CN	1	0	112,063	119,452	119,452
2015	EDN	XHF 40	43	1	40	CN	1	0	101,288	109,512	109,512
		Totals:	318	10			10	0	490,510	703,321	70,332

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2018	EDN	EZ-RIDER	30	1	32	CN	1	0	215,919	222,565	222,565
2023	EDN	EZ-RIDERII	27	1	32	CN	1	0	54,834	78,982	78,982
2023	EDN	EZ-RIDERII	27	1	32	CN	1	0	47,619	68,122	68,122
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	10,568	26,764	26,764
2024	EDN	EZ-RIDERII	27	1	32	CN	1	0	10,667	44,057	44,057
2016	FRD	F-550	30	1	33	CN	1	0	183,682	186,932	186,932
2019	FRD	F-550	28	1	33	CN	1	0	153,183	159,616	159,616
2019	FRD	F-550	28	1	33	CN	1	0	164,132	172,415	172,415
2019	FRD	F-550	28	1	33	CN	1	0	170,640	177,155	177,155
		Totals:	252	9			9	0	1,011,244	1,136,608	126,290

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2016	FRD	E-450	20	1	24	CN	1	0	123,608	131,451	131,451
2019	ZZZ	EVStar	10	1	25	EB	1	0	42,588	54,782	54,782
2019	ZZZ	EVStar	10	1	25	EB	1	0	34,274	39,003	39,003
		Totals:	40	3			3	0	200,470	225,236	75,079

1.6 EXISTING FACILITIES AND BUS STOP AMENITIES

EXISTING TRANSIT FACILITIES

Administrative and operational functions for Beaumont Transit are located at the Beaumont Civic Center, 550 E. 6th Street, Building D. This facility houses dispatch, administrative offices, and the operations yard.

Fleet maintenance activities are conducted at a separate maintenance garage located at 550 California Avenue, approximately one mile from the Civic Center.

Customer service for general information, route planning, and Dial-A-Ride reservations is provided by phone through the Civic Center location. Walk-in customers may also visit the Civic Center to obtain information and purchase fare media.

BUS STOP AMENITIES

Beaumont Transit operates a network of bus stops and passenger amenities throughout the service area, including 129 bus stops, 23 bus shelters, and 26 stops with benches.

A key hub in the system is the Walmart bus stop on 2nd Street, located between Highland Springs Avenue and Commerce Way in south Beaumont. This stop functions as a regional transfer location, connecting four transit agencies and approximately ten bus routes.

Figure 1-2 Beaumont Walmart Bus Stop



1.7 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

Beaumont Transit coordinates with neighboring transit agencies to provide regional connections and reduce transfer costs for riders. These coordination efforts include transfer agreements with Banning Connect, Omnitrans, Riverside Transit Agency (RTA), and Victor Valley Transit Authority (VVTA).

TRANSFERS WITH OMNITRANS, RTA, AND VVTA

- Riders with a Beaumont day or monthly pass can transfer for free to Omnitrans, RTA, or VVTA at shared stops.
- Riders with a day, week, or monthly pass from Omnitrans, RTA, or VVTA receive:
    - A $1 discount on Beaumont's commuter link service.
    - Free transfers to Beaumont's local bus routes at shared stops.

TRANSFERS WITH BANNING CONNECT

Beaumont and Banning Connect have an agreement for riders to make trips between the two cities:

- Free transfers between the two systems at San Gorgonio Memorial Hospital and Beaumont Walmart stops.
- Paper transfers are valid for one hour.
- Riders with a day or monthly pass from either agency receive a $1 discount on the other agency's Commuter Link service.

1.8 REVIEW OF PREVIOUS STUDIES AND PLANS

ZERO-EMISSION BUS ROLLOUT PLAN

In 2023, Beaumont Transit, with support from the Riverside County Transportation Commission (RCTC), the Center for Transportation and the Environment (CTE), and Arcadis IBI Group, developed a Zero-Emission Bus Rollout Plan to guide the transition of the agency's fleet to zero-emission technologies. The plan was adopted by the Beaumont City Council and submitted to the California Air Resources Board (CARB) in compliance with the Innovative Clean Transit (ICT) regulation. The plan outlines a transition to a mixed fleet of hydrogen fuel cell and battery-electric buses to meet state emissions requirements. Implementation of the plan will occur gradually as funding becomes available and supporting infrastructure is developed.

CHAPTER 2. EXISTING SERVICES AND SYSTEM PERFORMANCE

2.1 KEY PERFORMANCE INDICATORS

Beaumont Transit tracks key performance indicators (KPIs) to evaluate efficiency and service quality. Key metrics include farebox recovery, passengers per revenue hour, and on-time performance.

Table 2.0 summarizes system performance for farebox recovery and productivity metrics, while Figure 2-1 presents on-time performance results.

FAREBOX RECOVERY RATIO

The Transportation Development Act (TDA) established farebox recovery requirements of 20% for urbanized areas and 10% for rural areas for fixed-route and commuter services. Beaumont's service area was previously classified as rural, but following the 2020 Census Urbanized Area maps, most of it is now designated as urbanized. As a result, starting in Fiscal Year 2027/28, Beaumont Transit must meet the 20% farebox recovery ratio, or a blended ratio, for fixed-route and Commuter Link services.

PASSENGERS PER REVENUE HOUR

Passengers per revenue hour measures the number of passenger boardings generated for each hour a vehicle is in revenue service. This metric is used to compare route productivity, identify stronger and weaker performing service segments, and evaluate opportunities to improve efficiency while maintaining systemwide access.

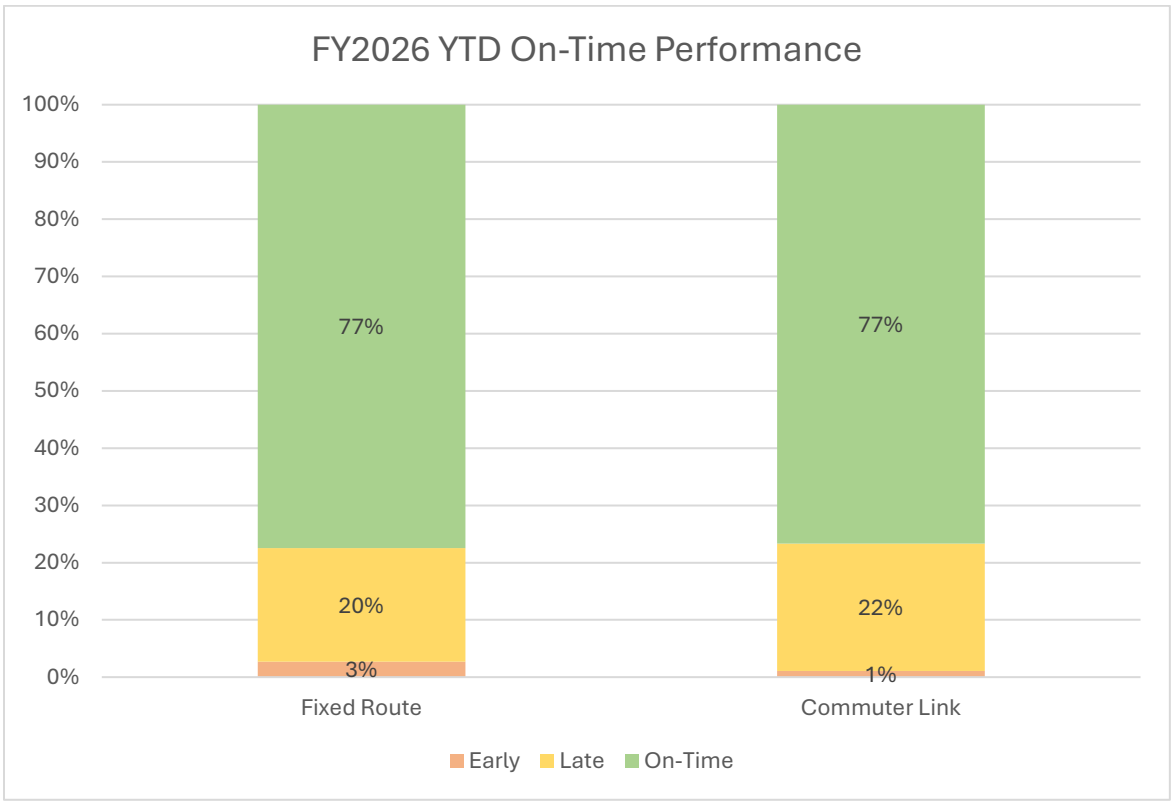
ON-TIME PERFORMANCE

On-time performance measures the reliability of the system and its ability to adhere to published schedules. For Beaumont Transit, a trip is considered on time if it arrives within five minutes of the scheduled time and departs no more than one minute early. Reliable service is critical to maintaining rider confidence, particularly for time-sensitive trips such as work or school.

Beaumont Transit is taking steps to improve on-time performance through service planning and ongoing operational review. External factors, including freight rail activity, can contribute to delays on some routes. Staff will continue reviewing route-level performance data and making schedule adjustments where recurring delays indicate that travel times or recovery periods need refinement. The ongoing Comprehensive Operational Analysis

(COA) will also help identify additional opportunities to improve reliability and overall service performance.

Figure 2-1 FY2026 Year-to-date On-time Performance (July-April)



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review

City of Beaumont

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	117,050			
Passenger Miles	783,113			
Total Actual Vehicle Revenue Hours	20,658.0			
Total Actual Vehicle Revenue Miles	424,518.0			
Total Actual Vehicle Miles	455,728.0			
Total Operating Expenses	$3,626,368			
Total Passenger Fare Revenue	$172,955			
Net Operating Expenses	$3,453,413			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	15.41%	>= 10.00%	18.02%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	$175.54	<= $148.85	$160.89	Fails to Meet Target
2. Subsidy Per Passenger	$29.50	>= $17.09 and <= $23.12	$19.54	Meets Target
3. Subsidy Per Passenger Mile	$4.41	>= $5.37 and <= $7.27	$5.79	Meets Target
4. Subsidy Per Hour	$167.17	>= $99.51 and <= $134.63	$131.91	Meets Target
5. Subsidy Per Mile	$8.13	>= $4.87 and <= $6.59	$6.60	Fails to Meet Target
6. Passengers Per Revenue Hour	5.67	>= 4.95 and <= 6.69	6.75	Better Than Target
7. Passengers Per Revenue Mile	0.28	>= 0.25 and <= 0.33	0.34	Better Than Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP PERFORMANCE REPORT

The performance targets shown in Table 2.1 were set by RCTC for FY2026/27.

Note: Because certain local funds used to support Beaumont Transit's promotional fare programs are reflected differently in this report than in Beaumont Transit's internal financial reporting, some revenue-related fields are not directly comparable across fiscal years. Therefore, fare revenue, subsidy, and farebox recovery figures should be viewed as general planning indicators rather than precise year-over-year financial comparisons.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Beaumont

All Routes

Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	120,375	109,133	142,202	None	
Passenger Miles	382,393	368,306	576,369	None	
Revenue Hours	20,920.5	16,166.0	22,121.0	None	
Total Hours	23,445.7	18,157.2	24,944.0	None	
Revenue Miles	424,214.0	323,328.0	419,021.0	None	
Total Miles	455,975.0	349,456.0	452,575.0	None	
Operating Costs	$2,979,334	$2,601,001	$3,908,744	None	
Passenger Revenue	$543,681	$468,585	$229,739	None	
Measure-A Revenue			$245,423	None	
LCTOP Revenue				None	
Operating Subsidy	$2,435,653	$2,132,416	$3,679,005	None	
Operating Costs Per Revenue Hour	$142.41	$160.89	$176.70	<= $164.47	Fails to Meet Target
Operating Cost Per Revenue Mile	$7.02	$8.04	$9.33	None	
Operating Costs Per Passenger	$24.75	$23.83	$27.49	None	
Farebox Recovery Ratio	18.25%	18.02%	12.15%	>= 0.1	Meets Target
Subsidy Per Passenger	$20.23	$19.54	$25.87	>= $16.61 and <= $22.47	Fails to Meet Target
Subsidy Per Passenger Mile	$6.37	$5.79	$6.38	>= $4.92 and <= $6.66	Meets Target
Subsidy Per Revenue Hour	$116.42	$131.91	$166.31	>= $112.12 and <= $151.70	Fails to Meet Target
Subsidy Per Revenue Mile	$5.74	$6.60	$8.78	>= $5.61 and <= $7.59	Fails to Meet Target
Passengers Per Revenue Hour	5.75	6.75	6.43	>= 5.74 and <= 7.76	Meets Target
Passengers Per Revenue Mile	0.28	0.34	0.34	>= 0.29 and <= 0.39	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

2.3 SRTP SERVICE SUMMARY

The following reports provide an overview of Beaumont Transit's FY 2025/26 performance compared to the service plan developed in FY 2024/25. Audited data from FY 2023/24 and FY 2024/25 are also included to offer context and highlight recent performance trends.

Note: Because certain local funds used to support Beaumont Transit's promotional fare programs are reflected differently in these reports than in Beaumont Transit's internal financial reporting, some revenue-related fields are not directly comparable across fiscal years. Therefore, fare revenue, subsidy, and farebox recovery figures should be viewed as general planning indicators rather than precise year-over-year financial comparisons.

- Table 2.2A lists routes currently excluded from farebox recovery calculations and their applicable expiration dates. Under state guidelines, newly implemented or significantly modified routes may be excluded for a limited period to allow time to build ridership. Complementary paratransit service costs are also excluded under current state law.
- Table 2.2 Service Summary includes all routes in the system, both excluded and non-excluded, and provides a systemwide snapshot of overall service performance.
- Table 2.2 Excluded Routes isolates data only for routes that are currently exempt from farebox recovery calculations. Because the number and type of excluded routes can vary from year to year, results are not directly comparable across fiscal years.
- Table 2.2 Non-Excluded Routes includes all remaining services that have not undergone major changes in the past three years and are subject to standard farebox and performance reporting requirements.

Table 2.2A Excluded Routes

Route #	Mode	Service Type	Route Description	Date of Implementation	Exemption End Date
2	Fixed Route	Directly Operated	Bidirectional service along 6th Street and Southwest Beaumont	July 2026	July 2029
Dial-A-Ride	Demand Response	Directly Operated	ADA complementary paratransit service	Existing	Ongoing

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	12	6	12
Financial Data					
Total Operating Expenses	$2,928,600	$2,979,334	$3,626,368	$2,601,001	$3,908,744
Total Passenger Fare Revenue	$653,627	$543,681	$559,078	$468,585	$475,162
Net Operating Expenses (Subsidies)	$2,274,973	$2,435,653	$3,453,413	$2,132,416	$3,679,005
Operating Characteristics					
Unlinked Passenger Trips	102,577	120,375	117,050	109,133	142,202
Passenger Miles	490,465	382,393	783,113	368,306	576,369
Total Actual Vehicle Revenue Hours (a)	19,685.4	20,920.5	20,658.0	16,166.0	22,121.0
Total Actual Vehicle Revenue Miles (b)	411,715.0	424,214.0	424,518.0	323,328.0	419,021.0
Total Actual Vehicle Miles	436,779.0	455,975.0	455,728.0	349,456.0	452,575.0
Performance Characteristics					
Operating Cost per Revenue Hour	$148.77	$142.41	$175.54	$160.89	$176.70
Farebox Recovery Ratio	22.32%	18.25%	15.41%	18.02%	12.15%
Subsidy per Passenger	$22.18	$20.23	$29.50	$19.54	$25.87
Subsidy per Passenger Mile	$4.64	$6.37	$4.41	$5.79	$6.38
Subsidy per Revenue Hour (a)	$115.57	$116.42	$167.17	$131.91	$166.31
Subsidy per Revenue Mile (b)	$5.53	$5.74	$8.13	$6.60	$8.78
Passenger per Revenue Hour (a)	5.2	5.8	5.7	6.8	6.4
Passenger per Revenue Mile (b)	0.25	0.28	0.28	0.34	0.34

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	1	1	3
Financial Data					
Total Operating Expenses	$679,207	$797,503	$457,613	$446,565	$821,941
Total Passenger Fare Revenue	$38,589	$34,781	$17,275	$12,256	$23,440
Net Operating Expenses (Subsidies)	$640,618	$762,722	$447,938	$434,309	$798,501
Operating Characteristics					
Unlinked Passenger Trips	8,046	10,069	6,600	5,339	10,041
Passenger Miles	36,716	19,487	21,714	17,565	24,833
Total Actual Vehicle Revenue Hours (a)	3,817.1	4,515.7	2,464.0	1,980.1	5,176.0
Total Actual Vehicle Revenue Miles (b)	68,305.0	75,923.0	54,766.0	42,214.0	66,860.0
Total Actual Vehicle Miles	74,632.0	81,901.0	58,442.0	45,042.0	72,482.0
Performance Characteristics					
Operating Cost per Revenue Hour	$177.94	$176.61	$185.72	$225.52	$158.80
Farebox Recovery Ratio	5.68%	4.36%	3.77%	2.74%	2.85%
Subsidy per Passenger	$79.62	$75.75	$67.87	$81.35	$79.52
Subsidy per Passenger Mile	$17.45	$39.14	$20.63	$24.73	$32.15
Subsidy per Revenue Hour (a)	$167.83	$168.90	$181.79	$219.33	$154.27
Subsidy per Revenue Mile (b)	$9.38	$10.05	$8.18	$10.29	$11.94
Passenger per Revenue Hour (a)	2.1	2.2	2.7	2.7	1.9
Passenger per Revenue Mile (b)	0.12	0.13	0.12	0.13	0.15

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Beaumont -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Non-Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	5	5	11	5	9
Financial Data					
Total Operating Expenses	$2,249,393	$2,181,831	$3,168,755	$2,154,436	$3,086,803
Total Passenger Fare Revenue	$615,038	$508,900	$541,803	$456,329	$451,722
Net Operating Expenses (Subsidies)	$1,634,355	$1,672,931	$3,005,475	$1,698,107	$2,880,504
Operating Characteristics					
Unlinked Passenger Trips	94,531	110,306	110,450	103,794	132,161
Passenger Miles	453,749	362,907	761,399	350,741	551,536
Total Actual Vehicle Revenue Hours (a)	15,868.3	16,404.8	18,194.0	14,185.8	16,945.0
Total Actual Vehicle Revenue Miles (b)	343,410.0	348,291.0	369,752.0	281,114.0	352,161.0
Total Actual Vehicle Miles	362,147.0	374,074.0	397,286.0	304,414.0	380,093.0
Performance Characteristics					
Operating Cost per Revenue Hour	$141.75	$133.00	$174.16	$151.87	$182.17
Farebox Recovery Ratio	27.34%	23.32%	17.09%	21.18%	14.63%
Subsidy per Passenger	$17.29	$15.17	$27.21	$16.36	$21.80
Subsidy per Passenger Mile	$3.60	$4.61	$3.95	$4.84	$5.22
Subsidy per Revenue Hour (a)	$102.99	$101.98	$165.19	$119.70	$169.99
Subsidy per Revenue Mile (b)	$4.76	$4.80	$8.13	$6.04	$8.18
Passenger per Revenue Hour (a)	6.0	6.7	6.1	7.3	7.8
Passenger per Revenue Mile (b)	0.28	0.32	0.30	0.37	0.38

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 SERVICE PERFORMANCE

Table 2.3 shows key operational statistics for Beaumont Transit's planned service in FY 2026/27. The data is broken down by route to highlight how each service contributes to systemwide performance.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BEAUMONT TRANSIT

Table 2.3 - SRTP Route Statistics

City of Beaumont -- 2

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
BEA-120	All Days	2	17,735	289,441	6,549	7,033	189,237	194,769	$1,103,314	$40,847	$179,816	
BEA-125	Weekday	1	3,516	57,389	2,226	2,451	49,797	52,082	$367,236	$7,840	$65,607	
BEA-2	Weekday	1	5,164	9,531	2,964	3,280	42,800	45,475	$440,020	$8,006		
BEA-3	Weekday	1	28,304	52,240	2,701	2,881	38,639	41,376	$490,594	$39,779		
BEA-3/4	Saturday	1	2,195	4,051	425	491	5,908	6,675	$103,061	$3,255		
BEA-4	Weekday	1	21,408	39,512	2,999	3,341	31,318	36,071	$484,788	$31,262		
BEA-7	Weekday	2	39,452	72,817	1,373	2,017	27,138	34,746	$354,188	$56,074		
BEA-9	Weekday	1	19,551	36,086	672	1,014	10,124	14,374	$183,622	$27,242		
BEA-DAR	All Days	2	4,877	15,302	2,212	2,436	24,060	27,007	$381,921	$15,434		
		12	142,202	576,369	22,121	24,944	419,021	452,575	$3,908,744	$229,739	$245,423	

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
BEA-120	All Days	$1,062,467	$168.47	$5.83	$62.21	20.00%	$59.91	$3.67	$162.23	$5.61	2.71	0.09
BEA-125	Weekday	$359,396	$164.98	$7.37	$104.45	19.99%	$102.22	$6.26	$161.45	$7.22	1.58	0.07
BEA-2	Weekday	$432,014	$148.45	$10.28	$85.21	1.81%	$83.66	$45.33	$145.75	$10.09	1.74	0.12
BEA-3	Weekday	$450,815	$181.63	$12.70	$17.33	8.10%	$15.93	$8.63	$166.91	$11.67	10.48	0.73
BEA-3/4	Saturday	$99,806	$242.50	$17.44	$46.95	3.15%	$45.47	$24.64	$234.84	$16.89	5.16	0.37
BEA-4	Weekday	$453,526	$161.65	$15.48	$22.65	6.44%	$21.18	$11.48	$151.23	$14.48	7.14	0.68
BEA-7	Weekday	$298,114	$257.97	$13.05	$8.98	15.83%	$7.56	$4.09	$217.13	$10.99	28.73	1.45
BEA-9	Weekday	$156,380	$273.25	$18.14	$9.39	14.83%	$8.00	$4.33	$232.71	$15.45	29.09	1.93
BEA-DAR	All Days	$366,487	$172.66	$15.87	$78.31	4.04%	$75.15	$23.95	$165.68	$15.23	2.20	0.20
		$3,679,005	$176.70	$9.33	$27.49	12.15%	$25.87	$6.38	$166.31	$8.78	6.43	0.34

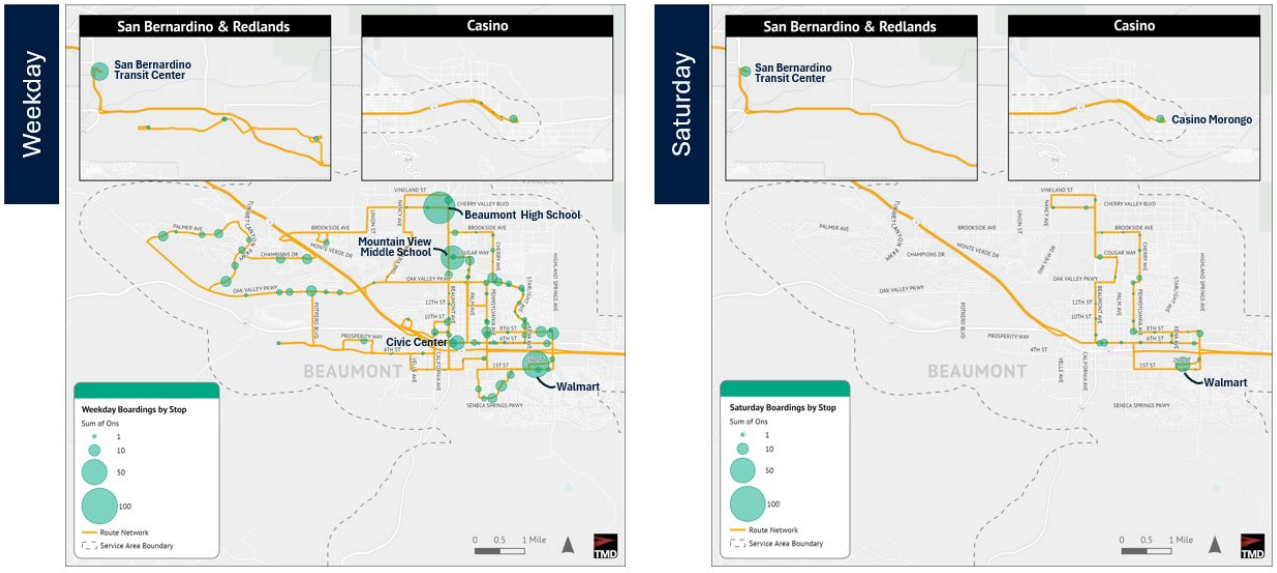
2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

Beaumont Transit continues to monitor route productivity and makes service adjustments where needed to improve efficiency and better match service with rider demand. Current efforts include schedule adjustments to improve reliability, coordination with Banning Connect Transit to reduce duplicate regional service, and the planned restructuring of the Casino Express into the new Route 2 to provide a more direct service. In addition, the city initiated the Beaumont on the Move Comprehensive Operational Analysis in FY 2025/26, which will further evaluate system performance, identify underperforming areas, and develop recommendations for future service improvements.

2.6 MAJOR TRIP GENERATORS

Major trip generators for Beaumont Transit include schools, shopping centers, and regional transfer connections. As shown in Figure 2-2, weekday boarding activity is heavily concentrated near Beaumont High School, Mountain View Middle School, the Civic Center area, and the Walmart retail corridor, indicating that student travel, shopping trips, and access to public services make up a significant share of local ridership. Regional commuter routes also generate ridership through connections to San Bernardino, Redlands, and other neighboring destinations.

Figure 2-2 Weekday and Saturday Boardings by Stop



2.7 RECENT SERVICE CHANGES

Beaumont Transit implemented minor service adjustments in FY 2025/26 focused primarily on schedule reliability and operational efficiency. In January 2026, timetable updates were

made to Commuter Link 120, Route 7-1, Route 7-2, and Route 9 to improve on-time performance and better align scheduled running times with actual operating conditions.

CHAPTER 3. SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING, AND MARKETING

3.1 PLANNED SERVICE CHANGES

Beginning in FY2026/27, Beaumont Transit plans to implement service changes to improve local route reliability, simplify service patterns, and reduce duplication of regional trips.

As part of this change, the Casino Express route will be restructured and renamed Route 2. The revised Route 2 will continue to serve the southwest area of Beaumont and the 6th Street corridor. The new alignment introduces bidirectional service along 6th Street, including new westbound service not provided under the current route, replacing the existing loop configuration to improve directness and travel times.

The existing Casino Express operates with irregular trip patterns and inconsistent headways ranging from approximately 40 to 90 minutes. The proposed Route 2 simplifies this service into a consistent 60-minute schedule and a more direct alignment, improving predictability, travel time, and overall ease of use.

As part of the restructuring, Beaumont Transit will discontinue weekday direct service to the Morongo Casino and Cabazon Outlets on the Casino Express due to consistently low ridership and overlap with service provided by Banning Connect Transit. Findings to date from the ongoing COA service analysis have further confirmed it as a low-performing segment. Reallocating these service hours would support improved local circulation within Beaumont. Saturday Commuter Link 120 service to these destinations is still being evaluated as part of the final service plan due to weekend schedule coordination challenges.

Regional access to the Morongo Casino and Cabazon Outlets will continue to be available through Banning Connect Transit, and Beaumont Transit will continue to coordinate schedules and provide free transfers between the two systems to maintain access to these destinations.

3.2 MARKETING PLANS, STUDIES AND PROMOTIONS

Beaumont Transit will continue to focus on improving rider awareness, increasing ridership, and helping new users feel confident using the system.

In 2025, Beaumont Transit developed a new Rider Guide to help the community better understand and navigate transit. The guide will continue to be distributed in print on buses, at schools, community centers, events, and transit facilities, as well as made available online.

Beaumont Transit will also continue to use social media platforms, like Instagram and Facebook, to share service updates, promotions, and community outreach efforts. The agency will also participate in local events, such as parades and Touch-a-Truck, to promote services and connect with the community.

Figure 0-1 Beaumont Transit at the Beaumont Holiday Light Parade, December 2025



To support new and existing riders, Beaumont Transit will continue offering group travel training sessions. These trainings help participants learn how to use the local system and connect with regional transit services to access destinations throughout Southern California.

Beaumont Transit also plans to implement discounted multi-ride fare products to encourage transit use. Recent rider survey results indicate that many riders use Beaumont Transit frequently, with most respondents riding three to six days per week. These discounted fare products are intended to retain frequent riders, particularly following the end of the discounted base fare promotion that had been in place for three years, while encouraging occasional riders to increase their use of the system.

Beaumont Transit will also continue offering free-fare days throughout the year to promote transit and support community events. These include:

- Car Free Day
- California Clean Air Day
- Rideshare Week
- Election Day
- Veterans Day (Veterans Ride Free)
- New Year's Eve
- Transit Equity Day
- Earth Day
- Dump the Pump Day

3.3 PROJECTED RIDERSHIP GROWTH

Beaumont Transit anticipates relatively stable ridership during the SRTP period. From August 2023 through June 2026, the agency operated a discounted fare program, along with a Youth Ride Free initiative in FY 2026. With the expiration of these programs, fares will return to standard levels.

Rider survey results indicate that most current riders use the system frequently and rely on transit for essential trips, suggesting a rider base that is less sensitive to fare changes. While the return to standard fares may result in a reduction in ridership among occasional users, this impact is expected to be offset by the introduction of discounted multi-ride fare products, including monthly passes and 10-ride punch cards, which are designed to support frequent riders.

Based on these factors, overall ridership is expected to remain relatively stable over the SRTP period.

Projected ridership by route for FY2027 is shown in Table 6. Projections were developed using current boardings per revenue hour applied to planned service levels.

Table 5 FY2026 Estimated and FY2027 Projected Ridership by Route

Route	FY2026 Est. Boardings	FY2027 Projected Boardings	% Change
Casino Express*	7,126	-	-
Route 2*	-	5,164	-
Route 3	28,304	28,304	0%
Route 4	21,408	21,408	0%
Route 3/4	2,195	2,195	0%
Route 7-1	19,033	19,033	0%
Route 7-2	20,420	20,420	0%
Route 9	19,551	19,551	0%

Commuter Link 120	18,335	17,735	-3%
Commuter Link 125	3,516	3,516	0%
Dial-A-Ride	4,877	4,877	0%
Total	**144,764**	**142,202**	**-2%**

**Casino Express will be discontinued and replaced by Route 2 in FY2027. Values are not directly comparable.*

3.4 PROPOSED FARE STRUCTURE CHANGES

Beaumont Transit does not propose permanent changes to its base fare structure for FY2026/27. However, the temporary Discounted Base Fare and Youth Ride Free promotions in place from August 2023 through June 2026 will expire, and fares will return to standard levels.

To ease this transition, Beaumont Transit plans to introduce discounted fare products, including $10 monthly passes for fixed-route service, $20 monthly passes for Commuter Link service, and $15 Dial-A-Ride 10-ride punch cards. These products are intended to support frequent riders, increase usage among occasional riders, and attract new riders.

A fare study is currently underway as part of the Comprehensive Operational Analysis (COA), scheduled for completion in December 2026. Any recommended fare changes, if adopted, would be implemented in a future fiscal year and are not reflected in this plan.

The temporary fare schedule and planned promotional fare products are summarized in Table 7.

Table 6 Promotional Fare Schedule

Fixed Route Fares				
Category	**Base Fare**	**Day Pass**	**10 Ticket Book**	**Promotional Monthly Pass***
General	$1.50	$3.50	$15.00	~~$45.00~~ $10.00*
Child	$0.50	N/A	N/A	N/A
Senior/Disabled	$1.00	$2.50	$10.00	~~$30.00~~ $10.00*
Military Veteran	$1.00	$2.50	$10.00	~~$30.00~~ $10.00*
Active Military	FREE	N/A	N/A	N/A
Deviation	$0.50	N/A	N/A	N/A
Commuter Link Fares				
Category	**Base Fare**	**Day Pass**	**10 Ride Punch Card**	**Promotional Monthly Pass***
General	$3.75	$8.50	$34.00	~~$80.00~~ $20.00*
Child	$2.75	$6.50	$25.00	~~$60.00~~ $20.00*
Senior/Disabled	$2.75	$6.50	$25.00	~~$60.00~~ $20.00*
Military Veteran	$2.75	$6.50	$25.00	~~$60.00~~ $20.00*
Active Military	FREE	N/A	N/A	N/A

Dial-A-Ride Fares		
Category	**Base Fare**	**Promotional 10 Ride Punch Card***
One-Way	$3.00	~~$27.00~~ $15.00*
Companion & Child	$4.00	N/A
PCA	FREE	FREE
No-Show	$3.00	N/A

3.5 CAPITAL IMPROVEMENT PLANNING

Capital improvements are necessary to maintain Beaumont Transit vehicles, facilities, and equipment in a state of good repair and to support safe and reliable transit operations. Planned investments during the SRTP period focus on facility development, fleet technology upgrades, and maintenance equipment needed to support current and future operations.

BUILDINGS AND FACILITIES

Beaumont Transit is continuing to evaluate long-term facility needs to support safe, efficient, and reliable transit operations. Planning efforts include assessing future needs related to vehicle maintenance, fueling infrastructure, fleet support functions, and zero-emission transition requirements.

Near-term efforts are focused on identifying the most practical and financially feasible approach to addressing Beaumont Transit's operational facility needs, including project scope, phasing, funding strategy, and implementation timing.

COMMUNICATION AND INFORMATION TECHNOLOGY SYSTEMS

Beaumont Transit plans to install onboard wireless routers across the fleet to improve operational communications and support future technology applications.

In future years, Beaumont Transit also anticipates implementing an open-loop fare payment system, which would allow riders to pay fares using contactless bank cards, mobile wallets, and other digital payment methods. The on-board wireless routers set the foundation for this.

MAINTENANCE EQUIPMENT

Beaumont Transit will replace and acquire maintenance equipment used to service transit vehicles and passenger facilities. These investments will support safe and efficient maintenance operations and help maintain the fleet in a state of good repair.

Revenue Vehicles

Beaumont Transit plans to purchase hydrogen fuel cell and battery electric buses to replace aging vehicles in the fleet. These purchases support the agency's transition to zero-emission buses in accordance with its adopted Zero-Emission Bus (ZEB) Rollout Plan and California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation.

Deployment of these vehicles will coincide with development of Phase 1 of the Beaumont Transit Yard, which will provide the hydrogen fueling and electric charging infrastructure required to support zero-emission bus operations.

Vehicle Systems and Equipment

Beaumont Transit plans to retrofit buses with audio and visual stop announcement systems to match newer fleet vehicles. These upgrades will improve ADA accessibility and provide consistent passenger information on buses.

CHAPTER 4. FINANCIAL PLANNING

4.1 OPERATING AND CAPITAL BUDGET

Table 4.0 summarizes Beaumont Transit's proposed FY2026/27 Operating and Capital Budget. The FY2026/27 total budget is $8,203,998, including $3,908,744 in operating expenses and $4,295,254 in capital expenditures.

OPERATING BUDGET

The FY2026/27 operating budget totals $3,908,744, an increase of $282,379, or 7.8%, compared to FY2025/26.

The net increase is primarily attributed to a $299,484 increase in personnel costs and a $51,871 increase in internal service charges, partially offset by a $68,976 decrease in other operating expenditures. Personnel costs were adjusted to reflect recommendations from the City's classification and compensation study, the 2.5% merit increase included in the employee memorandum of understanding, and the addition of one full-time transit driver position to support service operations. Beaumont Transit currently carries approximately 60 open bid hours within its weekly service schedule that requires overtime and shift coverage, making the additional driver necessary to improve operational efficiency and service reliability. Internal service charges are projected to increase based on the City's cost allocation plan and annual internal service fund schedules. The decrease in other operating expenditures is primarily due to the non-rollover of capitalized preventative maintenance funding and more conservative budgeting in non-personnel operating accounts.

Operating expenses will be funded through a mix of sources, including:

- Passenger Fares
- Measure A
- EV Charging Station Revenue
- Interest
- Local Transportation Funds (LTF)

CAPITAL BUDGET

The FY2026/27 capital budget totals $4,295,254. Capital funding will support planned investments in zero-emission fleet transition purchases, including battery electric and hydrogen fuel cell buses, onboard technology and passenger information improvements,

and maintenance support equipment. Detailed descriptions of each capital project are provided in Table 4.0A.

Tables 4.1 and 4.2 show Beaumont Transit's projected operating and capital funding for FY2027/28 and FY2028/29. The operating budget projections are based on maintaining the current level of service, with a year-over-year inflation rate applied and anticipated cost increases tied to union and personnel agreements. Revenue assumptions were carried forward based on current trends. The capital budget estimates reflect longer-term needs and priorities. These projections are for planning purposes only and may change as priorities or funding availability shift.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Beaumont

Original

Operating

Project	Total Amount of Funds	FARE	INT	LTF	MA IB	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314		
1) Operating Assistance -	$2,056,274	$75,010	$8,689	$1,890,655		$81,920										
2) Commuter Link 120 -	$1,103,313	$27,003	$1,327	$882,651	$179,816	$12,516										
3) Commuter Link 125 -	$367,236	$5,095	$263	$293,789	$65,607	$2,482										
4) Dial A Ride -	$381,921	$11,627	$365	$366,487		$3,442										
Sub-total Operating	$3,908,744	$118,735	$10,644	$3,433,582	$245,423	$100,360	$0	$0	$0	$0	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	FARE	INT	LTF	MA IB	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA - OB	STA PUC99313	STA PUC99314		
Battery Electric Buses - 27-05	$1,400,000							$1,400,000								
Hydrogen Fuel Cell Buses - 27-04	$2,625,000						$2,012,500	$612,500								
Maintenance Equipment - 27-03	$62,642								$58,785	$3,857						
On-Board Cellular Routers - 27-02	$100,000											$12,388	$67,540	$20,072		
Passenger Information System Retrofit - 27-01	$120,000												$120,000			
Shop Building Maintenance - 17-4	$-8,429											$-8,429				
Shop Storage Tanks - 25-04	$-3,959											$-3,959				
Sub-total Capital	$4,295,254	$0	$0	$0	$0	$0	$2,012,500	$2,012,500	$58,785	$3,857	$0	$0	$187,540	$20,072		
Total Operating & Capital	$8,203,998	$118,735	$10,644	$3,433,582	$245,423	$100,360	$2,012,500	$2,012,500	$58,785	$3,857	$0	$0	$187,540	$20,072		

FY 2026/27 Projected Funding Details

FARE	$118,735
INT	$10,644
LTF	$3,433,582
MA IB	$245,423
OTHR LCL	$100,360
SGR-OB PUC99313	$0
Total Estimated Operating Funding Request	$3,908,744
SB 125 TIRCP GF	$2,012,500
SB 125 TIRCP GGRF	$2,012,500
SGR PUC99313	$58,785
SGR PUC99314	$3,857
STA - OB	$0
STA PUC99313	$187,540
STA PUC99314	$20,072
Total Estimated Capital Funding Request	$4,295,254
Total Funding Request	**$8,203,998**

FY 2026/27 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-01

FTIP No: Not Assigned - New Project

Project Name: Passenger Information System Retrofit

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Retrofit buses with audio and visual stop announcement systems to match newer fleet vehicles.

Project Justification: This project will improve accessibility and passenger information by ensuring that vehicles are equipped with consistent audio and visual stop announcement systems.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$120,000
Total		$120,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-02

FTIP No: Not Assigned - New Project

Project Name: On-Board Cellular Routers

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Install vehicle-grade cellular routers on buses to establish a dedicated on-board communications network. The routers will provide reliable connectivity for transit technology systems and enable integration between on-boar d devices.

Project Justification: Installing dedicated cellular routers will improve connectivity for onboard systems including passenger counting, GTFS-RT data, audio and visual stop announcements, and security camera video feed. The project will also establish the communications infrastructure needed to support future ITS improvements.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	$12,388
STA PUC99313	FY 2026/27	$67,540
STA PUC99314	FY 2026/27	$20,072
Total		$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-03

FTIP No: Not Assigned - New Project

Project Name: Maintenance Equipment

Category: Maintenance

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Beaumont Transit will replace aging maintenance equipment used to service buses and bus stops , as well as acquire equipment currently rented or outsourced, to reduce operating costs.

Project Justification: This investment will improve safety, reliability, and efficiency while keeping vehicles and passenger facilities in a state of good repair.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$58,785
SGR PUC99314	FY 2026/27	$3,857
Total		$62,642

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-04

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Fuel Cell Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: Purchase two 32' hydrogen fuel cell buses for the Beaumont Transit fleet.

Project Justification: This project will replace aging vehicles and support Beaumont Transit's transition to zero-emission buses in accordance with the agency's ZEB Rollout Plan.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$2,012,500
SB 125 TIRCP GGRF	FY 2026/27	$612,500
Total		$2,625,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Beaumont

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-05

FTIP No: Not Assigned - New Project

Project Name: Battery Electric Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Purchase three 40' battery electric buses for the Beaumont Transit fleet.

Project Justification: This project will replace aging vehicles and support Beaumont Transit's transition to zero-emission buses in accordance with the agency's ZEB Rollout Plan.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GGRF	FY 2026/27	$1,400,000
Total		$1,400,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.1 - Summary of Funding Requests - FY 2027/28

City of Beaumont

Original

Operating

Project	Total Amount of Funds	AB 2766	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
1) Operating Assistance -	$2,020,356	$0	$87,127	$8,731	$104,964	$5,656	$1,731,553		$82,325							
2) Commuter Link 120 -	$1,169,142	$0	$24,375	$1,387	$23,952		$944,164	$162,188	$13,076							
3) Commuter Link 125 -	$387,641	$0	$6,973	$264	$6,545		$312,440	$58,925	$2,494							
4) Dial A Ride -	$415,360	$0	$11,708	$368	$2,379		$397,436		$3,469							
Sub-total Operating	$3,992,499	$0	$130,183	$10,750	$137,840	$5,656	$3,385,593	$221,113	$101,364	$0	$0	$0	$0			

Capital

Project	Total Amount of Funds	AB 2766	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314			
Open-Loop Fare Payment System - 28-01	$300,000											$279,928	$20,072			
Sub-total Capital	$300,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$279,928	$20,072			
Total Operating & Capital	$4,292,499	$0	$130,183	$10,750	$137,840	$5,656	$3,385,593	$221,113	$101,364	$0	$0	$279,928	$20,072			

FY 2027/28 Projected Funding Details

AB 2766	$0
FARE	$130,183
INT	$10,750
LCTOP PUC99313	$137,840
LCTOP PUC99314	$5,656
LTF	$3,385,593
MA IB	$221,113
OTHR LCL	$101,364
SGR PUC99313	$0
SGR PUC99314	$0
Total Estimated Operating Funding Request	$3,992,499
AB 2766	$0
SGR PUC99314	$0
STA PUC99313	$279,928
STA PUC99314	$20,072
Total Estimated Capital Funding Request	$300,000
Total Funding Request	**$4,292,499**

Table 4.2 - Summary of Funding Requests - FY 2028/29

City of Beaumont

Original

Operating

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL								
1) Operating Assistance -	$2,080,966	$87,998	$8,819	$106,070	$5,656	$1,789,275		$83,148								
2) Commuter Link 120 -	$1,204,217	$24,619	$1,401	$24,192		$976,989	$163,810	$13,207								
3) Commuter Link 125 -	$399,270	$7,043	$267	$6,610		$323,317	$59,515	$2,518								
4) Dial A Ride -	$427,820	$11,825	$372	$2,402		$409,718		$3,504								
Sub-total Operating	$4,112,273	$131,484	$10,858	$139,275	$5,656	$3,499,299	$223,324	$102,377								

Capital

Project	Total Amount of Funds	FARE	INT	LCTOP PUC99313	LCTOP PUC99314	LTF	MA IB	OTHR LCL								
No Capital Projects																
Total Operating & Capital	$4,112,273	$131,484	$10,858	$139,275	$5,656	$3,499,299	$223,324	$102,377								

FY 2028/29 Projected Funding Details

FARE	$131,484
INT	$10,858
LCTOP PUC99313	$139,275
LCTOP PUC99314	$5,656
LTF	$3,499,299
MA IB	$223,324
OTHR LCL	$102,377
Total Estimated Operating Funding Request	$4,112,273
Total Funding Request	**$4,112,273**

Farebox Recovery Calculation

Table 4B summarizes Beaumont Transit's projected farebox recovery calculation for FY2025/26 and FY2026/27 based on revenues eligible to be included in the TDA farebox recovery ratio.

The farebox recovery ratio is projected at 20.51% in FY2025/26 and 17.02% in FY2026/27. The decrease is primarily due to lower qualifying local revenue included in the calculation and rising net operating expenses. Beaumont Transit will continue to monitor farebox performance and eligible revenue sources as the agency transitions to urbanized farebox recovery requirements.

Table 4B Farebox Recovery Calculation

#	Revenue Sources Included in Farebox Calculation	Actuals from FY 2024/25 Audit	FY2025/26 Estimated	FY2026/27 Plan
1	Passenger Fares	148,858	38,738	118,735
2	Measure A	199,000	206,123	223,723
3	Other Revenue	220,535	350,000	206,004
4	Exempt Routes	(24,713)	(26,309)	(23,102)
	Total Revenue (1-4)	**543,680**	**568,552**	**525,360**
	Net Operating Expense	**2,429,015**	**2,772,000**	**3,086,803**
	Farebox Recovery Ratio	**22.38%**	**20.51%**	**17.02%**

4.2 REGULATORY AND COMPLIANCE REQUIREMENTS

American with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination and ensures equal opportunity and access for individuals with disabilities. Under the ADA, public transit operators are required to provide complementary paratransit service to individuals who are ADA-certified and are traveling within three-quarters of a mile of a local fixed-route bus during the same hours of operation as the fixed-route service. Beaumont Transit remains compliant with ADA regulations.

TDA Triennial Audit

The Transportation Development Act (TDA), enacted in 1971, provides funding for public transit through the Local Transportation Fund (LTF) and State Transit Assistance (STA). As a

result of receiving these funds, transit agencies are required to undergo a performance audit every three years to evaluate operational efficiency and compliance with state requirements.

The Riverside County Transportation Commission retained Michael Baker International to conduct Beaumont Transit's triennial performance audit for Fiscal Years 2022–2024.

The audit recommendations are summarized in Table 8.

Table 7 FY2022-2024 TDA Triennial Audit Recommendations

Audit Recommendations	Action Taken and Results
Prepare and submit separate State Controller Transit Operators Financial Transactions Reports for general public transit and specialized service.	This recommendation has been implemented. Separate reports were submitted for FY 2025, and staff will continue to ensure financial and operating data is reported separately for fixed-route and Dial-A-Ride services in future submissions.
Actively pursue and strategically leverage Beaumont Transit's eligibility for federal transit funding under the Federal Transit Administration's Urbanized Area Formula Program and related discretionary grant opportunities.	This recommendation is in progress. As part of the ongoing Comprehensive Operational Analysis (COA), staff is evaluating federal funding opportunities, including Section 5307 Urbanized Area Formula Grants, as part of the financial analysis.

Innovative Clean Transit (ICT) Regulation

The Innovative Clean Transit Regulation requires transit agencies to transition to a zero-emission bus (ZEB) fleet over time, with established targets for fleet purchases and full fleet conversion by 2040. As a small transit operator, Beaumont Transit is subject to phased ZEB purchase requirements based on a percentage of new bus procurements. Beginning in 2026, at least 25% of new bus purchases must be zero-emission vehicles, increasing to 100% of new bus purchases starting in 2029. Beaumont Transit has developed a Zero-Emission Bus Rollout Plan and is planning for compliance with ICT requirements through the phased implementation of supporting infrastructure, including hydrogen and electric vehicle charging systems.

4.3 CAPITAL PROJECT STATUS

Beaumont Transit is advancing a focused set of capital projects to maintain reliable service, improve the customer experience, and prepare for future system needs. Table 4.4 below summarizes the status of Beaumont Transits existing capital projects.

Buildings and Facilities

Beaumont Transit Yard

The City is continuing development of a future transit operations and maintenance facility to support Beaumont Transit's long-term operational, maintenance, and fleet transition needs. Current efforts include design, engineering, and environmental review activities already underway. Project phasing and funding strategies will continue to be refined as the project advances.

Shop Building Maintenance

This project provided improvements at the existing maintenance facility. Most recently, a shade structure was installed to improve working conditions, as limited indoor space requires mechanics to perform maintenance outdoors. This project is now complete, with remaining funds proposed for reallocation in FY 2027.

Planning Studies

Comprehensive Operational Analysis

The Comprehensive Operational Analysis (COA) is the City's primary planning effort to guide near- to long-term transit decisions. As of April 2026, the project team has completed the existing conditions analysis and initial community engagement and is now moving into the development of service recommendations. Upcoming work includes phased recommendations, a funding and fare analysis, a microtransit feasibility assessment, and a bus stop improvement plan. The COA is scheduled for completion in FY 2027.

Maintenance Equipment

Shop Storage Tanks

Two bulk storage tanks have been procured and installed to support maintenance operations. This project is complete, with remaining funds proposed for reallocation in FY 2027.

Vehicle Lifts

The vehicle lift project remains ongoing, with one lift installed and an additional lift planned for procurement to further support maintenance operations.

Bus Stops and Amenities

Bus Stop Improvements

Implementation is being deferred to align with the Bus Stop Improvement Plan currently under development as part of the COA. This plan will establish a prioritized, systemwide approach to stop improvements based on ridership, accessibility, and service recommendations. Deferring implementation ensures that investments are made strategically and consistently across the system. The plan is expected to be completed in FY 2027, with implementation anticipated to begin thereafter.

Revenue Vehicles

Brand & Logo Update

In FY 2026, the City executed a contract to re-wrap buses with damaged and worn exteriors. This effort helps preserve the condition of the fleet while improving system visibility and maintaining a consistent look across the buses. This is scheduled for completion in FY 2027.

Table 4.4 Open Projects Prior to FY2026/2027

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Project Timeline	Total Project Cost	Programmed Funds	FY27 Programmed Funds	Unfunded Balance as of current FY
Beaumont Transit Yard	24-05, 25-01, 26-01	4	2	2024-2030	27,900,000	15,138,574	-	12,761,426
Shop Building Maintenance	17-04	4	1	2017 - 12/2025	78,129	86,559	(8,430)	-
Vehicle Lifts Phase 2	25-02	9	1	2025 - 2027	90,000	90,000	-	-
Shop Storage Tanks	25-04	9	1	04/2025 - 06/2025	11,041	15,000	(3,959)	-
Brand & Logo Update	20-03	1	1	2020 - 06/2026	155,741	155,741	-	-
Comprehensive Operational Analysis	25-03	11	1	09/2025 - 12/2026	400,000	400,000	-	-
Bus Stop Amenities & Improvements	24-04, 26-02	6	1	2027 - 2028	310,000	310,000	-	-
7					**$ 28,944,911**	**$ 16,195,874**	**$ (12,389)**	**$ 12,761,426**

Legend	
Project Elements:	
1	Revenue Vehicle Purchases
2	Non-Revenue Vehicle Purchase
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasability
Funding Category:	
1	Fully Funded
2	Partially Funded

SHORT RANGE TRANSIT PLAN

FY 2026/27 through FY 2028/29

city of corona
TRANSIT SERVICE

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Executive Summary

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency with fiduciary and administrative oversight of transit operators in Riverside County. The Short-Range Transit Plan (SRTP) is a mandated planning document prepared by all Riverside County participating transit agencies to qualify for federal and state transit funds. The plan is prepared in compliance with the Transportation Development Act and submitted to the RCTC every year. Each year, RCTC reviews and approves the SRTP and allocates local, state, and federal funding. The SRTP is a living document that uses up-to-date information, financial resources, and performance targets for transit agencies to plan their transit services. Additionally, the SRTP is updated annually to provide RCTC updates and funding requests.

The City of Corona Transit Service prepared its three-year Short-Range Transit Plan for Fiscal Years (FY) 2026/27, 2027/28, and 2028/29. The plan includes the first year, FY 2026/27, action plan, and budget funding request.

Guiding Principle

The City of Corona Transit Service desires to maintain a sustainable public transportation program that offers multiple transit options that are essential to ensuring uninterrupted mobility services to the community.

Mission Statement

The City of Corona Transit Service's mission is to provide a clean, safe, accessible, reliable, and customer-friendly transportation system that improves the quality of life in the community.

With the Guiding Principle and Mission Statement at the forefront, the City of Corona Transit Service program is working towards achieving the following goals while providing public transportation services that are financially sustainable within existing local, state, and federal funding programs and regulations in a cost-efficient manner:

Goal 1: Provide safe and convenient public transportation services to the residents of the City of Corona for employment, shopping, education, and social service trips. Safe and Accessible services are achieved through routine assessment of all transit infrastructure and execution of improvements, as needed. (Safe and accessible goal)

Goal 2: Ensure that all transit programs can be provided at a high quality of service. Quality of service is achieved through staffing experienced personnel, maintaining quality, safe fleets, reliable service, and, if possible, expanding service. (Service quality goal)

Goal 3: Provide an effective level of service in response to demonstrated community market needs. Service levels and needs are monitored through regular outreach with riders and with in-depth analysis of the entire transit system. (Service reliable and friendly goal)

Chapter 1 – System Overview and Service Profile

1.0 Introduction

The Short-Range Transit Plan (SRTP) sets the objectives and strategies for the City of Corona Transit Service (CCTS) by evaluating current transit system performance, projected demographic changes, operating and capital funding needs, anticipated funding from federal, state and local sources, and other factors to create a reasonable projection of conditions over the next three years (FY 2026/27 – 2028/29).

1.1 Description of Service Area

The City of Corona (City or Corona) is a suburban community located ~45 miles southeast of Los Angeles in western Riverside County, and it is situated at the junction of two major freeways, the 91 and 15. The City limits encompass approximately 39.2 square miles. Per the American Community Survey, 1-year estimate, City's population is over 160,000[1], with the estimated median household income at $103,507[2]. Within the City limits, there are over 35 parks, 28 elementary and middle schools, five high schools, two Metrolink Train Stations, and the Corona Transit Center. The Corona Transit Center is owned and operated by Riverside Transit Agency. CCTS provides demand response Dial-A-Ride/paratransit service and fixed route service dubbed the Corona Cruiser services. The City contracts with the private sector to provide a turn-key transit operation. MV Transportation is the current operating contractor.

Dial-A-Ride (DAR) service commenced in 1977 and was available to the general public throughout the City service area until January 2, 2018. Based on the data gathered, it was determined that DAR service level changes were warranted, and the program was shifted to a Specialized Service model. DAR is now focused on transit services to the following rider groups: Seniors 60 and older, Persons with Disabilities, and persons certified under the Americans with Disability Act (ADA). DAR provides curb-to-curb service throughout the City and neighboring county areas of Coronita, El Cerrito, and Home Gardens as well as satellite locations in the City of Norco, i.e., Department of Motor Vehicles, Department of Public Social

[1] DP05: ACS Demographic and ... - Census Bureau Table

[2] Corona city, California s1901 - Census Bureau Tables

Services, and Norco College. The ADA requires complementary paratransit service to be provided within a ¾ mile of fixed-route services. CCTS provides citywide service and in some instances extends beyond the city limits to reach the most vulnerable group of rides. Door-to-door service is available upon request for Dial-A-Ride patrons certified under the ADA.

The Fixed Route Corona Cruiser (Cruiser) service commenced in 2001. The Cruiser's existing Blue and Redline route alignment dates to 2004 and has experienced minor adjustments. The existing routes provide access to commercial, retail, and residential areas, medical facilities, schools, municipal facilities/services, jobs, and links to other transit services.

For a detailed description of service by mode, see Table 1 and Section 1.3. Service maps are on the following pages.

TABLE 1 – INDIVIDUAL ROUTE DESCRIPTIONS AND AREA SERVICED

Mode	Route	Description	Service Area/Sites
Corona Cruiser			
	Blue Line	WalMart at McKinley Street West through Home Gardens to River Run Apartments via Mountain Gate Park and downtown/Civic Center	McKinley Street shopping areas, Magnolia Avenue, Centennial High, Medical Facilities, Senior Center, Corona Library, Grand Avenue Post OfficeCorona Transit Center/North Main Corona Metrolink Station, Circle City Center (Community Center), North Main Street shopping area and restaurants
	Red Line	The Crossings shopping area at Cajalco Road and Temescal Canyon Road through El Cerrito to the Walmart at Neighborhood Market at West Sixth Street via downtown/Civic Center	The Crossings shopping area, El Cerrito Midle School, Walmart, California Avenue Post Office, Centennial High, Corona Transit Center/North Main Corona Metrolink Station (selected AM & PM trip), Corona Library, Senior Center, Civic Center, Corona High and Walmart Neighborhood Market on West Sixth Street near Smith Avenue. Service is extended to The Shops at Dos Lagos on Saturdays.
Dial-A-Ride			
	City-Wide	Demand Response / Reservation based service	City-wide, neighboring county areas of Coronita, El Cerrito and Home Gardens as well as the following statellite locations in the City of Norco: Department of Motor Vehicles, Department of Public Social Services, Target, Bowlero Norco Lanes and Norco College

city of corona
TRANSIT SERVICE



LEGEND

CORONA DIAL-A-RIDE SERVICE AREA

- Norco Satellite Points
- City of Corona Boundary
- County Areas of Service

CORONA CRUISER

- Blue Line
- Red Line
- Red Line (Saturday Service Only)
- 3/4 Mile ADA Corridor Outside Corona Dial-A-Ride Service Area

RTA'S FIXED ROUTES

- RTA Route 1
- RTA Route 3
- RTA Route 12
- Commuter Link 206

T1 Transfer to Route 1 · T3 Transfer to Route 3 · Bus Stops · Transit Center · Park

City Hall · School · Post Office · Medical Center · Metro Link

RIDE WITH US

NORCO SATELLITE POINTS/PUNTOS SATELITES EN NORCO

- Department of Public & Social Services
- Norco College (RCC)
- Department Of Motor Vehicles (DMV)
- Bowlero
- Target

MAP NOT TO SCALE

1.2 POPULATION PROFILE AND DEMOGRAPHIC

Based on the 2024 American Community Survey 5-year Estimate, CCTS serves a diverse population of 178,264[3] city residents. That diversity is reflected in the table below, which includes the City of Corona and El Cerrito, Home Gardens, and Coronita in the unincorporated county areas.

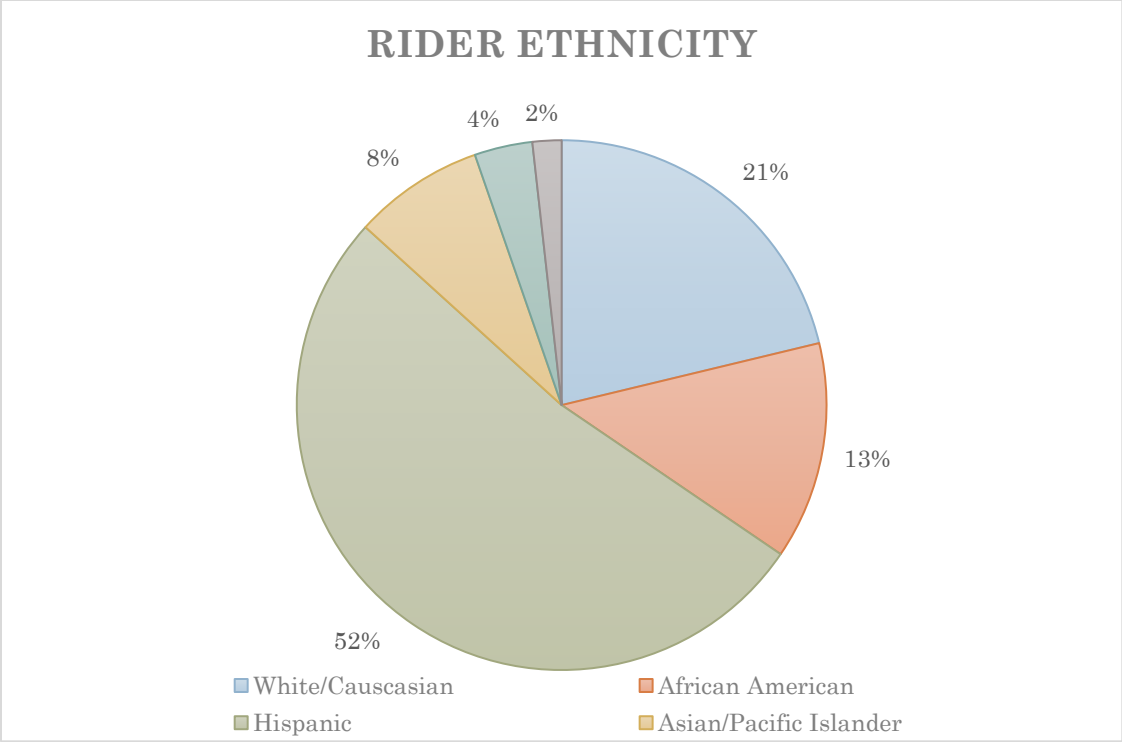
[3]2024 ACS 5-Year Estimates US Census Bureau: DP05: ACS Demographic and ... - Census Bureau Table

City Population and Diversity

Demographic	Population Estimate	Percent
Race		
Total population	178,264	100.0%
One race	142,297	79.8%
Two or more races	35,967	20.2%
One race	142,297	79.8%
White	63,568	35.7%
Black or African American	8,760	4.9%
American Indian and Alaska Native	2,420	1.4%
Asian	20,865	11.7%
Native Hawaiian and Other Pacific Islander	451	0.3%
Some other race	46,233	25.9%
Two or more races	35,967	20.2%
White and Black or African American	1,242	0.7%
White and American Indian and Alaska Native	1,052	0.6%
White and Asian	3,003	1.7%
White and Some Other Race	25,267	14.2%
Black or African American and American Indian and Alaska Native	96	0.1%
Black or African American and Some Other Race	703	0.4%
Hispanic or Latino and Race		
Total population	178,264	100.0%
Hispanic or Latino (of any race)	88,283	49.5%
Mexican	75,584	42.4%
Puerto Rican	989	0.6%
Cuban	958	0.5%
Other Hispanic or Latino	10,752	6.0%
Not Hispanic or Latino	89,981	50.5%
White alone	52,472	29.4%
Black or African American alone	8,489	4.8%
American Indian and Alaska Native alone	338	0.2%
Asian alone	20,394	11.4%
Native Hawaiian and Other Pacific Islander alone	414	0.2%
Some other race alone	822	0.5%
Two or more races	7,052	4.0%

Source: U.S. Census Bureau, 2024 American Community Survey 5-Year Estimate

The following graph depicts the racial makeup of the riders, which closely mirrors the demographics of the City as a whole based on the onboard survey conducted during the Comprehensive Operations Analysis in February 2023.



The median household income in the City of Corona is $103,507 which is slightly greater than the California state median of $100,149[4]. However, pursuant to the COA, 51% of the employed riders report making less than $25,000. Because of these lower income levels, a large portion of employed ridership may be entirely dependent on transit for their mobility needs.

The table below lists passenger characteristics for DAR and Cruiser service. Passenger characteristic estimates are based on data compiled over the first nine (9) months of FY 2025/26.

Passenger Characteristics

Dial-A-Ride		Corona Cruiser	
Seniors	36.1%	General Public	23.9%
Persons with Disabiities	45.3%	Students	37.9%
ADA Certified	16.0%	Seniors/Persons with Disabilities	36.7%
Personal Care Attendants	1.7%	RTA Transfers	0.6%
Companion	0.8%	Metrolink Transfers	0.2%
Children	0.0%	Children	0.3%

[4] California s1901 - Census Bureau Tables

While seniors 60 and over account for 18[5] percent of the population, they, however, represent 36 percent of the riders systemwide. Nine percent of the population is characterized by a disability[6], yet, riders in this category account for 45 percent for Dial-A-Ride and 3 percent for Cruiser. The majority of Persons with Disabilities utilize Dial-A-Ride to commute to Adult Day Care centers. Student ridership accounts for 38% of the riders, however saw a 4% decrease from the previous fiscal year 2024/25.

1.3 Description of Services

Fixed Route Service – Corona Cruiser: Blue and Red Lines

The Blue Line serves the McKinley Street retail area, then travels on to Magnolia Avenue and Main Street to the River Road area. This route passes by many trip generators such as hospitals, medical facilities, schools, public service agencies, senior center, library, civic center, community center and commercial/retail areas. This route serves the following schools: Centennial High School, Corona Fundamental Intermediate School, and Lee Pollard High School. This route also serves the unincorporated area of Home Gardens. The Blue Line operates with a frequency of 60-67 minutes.

The Red Line connects the residential areas of central Corona with commercial and retail areas along Sixth Street and the Ontario Avenue/California Avenue industrial and retail area. The Red Line also covers South Corona along Ontario Avenue, to, Temescal Canyon Road to serve the El Cerrito county area and The Crossings shopping complex at Cajalco Road. This route serves the following schools: Centennial High School, Corona High School and El Cerrito Middle School, as well as the library, community center and Corona Transit Center and North Main Corona Metrolink Station (on selected AM & PM trips). The service is extended to The Shops at Dos Lagos on Saturdays. The Red Line operates with a frequency of 50-66 minutes.

The Cruiser schedule is as follows:

	Blue Line	Red Line
Monday – Friday	6:30 a.m. – 7:09 p.m.	6:30 a.m. – 7:05 p.m.
Saturday	8:52 a.m. – 3:50 p.m.	9:00 a.m. – 5:09 p.m.
Sunday	no service	no service

[5] Corona city, California s0102 - Census Bureau Tables

[6] S1810: Disability Characteristics - Census Bureau Table

The Cruiser does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

Corona Dial-A-Ride/Paratransit Service

Dial-A-Ride (DAR) provides specialized service to seniors (60 and older), persons with disabilities, and individuals certified for complementary paratransit service under the Americans with Disabilities Act. Reservations for DAR service can be made one (1) to fourteen (14) days in advance; same-day service may be accommodated if space is available. DAR provides curb-to-curb service throughout the city of Corona and neighboring county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services, and Norco College). Door-to-door assistance for ADA certified passengers is available upon request when:

- Drivers can maintain visibility of the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- A safe parking area is available.

The ADA certification process in western Riverside County is administered by the Riverside Transit Agency (RTA). Additional information and an application is available online at Home - Riverside Transit Agency or by calling RTA at (951) 795-7887.

Individuals certified for ADA complementary service are afforded priority service, expanded service hours to match the Corona Cruiser hours, and the ability to leave voicemail message reservations on Sundays and Holidays for next-day service.

The DAR schedule is as follows:

	Non-ADA Complementary	**ADA Complementary Paratransit**
Monday – Friday	6:42 a.m. – 6:00 p.m.	6:30 a.m. – 7:09 p.m.
Saturday	8:52 a.m. – 5:09 p.m.	8:52 a.m. – 5:09 p.m.
Sunday	no service	no service

DAR service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

1.4 Operating Data for Corona Transit Services

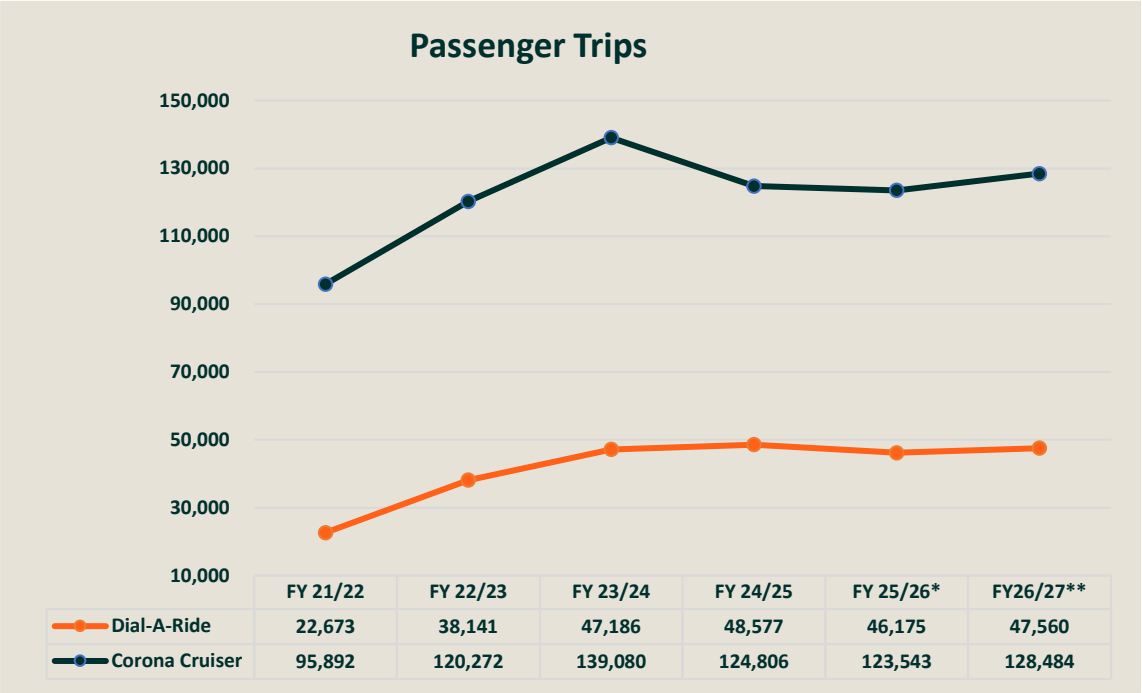
The table below reflects FY 2025/26 planned versus year-end estimates using data from July 2025 through March 2026.

Performance Indicator	Planned	Yearend Estimate
Operating Expense	$ 3,945,326	$ 3,734,958
Fare Revenue*	$ 385,650	$ 388,855
Passenger Trips	181,056	169,717
Vehicle Revenue Hours (VRH)	28,820	27,281
Vehicle Revenue Miles (VRM)	367,296	329,925
Operating Cost per VRH	$ 137	$ 137

***Includes LCTOP revenues for fare subsidy. Does not include federal funds for fare recovery calculation nor interest revenue.**

The original passenger trip projection for FY2025/26 was 181,056. Based on current data, that projection is expected to fall short by 6%. The current projection is 169,717 in ridership on DAR and the Cruiser, based on data gathered from July 2025 through March 2026. Staff had projected based on improving conditions and free fare subsidy. While the McKinley Grade Separation project is complete, the citywide pavement continues to impact the service.

The following graph reflects the ridership for the fixed route service and the Dial-A-Ride service over the past five years.



	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26*	FY26/27**
Dial-A-Ride	22,673	38,141	47,186	48,577	46,175	47,560
Corona Cruiser	95,892	120,272	139,080	124,806	123,543	128,484

* FY 2025/26 year-end estimate is based on data collected from July 2025-March 2026.

While ridership for the Corona Cruiser was expected to increase due to reinstating the Blue Line detour, the Red Line however, was impacted by citywide pavement along its segments which impacted the service, decreasing its on-time performance efficiency. Ridership for FY 2025/26 is expected to decrease by just 1% compared to the previous FY 2024/25.

Dial-A-Ride's ridership, based on numbers from the first three quarters, FY 2025/26 ridership is expected to decrease by 5% compared to the previous FY 2024/25. Staff is evaluating the reason for the decline but surmise that it is due to decrease in ride requests for adult day care centers and the reduced needs for healthcare appointments due to availability of online/phone appointments.

1.5 Current Fare Structure

The table on the following page depicts the current fare structure, which the City Council adopted on August 16, 2023, as part of the service improvement plan. This structure became effective on January 1, 2024.

Fare Structure

Corona Cruiser				
Fare Type	**Per Ride**	**Day Pass**	**31 Day**	**15 Day**
General Public	$1.75	$ 4.00	$35.00	$17.50
Student	$1.75	$ 4.00	$24.50	$12.25
Seniors (60+)	$0.75	$ 2.00	$16.10	$ 8.05
Persons with Disabilities	$0.75	$ 2.00	$16.10	$ 8.05
Medicare Card Holders	$0.75	$ 2.00	$16.10	$ 8.05
Children (46" tall or under)	$0.50	-	-	-

Dial-A-Ride	
Fare Type	**Per Ride**
Seniors (60+)	$3.50
Persons with Disabilities/ADA Certif	$3.50
Medicare Card Holders	$3.50
Children (46" tall or under)	$0.50

Although the fares were increased, effective October 1, 2023, the City implemented a new fare subsidy program that includes free fares for students, seniors, and persons with disabilities and a reduced fare of $1.00 for the general public. This program is effective through June 30, 2026. The funding for this program is provided by the California State Department of Transportation under the Low Carbon Transit Operations Program Funds.

For general public riders who utilize the service more frequently, the option to purchase the multi-day pass will continue, as it may be more cost-effective than paying a $1 fare for each trip.

The above fare subsidy program will continue through June 30, 2027, however, Local Transportation Funds (LTF) will be utilized for the free fares for students, seniors, and persons with disabilities and AB2766 Subvention funds will be used to offset the reduced fare for the general public. LTF funds are being utilized due to delay in FY 25/26 LCTOP funding. FY 2025/26 LCTOP funds will be utilized for FY 2027/28, along with AB2766 funds which will extend the fare subsidy program through June 30, 2028.

In addition, CCTS will continue to use Air Quality Management District (AQMD) funds to subsidize Cruiser multi-day passes, 15-day passes, and 31-day passes. AQMD funds allow riders to purchase their multi-day passes at a 30% reduced price. On average,

riders save 18-22% with the purchase of multi-day passes. With the addition of this program, riders save an average of 50% on fares.

CCTS Fare Collection System

CCTS offers the following two options to pay for trips on CCTS buses: cash (paid to the bus driver at the time of boarding) and paper fare media. Paper fare media includes one-way DAR tickets, Day and Multi-Day passes. While Day passes can be purchased on board the bus or in advance, Multi-day passes must be purchased in advance. Cash and paper fare-media tickets are dropped into the "farebox" that possesses a top compartment that facilitates the bus operator's ability to verify at a glance the fare deposited. The operator activates a lever that allows the fares to drop into the secure bottom compartment.

Multi-day Passes must be validated and activated by the bus operator on the first day of use. Bus operators are tasked with writing the initial use date and expiration date and initialing the pass; this process activates the pass for fifteen (15) or thirty-one (31) consecutive days. At the time of each use, the bus operator verifies that the multi-day pass is current and that the passenger possesses the corresponding documentation for a student and/or senior/disabled pass holder.

CCTS recognizes that the current fare collection and validating systems are onerous, inefficient, and insufficient. Future plans to improve this service include the implementation of a comprehensive Intelligent Transportation System (ITS). ITS features that will be explored include digital fareboxes, smart card system and/or mobile ticketing applications. Of note, cash payment options will remain available. CCTS staff is working with Caltrans under their California Integrated Travel Project (Cal-ITP) to participate in their statewide procurement for a fare payment system.

1.6 REVENUE FLEET

The CCTS active fleet consists of 20 transit buses (see Table 1.1). All buses are compliant with the Americans with Disabilities Act requirements for accessibility and wheelchair securement.

The Fixed Route fleet consists of seven (7) 2015 El Dorado National EZ Rider II heavy-duty/low-floor buses. EZ Rider II buses are powered with Compressed Natural Gas (CNG) and were placed into Corona Cruiser service in February 2016.

The Dial-A-Ride fleet consists of eleven (11) 2017 Glaval Universal E450 and two (2) 2012 El Dorado Aerotech 240 cutaway vehicles. These buses are also powered by Compressed Natural Gas (CNG). The 2017 buses were placed in service July 2018.

The 2012 and 2017 cutaway buses will be replaced during FY 2026/27. City Council, at the April 15, 2026, meeting awarded contract to replace these vehicles.

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2015	EDN	EZ RiderII	30	0	32	CN	7		166,598	1,790,215	255,745
		Totals:	30	0			7		166,598	1,790,215	255,745

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2012	EDN	AEROTECH	20	0	26	CN			313,971	313,971	
2017	GLV	E-450	18	0	25	CN	11		1,329,982	1,492,025	135,638
		Totals:	38	0			11		1,643,953	1,805,996	164,181

1.7 Existing Facilities and Bus Stop Amenities

CCTS operates from a City-owned facility located at 735 Public Safety Way, known as the Corporation Yard. MV Transportation (Contractor), the contractor retained to operate transit service, provides administrative and dispatching service from this location, as well as fueling and vehicle parking. Maintenance is performed by the contractor at an off-site facility located at 1930 S. Rochester Ave., Suite 119, Ontario, CA 917661.

The Cruiser (Blue and Red Line) fixed route service includes 187 bus stops and 27 bus stop shelters. The Contractor is responsible for maintaining all bus stops. CCTS supplies the Contractor with all required equipment (I-stop signs, kiosks, benches, trash receptacles, etc.) to maintain the bus stop facilities properly.

In 2022, CCTS purchased solar-powered dusk-to-dawn bus stop lighting and signaling LED and ADA-compliant activation push buttons. These lights and push buttons were installed in November 2023 at various dimly lit bus stops to improve safety and visibility.

The Cruiser also serves the Corona Transit Center, owned and operated by the Riverside Transit Agency (RTA). The Corona Transit Center provides a safe and efficient transfer point between local and regional bus lines as well as regional commuter trains serving Los Angeles, Orange, Riverside, and San Bernardino counties. Trains are accessible via a pedestrian bridge to the adjacent North Main Corona Metrolink commuter rail station.

1.8 Existing Coordination between Transit Agencies

CCTS staff and RTA planning and operations staff work together to coordinate bus stop location, relocations, bus routing, layover areas and facilities, and transfer points. CCTS and RTA have a reciprocal agreement that allows valid pass-holders a ‘no cost’ one-way transfer between Cruiser and RTA buses at bus stops served by both Cruiser and RTA routes 1 and 3. Transfers between bus systems are an effective way to promote public transit as a low-cost, eco-friendly and stress-free alternative to automobile trips.

In addition, CCTS coordinates marketing efforts with Metrolink to promote the use of both Metrolink and Corona’s transit services. To incentivize multimodal transportation, valid Metrolink pass-holders ride at no charge on Cruiser Blue and Red Lines to and from the Corona Transit Center and North Main Metrolink Station.

1.9 Reference of Prior and/or Existing Studies and Plans

Comprehensive Operations Analysis (COA)

In 2023, CCTS conducted a Comprehensive Operational Analysis (COA) that included a route-by-route analysis of the Corona Cruiser Fixed Route service with the primary goal of developing a plan to enhance the efficiency and effectiveness of the City of Corona Transit Service with an outlook to respond to the changing demands for transit throughout Corona's service area and to provide recommendations for service improvements derived from the analysis. The COA was conducted by Transportation Management and Design (TMD). The goal of the COA was to analyze the transit system and produce a comprehensive plan to enhance customer experience and routes, improve services within the program's financial capacity, and outline steps to implement service alternatives to ensure the program's sustainability. Further, through the COA process, CCTS wanted to improve the customer travel experience by reducing travel time, improving service frequencies and connections where possible, and introducing new and innovative transit options such as micro transit and/or on-demand services.

The COA evaluated the DAR program cost/benefit and fare structure as well as opportunities to expand or enhance the program to on-demand, micro-transit, including a demand response program targeting low-income households.

TMD and City staff have collaborated to achieve the best possible outcome for the study.

Some key components of this study included the following analysis:

- Onboard rider survey – A total of 123 rider surveys were collected; a $10 gift card was provided to incentivize the completion of the survey.
- Community-wide survey – over 500 surveys collected with five3 $50 gift card prizes given randomly.
- Route Productivity analysis for potential restructuring of services to provide improved frequency and improved coordination with our regional service providers.
- Fare analysis.
- Unmet Needs Analysis to determine if any expansion or implementation of new service should be incorporated.

Onboard Corona Cruiser rider survey results- key takeaways

- 31% of our riders are seniors 60 years of age and older. Youth riders under the age of 18 are the second largest age group, making up 18% of the boarding.
- 52% of the riders are Hispanic/Latino which closely mirrors the demographic of the City as a whole.
- We do a good job of retaining of existing riders with 39% using Cruiser for five years or more.

ONBOARD SURVEY
Summary Results

WHO RIDES THE CORONA CRUISER?

Demographic info

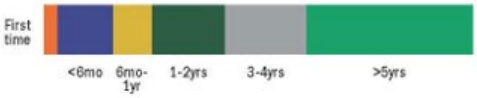


hello
58.4%
Speak English

Hola
35.2%
Speak Spanish

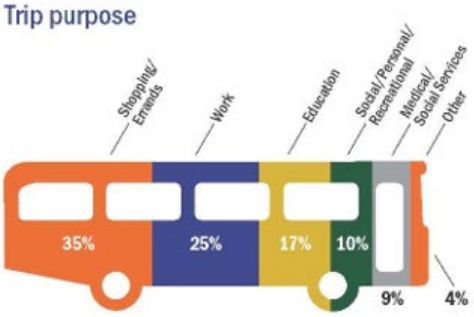


Length of time using the Corona Cruiser



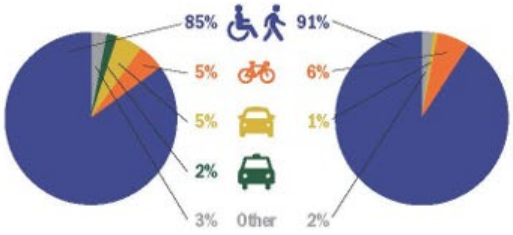
HOW DO THEY RIDE?

Trip purpose



Riders access the Corona Cruiser by

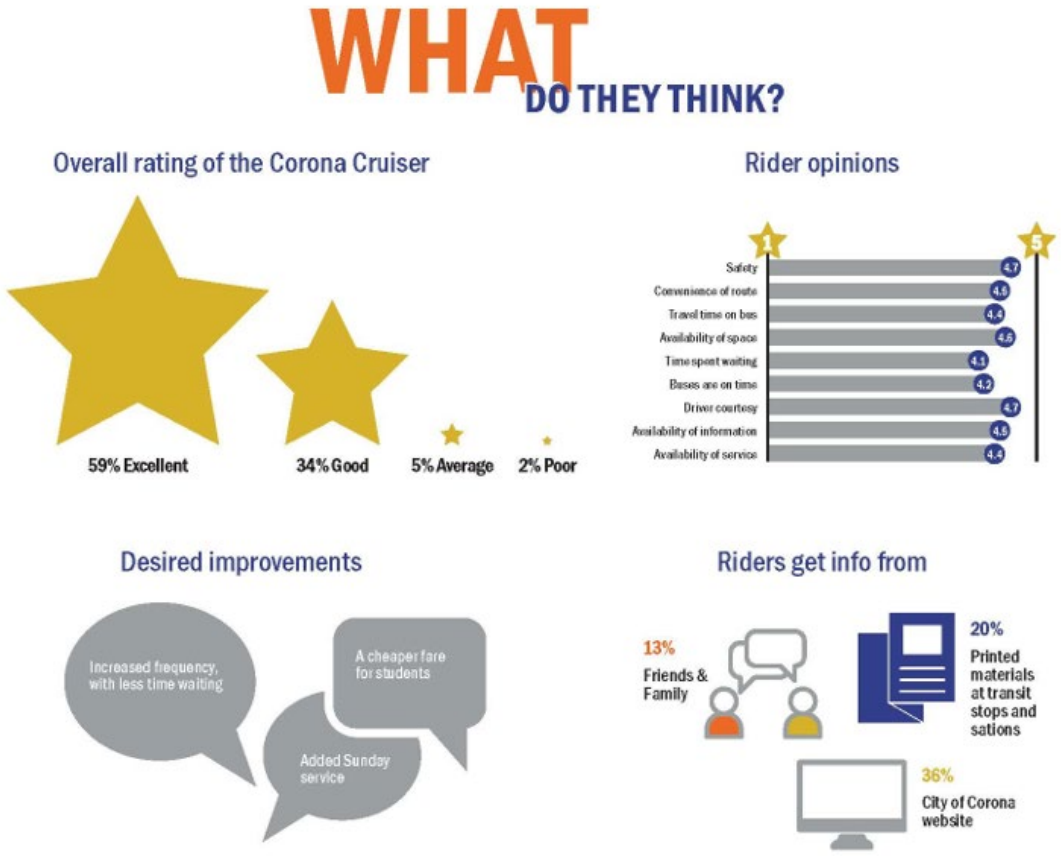
Trips completed by



How often they ride



29% 3-4 days a week
26% 5 days a week
23% 1-2 days a week
17% 6 days a week
3% Less than once a month
1% 1-2 days a month

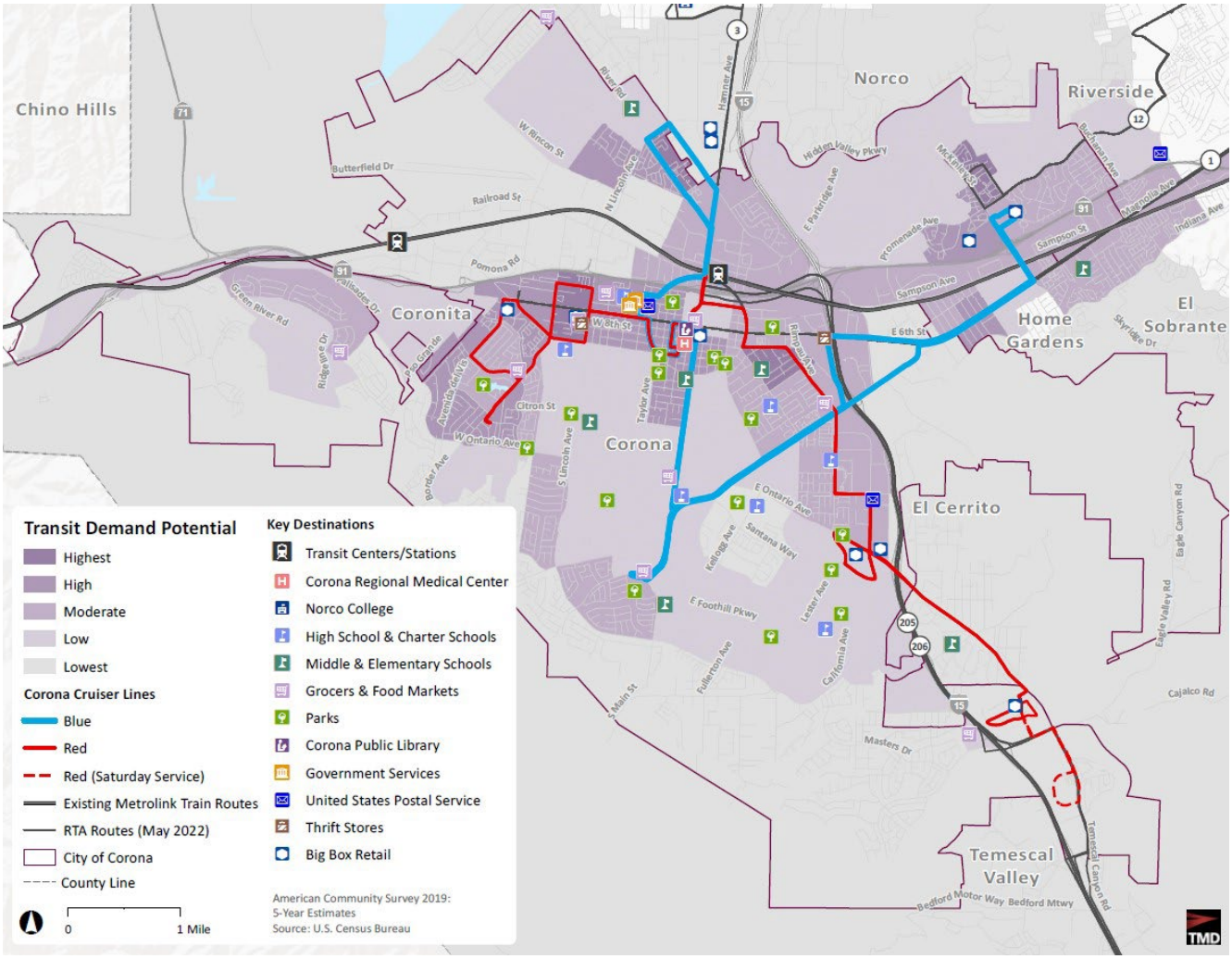


Transit Demand Potential

TMD performed a market analysis to help understand who in the community needs transit, and where and when they need it. They used indicators such as residential and job density, census demographics, profile of riders, community trip patterns and the shape of land use patterns and street networks to determine the transit demand potential in the City of Corona. While the current routes already provide service to many of the areas scoring high on the transit demand potential map, there are locations along the routes that do not have enough housing or employment density for public transit to perform well. These suggest various options for changes to the Corona Cruiser network including on-demand services and modifying the segments of the routes.

TMD used the travel demand modeling online platform Replica, which gathers anonymous location-based data from cellphone carriers, credit card processors, the U.S. Census Bureau and more, it is possible to compare the data collected in the Corona

Cruiser on-board survey with the origin-destination travel patterns for all trips that start and end within the City of Corona service area on an average day. These general community travel patterns reveal a few locations that the Corona Cruiser does not currently serve, including the areas immediately north of SR-91, both toward the North Corona and Downtown Corona areas. There are additional heavy travel patterns within smaller areas including in the neighborhoods of West and South Corona.



Goals of Service Alternatives

The following goals and objectives were identified to assist with developing service recommendations:

Objective 1 – Coverage

- Maintain coverage for the majority of existing riders.
- Expand access to more destinations.

- Enhance direct service to and from key shopping areas without requiring transfers (e.g., Citrus Village, Corona Village, Corona Town & Country, Corona Hills Plaza).
- Pilot a new microtransit service in areas presumed to be difficult to service effectively with fixed route service.

Objective 2 – Reliability

- Update schedules to improve service reliability.
- Improve frequency on productive corridors.

Objective 3 – Productivity

- Increase ridership through various service enhancements.
- Eliminate unproductive route deviations and streamline route alignments.

Objective 4 – Cost

- Provide services that are sustainable and within projected budget enhancement.

COA Recommendations

Based on the analysis of the routes, rider and community survey, transit demand potential, TMD recommended two scenarios with varied service enhancements in the following years for growth opportunities. These scenarios were presented to the City Council in November 2022, followed by public outreach events to seek input from the public and target populations such as seniors and students.

Of the two scenarios presented, scenario 2 was the preferred choice. TMD developed an implementation plan based on scenario 2, which included draft schedules and bus stop changes. The COA will provided a multi-year service expansion and/or restructuring plan that will included increased frequency and Sunday service after the initial implementation.

On August 6, 2023, the City Council approved Scenario Two (2) of the proposed service recommendation as outlined in the final report of the Comprehensive Operational Analysis. The final plan is available at Comprehensive Operation Analysis | City of Corona (coronaca.gov).

On August 6, 2025, City council awarded contract with Michael Baker International (MBI) for consulting services to provide technical assistance to carry out the activities outline in the COA final plan. MBI's core project tasks include the following:

1. Transit Planning and routing, including developing new route schedules, procuring micro transit software, marketing and public information, and service implementation.

2. Bus stop upgrades will include assessing existing bus stops, documenting their physical condition and compliance with ADA accessibility requirements, identifying and designing new bus stops, and developing bus stop standards to guide the assignment of amenities at bus stops.
3. Deployment of zero-emission bus technologies to comply with the California Air Resources Board (CARB) Innovative Clean Transit (ICT) Regulation.
4. Deployment of an Intelligent Transportation System (ITS) to modernize operations and enhance passenger experience.
5. Fleet procurement will include the purchase of replacement buses and new ADA-accessible vans for the micro transit program.

Zero Emission Bus Analysis and Rollout Plan

The California Air Resources Board (CARB) instituted the Innovative Clean Transit (ICT) regulation in December 2018. Per the regulation, all public transit agencies are required to develop the Zero Emission Bus (ZEB) Rollout Plan to deploy zero-emission buses by 2040. The ZEB rollout plan will provide a timeline and estimated cost for a phased transition to meet CARB's regulations. The development of the ZEB rollout plan for CCTS is being conducted through a joint collaboration with RCTC and the smaller transit agencies in Riverside County. RCTC awarded the contract to the Center for Transportation and the Environment (CTE) to develop the ZEB Rollout and Implementation Plans for the smaller transit agencies. On March 15, 2023, Corona Council approved mixed-fleet technology. CTE developed the rollout plan based on the approved technology. On June 7, 2023, the City Council adopted the rollout plan. The Plan received CARB approval on July 14, 2023. Activities related to the ZEB rollout are included in the professional consulting services as mentioned above.

Chapter 2 – Existing Service and Route Performance

2.1 Key Performance Indicators

The Riverside County Transportation Commission (RCTC) is the designated Regional Transportation Planning Agency (RTPA) with fiduciary and administrative oversight of transit operators in Riverside County. Each year, RCTC reviews and approves the Short-Range Transit Plan and allocates local, state, and federal funding. RCTC monitors performance that measures the effectiveness and efficiency of CCTS services. Over this chapter, you will see these measurements through Tables 2.0 - 2.3. These tables measure the current year's performance (FY 2025/26), the upcoming year's performance (FY 2026/27), performance by service (fixed-route and DAR), and performance by route (Red and Blue lines and DAR). The remaining components of Chapter 2 will explain what CCTS staff is doing to improve services, where major trip generators are located, and finally, any service changes that took place in FY 2025/26.

Table 2.0 provides a breakdown of all services by RCTC's performance metrics, including farebox recovery ratio in the current fiscal year. By statute, transit operators serving urban areas must recover a minimum of 20 percent of operating costs through fare revenue for fixed route and 10 percent for Dial-A-Ride Specialized Service. Table 2.0 provides a summary of Fare revenue, which includes passenger fares, interest on investments, advertising revenue, local contributions, and the proceeds from the sale of surplus vehicles. A farebox recovery ratio below the minimum requirement endangers the receipt of state funding. The farebox recovery ratio is a mandatory performance indicator.

Through the third quarter of this fiscal year (July 2025-March 2026), CCTS lags behind the mandatory farebox recovery ratio. However, Tables 2.0 – 2.2 do not include all of the approved legislative inclusions and exclusions in AB 149. At the end of the fiscal year, CCTS expects to meet the FFR by utilizing the inclusions and exclusions in AB149. LCTOP and federal funds will be used as local match, and DAR service will be excluded in the calculation to meet the FFR of 20% for fixed route.

If needed, the City contributes the difference to bridge the gap between fare revenue received throughout the year and the amount required to meet the farebox recovery ratio. The contribution of funds is made only after all revenues and expenses are reconciled following the close of the fiscal year.

Further, CCTS continued focusing on other areas of improvement, which include:

- Sanitization of buses and bus stop shelters and equipment
- Continue to provide hand sanitizer and masks on board the buses.
- Increased customer satisfaction by reducing the number of complaints.

- Timely repairs and preventive maintenance of revenue vehicles to reduce road calls and missed service.
- Increase on-time performance.

In addition, failure to meet other targets, such as subsidy per passenger/revenue hour/revenue mile are distorted due to total operating expenses including consulting services expenses relating to COA implementation and CIP projects. When reducing these expenses, the City is able to meet these targets.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review

City of Corona

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	181,055			
Passenger Miles	770,267			
Total Actual Vehicle Revenue Hours	28,820.0			
Total Actual Vehicle Revenue Miles	362,788.0			
Total Actual Vehicle Miles	407,413.0			
Total Operating Expenses	$3,945,326			
Total Passenger Fare Revenue	$85,650			
Net Operating Expenses	$3,859,676			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	9.77%	>= 15.00%	10.21%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$136.90	<= $122.34	$141.06	Fails to Meet Target
2. Subsidy Per Passenger	$21.32	>= $14.39 and <= $19.47	$20.36	Fails to Meet Target
3. Subsidy Per Passenger Mile	$5.01	>= $3.38 and <= $4.58	$4.80	Fails to Meet Target
4. Subsidy Per Hour	$133.92	>= $88.18 and <= $119.30	$126.66	Fails to Meet Target
5. Subsidy Per Mile	$10.64	>= $7.00 and <= $9.48	$10.47	Fails to Meet Target
6. Passengers Per Revenue Hour	6.28	>= 5.21 and <= 7.05	6.22	Meets Target
7. Passengers Per Revenue Mile	0.50	>= 0.42 and <= 0.56	0.51	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

2.2 SRTP Performance Report

Table 2.1, SRTP Performance Report, lists planned performance targets set by RCTC for FY 2026/27.

Table 2.1 indicates that CCTS fails to meet the farebox recovery ratio for FY 26/27. As previously noted, the farebox recovery ratio is:

- 10 percent for Specialized DAR, and
- 20 percent for fixed route.

For FY 2026/27, due to delay in LCTOP funding, Local Transportation Funds (LTF) are being used to subsidize the free fares for students, seniors, and persons with disabilities. However, passenger revenues reflected on in the table do not account for additional subsidized funding. In addition, as mentioned in section 2.0, CCTS intends to utilize the inclusions included in AB149 to assist with meeting the farebox recovery ratio. FY 2026/27 plan includes passenger fares, fare subsidy using LTF funds, and Federal Transit Administration funds as local funds. With the inclusion of LTF and FTA funds and the exclusion of specialized services, CCTS will be able to meet its farebox recovery ratio. If unable to meet the FFR using the inclusions, CCTS will utilize the General Fund to close any gaps in funding.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Corona

All Routes

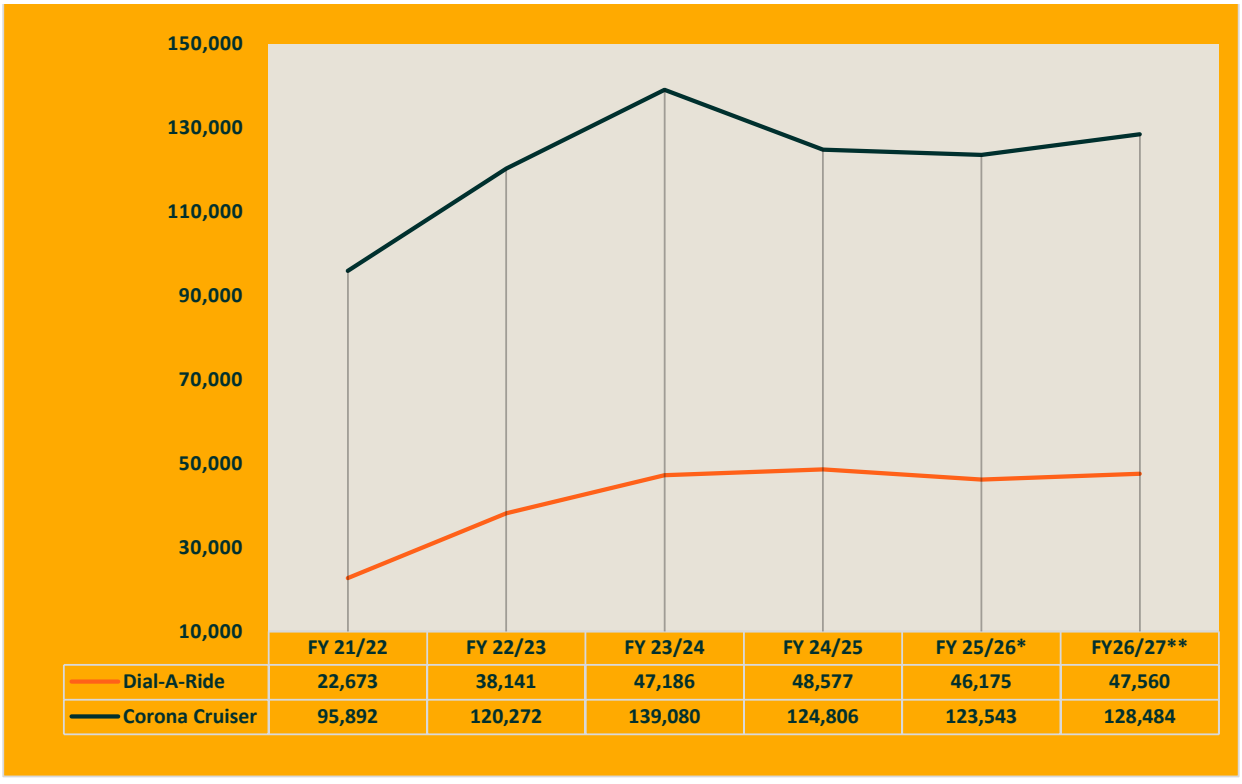
Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	173,383	127,288	176,507	None	
Passenger Miles	737,326	540,189	749,063	None	
Revenue Hours	28,397.8	20,460.5	29,253.0	None	
Total Hours	32,629.8	23,520.9	33,423.0	None	
Revenue Miles	355,865.0	247,444.0	356,053.0	None	
Total Miles	400,256.0	278,535.0	403,336.0	None	
Operating Costs	$3,443,779	$2,886,183	$4,143,399	None	
Passenger Revenue	$533,207	$294,595	$143,700	None	
Measure-A Revenue			$0	None	
LCTOP Revenue			$0	None	
Operating Subsidy	$2,910,572	$2,591,588	$3,999,699	None	
Operating Costs Per Revenue Hour	$121.27	$141.06	$141.64	<= $144.20	Meets Target
Operating Cost Per Revenue Mile	$9.68	$11.66	$11.64	None	
Operating Costs Per Passenger	$19.86	$22.67	$23.47	None	
Farebox Recovery Ratio	15.48%	10.21%	3.46%	>= 0.2	Fails to Meet Target
Subsidy Per Passenger	$16.79	$20.36	$22.66	>= $17.31 and <= $23.41	Meets Target
Subsidy Per Passenger Mile	$3.95	$4.80	$5.34	>= $4.08 and <= $5.52	Meets Target
Subsidy Per Revenue Hour	$102.49	$126.66	$136.73	>= $107.66 and <= $145.66	Meets Target
Subsidy Per Revenue Mile	$8.18	$10.47	$11.23	>= $8.90 and <= $12.04	Meets Target
Passengers Per Revenue Hour	6.11	6.22	6.03	>= 5.29 and <= 7.15	Meets Target
Passengers Per Revenue Mile	0.49	0.51	0.50	>= 0.43 and <= 0.59	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

2.3 SERVICE SUMMARY

Table 2.2 depicts the year-to-year performance data. For FY 2023/24, while the operating expenses are accurate, passenger fare revenues and the farebox recovery ratio are not reflected accurately. CCTS had met the farebox recovery ratio for the two audited periods in FY 23/24 & 24/25. CCTS is expected to meet its FFR for FY 2025/26 and FY 2026/27 using AB149 inclusions, which include LCTOP funds and federal funds as local match.

The graph below depicts passenger trips over the past five years. Systemwide ridership for FY 2025/26 is expected to decrease an estimated 2.1 percent (or ~3,700 riders) from the previous fiscal year. While, the COVID-19 pandemic had devastating impacts on ridership, the system has been recovering. Corona Cruiser had exceed pre-COVID ridership in FY 2023/24 and Dial-A-Ride was at 92% recover in FY 24/25. For FY 2025/26, systemwide ridership was projected to increase due to improving conditions, such as completion of McKinley project and continuation of fare subsidy, rather it has had the opposite effect. Therefore, based on the data for the past nine months, staff is being cautious about FY 2026/27 projections and is estimating a 4 percent increase in systemwide ridership.



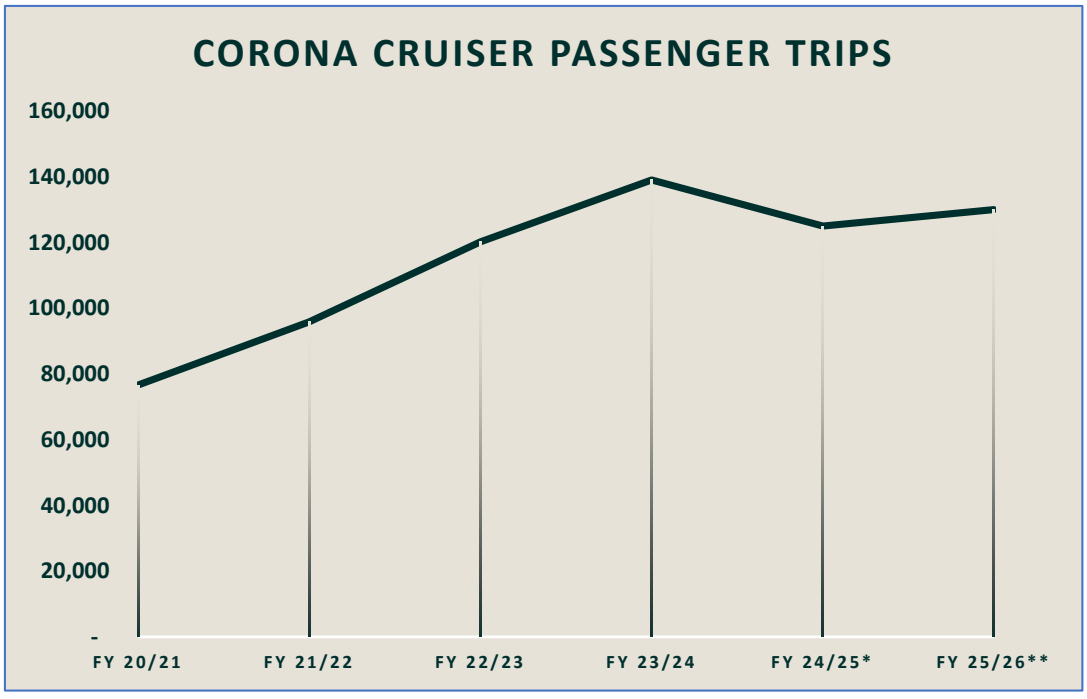
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26*	FY26/27**
Dial-A-Ride	22,673	38,141	47,186	48,577	46,175	47,560
Corona Cruiser	95,892	120,272	139,080	124,806	123,543	128,484

*** FY 2025/26 year-end estimate is based on data collected from July 2025-March 2026.**

**** FY 2026/27 projections are based on a 3% percent increase over estimated FY 2025/26 year-end totals.**

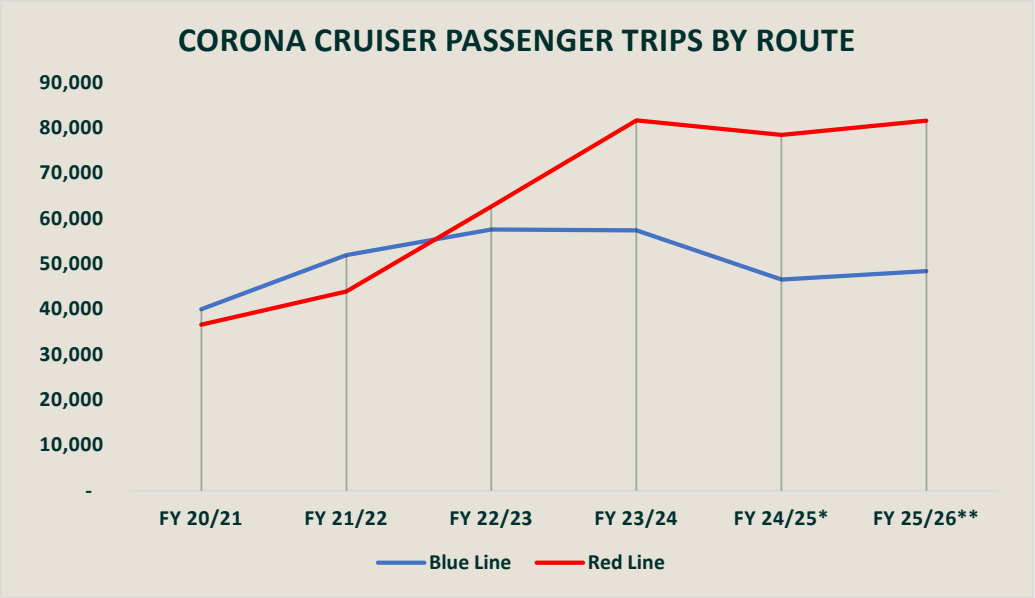
Corona Cruiser

CCTS operates the Cruiser along two fixed routes – the Blue Line and Red Line. The Cruiser totaled 124,806 passenger trips in FY 2024/25. Using the number of passenger trips recorded during the first nine months of FY 2025/26 as a basis for estimating year-end totals, passenger trips on the Corona Cruiser are projected to decrease by 1 percent, or an estimated 1,263 trips, compared to the previous fiscal year for a total of approximately 123,543 trips. As mentioned in the previous sections, the ongoing McKinley Grade Separation project and citywide pavement have impacted the Corona Cruiser service. Since completion of McKinley Grade Separation project, the detoured section of the Blue Line (around McKinley) was reinstated. This provided an opportunity to regain some of the lost riders and saw 7 percent increase on the Blue Line. Unfortunately, the increase on the Blue Line was offset by decrease on the Red Line by 6 percent. The decrease on the Red Line is due to ongoing pavement project which affected multiple segments on this route. These activities have caused disruptions in the service, including the inability to service some of the major bus stops. To assist with ridership increase, the City will continue to offer the fare subsidy program through the end of FY2026/27. Therefore, staff is optimistic and cautiously projecting a 4 percent increase in ridership. See the graphs below and the following page of passenger trends by route.



* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

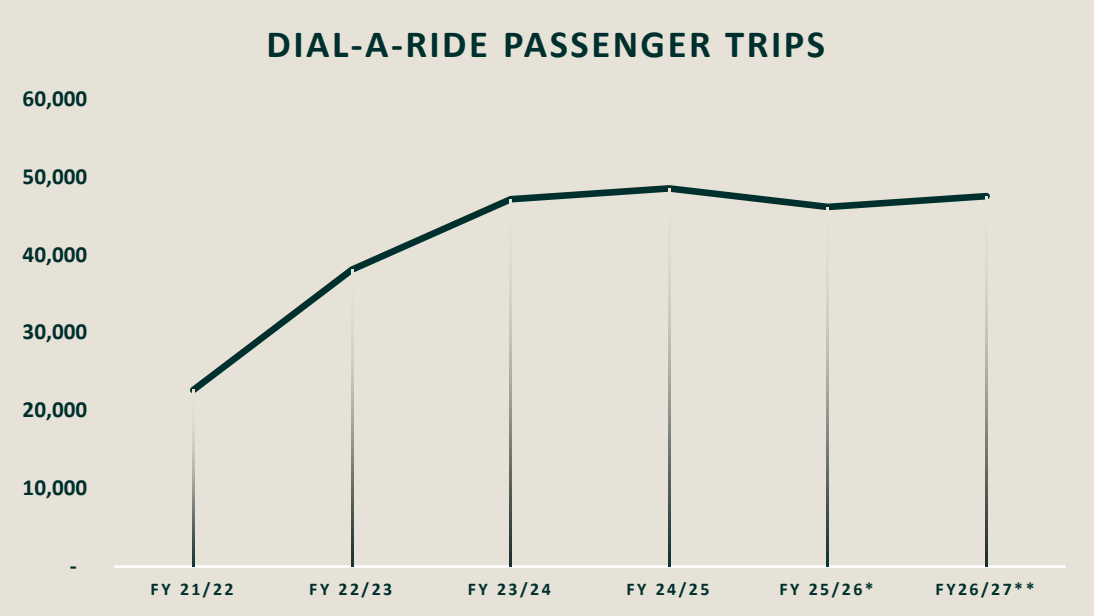


* FY 2024/25 year-end estimate is based on data collected from July 2024-March 2025.

** FY 2025/26 projections are based on a 4% percent increase over estimated FY 2024/25 year-end totals.

Dial-A-Ride

Dial-A-Ride provided 48,577 passenger trips in FY 2024/25. Using data collected from the first nine months of FY 2025/26 as a basis for estimating year-end totals, passenger trips are estimated to decrease by 5 percent, or 2,402 trips, as compared to FY 2024/25. Staff is evaluating the reasons for the decrease in ridership and believes it's a combination of reduced adult day care trips, increased on-board trip time, and reduced trips for doctor's appointments due to availability of online/phone appointments. Still staff is optimistic and is projecting a modest increase of 4% for FY 2026/27 based on increased marketing efforts, free fare program and elimination of the Dial-A-Ride application to streamline the qualification process.



* FY 2025/26 year-end estimate is based on data collected from July 2025-March 2026.

** FY 2026/27 projections are based on a 4% increase over estimated FY 2025/26 year-end totals.

Productivity Measures

Productivity on the Corona Cruiser is expected to decline in FY 25/26 as a result of decreased ridership as mentioned in the prior section but is projected to see a slight increase in FY 26/27. DAR, though, while ridership is expected to decline, the overall productivity is expected to increase in FY 25/26. However, for FY 26/27, DAR is expecting to see a decrease in productivity due to a modest projection of increased ridership, but higher revenue hours that are based on the contract. However, FY 26/27 yearend may yield a higher productivity as it will reflect actual revenue hours operated.

Staff will continue to monitor the service, however freeway lane reductions and ramp closures, local street and lane closures, detours, and the movement of heavy equipment all increase congestion and impact traffic flow, which slows buses. Slower speeds result in longer duration trips, thereby impacting productivity. Staff will continue to take measures to improve service which includes continuing the fare subsidy program, educating public by participating in events and workshop, timely notifications to riders about changes.

Mode	Productivity Measure	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26*	FY 26/27**
Corona Cruiser	Passengers per revenue hour	5.30	6.66	8.34	9.72	8.72	8.64	8.71
	Passengers per revenue mile	0.46	0.57	0.66	0.76	0.69	0.72	0.72
Dial-A-Ride	Passengers per revenue hour	2.11	2.82	3.29	3.37	3.44	3.56	3.31
	Passengers per revenue mile	0.16	0.21	0.26	0.27	0.28	0.29	0.27

***FY 2025/26 performance is measured based on estimates covering the period July 2025 through March 2026.**

****FY 2026/27 performance is measured based on FY 2025/26 estimated year-end total with a 4 percent increase.**

Performance Measure	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26 Yearend Estimate*	FY 2026/27 Planned
System-wide Passenger Trips	90,031	118,565	158,413	186,266	173,383	169,717	176,506
Cost per Service Hour	$91.33	$96.21	$103.22	$106.78	$121.13	$136.91	$141.64

***Estimate based on all expenses (including operations contract cost and fuel) up to the quarter ending March 2026.**

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Corona -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	3	3	13	3	16
Financial Data					
Total Operating Expenses	$3,024,931	$3,443,779	$3,945,326	$2,886,183	$4,143,399
Total Passenger Fare Revenue	$446,975	$533,207	$385,650	$294,595	$143,700
Net Operating Expenses (Subsidies)	$2,577,956	$2,910,572	$3,859,676	$2,591,588	$3,999,699
Operating Characteristics					
Unlinked Passenger Trips	186,266	173,383	181,055	127,288	176,507
Passenger Miles	786,712	737,326	770,267	540,189	749,063
Total Actual Vehicle Revenue Hours (a)	28,328.2	28,397.8	28,820.0	20,460.5	29,253.0
Total Actual Vehicle Revenue Miles (b)	359,002.0	355,865.0	362,788.0	247,444.0	356,053.0
Total Actual Vehicle Miles	403,689.0	400,256.0	407,413.0	278,535.0	403,336.0
Performance Characteristics					
Operating Cost per Revenue Hour	$106.78	$121.27	$136.90	$141.06	$141.64
Farebox Recovery Ratio	14.78%	15.48%	9.77%	10.21%	3.46%
Subsidy per Passenger	$13.84	$16.79	$21.32	$20.36	$22.66
Subsidy per Passenger Mile	$3.28	$3.95	$5.01	$4.80	$5.34
Subsidy per Revenue Hour (a)	$91.00	$102.49	$133.92	$126.66	$136.73
Subsidy per Revenue Mile (b)	$7.18	$8.18	$10.64	$10.47	$11.23
Passenger per Revenue Hour (a)	6.6	6.1	6.3	6.2	6.0
Passenger per Revenue Mile (b)	0.52	0.49	0.50	0.51	0.50

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 SERVICE PERFORMANCE

Table 2.3 on the following two pages lists various detailed performance metrics by route for planned FY2026/27. See the above sections regarding the route-by-route breakdown of these services.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
COR-BLUE	All Days	2	51,343	202,804	7,316	7,953	88,017	93,683	$1,072,651	$66,058	$0	$0
COR-DAR	All Days	9	48,022	241,549	14,500	17,298	176,864	209,955	$1,980,499	$10,500	$0	$0
COR-RED	All Days	5	77,142	304,710	7,437	8,172	91,172	99,698	$1,090,249	$67,142	$0	$0
		16	176,507	749,063	29,253	33,423	356,053	403,336	$4,143,399	$143,700	$0	$0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Corona -- 3

FY 2026/27

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
COR-BLUE	All Days	$1,006,593	$146.62	$12.19	$20.89	6.15%	$19.61	$4.96	$137.59	$11.44	7.02	0.58
COR-DAR	All Days	$1,969,999	$136.59	$11.20	$41.24	0.53%	$41.02	$8.16	$135.86	$11.14	3.31	0.27
COR-RED	All Days	$1,023,107	$146.60	$11.96	$14.13	6.15%	$13.26	$3.36	$137.57	$11.22	10.37	0.85
		$3,999,699	$141.64	$11.64	$23.47	3.46%	$22.66	$5.34	$136.73	$11.23	6.03	0.50

2.5 Productivity Improvement Efforts

CCTS staff will continue to focus on improving the overall service monitoring, improving key performance metrics such as passengers per revenue hour and farebox recovery, and improving performance metrics, including reviewing the operation to ensure established standards are met. The staff holds the contractor responsible for various performance standards pursuant to the contract. Some of these standards include:

- On-time performance.
- Customer service experience.
- ADA compliance standards.
- Fleet maintenance.
- Maintenance of bus stop area and equipment.

As mentioned in section 1.9, CCTS conducted the Comprehensive Operation Analysis (COA) of the fixed route system to determine underperforming stops and service expansion. As a result of the approved service improvements, the program will undergo revisions and modifications to all aspects of the transit operations. Service improvements will include restructuring of the current two routes to three small routes and the addition of two micro transit zones with ten key destinations or transfer points.

The adopted COA implementation plan included a draft of the schedules and stops based on the proposal of new service. CCTS has brought consultant on board to assist and develop the strategic approach necessary to execute the implementation of activities and tasks outlined in the Final Plan. Consulting services is providing support of needs ranging from program development and planning to project identification, project development, and system operations.

For the time being, CCTS will continue to implement its fare subsidy program to entice riders and focus on improving the customer service experience.

The abovementioned approach to reviewing standards, performing a study, and revising the schedule is intended to improve ridership, productivity, and farebox recovery.

2.6 Major Trip Generators

Based on the recent service assessment performed as part of the Comprehensive Operations Analysis, the majority of boardings occur at the River Run Apartments in North Corona, as well as on two locations on the Blue Line: Magnolia Avenue at Rimpau Avenue and McKinley Street at Walmart. The stops with the next highest number of boardings is located in South Corona near El Cerrito Middle School at Temescal Canyon Road at Envoy Avenue. These suggest a few common use cases for the Corona Cruiser: trips

from densely populated residential areas where there are apartment complexes, trips from school, and trips to shopping and employment centers. These are not common regional transfer locations, suggesting that Corona Cruiser passengers are mostly traveling locally within city limits.

Additional stops with higher ridership are located near shopping areas (Main Street & Parkridge Avenue, Target at Cajalco Road, Magnolia Avenue & McKinley Street, etc.), Downtown Corona (Main Street & Sixth Street at Corona Library), and local high schools (Centennial High School).

2.7 Recent Service Changes

CCTS has not implemented any service changes during FY 2025/26. While requests have been received to provide service in different parts of the City, changes will be guided based on the approved COA Plan. However, the Blue Line detour due to McKinley project has been reinstated.

Chapter 3 – Future Service Plans, Fare Changes, Capital Planning and Marketing

3.1 Planned Service Changes

CCTS has plans for service changes as outlined in the approved COA Plan. As mentioned in section 1.9, the COA recommendations were adopted by City Council.

The following services changes are planned for the next few years:

Service	Current	1-3 years	3-10 years
Fixed Routes	2 routes	3 routes	3 routes
Service Frequency	60-70 minutes	60 minutes	30 minutes
Span of Service (Weekday)	6:30am-7:09	Same	Increase span
Span of Service (Saturday)	9:00am-5:00pm	Same	Increase span
Sunday Service	Not available	Not available	Yes
Microtransit	Not available	Yes	Yes

Dial-A-Ride service will continue to operate the same days and hours as fixed route service.

The above changes will reflect restructuring of the current service to encompass the following:

- Extend transit service to areas not currently served;
  - Green River Road vicinity (northwest area of the City)
  - South Corona to connect this area to North Corona
  - Northwest Corona along promenade
  - Reinstate service at Vintage Terrace Senior Apartments
  - Extending Redline to Dos Lagos on weekdays and/or during holidays/summer
- Bus stop consolidation
- Added service for City events, weekend transit to trails, parks, civic facilities loop service.
- Expansion or restructuring of service area to provide improved inter-city integration and improved interconnectivity with Riverside Transit Agency and Metrolink service plan, along with expansion into adjacent neighborhoods, such as;
  - Service to/from City of Corona to John F. Kennedy High and Norco College in City of Norco

- Frequent service to/from the Corona Transit Center to increase connections with Metrolink and RTA
- Service to the West Corona Metrolink Station.

Service improvements will include route alignments, schedules, headways, hours of service, areas served, interlines, time points, traffic considerations, estimates of cost and schedules for implementation, and bus stop locations.

As mentioned previously, council awarded Michael Baker International a contract to assist with implementing the services changes. The services changes are expected to be implemented late 2027or FY 2027/28 with the goal for microtransit late FY 26/27.

3.2 Marketing Plans and Promotion

The CCTS staff is continuously looking for strategies to increase ridership and increase awareness of Corona Transit services. These marketing strategies include:

- *Bus Shelter Program* – CCTS plans to replace existing advertising shelters at 20-25 bus stops. Shelters provide bus patrons with relief from the sun during hot days and protection from rain during inclement weather. These shelters will feature two panels for advertising, a bench, an area for a person with a mobility device/wheelchair, and solar-powered security lighting. These new shelters will act as a destination for bus passengers and as an ambassador as to how public transit can beautify a neighborhood and function as a marketing tool inviting motorists to try public transit.

- *Poetry and Art on the Bus Program* – in cooperation with Centennial High and Corona High, CCTS continues to conduct poetry and art contests, inviting students to submit original poetry and artwork to be displayed on the interior of Cruiser buses. Selected poems and artwork are rotated each month. The program works as an outreach effort and marketing campaign at high schools while providing a creative outlet for students. Cruiser patrons are rewarded with expressive, introspective, and entertaining poems to read and artwork to ponder during their time on the bus. This program was canceled during FY 2020/21 due to COVID-19. While this program was expected to continue during FY 2022/23, competing priorities have made it difficult to restart this program.

- *Free Fare Program* –CCTS plans to establish an on-going reduced and free fare program. Offering various free fare programs allows the riders to experience the service with little to no cost to them with the intent the rider will continue to use the service. CCTS received approval to utilize FY 2022/23 LCTOP funds for the

following three-year fare subsidy program which started on October 1, 2023 and ending June 30, 2026:

- Free fares for students on Corona Cruiser
- Free fares for seniors and persons with disabilities on Corona Cruiser and Dial-A-Ride
- Reduced fare of $1.00 for the general public on Corona Cruiser.

This program will continue through June 30, 2028 as outlined in Section 1.5.

- *Countywide Free Fare Days* – Participate in the following countywide free fare days
  - Car Free Day - September 22, 2026
  - California Clean Air Day – October 7, 2026
  - Rideshare Week – October 5-9 2026
  - Election Day - November 3, 2026
  - Veterans Day - November 11, 2026
  - New Year's Eve – December 31, 2026
  - Transit Equity Day - February 4, 2027
  - Earth Day - April 22, 2027
  - Dump the Pump Day - June 17, 2027
- *Community Service Events* – CCTS and contractor staff will participate in community events to inform attendees of those events about available transit services.
- *Updated Schedule* – A new, reliable schedule, combined the completion of constructions projects, and upgrades in passenger amenities should go a long way in gaining back passengers that may have left the system for more reliable transportation alternatives.
- *Social Media* – Use of social media such as Facebook, Twitter etc. to market transit services available and to update the public with ongoing changes.
- *Customer Satisfaction Survey* – On-going solicitation of customer feedback to increase rider satisfaction as well as conduct an annual rider survey.
- *Target Outreach* – Continue building and expanding partnership with Senior living facilities and service providers, schools, churches, chamber of commerce, etc.

The above strategies will assist CCTS in regaining ridership.

3.3 Projected Ridership Growth

For FY 2025/26, CCTS is projecting a decrease in ridership based on data for 3rd quarter of FY 2025/26. An estimated 2.1 percent decrease is expected compared to the previous year. However, staff is optimistic that ridership will bounce back as Staff utilizes the marketing strategies outlined in Section 3.2 in an effort to increase ridership. Further, CCTS will continue to explore options that address service attributes to attract new ridership while retaining the existing riders. Therefore, staff anticipates a 4 percent increase in ridership for FY 2026/27.

3.4 Proposed Fare Structure Changes

On August 16, 2023, the City Council approved the new fare structure as part of the adoption of the service recommendations. The fares were evaluated through a comprehensive operations analysis to keep in line with RTA's fare structure. See Section 1.5 for details.

Therefore, CCTS is not planning another fare structure change at this time.

3.5 Capital Improvement Planning

FY 2026/27 capital project includes funding for bus stop improvements and replacement buses. These projects are classified under the following category: Transit Shelters and Amenities and Revenue Vehicle Purchases

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.

- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.
- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

In addition to the fund request in FY 2026/27, additional funding is available from prior open projects. See the table in Section 4.4, Open Projects.

REVENUE VEHICLE PURCHASES

Replacement Buses

Purchase replacement fixed route buses. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule. This project will replace

five (5) seven (7) 2016 buses. These buses have a useful life of twelve years or a minimum of 500k miles, whichever comes first. These buses will reach their useful life in February 2028.

TABLE 3 – CCTS FY 2026/27 HIGHLIGHTS

Operations

- Plan for implementation of the recommendations from the Comprehensive Operational Analysis by bringing a consultant on board to assist with the activities outlined in the final plan.
- Onboarding of additional staff who will assist with day-to-day operations, as well as data analysis and grant reporting.
- Improve Fixed Route Service
    - Adjust the Corona Cruiser bus schedule to reflect actual trip times.
    - Establish an Reduced and Free Fare Program
    - Increase Ridership
- Improve Dial-A-Ride Services
    - Reduce onboard(excessive) time for riders
    - Establish an ADA Subscription Services Policy
- Work with the City's contract transportation operator to improve:
    - Operations of Corona Cruiser and Dial-A-Ride service;
    - Bus maintenance and cleanliness/maintenance of bus stops; and
    - Monitoring and verifying contractor performance.
    - Improve On-Time Performance
- Continue monthly field inspections of all transit operations, i.e., inspect bus stops, buses, control/dispatch center, etc.
- Continue biweekly meetings with transit Contractor for updates on operations, safety, staff training, procedures, etc.

Capital Projects

- Intelligent Transportation System
- Bus Stop Improvement Project

- Purchase of ADA Accessible Van
- Digital Mobile Land Communication System
- Canopy/roof structure for the Bus Parking Area
- Replacement Buses
- CNG Fueling Station Upgrade
- ZEB Infrastructure:
    - Battery Electric Charging Station
    - Hydrogen Fueling Station

Chapter 4 – Financial Planning

4.1 Operating and Capital Budget for FY 26/27

Operating Budget

To continue to provide Corona Cruiser fixed route and Dial-A-Ride service, CCTS is proposing an operating budget of $4.14 million for FY 2026/27, representing a 5 percent increase ($198,073) over the current year's FY 2025/26 planned budget. The operating budget, as depicted in the table on the following page, is distributed among the following four categories:

- Contracted Services: At 80 percent, contracted services constitute the largest component of the budget. These expenses represent purchased transportation services for Dial-A-Ride and Corona Cruiser, and consulting services. Contracted expenses increased by .6 percent to account for year-to-year cost increases for transit operations. This line item also includes $200,000 budget towards consulting services. Consulting services will assist with a myriad of projects, including service planning and implementation as well as multiple capital projects.
- Salaries and Benefits: Expenses include wages, fringe benefits (pension, medical, workers' compensation), and OPEB expenses for post-employment benefits. This expense accounts for 12 percent of the budget and with 47.4 percent increase in the budget line item to account for the year-to-year increase in wages, and increased costs for opeb , retirement and health insurance.
- Materials, Marketing, and Utilities: These expenses account for 3 percent of the budget and include printing and publications, advertising, Routematch Dispatching software, utilities, office supplies, minor office equipment, translation services, and administrative/ITS support services. This line item represents a 23.5 percent increase in budget due to marketing efforts and public information for services changes.
- Fuel: These expenses account for 5 percent of the total budget but has been offset by a 5 percent decrease to account for reduction in fuel cost for Dial-A-Ride

Budget by Category and Mode

Category	Mode	FY 2025/26 SRTP	FY 2026/27 Plan	Variance	
				$	%
Salaries & Benefits					
	Dial-A-Ride	$ 175,010	$ 229,525	$ 54,515	31.1%
	Fixed Route	$ 167,640	$ 275,398	$ 107,758	64.3%
	Subtotal	**$ 342,650**	**$ 504,923**	**$ 162,273**	**47.4%**
Materials, Marketing and Utilities					
	Dial-A-Ride	$ 60,918	$ 66,724	$ 5,806	9.5%
	Fixed Route	$ 46,836	$ 66,307	$ 19,471	41.6%
	Subtotal	**$ 107,754**	**$ 133,031**	**$ 25,277**	23.5%
Fuel					
	Dial-A-Ride	$ 100,000	$ 90,000	$ (10,000)	-10.0%
	Fixed Route	$ 100,000	$ 100,000	$ -	0.0%
	Subtotal	**$ 200,000**	**$ 190,000**	**$ (10,000)**	**-5.0%**
Contracted Services					
	Dial-A-Ride	$ 1,634,510	$ 1,594,250	$ (40,260)	-2.5%
	Fixed Route	$ 1,660,412	$ 1,721,195	$ 60,783	3.7%
	Subtotal	**$ 3,294,922**	**$ 3,315,445**	**$ 20,523**	**0.6%**
Total					
	Dial-A-Ride	$ 1,970,438	$ 1,980,499	$ 10,061	0.5%
	Fixed Route	$ 1,974,888	$ 2,162,900	$ 188,012	9.5%
	Total	**$ 3,945,326**	**$ 4,143,399**	**$ 198,073**	**5.0%**

For FY 2026/27, CCTS is proposing a funding plan that includes Local Transportation Funds (LTF), Federal Transit Administration (FTA) Section 5307 funds, State of Good Repair (SGR prior year funds), AB2766 funds and revenues generated by passenger fares, bus shelter advertising, and local funds.

Capital Budget

CCTS is requesting capital funds for the following projects:

- Bus Stop Improvements
- Replacement of Fixed Route Buses

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities. Funds requested for this project in FY 2026/27 includes STA and SGR funds. See detailed information about this project in Section 4.4 Open Projects.

Fixed Route Replacement Buses

Purchase replacement fixed route buses. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule. This project will replace five (5) seven (7) 2016 buses. These buses have a useful life of twelve years or a minimum of 500k miles, whichever comes first. These buses will reach their useful life in February 2028. FTA Section 5307 and STA funds are being programmed for this project.

In addition, staff will utilize funding from prior approved SRTP projects for capital projects planned for FY 26/27. See section 4.4 for list of open projects.

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	5339 RS	AB 2766	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Capital Cost of Contracting - Dial-A-Ride -	$617,700	$494,160							$123,540							
Capital Cost of Contracting - Fixed Route -	$628,478	$502,782							$125,696							
Corona Cruiser Operating -	$1,534,422	$464,400	$0	$25,000	$80,200	$0	$0	$0	$936,822	$28,000						
Corona Dial-A-Ride Operating -	$1,362,799	$464,400			$500				$887,899	$10,000						
Sub-total Operating	$4,143,399	$1,925,742	$0	$25,000	$80,700	$0	$0	$0	$2,073,957	$38,000	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	5307 RS	5339 RS	AB 2766	FARE	LCTOP OB	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314		
Bus Stop Improvements - 27-1	$1,500,000										$109,835	$5,165	$1,350,131	$34,869		
Fixed Route Replacement Buses - 27-2	$3,190,000	$600,000							$0				$2,590,000			
Sub-total Capital	$4,690,000	$600,000	$0	$0	$0	$0	$0	$0	$0	$0	$109,835	$5,165	$3,940,131	$34,869		
Total Operating & Capital	$8,833,399	$2,525,742	$0	$25,000	$80,700	$0	$0	$0	$2,073,957	$38,000	$109,835	$5,165	$3,940,131	$34,869		

FY 2026/27 Projected Funding Details

5307 RS	$1,925,742
5339 RS	$0
AB 2766	$25,000
FARE	$80,700
LCTOP OB	$0
LCTOP PUC99313	$0
LCTOP PUC99314	$0
LTF	$2,073,957
OTHR LCL	$38,000
Total Estimated Operating Funding Request	$4,143,399
5307 RS	$600,000
LTF	$0
SGR PUC99313	$109,835
SGR PUC99314	$5,165
STA PUC99313	$3,940,131
STA PUC99314	$34,869
Total Estimated Capital Funding Request	$4,690,000
Total Funding Request	**$8,833,399**

TABLE 4A – CAPITAL PROJECT JUSTIFICATION

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-1

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: The Corona Cruiser serves 185 bus stops along two routes – the Red and Blue Lines. This project will provide funding to improve ADA accessibility, maintain bus stop furniture and equipment in a proper and safe manner and provide funding to place additional stops as demand warrants. This transit enhancement project will entail the purchase and installation of new and/or replacement bus stop amenities to improve accessibility and/or removing barriers to accessibility. Project funding will enable the purchase of bus stop shelters, benches, solar lighting, bus stop signage, trash receptacles and bus stop post mounted lights. This project is a multi-year/on-going activity.

Project Justification: Bus stop shelters provide patrons with shelter during inclement weather and shaded respite from the sun. Shelters also provide lighting for convenience and enhanced passenger safety.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$109,835
SGR PUC99314	FY 2026/27	$5,165
STA PUC99313	FY 2026/27	$1,350,131
STA PUC99314	FY 2026/27	$34,869
Total		$1,500,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		21-2	Open
		24-3	
		25-3	
		26-04	

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FY 2026/27 SRTP

City of Corona

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-2

FTIP No: Not Assigned - New Project

Project Name: Fixed Route Replacement Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Purchase five (5) replacement Compressed Natural Gas buses for fixed route service.

Project Justification: City of Corona Transit Service put seven (7) fixed route buses in service in 2016. Pursuant to the Federal Transit Administration, these buses have a useful life of twelve (12) years or a minimum 500k miles, whichever comes first. These buses will reach their useful life in February of 2028. Timely replacement of buses is necessary to ensure system's efficiency and reliability. This project will replace five of the seven buses, whereas the remaining two buses will utilize different fund sources as they must be zero emission buses.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2026/27	$600,000
STA PUC99313	FY 2026/27	$2,590,000
Total		$3,190,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

TABLE 4B – FAREBOX REVENUE CALCULATION

(Consistent with Riverside County Transportation Commission Farebox Recovery Policy)

Farebox Recovery Ratio Revenues	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26 Yearend	FY 2026/27 Planned
Passenger Fares	$32,070	$37,099	$41,643	$42,998	$80,700
Interest Income	$14,314	$28,962	$11,314	$0	$0
General Fund Contribution	$0	$0	$0	$0	$0
Measure A	$0	$0	$0	$0	$0
Passenger Shelter Advertising Revenue	$9,742	$8,000	$8,556	$6,018	$8,000
Gain on Sale of Capital Assets	$0	$0	$0	$0	$0
CNG Revenues	$0	$0	$0	$0	$0
Lease / Other Revenue	$0	$0	$0	$0	$0
Federal	$198,136	$71,330	$108,625	$171,389	$192,810
LCTOP/LTF	$205,600	$262,374	$292,985	$278,879	$277,000
Investment Income	$0	$0	$0	$0	$0
Fare Revenues from Exempt Routes	$0	$0	$0	$0	$0
Other Revenues*	$52,368	$39,211	$70,085	$60,960	$63,000
Total Farebox Revenues	$512,230	$446,976	$533,208	$560,244	$621,510
Total Operating Expense	$2,685,728	$3,024,931	$3,443,779	$3,734,958	$4,143,399
Farebox Recovery Ratio**	19%	15%	15%	15%	15%

***Includes Corona Medical Regional Center contribution, AB2766 Fare subsidy and contractor penalties.**

**** Farebox recover ratio requirement is based on a system-wide blended rate of 15% (10% for DAR Specialized Service and 20% for Corona Cruiser fixed route service. Utilizing FTA funds as local funds for farebox recovery.**

4.2 Funding Plans to Support Planned Operating and Capital Program (FY27/28 & FY28/29)

Operating Program

CCTS funding plan to support FY 2027/28 and FY 2028/29 includes:

- Local Transportation Funds (LTF)
- FTA Section 5307 funds
- State of Good Repair
- Low Carbon Transit Operations Program (LCTOP)
- Passenger Fare revenues
- AB2766 funds
- Bus shelter advertising
- General funds to close the funding gap in order to meet the farebox recovery ratio, and other local funds.

Operating costs for FY 2027/28 is expected to increase by 28% due to award of new transit operations contract. FY 2026/27 will be the final year of the current contract with operator MV Transportation. With the solicitation of a new contract, it is estimated the contract could increase by at least 15%. In addition, FY 2027/28 accounts for microtransit costs. Thereby, FY 2028/29 is expected to increase an estimate 3% over FY 2027/28 operating costs.

Capital Program

Capital program funds supporting FY 2027/28 and FY 2028/29 will include FTA sections 5307 & 5339, State Transit Assistance (STA), State of Good Repair, and SB125 TIRCP and ZETCP for prior approved projects and current requests.

Table 4.1 - Summary of Funding Requests - FY 2027/28

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating -	$3,090,467	$1,277,752	$5,000	$82,300	$110,950	$7,500	$1,578,965	$28,000								
Corona Dial-A-Ride Operating -	$2,203,496	$1,032,684		$550	$166,860		$993,402	$10,000								
Sub-total Operating	$5,293,963	$2,310,436	$5,000	$82,850	$277,810	$7,500	$2,572,367	$38,000								

Capital

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	$5,293,963	$2,310,436	$5,000	$82,850	$277,810	$7,500	$2,572,367	$38,000								

FY 2027/28 Projected Funding Details

5307 RS	$2,310,436
AB 2766	$5,000
FARE	$82,850
LCTOP PUC99313	$277,810
LCTOP PUC99314	$7,500
LTF	$2,572,367
OTHR LCL	$38,000
Total Estimated Operating Funding Request	$5,293,963
Total Funding Request	**$5,293,963**

Table 4.2 - Summary of Funding Requests - FY 2028/29

City of Corona

Original

Operating

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
Corona Cruiser Operating -	$3,175,969	$1,318,419	$5,000	$84,463	$114,504	$7,500	$1,618,083	$28,000								
Dial-A-Ride Operating -	$2,280,417	$1,061,098		$550	$171,866		$1,036,903	$10,000								
Sub-total Operating	$5,456,386	$2,379,517	$5,000	$85,013	$286,370	$7,500	$2,654,986	$38,000								

Capital

Project	Total Amount of Funds	5307 RS	AB 2766	FARE	LCTOP PUC99313	LCTOP PUC99314	LTF	OTHR LCL								
No Capital Projects																
Total Operating & Capital	$5,456,386	$2,379,517	$5,000	$85,013	$286,370	$7,500	$2,654,986	$38,000								

FY 2028/29 Projected Funding Details

5307 RS	$2,379,517
AB 2766	$5,000
FARE	$85,013
LCTOP PUC99313	$286,370
LCTOP PUC99314	$7,500
LTF	$2,654,986
OTHR LCL	$38,000
Total Estimated Operating Funding Request	$5,456,386
Total Funding Request	**$5,456,386**

4.3 Regulatory and Compliance Requirements

Half Fare During Non-Peak Hours

According to federal statute, transit operators must allow 1) elderly persons, 2) persons with disabilities, and 3) Medicare card holders to ride fixed route service during off-peak hours for a fare that is not more than one-half the base fare charged to other persons during peak hours. The base fare for Cruiser service is $1.75 during peak and non-peak hours. The fare for an elderly person (60+), a person with disabilities, and Medicare cardholders is $0.75 throughout the service day.

Americans with Disabilities Act (ADA)

The Americans with Disability Act requires that complementary paratransit service be available to ADA-certified persons during the same hours and days of operation available to fixed route passengers. Complementary paratransit service must be provided within ¾ of a mile corridor from each side of a fixed route. CCTS operates Dial-A-Ride service that extends beyond the ¾ mile corridor to the city limits, into the county areas of Coronita, El Cerrito, and Home Gardens, as well as satellite locations in the City of Norco (Department of Motor Vehicles, Department of Public Social Services and Norco College). ADA-certified passengers receive priority. As such, CCTS maintains zero denials for ADA-certified passengers.

Provision of Service – ADA complementary paratransit must be provided to an ADA eligible individual, including those with temporary eligibility, a Personal Care Attendant (PCA) if necessary, and one other individual accompanying the ADA-eligible individual, if requested. Additional companions may be provided service, if space is available. Service also must be provided to visitors. Any visitor who presents ADA eligibility documentation from another jurisdiction must be provided service.

Type of Service – ADA specifies “origin to destination” service. In certain instances, this might require service beyond strict curb-to-curb. Door-to-door assistance for ADA-certified passengers is available upon request. Door-to-door service is available when:

- Drivers can see the bus at all times;
- The outermost door is within 150 feet from the bus;
- Driver safety and security is maintained; and
- Where a safe parking area is available.

Fares – The ADA complementary paratransit fare cannot exceed twice the fare for a trip of similar length, at a similar time of day, on the fixed route system, and no fares may be charged for PCAs accompanying an ADA-certified passenger. ADA-certified individuals are charged $3.50 per trip, which is twice the fare for a trip on the fixed route Cruiser ($1.75 x 2 = $3.50). A companion is charged $3.50 per trip as well.

Disadvantaged Business Enterprise

Pursuant to Federal Regulation 49 CFR Part 26 - Disadvantaged Business Enterprise (DBE), all public agencies receiving U.S. Department of Transportation (USDOT) funds that anticipate awarding $250,000 or more in USDOT-assisted contracts must establish a three-year (3) overall DBE goal for potential contracting opportunities for certified suppliers.

CCTS will continue using federal section FTA 5307 funds for future projects including the use of these funds for operating and capital projects. The City submitted its' updated DBE program and DBE triennial goal and methodology on September 1, 2023. The DBE goal & methodology is for federal Fiscal Years 2024-2026 (October 1, 2023 through September 30, 2026). The DBE Goal and Program are pending review and concurrence by FTA. The next Triennial DBE Goal is due on August 1, 2026.

Title VI

In compliance with Title VI of the Civil Rights Act of 1964, no person on the basis of race, color, or national origin, is excluded from participation in, or is denied the benefits of, or is subjected to discrimination within the scope of services offered by CCTS. The following notification to passengers of their right to file a complaint is included on the City of Corona website, service brochures, and posted on board CCTS buses.

> *No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City of Corona Transit Service (CCTS). The Public Works Director is the CCTS Title VI Compliance Officer. For more information, or to file a Title VI Civil Rights complaint, contact the Corona Public Works Department by telephone at (951) 736-2266, by email at publwks@ci.corona.ca.us, or by visiting the Public Works Department at 400 S. Vicentia Avenue, Suite 210, Corona, CA 92882.*

The City submitted its' updated Title VI program (2024-2026) on May 25, 2023, which is pending concurrence from FTA. The next Title VI program update is due on June 1, 2026.

Transit Asset Management (TAM) Plan

Federal regulations 49 CFR 625 requires agencies to develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.S. Chapter 53 as a recipient or subrecipient. As a recipient of federal funds and operating a public transit system, CCTS is required to comply with this regulation. Under this regulation, CCTS is defined as a Tier II provider. Tier II transit provider are that own, operate less than 100 vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode. CCTS' TAM plan includes the following four required elements: 1) An inventory of assets; 2) Condition assessment of inventoried assets; 3) Description of decision support tool; and 4) A prioritized list of investments.

As required, on October 29, 2018, the completed TAM Plan was submitted to Southern California Association of Government, the metropolitan planning organization for the region. In addition, CCTS prepares an annual report and submits it to Federal Transit Administration's National Transit Database. The report includes asset inventory data, condition assessments and performance results and projected targets for the following fiscal year along with a narrative report on any changes.

Per regulations, the TAM plan is required to be updated every four (4) years. CCTS submitted its updated TAM plan to SCAG on November 3, 2022.

Public Transit Agency Safety Plan (PTASP)

Federal Transit Administration (FTA) published the PTASP Final Rule (49 C.F.R. Part 673), which requires public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include processes and procedures for implementing the Safety Management Systems (SMS). The documented SMS ensures that the CCTS is performing the necessary risk management activities, monitoring its results, and making the necessary adjustments in maintaining a safe system. This plan outlines how CCTS, in partnership with its transit operations contractor, will continually identify, monitor, and mitigate various safety risks and hazards present in its transit operating environment.

In addition, under the PTASP rule, the transit operator is required to set safety performance targets based on the safety performance measures established by the National Public Transportation Safety Plan (NSP). The NSP safety performance measures are for the following categories: Fatalities, Injuries, Safety Events, and System Reliability (State of Good Repair). The first set of performance targets has been shared with Corona's Metropolitan Planning Organization (MPO), the Southern California Association of Governments (SCAG) and the California Department of Transportation.

The plan was approved and adopted by the City Council on April 15, 2020. The plan has also been approved by the California Department of Transportation, Division of Rail & Mass Transportation.

Furthermore, as a result of the pandemic, the Federal Transit Administration requires all safety plans to be amended in compliance with 49 U.S. Code 5329(d) to include infectious disease prevention protocols and safety performance targets. The safety plan was updated and approved by City Council on December 7, 2022. The amended plan was submitted to SCAG on December 27, 2022.

Transportation Development Act Triennial Audit

The triennial performance audits are administered and coordinated by RCTC. CCTS underwent a Transportation Development Act (TDA) Triennial Performance Audit in May 2025 and a site visit in July 2025 covering Fiscal Years 2021/22 through 2023/24. While the audit results reveal CCTS operations meeting the major goals and objectives of the TDA program, room for improvement is always paramount with the audit, which suggests improvements in two areas as summarized in Table 4.3 Progress Implementing Triennial Performance Audit Draft Recommendations.

TABLE 4.5 – PROGRESS IMPLEMENTING TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

TDA Triennial Performance Audit Period Covering FY 2021/22 through FY 2023/24	
Audit Recommendations	**Action / Remedy**
Advance implementation of the Comprehensive Operational Analysis (COA) Microtransit service options to underserved areas.	As the City of Corona implements the preferred alternative from the COA, there should be a focus on enhancing connectivity between microtransit zones and major destinations such as Metrolink stations. After careful consideration, the City Council adopted Alternative #2, which proposed a hybrid approach—realigning fixed routes and launching microtransit service within city limits. Continued coordination with regional partners and alignment with development trends will be essential to ensure the COA's long-term success. The City is working with a consultant to assist with implementing the service changes including implement microtransit. Their scope of work includes evaluating the adopted Alternative#2 to include any additional changes since the study was performed.
Strengthen targeted outreach to student and senior riders.	Building on the 19 percent increase in student ridership during the audit period, it is suggested that the City implement a more proactive and sustained outreach strategy targeting seniors, students, and their families. One key opportunity lies in participating in Back-to-School nights and orientation week events at local middle schools, high schools, and colleges. These events offer direct access to students and parents at a critical moment—when transportation decisions are being made for the academic year. By establishing a presence early, transit staff can foster trust, raise awareness of fare-free programs, and distribute promotional materials such as route maps, QR codes, and branded incentives. This direct outreach can foster early awareness, build trust, and reinforce the value of transit among students and families. Coupled with promotional incentives and fare subsidies, this strategy supports sustained ridership growth and strengthens community ties. CCTS staff will increase efforts to engage the schools and the district by participating in their event.

Federal Transit Administration Triennial Review

A Federal Transit Administration Triennial Review for the period 2021-2025 was completed in July 2025. The final report was received on October 1, 2025. One deficiency was found, that required corrective action. The city rectified the deficiency by submitting an updated and signed agency safety plan.

Review Area	Finding	Deficiency		Response Due Date	Date Closed
		Code	Description		
1. Legal	ND				
2. Financial Management and Capacity	ND				
3. Technical Capacity – Award Management	ND				
4. Technical Capacity – Program Management and Subrecipient Oversight	NA				
5. Technical Capacity – Project Management	ND				
6. Transit Asset Management	ND				
7. Satisfactory Continuing Control	ND				
8. Maintenance	ND				
9. Procurement	ND				
10. Disadvantaged Business Enterprise	ND				
11. Title VI	ND				
12. Americans with Disabilities Act (ADA) – General	ND				
13. ADA – Complementary Paratransit	ND				
14. Equal Employment Opportunity	ND				
15. School Bus	ND				
16. Charter Bus	ND				
17. Drug-Free Workplace	ND				
18. Drug and Alcohol Program	ND				
19. Section 5307 Program	ND				
20. Section 5310 Program	NA				
21. Section 5311 Program	NA				
22. Public Transportation Agency Safety Plan	D	PTASP1-2	ASP not signed by the Accountable Executive	10/15/2025 11/30/2025	
23. Cybersecurity	NA				

National Transit Database

The National Transit Database (NTD) approved CCTS' request to submit transit financial and performance data through a Small Systems Waiver starting in report year 2011; the waiver is available to transit providers operating 30 or fewer buses. The submission date for Report Year 2025 was October 30, 2025. CCTS staff provided responses and clarification to NTD reviewers following the initial review. The 2025 annual NTD report has been successfully closed out.

Alternative Fueled Vehicles (RCTC Policy)

The Riverside County Transportation Commission (RCTC) encourages all Riverside County transit operators to transition from diesel-powered transit buses to alternative fuel buses. Compressed Natural Gas (CNG) and liquefied natural gas (LNG) are recognized as preferred options. CCTS operates using CNG-powered buses.

4.4 Open Projects

CCTS has eleven (11) prior SRTP-approved projects open. The table below reflects these open projects. These projects are classified under the following categories: Revenue Vehicles; Vehicle Systems and Equipment; Buildings and Facilities; Communications and Information Technology Systems; Transit Shelters and Amenities

Project Name	SRTP Project #	New Project #	Project Element	Funding Category	Project Timeline	Original Project Award	Project Balance
Route Development Buses - Changed Scope to Replacement of 2017 DAR Buses	15-03	24-2	1	1	Jun-27	$ 300,000	$ 70,281
	19-02					$ 945,000	$ 945,000
	24-2					$ 1,767,719	$ 1,767,719
						Amount Available for Replacement of 2017 DAR Buses:	**$ 2,783,000**
Bus Stop Improvements	17-2	24-3	6	2	On-going	$ 600,000	$ 511,644
	21-2					$ 50,646	$ 50,646
	24-3					$ 99,354	$ 99,354
	25-3					$ 114,869	$ 114,869
	26-04					$ 100,000	$ 100,000
						Amount Available for Bus Stop Improvements:	**$ 876,513**
Intellegent Transportation System (ITS)	19-01	24-4	3	1	Dec-27	$ 500,000	$ 500,000
	20-1					$ 50,000	$ 50,000
	21-3					$ 345,000	$ 345,000
	22-1					$ 405,000	$ 405,000
						Amount Available for ITS:	**$ 1,300,000**
ADA Accesible Van	19-03		1	1	Jun-27	$ 48,039	$ 48,039
	20-3					$ 48,198	$ 48,198
						Amount Available for ADA Accessible Van:	**$ 96,237**
Digital Land Mobile Radio (DLMR)	20-2		5	1	Dec-27	$ 135,000	$ 135,000
						Amount Available for DLMR:	**$ 135,000**
Bus Parking Canopy	21-1		4	1	Dec-27	$ 100,000	$ 100,000
						Amount Available for Bus Parking Canopy:	**$ 100,000**
Support Equipment & Software	19-4		3	1	Dec-26	$ 10,000	$ 2,867
						Amount Available for Support Equipment:	**$ 2,867**
Replacement of 2012 Dial-A-Ride Buses	22-2	24-1	1	1	Jun-27	$ 306,330	$ 306,330
	24-1					$ 205,456	$ 205,456
						Amount Available for Replacement of 2012 DAR Buses:	**$ 511,786**
Hydrogen Fueling Station	25-1		4	1	Dec-28	$ 8,525,595	$ 8,525,595
	26-1		4	1		$ 1,778,353	$ 1,778,353
						Amount Available for Hydrogen Fueling Station:	**$ 10,303,948**
Infrastructure for Battery Electric Buses	25-2		4	1	Dec-27	$ 2,096,052	$ 2,096,052
						Amount Available for Infrastructure for Battery Electric Buses:	**$ 2,096,052**
CNG Fueling Station Upgrade	26-02		4	2	Dec-27	$ 220,000	$ 220,000
						Amount Available for Infrastructure for Battery Electric Buses:	**$ 220,000**
						TOTAL AMOUNT AVAILABLE FROM ALL PROJECTS:	**$ 18,425,403**

Legend

Project Elements:

1 Revenue Vehicle Purchases
2 Non-Revenue Vehicle Purchases
3 Vehicle Systems and Equipment
4 Buliding, Land and Facilities
5 Communications and Information Technology Systems
6 Transit Shelters and Amenities
7 Fixed Guideways and Tracks
8 Debt Service
9 Maintenance
10 Security
11 Planning/Feasability

Funding Category

1 Fully Funded
2 Partially Funded

REVENUE VEHICLES

Replacement Buses

Purchase replacement cutaway buses for Dial-A-Ride service. The purchase of these buses will go through the California Association for Coordinated Transportation/Morongo Basin Transit Authority (CalACT/MBTA) Cooperative Purchasing Schedule (Cooperative

Replacement of two (2) 2012 buses – CCTS put ten Type C buses into service in 2012. Of the ten buses, eight were replaced with 2017 buses, and two were kept as service increased. These two buses need replacing as they are showing more signs of wear and tear. These 2012 buses have exceeded their useful life of five years and 150k miles.

Replacement of eleven (11) 2017 buses – CCTS put into service eleven cutaway buses in 2018. These buses have a useful life of five years or a minimum of 150k miles, whichever comes first. These buses will reach their useful life in July 2023.

Purchase ADA Accessible Van

To provide additional transit options, an ADA-accessible van will be purchased to support the current DAR program and transport fewer passengers (or one wheelchair). This will allow the use of a smaller vehicle for situations when a larger vehicle is not warranted. Using a smaller vehicle may lead to improved efficiency and an overall improved experience, i.e., punctuality, cost efficiency, comfort, etc. In addition, these vehicles will be used for the proposed microtransit service.

TRANSIT SHELTERS AND AMENITIES CATEGORY

Bus Stop Improvements

CCTS provides and maintains benches, shelters, signage, and trash receptacles at bus stops. Installation of transit amenities along bus routes are based on numerous factors including, the number of passenger boardings at stops along the routes. CCTS plans to continue on-going improvements to bus stops which include upgrading bus stop accessibility and passenger amenities:

- Redesign and replace shelters that provide advertisement opportunities to generate revenue.
- Replace older blue fiberglass bus benches with metal benches.
- Update bus stops to improve ADA accessibility.
- Assess locations missing amenities and, where feasible, install new shelters, benches, and trash receptacles.

- Redesign signage.

Currently, improvements to bus stops are being made as needed. The replacement of damaged equipment and assessment are based on customer complaints.

Bus stops within the City of Corona are of the following Tier System:

Description	Amenities
Tier 1	Sign, trash receptacle
Tier 2	Tier 1 with bench seating
Tier 3	Tier 2 with shelter and shelter lighting
Landmark	Tier 3 with landscaping

Each location was assessed through the COA process. It was determined that 82% of the stops fall in the Tier 2 category, and 23% fall in the Tier 3 category.

However, major bus stop improvement efforts will be undertaken as a result of the COA recommendations. These efforts include:

- Removal and relocation of bus stop amenities
- New bus stop and bus stop amenities
- New ADA-accessible stops

While many stops will be eliminated and/or relocated due to restructuring of the current routes, over 60 new bus stops will be added to accommodate the one new route. All new stops will be ADA-accessible.

At a minimum, CCTS intends to have Tier 2 bus stop amenities (with lighting in locations that are dimly lit). Once the list of new stops is developed, a determination will be made for Tier 3 and Landmark locations.

COMMUNICATIONS AND INFORMATION TECHNOLOGY SYSTEMS CATEGORY

Intelligent Transportation System (ITS)

This system is for the purpose of ensuring customers are receiving the highest quality information on time as well as ensuring that CCTS is operating at optimal efficiency. ITS will include components such as: Computer Aided Dispatching; Automatic Vehicle Location; Automated Annunciators and Reader Boards to meet ADA Requirements; Relay real-time transit information; Automated Passenger Counter; and an Advanced Fare Payment System. Customers are demanding enhanced information on a more immediate basis. Additionally, reporting requirements add increased pressure to provide more accurate and detailed information in order to monitor the performance of the system.

Upgrading our existing systems and installing new technologies will ensure that customers receive the highest quality information on time and that CCTS operates at optimal efficiency. The use of ITS technologies contributes to enhanced customer service, improved productivity, and the overall fiscal responsibility of the transit system. CCTS plans to release the solicitation for an ITS.

CCTS is currently in the investigation phase to explore the various technologies available based on CCTS' needs. CCTS staff has participated in numerous vendor demonstrations and has attended the ITS seminar to assist staff with the potential scope of work for the Request for Proposal. Based on prior year estimates, the cost is projected at $1.5 million dollars for this project, but given the market changes, the cost may be higher. A solicitation for ITS services is scheduled to be released during FY 2025/26. Completion of this project is anticipated in FY 2026/27.

Digital Land Mobile Radio System

The existing radio communication system is nearing its life expectancy. Purchase and install a new digital land mobile radio communications system.

BUILDINGS AND FACILITIES CATEGORY

Canopy/Roof Structure for Bus Parking Area

Purchase and install canopies over the bus parking stalls at the City's Corporation Yard to protect and prolong the life of the buses and the associated equipment. CCTS will explore options for canopies equipped with solar panels, providing shade for the buses while simultaneously generating renewable energy.

Fueling Infrastructure

Hydrogen Fueling Station - A Hydrogen fueling infrastructure to support the deployment of the FCEB is needed. FCEB infrastructure deployment will require hiring an infrastructure planning contractor. FCEB deployment requires the installation of a fueling station and may require improvements such as upgrades to the switchgear or utility service connections. Planning and design work, including the development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. The hydrogen fueling station, for on-site fueling, will include a hydrogen delivery system, hydrogen storage tanks, vaporizer (for liquid storage), compressor, chiller, and dispensing system that delivers fuel to the vehicles. Infrastructure is assumed to be built out in one project that will conclude prior to the first FCEB deployment in 2028.

Battery Electric Charging Station - Infrastructure is needed to support the deployment of Battery Electric Buses (BEB). BEB infrastructure deployment will require infrastructure planning, the purchase of dispensers and chargers, and electric service upgrades to add service capacity. CCTS BEB charging depot will consist of seven chargers with two dispensers per charger. An electric service upgrade includes an estimated 1 megawatt of additional electricity capacity to accommodate charging for thirteen BEBs Infrastructure is assumed to be built out in one project that will conclude prior to the first BEB deployment in 2029.

Compressed Natural Gas (CNG) Station Upgrade - Both Current CNG compressors have over 20,000 hours of run time on them. Over time, compressors can lose efficiency, leading to higher energy consumption and reduced performance. Components like seals, valves, and pistons can degrade, affecting the compressor's reliability. It is necessary for the CNG compressors to be in good working condition to keep the CNG station running without any interruption to service. The project will replace the two aging CNG compressors with new ones. The CNG facility was initially built in 2001. Transit will continue to utilize CNG fuel for the next 14-16 years before all vehicles are replaced with zero-emission. The transit fleet utilizes 35-40 percent of the CNG fuel.

ATTACHMENT 4

FY 2026/27-FY 2028/29 SHORT RANGE TRANSIT PLAN

City of Riverside, PRCSD – Special Transportation Division

CITY OF RIVERSIDE

FINAL

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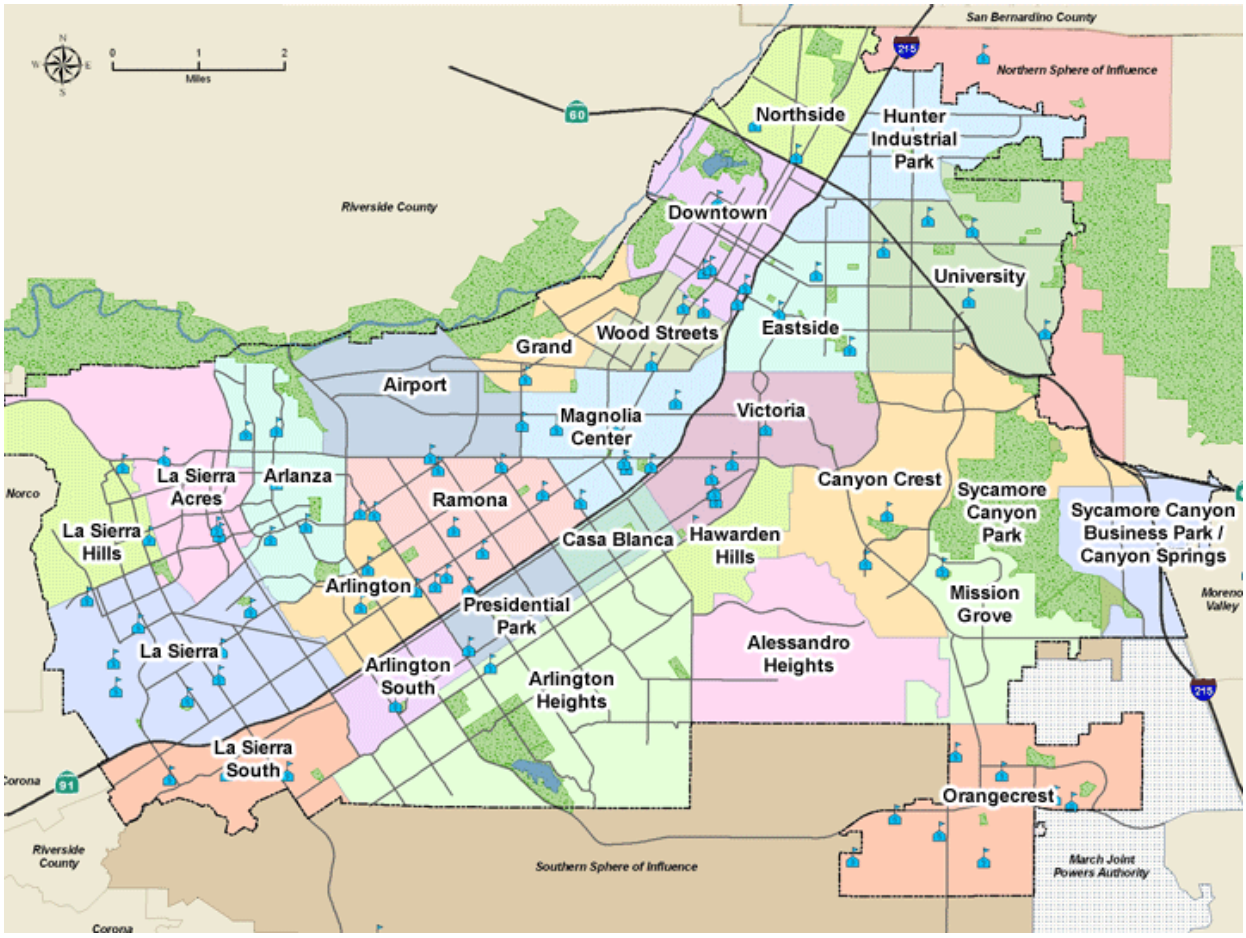
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I. ***SYSTEM OVERVIEW AND SERVICE PROFILE***

1.1 Service Area

Riverside Connect is a division within the City of Riverside's Parks, Recreation and Community Services Department that has been offering transportation services to seniors and disabled residents in the Riverside community since 1975. This paratransit transportation service is provided within the 81.54 square mile incorporated city limits of the City of Riverside, shown below in Figure 1.

Figure 1



1.2 Population Profile

The American Community Survey (ACS) is a demographics survey program conducted by the U.S. Census Bureau. The ACS is designed to provide communities with reliable and timely demographic, social, economic, and housing data every year. Conducted annually, the ACS serves as an interim source of up-to-date demographic data through the decade, until the next Census is conducted. According to the 2024 ACS, 1-year estimates published by the U.S. Census Bureau, the City of Riverside's estimated population is 323,792 residents. The senior population within the City of Riverside (those 60 years of age and over) accounts for approximately 17.7% of the total population, while individuals with a disability under the age of 65 account for approximately 9.4%.

1.3 Paratransit Services

Owned and operated by the City of Riverside, Riverside Connect provides origin-to-destination, shared-ride transportation for eligible residents. The service is available to individuals 60 years of age and older (Figure 1.3.1) and to persons with disabilities (Figure 1.3.2). Individuals requesting service based on a disability must provide documentation from a physician, and eligibility determinations for disabled passengers are administered by the Riverside Transit Agency (RTA).

In addition to senior and disabled transportation, Riverside Connect offers Human Services Transportation for limited populations, including agency or institutional clients, social service organizations, and developmentally disabled adults. These riders are not required to be ADA-certified and may use the service only during their program hours, unless they separately qualify through age or ADA certification.

Figure 1.3.1 Age of Population

Riverside, California		
Age of Population	**Estimate**	**Percent**
Total population	323,792	0%
Under 5 years	15,836	4.9%
5 to 9 years	20,230	6.2%
10 to 14 years	20,748	6.4%
15 to 19 years	29,684	9.2%
20 to 24 years	25,467	7.9%
25 to 34 years	51,109	15.8%
35 to 44 years	48,243	14.9%
45 to 54 years	40,408	12.5%
55 to 59 years	14,904	4.6%
60 to 64 years	17,672	5.5%
65 to 74 years	23,256	7.2%
75 to 84 years	12,209	3.8%
85 years and over	4,026	1.2%
60 years and over TOTAL	**57,163**	**17.7%**

Source:2024 American Community Survey 1-Year Estimates, Table DP05

Figure 1.3.2 Persons with Disabilities

Riverside, California			
Age	**Total**	**With a disability**	**Percent with a disability**
Total civilian non-institutionalized population	321,960	41,447	12.9%
AGE			
Under 5 years	15,836	294	1.9%
5 to 17 years	55,005	3,922	7.1%
18 to 34 years	91,726	7,444	8.1%
35 to 64 years	121,162	15,210	12.6%
65 to 74 years	22,808	6,642	29.1%
75 years and over	15,423	7,935	51.4%

Source:2024 America Community Survey 1-Year Estimates, Table S1810

Riverside Connect operates 362 days per year, only suspending service on Thanksgiving Day, Christmas Day, and New Year's Day. Hours of operation are 8:00 a.m. – 5:30 p.m. Monday through Friday and 9:00 a.m. – 4:00 p.m. on weekends and holidays. To schedule a ride, passengers may call the Riverside Connect reservation line, during the business hours of 8:00 a.m. – 5:00 p.m., Monday through Friday, and 9:00 a.m. – 3:00 p.m. on weekends and holidays. Beginning in 2026, passengers can schedule rides through the Riverside Connect mobile app, providing an additional convenient option for booking trips. An answering machine is available before and after business hours for cancellations.

Table 1

Mode	Description	Area /Site Service
Paratransit Services		
City Wide	Origin to destination / reservation-based service for Riverside residents age 60 and over and the disabled community	Within the city limits of Riverside

1.4 Description of Ridership

Ridership data is listed in the tables below. Fiscal Year (FY) 2025/26 data reflects ridership through March 2026.

FY 2024/25	Total
Passengers	77,255
Revenue Hours	24,982
Revenue Miles	357,218

FY 2025/26	Total
Passengers	55,765
Revenue Hours	16,369
Revenue Miles	234,757

1.5 Fare Structure

Riverside Connect currently has two fare types – general and medical. The cost of a one-way general fare is $3.50 while the cost of a one-way medical trip is $2.50. Medical trips are for doctor appointments, physical therapy, pharmacy visits, etc. Medical fares are discounted to help ensure transportation costs are not a barrier to healthcare access, especially for riders on fixed incomes. On April 9, 2024, the Riverside City Council approved a two-year fare increase, raising General and Medical Fares by $0.25 each year, with the final increase taking effect July 1, 2025.

Riverside Connect passengers may pay in cash at the time of service, prepay by adding cash or check deposits to their account, or pay by credit or with debit card through the Riverside Connect mobile app. Cash and check deposits can be made at the Riverside Connect Administrative Office or given to their driver. The table below illustrates a breakdown of the fare types and associated costs.

FY 25/26 Fare Type	Cost
One-way (General)	$3.50
One-way (Medical)	$2.50

1.6 Revenue Fleet

In FY 2025/26, Riverside Connect's active revenue fleet included thirty-two 16-passenger paratransit cutaway buses which run on compressed natural gas (CNG) and two 8-passenger wheelchair-equipped NorCal Transit Vans. Riverside Connect's two transit vans were put into service in FY 2020/21 to test the feasibility of operating a smaller profile vehicle to navigate in and around the more compact areas within the city. Riverside Connect also operates a Braun Van that is equipped to hold six passengers, which is primarily used by administrative staff to supervise routes and respond to accidents. This vehicle is not assigned to a route but is used as a backup for special services.

Subject to funding availability, vehicles are replaced after meeting the Federal Transit Administration (FTA) useful life of 5 years or 150,000 miles. Based on projected mileage as of FY2026/27, two cutaways are expected to remain in service beyond their useful life following the delivery of ten replacement buses. ***See Table 1.1 – Fleet Inventory***

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2019	DTD	VN	6	1	17	GA	1	0	19,348	20,858	20,858
2019	FRD	VN	8	2	22	GA	2	0	39,424	53,240	26,620
2013	GLV	BU	16	0	25	CN	0	0	1,494,120	1,519,653	
2014	GLV	BU	16	5	25	CN	5	0	1,650,097	1,728,341	345,668
2017	GLV	BU	16	8	25	CN	8	0	1,248,280	1,363,397	170,424
2019	GLV	BU	16	3	25	CN	3	0	259,786	298,612	99,537
2024	GLV	BU	16	4	25	CN	4	0		41,031	10,257
2025	GLV	BU	16	12	25	CN	12	0		11,965	997
		Totals:	110	35			35	0	4,711,055	5,037,097	143,917

1.7 Existing Facility

The Riverside Connect Administrative Office is located at 8095 Lincoln Avenue within the City of Riverside's Corporation Yard. The administrative building consists of administrative offices, a dispatch area, employee locker area, restrooms, and a break room. Riverside Connect's facility also includes a parking lot for the transit buses with each space equipped with a CNG slow fill station, and a CNG Maintenance Bay for maintenance and repair of the fleet. This CNG Maintenance Bay facility includes five maintenance bays, an administrative office, and multiple storage compartments for vehicle parts and equipment. The facility is equipped with advanced safety systems and equipment to maintain the CNG fueled vehicles. In 2022-2023, the City of Riverside worked with a consultant to develop its Zero Emissions Infrastructure Transition Plan, which incorporates the approved Special Transportation plan to align with the upcoming 2030 compliance requirements. In the FY 2024/25 SRTP, $5,392,073 of SB 125 TIRCP funds were allocated to Riverside Connect for zero emissions infrastructure projects. Riverside Connect is currently coordinating next steps through the City's General Services Department, including ongoing monthly meetings and the City's procurement of engineering support to evaluate zero-emissions infrastructure needs across the Corporation Yard.

1.8 Existing Coordination Between Transit Agencies

Under a Memorandum of Understanding (MOU), the City of Riverside currently operates Riverside Connect to provide paratransit services within the city limits of Riverside on behalf of the Riverside Transit Agency (RTA). The MOU was amended in 2012 to restate the City's and RTA's obligations under the original MOU and to ensure continued compliance with the Americans with Disabilities Act ("ADA"). Under the amended terms, the City and RTA continue the commitment to cooperate and coordinate the provision of services within the shared service area.

1.9 Reference List of Prior or Existing Studies and Plans

On September 11, 2023, the California Air Resources Board (CARB) approved Special Transportation's Zero Emission Bus Rollout Plan as required by the Innovative Clean Transit regulation (California Code Regulations (CCR) Title 13 § 2023.1(d)) on June 28, 2023. The City of Riverside's ZEB Rollout Plan can be found at: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans

II. ***EXISTING SERVICE AND ROUTE PERFORMANCE***

2.1 Key Performance Indicators (KPI's)

To ensure that Riverside Connect continues to provide safe, reliable, and efficient service, staff monitor several key performance indicators (KPIs) on an ongoing basis. These metrics are evaluated against targets and reported regularly. Data for FY 2025/26 KPI's through March 2026 is listed in the table below.

Internal KPI's	Target	Actual FY 2024/25	Actual FY 2025/26
On-time performance	100%	93%	91%
Call abandonment rate	0%	2.37%	1.98%
Average phone hold time	1:00	1:11	0:58

During FY 2024/25 and into FY 2025/26, several KPIs have been impacted by ongoing operational adjustments, including the transition to a new scheduling platform and changes in ridership demand associated with the loss of key trip generators. As a result, some performance measures have declined compared to prior years, particularly those related to operating cost and subsidy metrics. Operating cost per revenue hour and subsidy-based indicators remain above target levels, reflecting both the inherent cost structure of demand-response service and recent fluctuations in ridership and service levels.

While some KPIs are not currently meeting target levels, these trends are consistent with recent operational changes and external factors impacting demand. As service stabilizes and staff continue to build proficiency with the new scheduling system, Riverside Connect anticipates gradual improvements across performance measures. The agency remains committed to monitoring KPIs closely and identifying opportunities to enhance efficiency, improve service quality, and maintain strong performance moving forward.

See Table 2.0 Service Provider Performance Targets Report

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review

City of Riverside

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	85,714			
Passenger Miles	583,495			
Total Actual Vehicle Revenue Hours	33,215.0			
Total Actual Vehicle Revenue Miles	434,796.0			
Total Actual Vehicle Miles	487,465.0			
Total Operating Expenses	$6,491,022			
Total Passenger Fare Revenue	$278,000			
Net Operating Expenses	$6,213,022			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	4.46%	>= 10.00%	4.51%	Fails to Meet Target
Additional:				
1. Operating Cost Per Revenue Hour	$195.42	<= $210.20	$254.61	Fails to Meet Target
2. Subsidy Per Passenger	$72.49	>= $55.33 and <= $74.85	$71.36	Meets Target
3. Subsidy Per Passenger Mile	$10.65	>= $7.01 and <= $9.49	$10.30	Fails to Meet Target
4. Subsidy Per Hour	$187.05	>= $164.94 and <= $223.16	$243.12	Fails to Meet Target
5. Subsidy Per Mile	$14.29	>= $11.66 and <= $15.78	$16.95	Fails to Meet Target
6. Passengers Per Revenue Hour	2.58	>= 2.53 and <= 3.43	3.41	Meets Target
7. Passengers Per Revenue Mile	0.20	>= 0.18 and <= 0.24	0.24	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

Some figures in the table do not reflect changes from AB 149.

2.2 SRTP Performance Report

Riverside Connect has experienced changes across key performance indicators in recent years, including total passengers and passenger miles. While prior years reflected steady growth, FY 2024/25 and FY 2025/26 have seen declines in ridership and service levels compared to FY 2023/24. In addition to operational impacts associated with the agency's transition to a new scheduling platform, these trends were influenced by the loss of two established Inland Regional Center (IRC) workshops, which previously produced consistent weekday subscription trips.

Despite these impacts, recent operational data suggests that ridership levels are beginning to stabilize. Riverside Connect continues to provide essential mobility for seniors and individuals with disabilities, and demand for service remains consistent across core trip purposes. As staff continue to optimize operations and adapt service delivery to current demand patterns, the agency is well positioned to maintain stable performance levels moving forward. Looking ahead, Riverside Connect anticipates gradual stabilization and modest recovery in ridership as community outreach efforts expand and service reliability continues to improve.

Recent KPI data and FY 2026/27 plan projections indicate that several performance measures are anticipated to not meet established target levels, particularly those related to operating cost. These trends reflect the impacts of reduced ridership over the past two fiscal years, largely attributed to the loss of key trip generators and the ongoing transition to a new scheduling platform. Projections reflect modest growth and improved consistency moving forward.

Riverside Connect aims to meet the 10% Farebox Recovery Ratio required under the Transportation Development Act (TDA). In FY 2024/25, the farebox recovery ratio was 5.36%; the FY 2025/26 third quarter year-to-date ratio is 4.51%, and the FY 2026/27 planned ratio is 4.45% (due to AB149 Section 99268.17, costs required to operate demand-response and micro transit services that expand access to transit service beyond fixed route corridors are excluded from the definition of "operating cost" for the purposes of calculating any required ratios of fare revenues). It should be noted that some figures in the table below do not reflect changes from AB 149.

See Table 2.1 – SRTP Performance Report

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: City of Riverside

All Routes

Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	77,255	55,765	80,000	None	
Passenger Miles	609,542	386,451	490,000	None	
Revenue Hours	24,981.6	16,369.0	23,000.0	None	
Total Hours	35,646.3	24,797.0	31,000.0	None	
Revenue Miles	357,218.0	234,757.0	322,000.0	None	
Total Miles	437,366.0	319,266.0	400,000.0	None	
Operating Costs	$6,474,324	$4,167,631	$6,690,602	None	
Passenger Revenue	$276,499	$187,965	$285,900	None	
Measure-A Revenue				None	
LCTOP Revenue			$12,000	None	
Operating Subsidy	$6,197,824	$3,979,666	$6,404,702	None	
Operating Costs Per Revenue Hour	$259.16	$254.61	$290.90	<= $260.28	Fails to Meet Target
Operating Cost Per Revenue Mile	$18.12	$17.75	$20.78	None	
Operating Costs Per Passenger	$83.80	$74.74	$83.63	None	
Farebox Recovery Ratio	4.27%	4.51%	4.45%	>= 0.1	Fails to Meet Target
Subsidy Per Passenger	$80.23	$71.36	$80.06	>= $60.66 and <= $82.06	Meets Target
Subsidy Per Passenger Mile	$10.17	$10.30	$13.07	>= $8.76 and <= $11.85	Fails to Meet Target
Subsidy Per Revenue Hour	$248.10	$243.12	$278.47	>= $206.65 and <= $279.59	Meets Target
Subsidy Per Revenue Mile	$17.35	$16.95	$19.89	>= $14.41 and <= $19.49	Fails to Meet Target
Passengers Per Revenue Hour	3.09	3.41	3.48	>= 2.90 and <= 3.92	Meets Target
Passengers Per Revenue Mile	0.22	0.24	0.25	>= 0.20 and <= 0.28	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

2.3 SRTP Service Summary

Riverside Connect continues to monitor and evaluate key performance metrics to assess overall service effectiveness. During FY 2024/25 and into FY 2025/26, ridership and service utilization declined compared to prior years, driven in part by operational impacts associated with the agency's transition to a new scheduling platform and by the loss of two IRC workshops that previously generated consistent weekday trips. Based on available data, the IRC workshops accounted for 32,751 trips in FY 2023/24 and 26,376 trips in FY 2024/25, with an estimated 15,300 trips in FY 2025/26 year-to-date, indicating that a substantial portion of the overall ridership decline is attributable to the reduction in IRC trips, with the remaining decline reasonably associated with the scheduling platform transition and related operational adjustments.

As operations have stabilized, recent trends indicate that ridership levels are beginning to level off. While total passenger trips remain below FY 2023/24 levels, current data suggests that the most significant declines have already occurred. Riverside Connect continues to focus on aligning service levels with demand while maintaining productivity and service quality.

Looking ahead to FY 2026/27, the agency projects a modest increase in ridership, reflecting anticipated stabilization and partial recovery of trip demand. While operating expenses are expected to increase due to inflationary pressures, Riverside Connect will continue efforts to improve efficiency and maintain cost-effectiveness.

It is important to note that some indicators in the table below do not fully reflect changes from AB 149 as the current database system does not calculate all applicable exclusions.

See Table 2.2 – SRTP Service Summary

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- City of Riverside -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	20	1	20
Financial Data					
Total Operating Expenses	$5,365,606	$6,474,324	$6,491,022	$4,167,631	$6,690,602
Total Passenger Fare Revenue	$276,570	$276,499	$290,000	$187,965	$297,900
Net Operating Expenses (Subsidies)	$5,089,035	$6,197,824	$6,213,022	$3,979,666	$6,404,702
Operating Characteristics					
Unlinked Passenger Trips	88,259	77,255	85,714	55,765	80,000
Passenger Miles	505,812	609,542	583,495	386,451	490,000
Total Actual Vehicle Revenue Hours (a)	31,092.1	24,981.6	33,215.0	16,369.0	23,000.0
Total Actual Vehicle Revenue Miles (b)	432,901.0	357,218.0	434,796.0	234,757.0	322,000.0
Total Actual Vehicle Miles	481,298.0	437,366.0	487,465.0	319,266.0	400,000.0
Performance Characteristics					
Operating Cost per Revenue Hour	$172.57	$259.16	$195.42	$254.61	$290.90
Farebox Recovery Ratio	5.15%	4.27%	4.46%	4.51%	4.45%
Subsidy per Passenger	$57.66	$80.23	$72.49	$71.36	$80.06
Subsidy per Passenger Mile	$10.06	$10.17	$10.65	$10.30	$13.07
Subsidy per Revenue Hour (a)	$163.68	$248.10	$187.05	$243.12	$278.47
Subsidy per Revenue Mile (b)	$11.76	$17.35	$14.29	$16.95	$19.89
Passenger per Revenue Hour (a)	2.8	3.1	2.6	3.4	3.5
Passenger per Revenue Mile (b)	0.20	0.22	0.20	0.24	0.25

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

2.4 Service Performance

Riverside Connect provided 77,255 passenger trips for a total of 473,267 service miles in FY 2024/25. Comparatively, 55,765 passenger trips and a total of 319,364 service miles have been provided as of March 31, 2026. While FY 2025/26 performance is expected to finish slightly below prior-year levels, this trend aligns with operational impacts associated with the agency's scheduling software transition, as well as the loss of two IRC workshops that previously produced consistent weekday subscription trips.

Despite these impacts, recent trends indicate that ridership levels are beginning to stabilize. Riverside Connect continues to provide consistent service to core rider groups, and demand remains steady across key trip purposes.

FY 2026/27 projections reflect a modest recovery in ridership, with passenger trips anticipated to increase to approximately 80,000 annually. This growth is expected to be driven by sustained outreach initiatives, targeted service improvements, and gradual replacement of previously lost trip activity. While ridership is not expected to return to prior peak levels in the near term, Riverside Connect is well positioned to maintain stable performance and support incremental growth moving forward.

It is important to note that some indicators in the table below do not fully reflect changes from AB 149 as the current database system does not calculate all applicable exclusions.

See Table 2.3 – SRTP Route Statistics

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RSS-DAR	All Days	20	80,000	490,000	23,000	31,000	322,000	400,000	$6,690,602	$285,900		$12,000
		20	80,000	490,000	23,000	31,000	322,000	400,000	$6,690,602	$285,900		$12,000

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

City of Riverside -- 4

FY 2026/27

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RSS-DAR	All Days	$6,404,702	$290.90	$20.78	$83.63	4.45%	$80.06	$13.07	$278.47	$19.89	3.48	0.25
		$6,404,702	$290.90	$20.78	$83.63	4.45%	$80.06	$13.07	$278.47	$19.89	3.48	0.25

2.5 Productivity Improvement Efforts

Since the fall of 2024, Riverside Connect has been transitioning to a new scheduling platform, Ecolane, replacing the RouteMatch system that had been in use for over 15 years. While Ecolane offers strong potential to enhance route optimization, efficiency, and service reliability, the transition has involved a significant learning curve for staff and operations. To support continued progress, Riverside Connect has scheduled an on-site Ecolane training session for one week in June 2026 to further develop staff proficiency and improve overall system utilization. While improvements to date have been incremental, staff continue to build familiarity with the platform, and additional gains in efficiency are expected as experience with the system increases.

Throughout this period, Riverside Connect has remained focused on operating an efficient service while exploring ways to reduce costs and maintain high productivity. Staffing scenarios are regularly evaluated to maximize route efficiency and meet customer needs. In support of these objectives, the recent replacement of half of the active fleet is expected to improve service reliability and reduce maintenance-related disruptions, supporting more consistent service delivery and operational performance moving forward.

2.6 Major Trip Generators

Riverside Connect continues to serve key destinations and programs that function as major trip generators, particularly Inland Regional Center (IRC) workshops and other subscription-based services supporting seniors and individuals with developmental disabilities. During FY 2025/26, two established IRC trip generators were impacted: the Ability Counts workshop consolidated operations outside the City in October 2025, and the ARC program on Mar Vista ceased utilizing Riverside Connect services in June 2025. Premium services like the Friendly Stars program further support social and recreational opportunities for adults in the community, fostering greater independence and quality of life. These programs contribute significantly to sustained ridership by offering consistent trip demand within the community.

2.7 Recent Service Changes

No service changes occurred during FY 2025/26.

III. ***FUTURE SERVICE PLANS***

3.1 Planned Service Changes

While there are currently no planned service changes, Riverside Connect will be reviewing services through a Comprehensive Operational Analysis (COA) beginning in July 2026, which will take approximately 13 months. Upon completion of the COA, any needed or recommended service changes will be identified.

3.2 Future Marketing Plans

For FY 2026/27, Riverside Connect will promote its services through a combination of print, digital, and in-person outreach strategies. Staff will distribute full-color brochures and flyers at City Community and Senior Centers and place advertisements in City publications, such as the Riverside Explorer Activity Guide, and the Senior Resource Guide, which are mailed to thousands of residents and made available online. Riverside Connect will also maintain its presence at community events including Senior Day, wellness fairs, grand openings, and other gatherings aimed at seniors and the disabled community. In addition, staff regularly attend resident meetings at senior living facilities, ADA workshops, and the monthly meetings of the City's Commission on Aging, Commission on Disabilities and Commission of the Deaf. These outreach efforts are further supported by the Parks, Recreation, and Community Services Marketing Team, who assist with promotion across various City channels.

To further expand ridership and service awareness, Riverside Connect is also planning targeted outreach to local medical facilities and hospitals. These partnerships aim to improve access to transportation for patients while helping inform a broader population about the availability of our accessible, safe, reliable transit option.

Since celebrating its 50th anniversary of serving the City of Riverside, staff have continued to expand efforts to raise awareness and grow ridership. To increase community engagement, Riverside Connect offers free promotional ride days and free fares for new riders, funded by the Low Carbon Transit Operations Program (LCTOP). These initiatives provide opportunities for both new and existing riders to experience the service at no cost, helping to boost participation and highlight accessible transportation options in the community.

3.3 Projected Ridership Growth

Riverside Connect anticipates moderate ridership growth in FY 2026/27 following a period of decline associated with both operational transitions and the loss of key trip generators. Ridership is projected to increase to approximately 80,000 annual passenger trips, reflecting a partial recovery from recent declines. This projected growth is based on anticipated stabilization in demand, continued community outreach efforts, and targeted service improvements aimed at attracting new riders and supporting existing ones.

While ridership is not expected to return to prior peak levels in the near term, Riverside Connect remains focused on sustainable growth through ongoing service enhancements and community partnerships. In support of these goals, the upcoming Comprehensive Operational Analysis is expected to identify strategies to further improve service efficiency, expand access, and support long-term ridership growth.

3.4 Proposed Fare Structure Changes

Riverside Connect does not have any planned changes to its fare structure for FY 2026/27. However, as part of the agency's upcoming Comprehensive Operational Analysis, anticipated to begin in FY 2026/27, a detailed fare analysis will be conducted. This analysis will evaluate the current fare structure, assess affordability and cost recovery considerations, and may include recommendations for potential fare adjustments within the three-year planning horizon.

Any future fare modifications will be evaluated in coordination with regional partners and in compliance with applicable federal requirements. Per the Americans with Disabilities Act of 1990 (ADA), fares for complementary paratransit services cannot exceed twice the fare of comparable fixed-route service. Riverside Transit Agency's current fixed-route base fare is $1.75, and its Dial-A-Ride base fare is $3.50, which represents the maximum allowable fare under ADA guidelines.

3.5 Capital Improvement Planning

To meet future service needs and government mandates, Riverside Connect is advancing a comprehensive capital program aligned with the California Air Resources Board (CARB) Zero Emission Rollout Plan and broader City initiatives. Capital projects are grouped into the following categories to align with countywide planning and reporting:

Revenue Vehicles

Riverside Connect will continue its fleet renewal efforts with the replacement of up to four CNG buses that have met or exceeded their useful life threshold. In addition, this upcoming fiscal year marks a significant milestone with the introduction of the first zero-emission electric buses into the Special Transportation fleet. Funding for the zero-emission bus purchase is provided entirely through Low Carbon Fuel Standard (LCFS) credits generated and allocated by Riverside Public Utilities (RPU), a City of Riverside owned and operated utility.

Vehicle Systems and Equipment

To improve onboard safety and incident documentation, Riverside Connect will expand its existing onboard camera system. Two additional external cameras will be integrated into the current system, expanding coverage and eliminating blind spots on the side and rear of each vehicle. The enhanced system will improve road safety and strengthen the agency's ability to accurately document and respond to incidents and liability claims. Riverside Connect will also install digital display screens fleet-wide, providing a modern platform for passenger information and community messaging that enhances the rider experience across all paratransit vehicles.

Communication and Information Technology Systems

In fall 2026, Riverside Connect will add the Intelligent Voice Agent (IVA) module to the existing Ecolane scheduling platform, enabling riders to book, confirm, modify, or cancel trips through automated voice interaction 24 hours a day, 7 days a week. The system is projected to automate up to 70% of inbound call volume, improving accessibility and operational efficiency.

Buildings and Facilities

Infrastructure upgrades at the Special Transit Division’s operations facility are planned in two phases.

- Phase 1 (2026) will focus on the procurement of battery electric vehicle mobile charging infrastructure.
- Phase 2 (future) will focus on the installation of permanent electric charging infrastructure.

The infrastructure upgrades support both Riverside Connect’s zero-emission transition and the City of Riverside’s broader Corporation Yard modernization plans. Although the City has not yet finalized its comprehensive infrastructure plan, an engineering firm has been hired to research and design plans for the Corporation Yard, including Special Transportation’s Bus Yard. This plan will incorporate Riverside Connect’s existing Special Transportation strategy to ensure seamless integration and operational

readiness for zero emission buses starting in 2026.

The Dispatch Office Refresh project will address aging and worn conditions in the Special Transportation Dispatch Office through improvements such as flooring and window replacements, as well as potential furniture and ergonomic upgrades, to improve functionality and support employee morale.

Debt Service

Riverside Connect will continue into year two of its ten-year repayment plan to responsibly manage the agency's pension liability, ensuring long-term fiscal sustainability while maintaining focus on operational service priorities.

See Table 3 – Highlights of FY 2026/27 Short Range Transit Plan

Table 3 - HIGHLIGHTS OF FY 2026/27 SHORT RANGE TRANSIT PLAN

- **Zero Emission Bus Replacement:** Riverside Connect will introduce its first two zero-emission electric buses into the Special Transportation fleet, marking a significant milestone in the agency's transition to sustainable transit operations. This purchase is funded entirely through Low Carbon Fuel Standard (LCFS) credits allocated by Riverside Public Utilities (RPU), a City of Riverside owned and operated utility.
- **Mobile EV Charging Trailer:** To support the immediate operational readiness of the agency's first electric buses, Riverside Connect will deploy a mobile EV charging trailer, providing temporary charging infrastructure while permanent zero-emission facilities are developed. The trailer operates off-grid using an onboard CNG generator to produce electricity for charging, and is funded through existing TIRCP funds secured in a prior fiscal year.
- **Fleet Safety Camera Enhancement:** Riverside Connect will expand its existing onboard camera system by integrating two additional external cameras, eliminating blind spots on the side and rear of each vehicle to improve road safety and incident documentation.
- **In-Vehicle Digital Display System:** Digital display screens will be installed fleet-wide across all 34 paratransit vehicles, providing a modern platform for passenger information and community messaging that enhances the rider experience for seniors and individuals with disabilities.
- **Dispatch Office Refresh:** The Special Transportation Dispatch Office will receive workspace improvements including flooring and window replacements, as well as potential furniture and ergonomic upgrades, to improve functionality and support employee morale.
- **Ecolane Scheduling Software IVA Add-On:** Riverside Connect will add the Intelligent Voice Agent (IVA) module to the existing Ecolane scheduling platform, enabling riders to book, confirm, modify, or cancel trips through automated voice interaction 24 hours a day, 7 days a week. The system is projected to automate up to 70% of inbound call volume, improving accessibility and operational efficiency.

IV. ***FINANCIAL PLANNING***

4.1 Operating and Capital Budget Narrative

The FY 2026/27 operating budget reflects a 5.73% increase over the prior year, driven primarily by City-projected growth in personnel costs, employee benefits, and utilization charges. The City is projecting a 5.7% CPI for the upcoming fiscal year, which combined with a negotiated 4% across-the-board salary increase and rising City contributions to employee benefits accounts for the majority of the budget growth. The ongoing repayment of the City's PERS retirement bond debt, structured as a ten-year obligation beginning in FY 2025/26, also continues to contribute to operating cost growth as the City works toward a sustainable path for fulfilling its outstanding pension liabilities. While preventative maintenance costs have decreased year-over-year as a result of recent fleet replacement efforts, those savings are not sufficient to offset the personnel and benefits-driven increases, resulting in the net increase to the total operating budget. Staff will continue to monitor expenditures throughout the fiscal year to ensure the program operates as efficiently and effectively as possible while maintaining key performance indicators and delivering quality service to riders.

The FY 2026/27 Capital Budget reflects a focused set of investments aligned with the agency's zero-emission transition, safety enhancements, and operational modernization. Key priorities include the continued replacement of aging CNG buses, the introduction of the agency's first zero-emission electric buses funded through an innovative partnership with Riverside Public Utilities, and the deployment of a mobile EV charging trailer to support immediate operational readiness. Additional investments in fleet safety cameras, in-vehicle passenger displays, and the Ecolane Intelligent Voice Agent (IVA) module reflect Riverside Connect's commitment to improving both rider experience and operational efficiency. A Dispatch Office Refresh will also address aging workspace conditions to support staff well-being and functionality. For more details on the capital budget items please refer to Table 4.0A.

See Table 4.0 – Summary of Funding Requests – FY 2026/27

Table 4.0 - Summary of Funding Requests - FY 2026/27

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	OTHR LCL [1]	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Capitalized Preventative Maintenance FY2026-27 -	$475,000	$380,000							$54,023	$5,977	$35,000					
Operating FY2026-27 -	$6,203,602	$350,000	$285,900		$5,567,702											
Transit Marketing - Free Fare for First Time Riders -	$12,000			$12,000												
Sub-total Operating	$6,690,602	$730,000	$285,900	$12,000	$5,567,702	$0	$0	$0	$54,023	$5,977	$35,000	$0				

Capital

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	OTHR LCL [1]	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Bus Replacement 2027 - 27-03	$1,040,000	$832,000									$208,000					
Dispatch Office Refresh - 27-02	$100,000										$100,000					
Ecolane Scheduling Software IVA Add-On - 27-04	$45,000										$45,000					
Fleet Safety Camera Enhancement - 27-01	$41,140										$10,036	$31,104				
In-Vehicle Digital Display System - 27-05	$200,000										$200,000					
Zero Emission Bus Replacement - 27-06	$753,124					$753,124										
Zero-Emission Bus Project - 27-07	$6,225,488						$3,112,744	$3,112,744								
Sub-total Capital	$8,404,752	$832,000	$0	$0	$0	$753,124	$3,112,744	$3,112,744	$0	$0	$563,036	$31,104				
Total Operating & Capital	$15,095,354	$1,562,000	$285,900	$12,000	$5,567,702	$753,124	$3,112,744	$3,112,744	$54,023	$5,977	$598,036	$31,104				

FY 2026/27 Projected Funding Details

5307 RS	$730,000	
FARE	$285,900	
LCTOP PUC99313	$12,000	
LTF	$5,567,702	
SGR PUC99313	$54,023	
SGR PUC99314	$5,977	
STA PUC99313	$35,000	
Total Estimated Operating Funding Request	$6,690,602	
5307 RS	$832,000	
OTHR LCL	$753,124	[1] (LCFS Credits)
SB 125 TIRCP GF	$3,112,744	
SB 125 TIRCP GGRF	$3,112,744	
STA PUC99313	$563,036	
STA PUC99314	$31,104	
Total Estimated Capital Funding Request	$8,404,752	
Total Funding Request	**$15,095,354**	

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-01

FTIP No: Not Assigned - New Project

Project Name: Fleet Safety Camera Enhancement

Category: Vehicle Systems and Equipment

Sub-Category: Upgrade

Fuel Type: N/A

Project Description: Expansion of the existing onboard camera system to provide comprehensive external vehicle coverage
.

Project Justification: The current onboard camera system has demonstrated gaps in external coverage that have limited incident and accident documentation. This project will integrate two additional external cameras into the existing system, expanding coverage to seven angles and eliminating blind spots on the side and rear of the vehicle.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$10,036
STA PUC99314	FY 2026/27	$31,104
Total		$41,140

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-02

FTIP No: Not Assigned - New Project

Project Name: Dispatch Office Refresh

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Refresh of the Special Transportation Dispatch Office workspace.

Project Justification: The Special Transportation Dispatch Office is in need of updates to its workspace environment. This project will address aging and worn conditions through improvements such as flooring and window replacements, as well as potential furniture and ergonomic upgrades, to improve functionality, support employee morale, and reflect the agency's commitment to staff well-being.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$100,000
Total		$100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-03

FTIP No: Not Assigned - New Project

Project Name: Bus Replacement 2027

Category: Bus

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Replace up to 4 buses that have met or exceeded the useful life threshold.

Project Justification: Special Transportation replaces vehicles that have reached 5 years or 150,000 miles, in accordance with the Federal Transit Administration (FTA) guidelines.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2026/27	$832,000
STA PUC99313	FY 2026/27	$208,000
Total		$1,040,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-04

FTIP No: Not Assigned - New Project

Project Name: Ecolane Scheduling Software IVA Add-On

Category: Communication and ITS

Sub-Category: Expansion

Fuel Type: N/A

Project Description: Addition of the Intelligent Voice Agent (IVA) module to the existing Ecolane scheduling and dispatch platform.

Project Justification: The Ecolane IVA module is an automated, AI-driven communication tool that allows riders to book, confirm, modify, or cancel trips through natural voice interaction 24 hours a day, 7 days a week. For Special Transportation's paratransit riders this represents a significant improvement in service accessibility and scheduling flexibility. Operationally, the system is projected to automate up to 70% of inbound call volume, reducing wait times and allowing staff to redirect their efforts toward higher-value customer support. The solution is ADA compliant and integrates directly with the existing Ecolane platform.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$45,000
Total		$45,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-05

FTIP No: Not Assigned - New Project

Project Name: In-Vehicle Digital Display System

Category: Vehicle Systems and Equipment

Sub-Category: Systems

Fuel Type: N/A

Project Description: Installation of digital display screens on the 34-vehicle paratransit fleet to provide passengers with relevant information and communications.

Project Justification: Paratransit riders, including seniors and individuals with disabilities, benefit significantly from clear and accessible in-vehicle communications. This project will install digital display screens fleet-wide, providing a modern platform for passenger information and community messaging that enhances the rider experience and reflects the agency's commitment to its specialized customer base.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$200,000
Total		$200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-06

FTIP No: Not Assigned - New Project

Project Name: Zero Emission Bus Replacement

Category: Bus

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement of two buses that have met or exceeded useful life thresholds with zero-emission electric buses, in accordance with Federal Transit Administration (FTA) guidelines.

Project Justification: Special Transportation replaces vehicles that have reached 5 years or 150,000 miles in accordance with FTA guidelines. This project marks a significant milestone as the introduction of the first zero-emission electric buses into the Special Transportation 34-vehicle fleet. Funding for this purchase is provided entirely through Low Carbon Fuel Standard (LCFS) credits generated and allocated by Riverside Public Utilities (RPU), who has committed these credits specifically to support zero-emission transit purchases.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR LCL	FY 2026/27	$753,124
Total		$753,124

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

City of Riverside

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-07

FTIP No: Not Assigned - New Project

Project Name: Zero-Emission Bus Project

Category: Bus

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Purchase of up to 16 zero-emission cutaway buses to support the continued transition of the Special Transportation fleet to zero-emission vehicles.

Project Justification: This project programs $3,112,744 of SB 125 GF funds and $3,112,744 of SB 125 GGRF funds toward the purchase of up to 16 zero-emission cutaway buses. The project accommodates both electric and fuel cell vehicle technologies, with final vehicle type determined by commercial availability at the time of purchase. This flexibility ensures funding remains actionable as the zero-emission cutaway bus market continues to develop.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$3,112,744
SB 125 TIRCP GGRF	FY 2026/27	$3,112,744
Total		$6,225,488

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2024/25 Audit	FY2025/26 Estimated	FY2026/27 Plan
1	Passenger Fares	276,501	278,000	285,900
2	Interest Revenue	13,803		
3	Federal Operating Assistance		350,000	
4	LCTOP	2,697	12,000	12,000
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
	Total Revenue (1-15)	**$293,001**	**$640,000**	**$297,900**
	Total Operating Expense	**$5,467,146**	**$6,479,022**	**$6,690,602**
	Farebox Recovery Ratio	**5.36%**	**9.88%**	**4.45%**

4.2 Funding Plans to Support Proposed Operating and Capital Program

Funding projections for FY 2026/27 through FY 2028/29 are based on updated service levels and operational needs aligned with current ridership demand. The operating budget reflects personnel cost increases driven by City-projected CPI growth, negotiated salary adjustments, and rising employee benefit contributions, as well as the continued retirement bond repayment obligation that began in FY 2025/26. Preventative maintenance costs are expected to continue their year-over-year decline as the benefits of recent fleet replacement efforts are fully realized, partially offsetting projected growth in personnel-related expenses.

A notable feature of the FY 2026/27 capital program is the use of previously secured and innovative funding sources. The introduction of the agency's first zero-emission electric buses is funded entirely through Low Carbon Fuel Standard (LCFS) credits allocated by Riverside Public Utilities. The companion Mobile EV Charging Trailer, which provides immediate charging infrastructure for the new electric buses, is funded through existing TIRCP funds allocated in a prior fiscal year. Together, these two projects represent a significant step forward in Riverside Connect's zero-emission transition without drawing on new funding allocations.

See Table 4.1 & Table 4.2 – Summary of Funding Requests – FY 2027/28 & FY 2028/29

Table 4.0 - Summary of Funding Requests - FY 2027/28

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313								
Capitalized Preventative Maintenance FY2027-28 -	$475,000	$380,000				$53,905	$6,095	$35,000								
LCTOP Free Ride Days FY2027-28 -	$5,754			$5,754												
Operating FY2027-28 -	$6,571,677	$400,000	$294,195		$5,877,482											
Sub-total Operating	$7,052,431	$780,000	$294,195	$5,754	$5,877,482	$53,905	$6,095	$35,000								

Capital

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313								
No Capital Projects																
Total Operating & Capital	$7,052,431	$780,000	$294,195	$5,754	$5,877,482	$53,905	$6,095	$35,000								

FY 2027/28 Projected Funding Details

5307 RS	$780,000
FARE	$294,195
LCTOP PUC99313	$5,754
LTF	$5,877,482
SGR PUC99313	$53,905
SGR PUC99314	$6,095
STA PUC99313	$35,000
Total Estimated Operating Funding Request	$7,052,431
Total Funding Request	**$7,052,431**

Table 4.0 - Summary of Funding Requests - FY 2028/29

City of Riverside

Original

Operating

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313								
Capitalized Preventative Maintenance FY2028-29 -	$475,000	$380,000				$53,905	$6,095	$35,000								
LCTOP Free Ride Days FY2028-29 -	$5,754			$5,754												
Operating FY2028-29 -	$6,627,326	$400,000	$302,905		$5,924,421											
Sub-total Operating	$7,108,080	$780,000	$302,905	$5,754	$5,924,421	$53,905	$6,095	$35,000								

Capital

Project	Total Amount of Funds	5307 RS	FARE	LCTOP PUC99313	LTF	SGR PUC99313	SGR PUC99314	STA PUC99313								
No Capital Projects																
Total Operating & Capital	$7,108,080	$780,000	$302,905	$5,754	$5,924,421	$53,905	$6,095	$35,000								

FY 2028/29 Projected Funding Details

5307 RS	$780,000
FARE	$302,905
LCTOP PUC99313	$5,754
LTF	$5,924,421
SGR PUC99313	$53,905
SGR PUC99314	$6,095
STA PUC99313	$35,000
Total Estimated Operating Funding Request	$7,108,080
Total Funding Request	**$7,108,080**

4.3 Regulatory and Compliance Requirements

Riverside Connect strives to remain compliant with all local, state, and federal regulations. Staff stay informed of legislative updates and regulatory developments by attending workshops, trainings, and conferences, many of which are available at no cost to transit operators. Riverside Connect complies with all FTA reporting requirements, including monthly and annual submissions to the National Transit Database (NTD).

The Federal Transit Administration (FTA) completed the 2025 Triennial Review in June 2025. The review assessed the City's compliance across 23 areas. One deficiency was identified in the Public Transportation Agency Safety Plan (PTASP). There were no repeat deficiencies from the 2022 Triennial Review. The PTASP deficiency was corrected in July 2025, and the FTA subsequently closed out the review.

The TDA Triennial Performance Audit took place across summer 2025 through RCTC and their consultants and was completed in December 2025. Recommendations are addressed in Table 4.5.

See Table 4.5 – Progress to Implement TDA Triennial Performance Audit Recommendations

Table 4.3/4.5 TDA Triennial

Audit Recommendations	Action Taken and Results
Recent TDA Performance Audit Recommendation (Covering FY 2022 – 2024)	
1. Ensure timely completion and submittal of external TDA financial reports. (Compliance Requirement)	
Riverside was in partial compliance with the timely completion and submittal of its annual fiscal and compliance audit for FY 2022. The City has tried to ensure the timely completion of its annual TDA fiscal and compliance audits within the statutory timeframes during the audit period. The City requested and was granted a 90-day extension for the fiscal and compliance audits by RCTC as allowed by law for FY 2023 and FY 2024.	Riverside Connect has coordinated with the City's Finance Department to establish a compliance calendar that anticipates financial closeout procedures and audit submission timelines. Staff continue to work closely with the City's Finance Department, the TDA fiscal auditor, and RCTC to ensure future submissions meet statutory deadlines.
	On Going
It is recommended that the City of Riverside strengthen its internal compliance calendar and coordination with financial staff to ensure timely submission of the annual fiscal and compliance audit. The FY 2022 audit was submitted after the 90-day extension period granted by RCTC, exceeding the statutory 180-day deadline. Timely reporting is essential for maintaining TDA eligibility and preserving funding continuity. In the interim, it is suggested that a schedule be coordinated between the City's Finance Department personnel, TDA fiscal auditor, and RCTC to anticipate financial closeout procedures and timelines by the City and completion of the external TDA financial reports.	
2. Advance Strategic Long-Term Planning through a Comprehensive Operational Analysis (COA).	
This prior audit recommendation is being fowarded for full implementation. The City is encouraged in its efforts to implement a strategic planning framework by pursuing a COA. Although an RFP was released in 2023, the sole proposal received exceeded the City's $60,000 budget. Riverside Connect has requested funding in the FY 2025–26 Short-Range Transit Plan and is encouraged to work closely with RCTC to refine the scope and budget of a future RFP. A successful COA will help guide service delivery, resource allocation, and long-term sustainability. This is vital since ridership recovery has been gradual, with FY 2024 totals still below pre-pandemic levels. In addition, a COA would allow Riverside STS to explore adaptive strategies to better align with evolving rider needs, including increased telehealth usage, online shopping, and reduced demand for workshop transportation.	Riverside Connect has secured $200,000 in funding through the FY 2025/26 SRTP and worked with RCTC to develop the RFP for a COA that addresses the scope and budget challenges encountered in prior procurement efforts. The COA will guide service delivery, resource allocation, and long-term sustainability as the agency continues its post-pandemic ridership recovery. Anticipated completion date for the COA is August 2027.
	In Progress

Audit Recommendations	Action Taken and Results
Recent TDA Performance Audit Recommendation (Covering FY 2022 – 2024)	
Benchmarking peer agencies and evaluating innovative service models—such as microtransit, flexible scheduling, or targeted outreach to underserved populations—may help improve ridership and service relevance.	
3. Expand Rider Education and Outreach through Ecolane Integration.	
It is recommended that Riverside STS continue to enhance rider education efforts by leveraging the capabilities of the newly implemented Ecolane software. As the system now supports mobile ticketing, automated ride notifications, and real-time scheduling, targeted outreach, and training—especially at senior centers and community facilities—can help bridge digital literacy gaps and promote service utilization. Staff-led workshops and instructional materials tailored to Ecolane's features will empower riders to manage their trips more independently and confidently. Educating senior center personnel on how to assist clients with Ecolane tools will further expand access and improve the overall rider experience. Training programs for center staff and riders on how to use Ecolane and access Riverside Connect services will help bridge digital literacy gaps and promote service utilization.	Riverside Connect has launched the Ecolane mobile app, empowering riders to book and cancel trips, receive real-time vehicle location updates, and view estimated pickup times directly from their mobile devices. Staff continue to conduct outreach at senior centers and community events to promote app adoption and bridge digital literacy gaps among seniors and individuals with disabilities. *On Going*

4.4 Open Projects

Riverside Connect continues to advance several capital projects aimed at supporting long-term service reliability, operational efficiency, and modernization. Projects currently in progress are categorized as follows:

Revenue Vehicles

The 10 CNG bus replacement project is in progress, with vehicles ordered and delivery anticipated in summer of 2026. This project will continue to advance Riverside Connect's fleet renewal efforts and reduce the number of buses operating beyond their useful life.

Non-Revenue Vehicles

The new administrative staff vehicle has been purchased and delivered. This vehicle will primarily be used by management staff to supervise operations and respond to accidents.

Vehicle Systems and Equipment

The Radio Communications Replacement project is in the procurement phase, with installations to begin in the summer of 2026. This project will modernize onboard communications equipment and improve dispatch coordination between operators, dispatchers, and field supervisors.

The project to install AEDs on all paratransit vehicles is near completion with all equipment procured. On-board installations will be completed once the 10 new buses are received.

Buildings and Facilities

Two facility-related projects remain open. The Zero Emissions Infrastructure Project, running through June 2030, continues to advance the agency's long-term zero-emission transition through the phased installation of electric infrastructure at the operations facility. The Facility Gate Assessment, initiated in FY 2025/26, is in the RFP phase, progressing toward completion by June 2027.

Communication and Information Technology Systems

The Scheduling Software Upgrade and Notification Add-On projects center on Riverside Connect's transition to the Ecolane software system, which was completed in December 2024. The upgraded platform introduces opportunities for enhanced efficiency, improved routing, and better service delivery. As staff continue building proficiency with the system, Riverside Connect is well positioned to realize these benefits in FY 2026/27 and beyond. The project will remain open, with remaining funds being used to support annual licensing and service costs through 2027.

Planning/Feasibility

The Comprehensive Operational Analysis, initiated in FY 2025/26, is progressing toward completion by August 2027. This study will provide a data-driven evaluation of current services and guide future planning, capital investment, and program sustainability over the next decade and beyond.

See Table 4.4 – Open Projects Prior to FY 2026/2027

CITY OF RIVERSIDE
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2030/2031

Table 4.4/4.6 Open Projects Prior to FY2026/2027

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY26 Programmed Funds	Unfunded Balance as of current FY
Scheduling Software Upgrade	24-01	5	1	10/2023 - 8/2027	400,000	400,000		0
Radio Communications Replacement	25-03	5	1	7/2024 - 12/2026	800,000	800,000		0
Zero Emissions Infrastructure Project	25-04	4	1	7/2024 - 6/2030	5,392,073	5,392,073		0
Bus Replacement 2026	26-01	1	1	7/2025 - 12/2026	2,304,747	2,000,000	304,747	0
Comprehensive Operational Analysis (COA)	26-02	11	1	7/2025 - 8/2027	200,000	200,000		0
Admin Vehicle Replacement	26-03	2	1	7/2025 - 7/2026	60,000	60,000		0
AED Units for Paratransit Vehicles	26-04	3	1	7/2025 - 7/2026	52,000	52,000		0
Ecolane Notification Add-on	26-05	5	1	7/2025 - 8/2027	62,598	62,598		0
Facility Gate Assessment	26-06	4	1	7/2025 - 6/2027	100,000	100,000		0
								0
								0
								0
								0
								0
								0
								0
								0
								0
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								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
								0
9					**$ 9,371,418**	**$ 9,066,671**	**$ 304,747**	**$ -**

Legend

Project Elements:	
1	Revenue Vehicles
2	Non-Revenue Vehicles
3	Vehicle Systems and Equipment
4	Building, Land and Facilities
5	Communication and Information Technology Systems
6	Transit Shelters and Amenities
7	Fixed Guideways and Tracks
8	Debt Service
9	Maintenance
10	Security
11	Planning/Feasibility
Funding Category:	
1	Fully Funded
2	Partially Funded

SHORT RANGE TRANSIT PLAN

FY 2026/27 – FY 2028/29

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CHAPTER 1 – System Overview and Service Profile

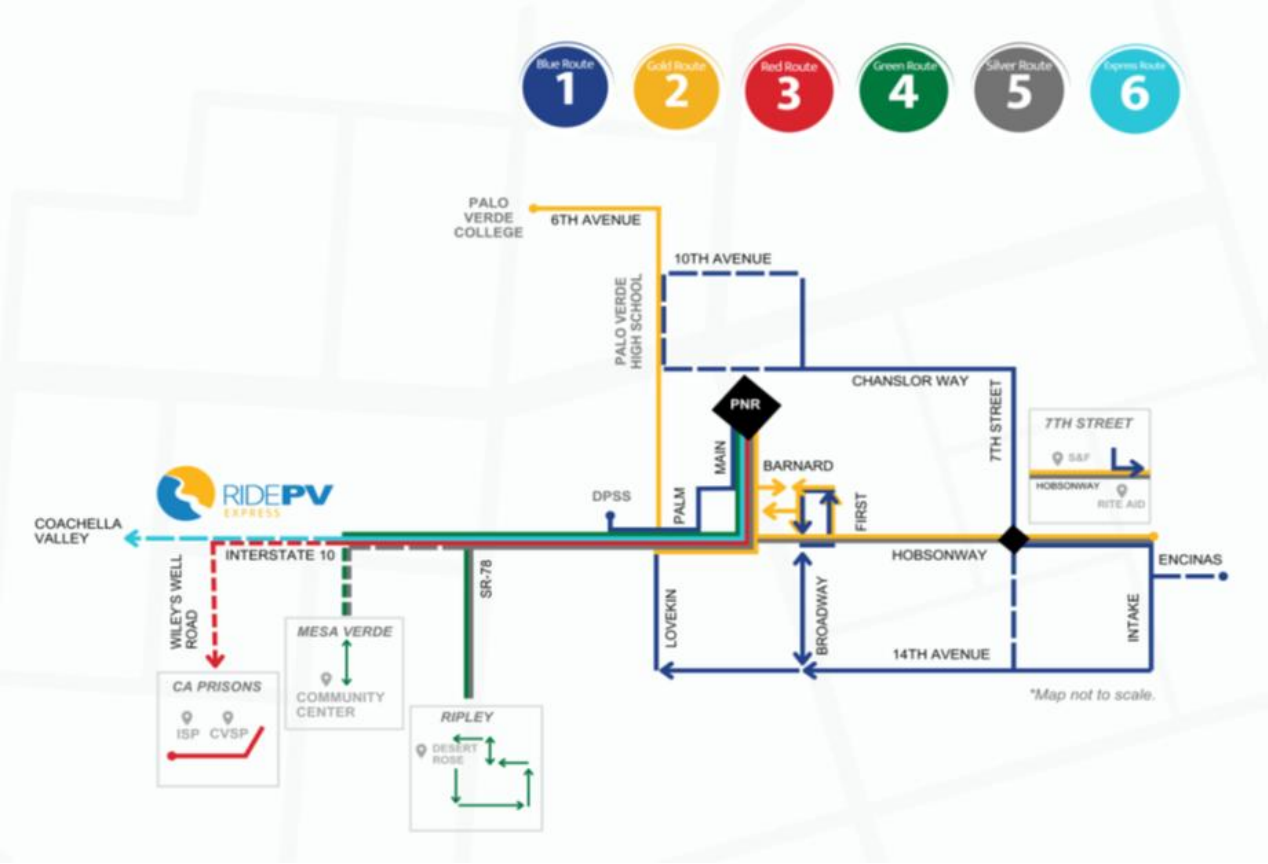
1.1 System Description

The Palo Verde Valley Transit (PVVTA)/RidePV, provides transit services to the communities of Blythe, Ripley, Mesa Verde on a deviated fixed route system 6-routes in total. Some of our valued customers consist of Senior Citizens, Persons with Disabilities, College Students and the General Public. In addition, we also host special events for tourists, county officials and other public officials. We also provide ADA paratransit services on a fixed route thru route deviation requests; routes can deviate up to ¾ of a mile away from actual mapped routes.

Hours of Operations: Monday – Friday 5:00 am **to** 6:45 pm
Saturdays 8:00 am **to** 12:00 pm
Holidays are limited
Pre-Scheduled events as needed

In addition, we offer non-emergency medical transit services to the Coachella Valley, called Blythe Wellness Express (BWE).

Service Map - 1.1



1.2 Population Profile, Demographics

Locationally, Palo Verde Valley is located 170 miles east of Riverside along Interstate 10, and serves the City of Blythe, unincorporated areas of Riverside County – Mesa Verde, Ripley, and one State of California Prison – Ironwood. The makeup of the community is broken down in Table 1.2 below, and directly from the U.S Census Bureau July 2025 data collection. This is a non-exclusive breakdown as some individuals may appear in multiple categories

The Palo Verde Valley - July 2025 statistical breakdown:

Table - 1.2

Race & Ethnicity		
Total Population:	**16,600**	**Breakdown**
Mexican	57%	9,462
White	27%	4,482
Black	12%	2,009
Native American	2.0%	332
Asian	1.9%	315
Population Breakdown		**16,600**
Median Age	38 Years Old	
Education		
High School Diploma	69%	11,454
Bachelor's Degree	8.5%	1,411
Other	23%	3,735
Financial Breakdown		
Average Home Value	$225,000	
Poverty Level	3,137	

U.S Census Bureau, https://www.census.gov/quickfacts/fact/table/blythecitycalifornia/PST045225

1.3 Service Description

The Palo Verde Valley Transit (PVVTA)/RidePV, currently offers six deviated fixed routes. Routes are presented below.

Table – 1.3

Mode	Route	Description	Area / Sites Service
Fixed Route:			
	Blue Route 1	Provides riders access to many civic locations within the City of Blythe. Blue Route 1 operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Blue Route 1 operates from 6:25 am to 5:40 pm Monday through Friday.	Destinations on Blue Route 1 include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Midday Blue	Provides riders access to many civic locations within the City of Blythe. Midday Blue operates deviated service in a clockwise loop type of route providing a 60 minute frequency with one bus five days a week. Midday Blue operates from 9:30 am to 2:00 pm Monday through Friday.	Destinations on Midday Blue include: City Hall, Department of Public Social Services, Palo Verde Hospital, Employment Development Department, Palo Verde Unified School District, California Highway Patrol, DMV, Albertsons, Rite-Aid, Senior Nutrition Program, etc.
	Gold Route 2	Provides riders access between the City of Blythe & Palo Verde College. Gold Route 2 operates on a two way route providing a 60 minute frequency with one bus, five days a week. Gold Route 2 operates from 6:45 am to 4:30 pm and up to 6:40 pm upon request, Monday through Friday.	Destinations on Gold Route 2 include: Blythe City Hall, Big K-Mart, Albertsons, Colorado River Fair, Blythe Recreation Center, Palo Verde Hospital, Palo Verde Valley District Library, Employment Development Department, etc.
	Red Route 3	Provides premium commuter service between City of Blythe and the California State Prisons. Red Route 3 serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive then travels via I-10 to the prisons. This route operates Monday through Friday from 5:15 am to 5:00 pm.	This route serves four Park-N-Ride lots, travels down Hobsonway to Mesa Drive, then travels to the State Prisons, via Interstate 10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Green Route 4	Green Route 4 provides deviated fixed route service between Blythe, Ripley, and Mesa Verde. Ehrenberg Arizona, upon request only via Xtend-A-Ride. This route operates six (6) round trips from 6:30 am to 6:55 pm, Monday through Friday.	This route will service four Park-N-Ride lots, travels down Hobsonway to SR78 then South to Ripley and West to Mesa Verde via I-10. Connections to all other deviated fixed routes can be made at various locations within Blythe at two major transfer points.
	Silver Rotue 5	The Silver Route 5 provides system-wide deviated fixed route service within the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona. This route serves all major trip generating areas within the system on 90-minute headways. Operates from 8:00 am to 12:10 pm.	This route will service the City of Blythe, Ripley, Mesa Verde and selected trips to Ehrenberg, Arizona and will operate on Saturdays and on service holidays only.
	RidePV Express	The RidePV Express fixed route will provide service fixed-route/point deviation service between the City of Blythe and medical facilities in the Coachella Valley. This service includes one morning trip leaving the Main Street Park-and-Ride in Blythe, with a return trip in the afternoon. This fixed route service will run three days a week, leaving the Park-n-Ride on Main Street at 6:30 am and returning to Blythe at 4:00 pm.	This route will provide services to Desert Center, for pick up and drop off of passengers, with a rest stop at Chiriaco Summit. Continue to Sunline Division 2, Indio, John F Kennedy Memorial Hospital, Indio, Westfield Palm Desert, Eisenhower Medical Center, Rancho Mirage and Desert Regional Medical Center in Palm Springs. The service will run 3 days a week.

1.4 Service Description

Description of Ridership, Revenue Miles, Revenue Hours & Trip:

Table – 1.4

	Description	Revenue Miles	Reveue Hours	Trips
Blue Route #1	City of Blythe Circulator (Deviated Fixed Route)	3,315.00	335.76	1,459.00
Gold Route #2	Palo Verde College Crosstown (Deviated Fixed Route)	4,339.00	116.19	743.00
Red Route #3	CA State Prison Commuter Express (Deviated Fixed Route)	2,034.00	155.95	650.00
Green Route #4	Regional Rual Service (Deviated Fixed Route)	3,422.00	165.46	598.00
Silver Route #5	Saturday, Holidays (Limited)	387.00	16.08	118.00
RidePV Route #6	Intercity Service to Coachella Valley (Deviated Fixed Route)	3,105.00	86.22	142.00

1.5 Fare Structure

Palo Verde Valley Transit (PVVTA)/RidePV, is driven by connecting people within our surrounding communities, and with this in mind we make every attempt to keep our fares at reasonable rates. We have in the past offered free fares to the public, however, starting January 2026, we began to start charging fees for our transit services.

Table – 1.5

PVVTA/RidePV Fare Schedule		
Fixed Route		$ 1.75
General Public		$ 0.85
Seniors		$ 0.85
Persons with Disabilities (ADA Card)		$ 0.85
Children ages 5-under (First Boarding with Full Fare Adult)		Free
2nd & 3rd Child ages 5-under (with Full Fare)		$ 0.85
Fixed Route Cash Fare - Route 3 Express		
General Public, Seniors & Persons with Disabilities		$ 3.50
Route Deviations (One way to or from route)		$ 0.85
Route Deviations - All Fixed Routes		
Route Deviations (One way to or from route)		$ 0.85
DV8 Card (8 one way deviation fares)		$ 6.80
Fixed Route GO Passes		
	Routes	
10-Ride Punch Pass	1,2,4,5	$ 17.50
S/D 10-Ride Punch Pass	1,2,4,5	$ 8.50
General Public 31-Day Pass	1,2,4,5	$ 45.00
Seniors 31-Day Pass	1,2,4,5	$ 30.00
10-Ride Punch Pass	Route 3- Express	$ 35.00
20-Ride Punch Pass	Route 3- Express	$ 70.00
General Public 31-Day Pass	Route 3- Express	$ 125.00
Other Cash Fare: X-Tend-A-Ride & Blythe Welleness Express (BWE)		
X-Tend-A-Ride General Public, Seniors & Persons with Disabilites		$ 5.00
BWE General Public, Seniors & Persons with Disabilities One-Way		$ 10.00
BWE General Public, Seniors & Persons with Disabilities Roundtrip		$ 15.00

1.6 Fleet Schedule

Palo Verde Valley Transit (PVVTA)/RidePV, average fleet age is 5 years old, within industry standards of 5 to 7 years for revenue vehicles, and with total seating capacity 100 passengers combined.

Table – 1.6

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2026/27 Short Range Transit Plan

Palo Verde Valley Transit Agency

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2018	DTD		6	1		GA	1			38,226	38,226
2019	DTD		8	1		GA	1			121,149	121,149
2018	FRD		18	1		GA	1			183,822	183,822
2019	FRD		18	1		GA	1			190,740	190,740
2019	FRD		14	1		CN	1			79,298	79,298
2019	FRD		16	1		CN	1			112,713	112,713
2025	FRD		19	1		CN	1			25,469	25,469
2025	FRD		19	1		CN	1			18,695	18,695
2025	FRD		18	1		CN	1			16,416	16,416
2019	FRD	FRD	20	1		CN	1			148,051	148,051
		Totals:	156	10			10			934,579	93,458

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1.7 System Amenitites

Palo Verde Valley Transit (PVVTA)/RidePV, continues to make improvements to current facilities on Main Street, and the Compressed Natural Gas (CNG) Station on East 14th with the State of Goods Repair (SGR) Grant Funds. The SGR Funds allows for facility improvements, maintenance & bus storage.

In late 2021, RidePV and the City of Blythe partnered and was successful in obtaining a $2,912,980 Clean California grant to "Beautify Blythe." Transit projects under this grant award for transit include more improvements for the Main Street PNR, creation of an outdoor public engagement area, improvements to 23 bus stop locations that would add ADA accessibility, bus stop shelters and beautification for transit right-of-way.

The Blythe Compressed Natural Gas (CNG) Station has proven to be a great resource to local and regional fuel needs for CNG. In March 2022, RidePV and the Palo Verde Unified School District (PVUSD) opened the expanded CNG station to accommodate the ever-growing demand for CNG locally and along the Interstate 10 corridor.

Thus far, our CNG Station has become an intrical part of transportation service, along with CalTrans operations. Below are the usage levels of our CNG Station by Palo Verde Unified School District. During the construction of the 10 freeway, CalTrans would also utilize our CNG Station to fuel their fleet of vehicles.

Palo Verde Unified School District - YTD CNG Gallons	
2024/25	9,398
2025/26	6,140

1.8 Network Cooperation

Palo Verde Valley Transit (PVVTA)/RidePV, actively coordinates with SunLine Transit Agency, which is in the Coachella Valley to assist in providing successful trips via our RidePV Express (BWE). Sunline Transit, provides operational emergency support for the RidePV Express when in operation in the Coachella Valley service area. In the event of any potential incidents, SunLine provides seamless support/assistance with ensuring full support of vehicles, staff and passengers. The RidePV Express is over 100+miles one way trip. This route requires extra attention and support to ensure a safe, comfortable and reliable service to our valued clients.

Palo Verde Valley Transit (PVVTA)/RidePV, is an active member of CalAct a Statewide, non-profit organization that represents the interests of small, rural specialized transportation providers since 1984. The members are comprised of two: Individuals, and agencies with a wide array of transporation operators, planning and governmental agencies such as: Caltrans, Federal Transit Administration (FTA), Consultants and Suppliers. Being an active member, allows PVVTA/RidePV to voice concerns of extremely rural transit operators, in addition, allows for constant interactions in the changing transportation/federal operating environment.

1.9 Reference Listing

Palo Verde Valley Transit (PVVTA)/RidePV, is currently conducting a Fare study to examine the following:

1) Increase in fares
2) Implementation of contactless payment systems

The drivers behind the Fare Study, is be updated on industry standards, and best practices. We have not increased fares in over 10+ years, and with the increases in the minimum wage rate, fuel costs, insurance costs, we Palo Verde Valley Transit (PVVTA)/RidePV feel it's time to revisit our fee structures. Part of our study requires community engagement by initiating surveys and questionnaires given to the public. The questionnaire will capture valuable community data, demographics, transportation options. In addition, to the surveys RidePV will reach out to other transportation organizations to understand their best practices in conducting such surveys, fare implementation and contactless payments.

Once completed and examined PVVTA/RidePV could possibly increase fare to be aligned with industry standards and maintain standards for the transportation community who depend on us to meet their transportation needs.

CHAPTER 2 – SYSTEM OVERVIEW AND SERVICE PROFILE

2.1 Performance Indicators

Palo Verde Valley Transit (PVVTA)/RidePV, key performance measures provided for by Riverside County Transit Commission (RCTC). These key measures are benched marked against other operators as a means of understanding operational effectiveness across different transit routes/regions.

Table – 2.1

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review
Palo Verde Valley Transit Agency

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 4th Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	44,892			
Passenger Miles	628,488			
Total Actual Vehicle Revenue Hours	6,011.0			
Total Actual Vehicle Revenue Miles	135,437.0			
Total Actual Vehicle Miles	163,954.0			
Total Operating Expenses	$2,107,342			
Total Passenger Fare Revenue	$109,785			
Net Operating Expenses	$1,997,557			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	11.41%	>= 10.00%	18.48%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	$350.58	<= $191.86	$145.62	Meets Target
2. Subsidy Per Passenger	$44.50	>= $21.12 and <= $28.58	$20.69	Better Than Target
3. Subsidy Per Passenger Mile	$3.18	>= $1.50 and <= $2.04	$1.48	Better Than Target
4. Subsidy Per Hour	$332.32	>= $138.03 and <= $186.75	$118.71	Better Than Target
5. Subsidy Per Mile	$14.75	>= $6.89 and <= $9.32	$5.75	Better Than Target
6. Passengers Per Revenue Hour	7.47	>= 5.55 and <= 7.51	5.74	Meets Target
7. Passengers Per Revenue Mile	0.33	>= 0.28 and <= 0.38	0.28	Fails to Meet Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

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2.2 Performance Reporting

Palo Verde Valley Transit (PVVTA)/RidePV, looking at past performance measures, we see a decrease in ridership due mostly to implementation of ridership fees. We discontinued passengers fee and utilized Low Carbon Transit Operational Program rider fare program to offset greenhouse emissions and improve mobility.

Table – 2.2

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: Palo Verde Valley Transit Agency

All Routes

Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	58,265	37,001	45,790	None	
Passenger Miles	815,710	518,014	641,057	None	
Revenue Hours	8,861.7	6,447.9	6,129.0	None	
Total Hours	11,223.4	8,410.7	7,866.0	None	
Revenue Miles	178,865.0	133,210.0	138,144.0	None	
Total Miles	212,465.0	153,992.0	167,231.0	None	
Operating Costs	$1,799,335	$938,909	$2,116,551	None	
Passenger Revenue	$265,124	$173,486	$111,981	None	
Measure-A Revenue				None	
LCTOP Revenue			$149,999	None	
Operating Subsidy	$1,534,211	$765,423	$2,004,570	None	
Operating Costs Per Revenue Hour	$203.05	$145.62	$345.33	<= $148.86	Fails to Meet Target
Operating Cost Per Revenue Mile	$10.06	$7.05	$15.32	None	
Operating Costs Per Passenger	$30.88	$25.38	$46.22	None	
Farebox Recovery Ratio	14.73%	18.48%	12.37%	>= 0.1	Meets Target
Subsidy Per Passenger	$26.33	$20.69	$43.78	>= $17.59 and <= $23.79	Fails to Meet Target
Subsidy Per Passenger Mile	$1.88	$1.48	$3.13	>= $1.26 and <= $1.70	Fails to Meet Target
Subsidy Per Revenue Hour	$173.13	$118.71	$327.06	>= $100.90 and <= $136.52	Fails to Meet Target
Subsidy Per Revenue Mile	$8.58	$5.75	$14.51	>= $4.89 and <= $6.61	Fails to Meet Target
Passengers Per Revenue Hour	6.57	5.74	7.47	>= 4.88 and <= 6.60	Better Than Target
Passengers Per Revenue Mile	0.33	0.28	0.33	>= 0.24 and <= 0.32	Better Than Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

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2.3 Service Summary

The data presented reflects increases in operational, fuel & administration costs, all associated with providing transit services with the Palo Verde Valley Area. To assist in offsetting these costs, the Federal Government provides 5311 funding.

Table – 2.3, Summary (All Routes)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- Palo Verde Valley Transit Agency -- SRTP Service Summary
FY 2026/27 Short Range Transit Plan
All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	6	6	6	6	6
Financial Data					
Total Operating Expenses	$1,593,041	$1,799,335	$2,107,342	$938,909	$2,116,551
Total Passenger Fare Revenue	$121,276	$265,124	$240,559	$173,486	$261,980
Net Operating Expenses (Subsidies)	$1,471,764	$1,534,211	$1,997,557	$765,423	$2,004,570
Operating Characteristics					
Unlinked Passenger Trips	39,657	58,265	44,892	37,001	45,790
Passenger Miles	555,198	815,710	628,488	518,014	641,057
Total Actual Vehicle Revenue Hours (a)	8,769.8	8,861.7	6,011.0	6,447.9	6,129.0
Total Actual Vehicle Revenue Miles (b)	173,606.0	178,865.0	135,437.0	133,210.0	138,144.0
Total Actual Vehicle Miles	202,240.0	212,465.0	163,954.0	153,992.0	167,231.0
Performance Characteristics					
Operating Cost per Revenue Hour	$181.65	$203.05	$350.58	$145.62	$345.33
Farebox Recovery Ratio	7.61%	14.73%	11.41%	18.48%	12.37%
Subsidy per Passenger	$37.11	$26.33	$44.50	$20.69	$43.78
Subsidy per Passenger Mile	$2.65	$1.88	$3.18	$1.48	$3.13
Subsidy per Revenue Hour (a)	$167.82	$173.13	$332.32	$118.71	$327.06
Subsidy per Revenue Mile (b)	$8.48	$8.58	$14.75	$5.75	$14.51
Passenger per Revenue Hour (a)	4.5	6.6	7.5	5.7	7.5
Passenger per Revenue Mile (b)	0.23	0.33	0.33	0.28	0.33

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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2.4 Service Performance

Palo Verde Valley Transit (PVVTA)/RidePV, Table 2.4.1 is a summarized data table for our 6-deviated fixed routes, along with passenger count and revenues associated with each. The data presented shows Routes: 1,4,2 reflect highest passenger counts, along with highest LCTOP revenue streams. Route 1 is our primary route around major city hubs. Route 4 is a rural deviated route and touches areas of Mesa Verde, Ripley. Route 2 is a crosstown route and reaches the community college. Routes 5 & 6, are highly needed within the community for the flexibility and long-distance travel needs of our community, however, they are also the ones with the lowest passenger counts.

Table – 2.4.1

Routes	Passengers	LCTOP Revenues
1	20,918	44,842
2	7,645	18,792
3	5,920	12,986
4	8,136	29,856
5	1,314	4,773
6	959	19,525
Total:	**44,892**	**$ 130,774**

Data tables (2.4.3,4), is a summation of all routes, performances, miles traveled and passenger counts by routes.

Table – 2.4.3

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Palo Verde Valley Transit Agency -- 5

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
PVVTA-1	Weekday	1	21,337	298,709	2,065	2,237	23,960	26,316	$725,766	$38,398		$51,434
PVVTA-2	Weekday	1	7,798	109,171	1,465	1,767	27,511	30,170	$304,148	$16,091		$21,555
PVVTA-3	Weekday	1	6,038	84,537	594	1,548	20,266	40,139	$210,173	$11,120		$14,895
PVVTA-4	Weekday	1	8,299	116,182	974	1,143	31,595	31,767	$483,209	$25,565		$34,245
PVVTA-5	Weekday	1	1,340	18,764	223	265	5,012	5,144	$77,254	$4,087		$5,475
PVVTA-BWE	Weekday	1	978	13,694	808	906	29,800	33,695	$316,001	$16,720		$22,395
		6	45,790	641,057	6,129	7,866	138,144	167,231	$2,116,551	$111,981		$149,999

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Table – 2.4.4

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Palo Verde Valley Transit Agency -- 5

FY 2026/27

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
PVVTA-1	Weekday	$687,368	$351.46	$30.29	$34.01	12.37%	$32.21	$2.30	$332.87	$28.69	10.33	0.89
PVVTA-2	Weekday	$288,057	$207.61	$11.06	$39.00	12.37%	$36.94	$2.64	$196.63	$10.47	5.32	0.28
PVVTA-3	Weekday	$199,053	$353.83	$10.37	$34.81	12.37%	$32.97	$2.35	$335.11	$9.82	10.16	0.30
PVVTA-4	Weekday	$457,644	$496.11	$15.29	$58.22	12.37%	$55.14	$3.94	$469.86	$14.48	8.52	0.26
PVVTA-5	Weekday	$73,167	$346.43	$15.41	$57.65	12.37%	$54.60	$3.90	$328.10	$14.60	6.01	0.27
PVVTA-BWE	Weekday	$299,281	$391.09	$10.60	$323.11	12.37%	$306.01	$21.85	$370.40	$10.04	1.21	0.03
		$2,004,570	$345.33	$15.32	$46.22	12.37%	$43.78	$3.13	$327.06	$14.51	7.47	0.33

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2.5 Productivity Improvement

Palo Verde Valley Transit (PVVTA)/RidePV provided a free fares program, that lasted almost 3-years, and the community was able to ride for free while improving the environment, and reducing traffic. We have re-introduced our fares to the community, and due to the re-introduction of fares we have seen ridership decreases across the board. In 2026, we begun to implement fares for ridership. In addition, our population size has decreased due to the closure of our local California State Prison.

Our major trip generator is Route #1, which touches all major public locations – City Hall, Hospital, Social Service, Employment Development Department, School Districts, Department of Motor Vehicles, Albertsons, Highway Patrol. We are currently working with the Community College District to increase ridership and make riding easier for our college aged students.

We currently offer a RidePV Express (BWE) to the Coachella Valley 3 days a week for doctor appointments, and other appointments/services our community needs that are unavailable locally. We are in the process of increasing our RidePV Express to a 5-day a week trip to provide flexibility to our community.

We are undergoing a fare study analysis, to understand current market conditions in the transportation industry, and to pinpoint our performance and fees alongside our peers. In addition, we continue to be stewards within our community and always look for opportunities to engage and participate in community events to boost engagement and always improve community relations.

2.6 Major Trip Generators

Below is a list of our most visited locations, and highest trip generators in Palo Verde Valley Transit (PVVTA)/RidePV system.

Table – 2.6

Major Community Hubs			
Grocery	**Government**	**Healthcare**	**Misc.**
Albertsons Market	Blythe City Hall	Palo Verde Hospital	Casa Encinas
Dollar Tree	Riverside County DPSS	Blythe Post Acute	Burtons Trailer Park
Smart & Final Market	Blythe Post Acute		Villa Monterey
EZ Mart West	Blythe Post Office		Roy Willson Community Center
	Palo Verde College		Desert Rose Apartements
			Union Bank

2.7 Recent Service Changes

We continue to analyze current trip offerings and seek to maximize community needs with transportation needs. In addition, Palo Verde Valley Transit (PVVTA)/RidePV is seeking to possibly extend our RidePV Express (BWE) to a 5-day a week trip cycle to better serve community needs outside of the Palo Verde Valley area.

CHAPTER 3 – FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 Planned Services Changes:

Palo Verde Valley Transit (PVVTA)/RidePV,

Blue Route #1	No current changes, in addition, our midday blue will continue the Same routes, times.
Gold Route #2	No current changes, due will continue in the same trip schedule.
Red Route #3	No current changes, due will continue in the same trip schedule.
Green Route #4	No current changes, due will continue in the same trip schedule.
Silver Route #5	No current changes, due will continue in the same trip schedule.
RidePV Route #6	PVVTA/RidePV, depending on community needs, we may change current trip schedule to a 5-day a week trip to the Coachella Valley to provide better community access to the resources available outside the Palo Verde Valley Area.

3.2 Future Marketing Plans, Studies, Promotions

Palo Verde Valley Transit (PVVTA)/RidePV, is currently undergoing a Fare Analysis Study to review our current fare structure in comparison with other transportation organizations of similar sizes.

PVVTA/RidePV, has not increased fares in over 10 years, with the increase in the minimum wage increasing by $10.00/hour in California, we must be proactive in combating our transportation wages. Increases in wages, combined increased fuel costs PVVTA/RidePV must be proactive in helping manage operational costs.

We will continue to do community outreach, and events these events help PVVTA/RidePV educate the community in public transportation, mass transit and how this leads to healthier community. Some key events – run for the wall, summer safety, cleanup day and City Chamber events.

Finally, continue to build our community partnership, with organizations such As Palo Verde College Association, City, New Businesses, and our local senior center.

3.3 Projected Ridership Growth

PVVTA/RidePV, expects a 3.0 Year Over Year growth this value is derived from The Consumer Price Index (CPI 3.312) average over the last 10 years. In addition, the expectation of increased routes with continuity in our marketing efforts to promote ridership interests, 3.0% is an attainable goal. The Team, here at PVVTA/RidePV is highly engaged with the community in partnering and being committed to providing public transportation.

3.4 Proposed Fare Structure

Palo Verde Valley Transit (PVVTA)/RidePV, we are in the final stages of completing the fare study. We have solicited the community's feedback by way of virtual survey, and community feedback at our public events. To achieve the best possible results, we partnered with our team of consultants to gather, and dissect ridership information that will benefit the community.

3.5 Capital Improvement Plan

Palo Verde Valley Transit (PVVTA)/RidePV, will continue to replace vehicle revenue on a year's basis, to fit the organization's needs. The replacement buses include (Zero Emission, CNG). In addition, we will also replace one of Van's that we use on our Wellness Express route to ensure comfort & reliability.

Must have:

1) Replacement of Buses (CNG, Zero Emission)
2) SGR Equipment and Facility Upgrades
3) Procurement of Ops. Contracts
4) Replacements of Support Vehicles
5) Replacements of Van

In addition, as obstacles arise in the day-to-day operations we will continue to improve/upgrade, when necessary, at the best possible costs.

3.6 Long Term Plans

Our long-term plans include the design and construction of a new 6,000 +/- SqFt. Maintenance/Administration facility to assist in streamlining transit operations and modernizing our operations. This new facility will meet CARB Standards – and support Electric, Hydrogen operated revenue vehicles. In addition, provide much needed space to support our growing fleet, and assist our team with proper space to work continue their support of our vehicles.

CHAPTER 4 – FINANCIAL PLANNING

4.1 Operating and Capital Budget FY 26-27

Palo Verde Valley Transit (PVVTA)/RidePV, under the guidance and assistance of Riverside County Transportation Commission (RCTC), we utilize different revenue streams to assist in day-to-day transit operations. Based on Operational/Capital needs of the organization, we may use Federal or State Funds. PVVTA/RidePV, uses a mixture of Transportation Development Funding (TDA) both Local/State to assist in our operations and to better serve our surrounding communities. Although our operations have changed due to community demands, the requests are streamlined utilizing the leadership at RCTC, with Data Systems such as TransTrack.

Funding Sources:

Funding Sources
Caltrans/FTA
Local Transporation Funds (LTF)
State Transit Assistanct (STA)
Low Carbon Transit Operations Program (LCTOP)
Caltrans - State of Goods Repair
FTA - 5311

Table: 4.0

4.0 A- Capital Project Justification All capital projects

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2026/27

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	5311	LCTOP OB	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA PUC99313	STA PUC99314				
1 - OPERATING ASSISTANCE - LTF 26/27	$1,580,000				$1,530,000	$50,000										
2 - OPERATING ASSISTANCE (BWE) -	$150,000				$150,000											
3 - LCTOP FREE RIDES PROGRAM -	$150,000				$150,000											
5 - OPERATING ASSISTANCE (5311 FUNDS) -	$292,666	$292,666														
8 - LCTOP EXPANSION BUS OPERATIONS COST YEAR 1 -	$91,379		$91,379													
Sub-total Operating	$2,264,045	$292,666	$91,379	$0	$1,830,000	$50,000	$0	$0	$0	$0	$0	$0				

Capital

Project	Total Amount of Funds	5311	LCTOP OB	LCTOP PUC99313	LTF	OTHR LCL	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	STA PUC99313	STA PUC99314				
Bulk Tires, Filters, etc - 27-3	$11,075											$11,075				
Bus Stop Amenities - 27-5	$10,000										$10,000					
CNG Replacement Dispenser - Equipment - 27-9	$20,000										$20,000					
Procurement consultant for Operations contract - 27-1	$120,000										$120,000					
Replacement Buses - Zero-Emission Electric Buses - 27-10	$2,966,440						$2,966,440									
Replacement Vehicle - Braun Ability (Van) - 27-8	$60,000										$60,000					
Replacement ZE support vehicle - 27-2	$70,000										$70,000					
SGR Equipment and Facility Upgrades - 27-7	$76,160							$74,032	$2,128							
Utility Trailer - 27-4	$10,000										$10,000					
ZE & Maintenance Facility - 27-6	$52,000	$2,000									$50,000					
Sub-total Capital	$3,395,675	$2,000	$0	$0	$0	$0	$2,966,440	$74,032	$2,128	$0	$340,000	$11,075				
Total Operating & Capital	$5,659,720	$294,666	$91,379	$0	$1,830,000	$50,000	$2,966,440	$74,032	$2,128	$0	$340,000	$11,075				

FY 2026/27 Projected Funding Details

5311	$292,666
LCTOP OB	$91,379
LTF	$1,830,000
OTHR LCL	$50,000
Total Estimated Operating Funding Request	$2,264,045
5311	$2,000
LCTOP PUC99313	$0
SB 125 TIRCP GGRF	$2,966,440
SGR PUC99313	$74,032
SGR PUC99314	$2,128
SGR-OB PUC99313	$0
STA PUC99313	$340,000
STA PUC99314	$11,075
Total Estimated Capital Funding Request	$3,395,675
Total Funding Request	**$5,659,720**

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FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-1

FTIP No: Not Assigned - New Project

Project Name: Procurement consultant for Operations contract

Category: Bus

Sub-Category: Study

Fuel Type: N/A

Project Description: Procurement consultant services for Operations Contract

Project Justification: Expert staff support skills are required for this specialized procurement.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$120,000
Total		$120,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-10

FTIP No: Not Assigned - New Project

Project Name: Replacement Buses - Zero-Emission Electric Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replacement of eight (8) vehicles

Project Justification: PVVTA will procure four (8) 25ft. CNG buses that have an expected useful life of 5 years or 150,000 miles. The vehicles being replaced have met their useful life of 150,000 miles.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GGRF	FY 2026/27	$2,966,440
Total		$2,966,440

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-2

FTIP No: Not Assigned - New Project

Project Name: Replacement ZE support vehicle

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Electric

Project Description: Replace support vehicle exceeding useful life.

Project Justification: Replace support vehicle exceeding useful life.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$70,000
Total		$70,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-3

FTIP No: Not Assigned - New Project

Project Name: Bulk Tires, Filters, etc

Category: Maintenance

Sub-Category: Parts

Fuel Type: N/A

Project Description: Purchase in bulk tires, filters, coolants, etc.

Project Justification: Bus tires, filters, oil, coolants, etc. will be purchased in bulk for the year. This will allow quicker repair of the buses with the supplies ready on hand. In addition, it will allow the buses to be put back in service much quicker.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99314	FY 2026/27	$11,075
Total		$11,075

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-5

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Amenities

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Purchase bus benches and shelters to be placed at bus stop locations in the valley.

Project Justification: This project has been an ongoing project but halted for a few years due to limited resources. PVVTA would like to continue with the purchase of bus shelters, benches, and where necessary construction of concrete pads for the shelters and benches. The summer weather in Blythe is extremely hot and bus shelters would benefit passengers waiting for the bus by giving them a place to wait, out of the direct hot sun.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$10,000
Total		$10,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-6

FTIP No: Not Assigned - New Project

Project Name: ZE & Maintenance Facility

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: This project includes the upgrades to PVVTA's Maintenance Facility as well as restructuring PVVTA's facilities to accommodate zero-emission technology. This project includes the following components. 1) PA&ED and PS&E for both facilities; 2) Land Acquisition; and 3) Construction and installation of zero-emission technology and maintenance facility

Project Justification: Per the adopted and approved ICT bus rollout plan, PVVTA will need to upgrade from the current CNG to zero-emission technology. The board selected hydrogen as the new fuel source and upgrades to the current facilities will be needed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5311	FY 2026/27	$2,000
STA PUC99313	FY 2026/27	$50,000
Total		$52,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		26-10	
		26-10	

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-7

FTIP No: Not Assigned - New Project

Project Name: SGR Equipment and Facility Upgrades

Category: Maintenance

Sub-Category: Parts

Fuel Type: N/A

Project Description: Upgrade/update maintenance equipment

Project Justification: The maintenance equipment is old and needs to be upgraded/updated. With more efficient maintenance equipment the buses will be serviced much faster.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$74,032
SGR PUC99314	FY 2026/27	$2,128
Total		$76,160

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		26-9	
		26-9	

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-8

FTIP No: Not Assigned - New Project

Project Name: Replacement Vehicle - Braun Ability (Van)

Category: Support Vehicles

Sub-Category: Replacement

Fuel Type: Other

Project Description: Purchase (1) Transport support vehicle, that will be a replacement vehicle. Wheel chair accessible to assist

Project Justification: PVVTA, transports ADA customers, this vehicle will support our ADA customer's, and be utilized for those purposes. Our existing vehicle currently has (135k) possibly need a significant amount of repairs.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$60,000
Total		$60,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 SRTP

Palo Verde Valley Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-9

FTIP No: Not Assigned - New Project

Project Name: CNG Replacement Dispenser - Equipment

Category: Buildings and Facilities

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Replace the CNG Replacement Dispenser to assist in the safety, accuracy of CNG dispensing. Also, assist with tracking of CNG usage, and limit waste.

Project Justification: Replace the CNG Replacement Dispenser to assist in the safety, accuracy of CNG dispensing. Also, assist with tracking of CNG usage, and limit waste.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$20,000
Total		$20,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

Palo Verde Valley Transit Agency

SHORT RANGE TRANSIT PLAN

FY2026/2027 - FY2030/2031

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2024/2025 Audit	FY2025/26 Estimated	FY2026/2027 Plan
1	Passenger Fares	5,458	5,622	5,790
2	Interest	56	58	59
3	MDAQMD	20,000	20,600	21,218
4	LCTOP	135,643	139,712	143,904
5	CNG	100,049	103,050	106,142
6	Special Servcies	4,060	4,182	4,307
7				
8				
9				
#				
#				
#				
#				
#				
#				
	Total Revenue (1-15)	**$265,266**	**$273,224**	**$281,421**
	Total Operating Expense	**$1,799,335**	**$2,214,857**	**$2,813,103**
	Farebox Recovery Ratio	**14.74%**	**12.34%**	**10.00%**

4.2 Funding Plan, Tables 4.1 & 4.2

Palo Verde Valley Transit (PVVTA)/RidePV, Our FY 2027-28 funding request is presented below

Table – 4.1

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2027/28

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	5311 OB	FARE	LCTOP PUC99313	LTF	OTHR FED	OTHR LCL	STA PUC99313	STA PUC99314							
1 - OPERATING ASSISTANCE - Operating Assistance	$2,081,344		$184,288		$1,847,056		$50,000									
2 - OPERATING ASSISTANCE (BWE) -	$197,957				$197,957											
3 - LCTOP FREE RIDES PROGRAM - LCTOP - Free Riders	$186,945			$186,945												
3 - Low Carbon Transit Operations Program (LCTOP) -	$62,315			$62,315												
5 - OPERATING ASSISTANCE (5311 FUNDS) -	$346,857	$346,857														
Sub-total Operating	$2,875,418	$346,857	$184,288	$249,260	$2,045,013	$0	$50,000	$0	$0							

Capital

Project	Total Amount of Funds	5311 OB	FARE	LCTOP PUC99313	LTF	OTHR FED	OTHR LCL	STA PUC99313	STA PUC99314							
Bulk Tires, Filters, etc - 28-1	$25,000							$15,293	$9,707							
Bus Stop Amenities - 28-2	$10,000							$10,000								
CNG Replacement Bus - 28-4	$250,000			$250,000												
New Facility Project - 28-3	$50,000							$50,000								
Procurement consultant for Operations contract - 28-10	$30,000							$30,000								
Sub-total Capital	$365,000	$0	$0	$250,000	$0	$0	$0	$105,293	$9,707							
Total Operating & Capital	$3,240,418	$346,857	$184,288	$499,260	$2,045,013	$0	$50,000	$105,293	$9,707							

FY 2027/28 Projected Funding Details

5311 OB	$346,857
FARE	$184,288
LCTOP PUC99313	$249,260
LTF	$2,045,013
OTHR FED	$0
OTHR LCL	$50,000
Total Estimated Operating Funding Request	$2,875,418
LCTOP PUC99313	$250,000
STA PUC99313	$105,293
STA PUC99314	$9,707
Total Estimated Capital Funding Request	$365,000
Total Funding Request	**$3,240,418**

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Palo Verde Valley Transit (PVVTA)/RidePV, FY 2028-29 funding request is presented below. There are increases, mostly due to operational increases to perform transit services with the highest levels of quality & performance.

Table – 4.2

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2028/29

Palo Verde Valley Transit Agency

Original

Operating

Project	Total Amount of Funds	5311	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR-OB PUC99313
1 - OPERATING ASSISTANCE - Operating Assistance	$2,245,450				$2,245,450		
2 - OPERATING ASSISTANCE (BWE) - Operating Assistance - BWE	$203,896				$203,896		
3 - LCTOP FREE RIDES PROGRAM - LCTOP - Free Riders	$192,555		$192,555				
5 - OPERATING ASSISTANCE (5311 FUNDS) - Operating Assistance - 5311	$359,322	$359,322					
Sub-total Operating	$3,001,223	$359,322	$192,555	$0	$2,449,346	$0	$0

Capital

Project	Total Amount of Funds	5311	LCTOP PUC99313	LCTOP PUC99314	LTF	SGR PUC99313	SGR-OB PUC99313
Bulk Tires, Filters, etc - 29-1	$20,000		$15,000	$5,000			
Bus Stop Amenities - 29-2	$5,000		$5,000				
IT and Communication Upgrade - 29-3	$15,000					$15,000	
Procurement consultant for Operations contract - 29-3	$150,000						$150,000
Sub-total Capital	$190,000	$0	$20,000	$5,000	$0	$15,000	$150,000
Total Operating & Capital	$3,191,223	$359,322	$212,555	$5,000	$2,449,346	$15,000	$150,000

FY 2028/29 Projected Funding Details

5311	$359,322
LCTOP PUC99313	$192,555
LTF	$2,449,346
Total Estimated Operating Funding Request	$3,001,223
LCTOP PUC99313	$20,000
LCTOP PUC99314	$5,000
SGR PUC99313	$15,000
SGR-OB PUC99313	$150,000
Total Estimated Capital Funding Request	$190,000
Total Funding Request	**$3,191,223**

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4.3 Regulatory and Compliance Requirements

Triennial Performance Audit of Palo Verde Valley Transit Agency - FY 2022-2024	
Audit Recommendations	**Organizations Actions**
Recommendation carried over from prior year, contiunation of fare study to evaluate the long term sustainbility and equity impacts of it's fare-free program	Palo Verde Valley Transit, is in the final stages of completion of the Fare Study. PVVTA, partnered with various industry professionals to assist in conducting this analysis.

- PVVTA/RidePV Title VI
- PVVTA/RidePV ADA
- TDA Triennial Audit, FTA Triennal Audit, NTD, Triennial Link

Alternative Fueled Vehicles (RCTC Policy)

Palo Verde Valley Transit (PVVTA)/RidePV, vehicle makeup currently consists of 41% gasoline vehicles, 58% CNG vehicles.

4.4 Open Projects Listing

Palo Verde Valley Transit (PVVTA)/RidePV,

Palo Verde Valley Transit/RidePV

SHORT RANGE TRANSIT PLAN

FY 2026/2027

Table 4.4 Open Projects Prior to FY2026/2027

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY26 Programmed Funds	Unfunded Balance as of current FY
SB 125:								
Zero Emission and Transit Capital	25-3			on-going	16,010,000		16,010,000	4,000,000
STA:								
Bus Stop Amenities	20-5, 24-6, 25-2, 26-2			on-going	34,328		34,328	0
Bulk Transit Bus Tires, Filers	22-3, 23-2, 25-5, 26-1			on-going	62,000		62,000	0
Technology Upgrades/Improvements	22-1, 24-2, 26-8			on-going	92,320		92,320	0
Replacement of (2) Fixed Route Buses (CNG)	23-1			on-going	400,297		400,297	0
Bus Demostration Project	24-11			on-going	12,000		12,000	0
Zero Emission & Maintence Facilities	24-10, 25-3, 26-3			on-going	373,350		373,350	0
Integration of PSEC Radio	24-9			on-going	5,000		5,000	
Support Vehicle Rehabilitation	24-8, 26-5			on-going	17,088		17,088	
Electric Forklift Project	24-4			on-going	5,000		5,000	
Branding Project	24-3, 25-4			on-going	55,933		55,933	
Support Vehicle	26-5			on-going	60,000		60,000	
Farebox System Analysis and Upgrads	26-4			on-going	50,000		50,000	
SGA:								
Facility Improvements	22-4, 23-3			on-going	88,808		88,808	
Maintenance Climatization	24-5, 25-1			on-going	78,567		78,567	
SGR Equipment and Facility Upgrades	26-9			on-going	76,250		76,250	
CNG Station Technology Upgrades	25-6			on-going	30,000		30,000	
19					$ 17,450,940	$ -	$ 17,450,940	$ 4,000,000

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@pvvtablythe

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ATTACHMENT 6

FY27-29

RTA
Riverside Transit Agency



SHORT RANGE TRANSIT PLAN

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Glossary of Acronyms

5304	Discretionary grants for statewide and non-metropolitan transportation planning
5307	Formula grants for urbanized areas
5310	Discretionary grants for enhanced mobility of seniors and individuals with disabilities
5311	Formula grants for rural areas
5339	Formula grants for bus and bus facilities
ADA	Americans with Disabilities Act
A&E	Architectural and Engineering
AHSC	Affordable Housing and Sustainable Communities
ARCHES	Alliance for Renewable Clean Hydrogen Energy Systems
ARTIC	Anaheim Regional Transportation Intermodal Center
ASL	American Sign Language
ATU	Amalgamated Transit Union
CARB	California Air Resources Board
CBU	California Baptist University
CEQA	California Environmental Quality Act
CIC	Customer Information Center
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
COFR	Contract Operated Fixed Route
COA	Comprehensive Operational Analysis
CRP	Carbon Reduction Program
CSTAC	Citizens and Specialized Transit Advisory Committee
CTSA	Consolidated Transportation Services Agency
CTW	California Transit Works
DAR	Dial-A-Ride paratransit services
DBE	Disadvantaged Business Enterprise
DOE	Department of Energy
EEO	Equal Employment Opportunity
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FIFA	Federation International Football Association
FRR	Farebox Recovery Ratio
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY19	Fiscal Year 2019
FY22	Fiscal Year 2022
FY24	Fiscal Year 2024
FY25	Fiscal Year 2025
FY26	Fiscal Year 2026
FY27	Fiscal Year 2027
FY28	Fiscal Year 2028
FY29	Fiscal Year 2029

GHG	Greenhouse Gas
Go-Pass	Community College Pass
HAWK	High Intensity Activated Crosswalk
HRTP	High Road Training Partnerships
ICT	Innovative Clean Transit
LA28	Los Angeles 2028 Olympics and Paralympics
LCFS	Low-Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficiency
LOS	Level of Service
LSU	La Sierra University
LTF	Local Transportation Fund
MOU	Memorandum of Understanding
MSJC	Mount San Jacinto College
NHTSA	National Highway Traffic Safety Administration
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OPEB	Other Post-Employment Benefits
PPP	Public-Private Partnership
PTASP	Public Transportation Agency Safety Plan
RAMP 22	RTA & ATU Mentorship Program
RCCD	Riverside Community College District
RCTC	Riverside County Transportation Commission
RFP	Request for Proposals
RINs	Renewable Identification Numbers
RTA	Riverside Transit Agency
§	Section
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SB	Senate Bill
SGR	State of Good Repair
SMS	Safety Management Systems
SRTP	Short Range Transit Plan
SSP	Sustainable Service Plan
STA	State Transit Assistance
TAM	Transit Asset Management
TDA	Transportation Development Act
TIRCP	Transit and Intercity Rail Capital Program
TOD	Transportation Oriented Development
TNC	Transportation Network Company
T-NOW	Transportation NOW
TSP	Transit Signal Priority
TTCA	Temecula Towne Center Associates

TTS	Timed Transfer System
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
U-Pass	University Pass
U.S.C.	United States Code
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WRCOG	Western Riverside Council of Governments
ZEB	Zero-Emission Bus
ZETCP	Zero-Emission Transit Capital Program

EXECUTIVE SUMMARY

This Short-Range Transit Plan (SRTP), updated annually, covers Fiscal Year 2027 (FY27) through Fiscal Year 2029 (FY29). The plan provides a description of the Riverside Transit Agency's (RTA) services, regional transit needs and a look ahead at RTA's proposed service plans and capital projects.

The past year, RTA enhanced frequencies on multiple routes, launched the Ohmio autonomous vehicle pilot project and implemented numerous fare promotions, including Free Fares for Youth and, for the first time, Free Rides for Vets on Veterans Day. As of March 2026, ridership has increased by over two percent when compared to Fiscal Year 2025 (FY25). RTA continues to make year-over-year gains in ridership as can be seen in the chart below.

CALENDAR YEAR (CY) TO CALENDAR YEAR (CY) FIXED ROUTE UNLINKED PASSENGER TRIPS					
Agency	**2021**	**2022**	**2023**	**2024**	**2025**
RTA	3,138,652	4,630,550	5,317,662	5,684,877	5,916,639
NCTD	3,374,758	4,318,114	4,700,823	5,254,231	5,518,181
Omnitrans	4,408,002	5,511,573	6,354,108	7,100,874	7,535,519
SunLine	2,008,944	2,389,946	2,563,479	2,687,697	2,657,725
Foothill	6,226,106	7,389,595	8,452,534	9,743,746	10,113,676
National Total	**2,389,452,157**	**2,889,508,701**	**3,341,474,381**	**3,663,258,068**	**3,651,592,582**

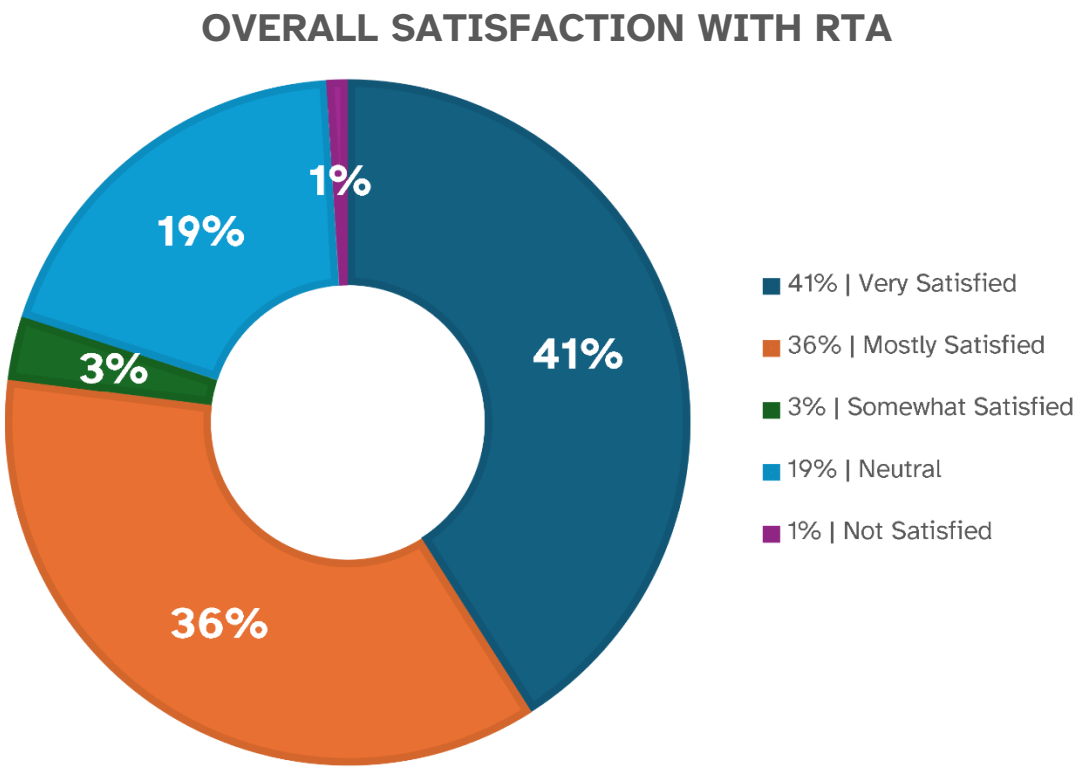
PERCENT CHANGE IN FIXED ROUTE RIDERSHIP YEAR-OVER-YEAR					
Agency	**2021**	**2022**	**2023**	**2024**	**2025**
RTA	0.00%	47.53%	14.84%	6.91%	4.08%
NCTD	0.00%	27.95%	8.86%	11.77%	5.02%
Omnitrans	0.00%	25.04%	15.29%	11.75%	6.12%
SunLine	0.00%	18.97%	7.26%	4.85%	-1.12%
Foothill	0.00%	18.69%	14.38%	15.28%	3.80%
National Total	**0.00%**	**20.93%**	**15.64%**	**9.63%**	**-0.32%**

Source: FTA National Transit Database (Unlinked Motor Bus & Commuter Bus Passenger Trips)

OUR VISION FORWARD

In Fiscal Year 2026 (FY26), RTA kicked off work on a Comprehensive Operational Analysis (COA) called Our Vision Forward. This study looks at how to grow RTA's services across the next 10 years to meet increasing demand, build upon market opportunities and strengths, grow ridership, enhance the overall passenger experience and improve the system's financial sustainability. The study is split into three different phases and is estimated to be completed in FY27. Phase I was completed in February 2026 and focused on listening to the community on transit priorities and needs. Feedback was provided via on-

board rider surveys, non-rider surveys, pop-ups throughout the service area, transit center outreach, virtual meetings, coach operator surveys and stakeholder meetings. The on-board rider survey, which was completed in October and November 2025, found that 99 percent of all riders are satisfied or neutral with RTA services.



Source: RTA Fall 2025 Onboard Rider Survey

An online story map was also available, providing project information and ways to submit comments, including an interactive map that allowed the community to identify specific gaps in service and/or improvements. The public was encouraged to play the Allocation Station game, which provided individuals with 10 virtual dollars to spend on various transit-related improvements. With over 230 responses, the Allocation Station provided critical insight into community transit priorities.



Our Vision Forward Pop-Up at Mount San Jacinto College SGA Annual Harvest Festival



Phase II of the COA focuses on potential fare changes, including innovative payment methods, ways to simplify the fare system and impacts of any potential changes to RTA finances. Fare outreach will take place in Spring 2026. Phase III of the COA will evaluate all the data and feedback collected and propose service recommendations and capital improvements over the next 10 years. Significant community outreach will be completed for Phase III in late Summer 2026.

In July 2025, RTA had the honor of hosting the first-ever California Transit Works (CTW) Southern California Regional Conference. This event brought together the Southern California High Road Training Partnerships (HRTP) comprised of transit agencies and Amalgamated Transit Union (ATU) locals. HRTPs networked and shared the successes and challenges of their programs. In addition, the RTA mentors and mentees from the RTA & ATU Mentorship Program 2022 (RAMP 22) were at the forefront of facilitating and participating in breakout sessions.



CTW Southern California Regional Conference

In Winter 2025, RTA launched a new paratransit scheduling software. Since 2003, RTA has used Trapeze PASS software for reservations, scheduling, operations and reporting of all Dial-A-Ride (DAR) trips. Over the past two decades, software solution providers have made significant strides in supporting transit agencies by offering advanced digital tools that modernize their systems and operations while enhancing customer experience. The new RideCo software optimizes scheduling, resulting in operational cost savings. With the new software, DAR riders can use a mobile app to book, track and manage their rides, in addition to calling in. RTA also enhanced all DAR buses and vans with free on-board Wi-Fi, allowing riders to use the internet while riding with RTA.

In Spring 2026, RTA introduced the Kindness Counts campaign. This initiative focuses on raising awareness of RTA's rider code of conduct through positive messaging, a community-centered approach, and an emphasis on bus etiquette. This campaign reintroduces long-standing expectations for rider conduct, presenting them in a renewed, uplifting way that reflects how we

want our community to feel on every ride. The Kindness Counts campaign focuses on the 5 P's which are friendly reminders that help everyone feel comfortable, safe and welcome when riding with RTA.



RTA is making investments in several key services and projects and will continue to focus on long-term improvements during FY27. The following is a summary of the most significant projects over the next year:

Contract Operated Fixed-Route (COFR) Service: For over 25 years, RTA has outsourced operations for portions of its fixed-route service. RTA's agreement with ATU Local 1277 has historically provided that only an ATU member may operate a 40-foot bus on behalf of RTA. Furthermore, RTA operators were not allowed to operate buses smaller than 40 feet. Therefore, routes with lower ridership were targeted for outsourcing since it was more efficient to serve them with a smaller bus. Then, in 2024, RTA and ATU reached an agreement on an appropriate wage structure for small bus operators. Effective July 1, 2026, RTA will be bringing COFR services in-house. In preparation for this, additional community bus operators, administrative staff and mechanics are being hired. RTA facilities are currently being renovated and expanded to accommodate the additional staff and buses. This change will help maintain consistency across all fixed route services and could provide for better efficiency in the future.

Fare Promotions: RTA plans to offer even more fare promotions in FY27. These promotions have proven to boost ridership in the past few years. The promotions will include the continuation of the Free Fares for Youth ages 18 and under, 25-cent rides during the summer and other free ride days throughout the year.

Improving Connectivity to Public Transportation: Americans with Disabilities Act (ADA) Bus Stop Enhancement Plan: RTA was awarded the Caltrans Sustainable Transportation Planning Grant to complete an ADA Bus Stop Enhancement Plan. The plan will identify bus stop improvements that need to be made, including ADA-compliant curbs, gutters, sidewalks and/or ADA ramps. The plan will include community outreach and engagement activities to gain community feedback on existing transportation barriers and to help identify which improvements need to be prioritized to maximize benefits to the community. With limited budgets each year, the plan will develop a cost-effective, phased approach to improving bus stops in partnership with local jurisdictions.

Riverside National Cemetery Bus Stop Improvement: Thanks to Congressman Mark Takano, RTA was able to secure federal funding to improve the Riverside National Cemetery bus stop. This investment will transform the bus stop from a grass lawn into a safe, fully accessible space with paved sidewalks, making public transportation more equitable for everyone — especially veterans and their families.



Congressman Takano and Kristin Warsinski, RTA CEO

Marketplace Survey

The Agency is planning the initial phase of a comprehensive marketplace survey in FY27. The survey will be used to better understand the current state of customer and non-customer attitudes, evaluate customer experience and look for opportunities to improve satisfaction and loyalty. The results of the survey will be used in conjunction with recommendations from the COA to guide decision-making in the years to come.

Zero-Emission Buses (ZEB): RTA continues to work towards the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which requires all California transit agencies to gradually transition to a 100 percent ZEB fleet with the goal of a full transition by the year 2040. RTA's first five hydrogen Fuel Cell Electric Buses (FCEB) are estimated to arrive in 2026 as required by the ICT regulation. With only one FCEB manufacturer currently in the market, prices are significantly higher than originally projected. RTA's first five FCEBs are currently being produced and are expected to go into service in FY27. Additional FCEBs will be procured in FY27. RTA continues to look for competitive grant funding and advocates at the local, state and federal level for additional financial support.

Federation International Football Association (FIFA) World Cup 2026 and Los Angeles 2028 Olympics and Paralympics (LA28): RTA has been working with LA Metro and other partners on the FIFA World Cup in 2026 and the LA28 events. These will be some of the largest events ever held in Los Angeles. On December 18, 2025, the RTA Board of Directors authorized staff to work with LA Metro to provide buses and operators for the FIFA World Cup. RTA will be providing bus service to and from the Anaheim Regional Transportation Intermodal Center (ARTIC) and Intuit Dome for each day of the games. Riverside County residents will be able to take RTA's existing CommuterLink Route 200 to access RTA's FIFA World Cup service.

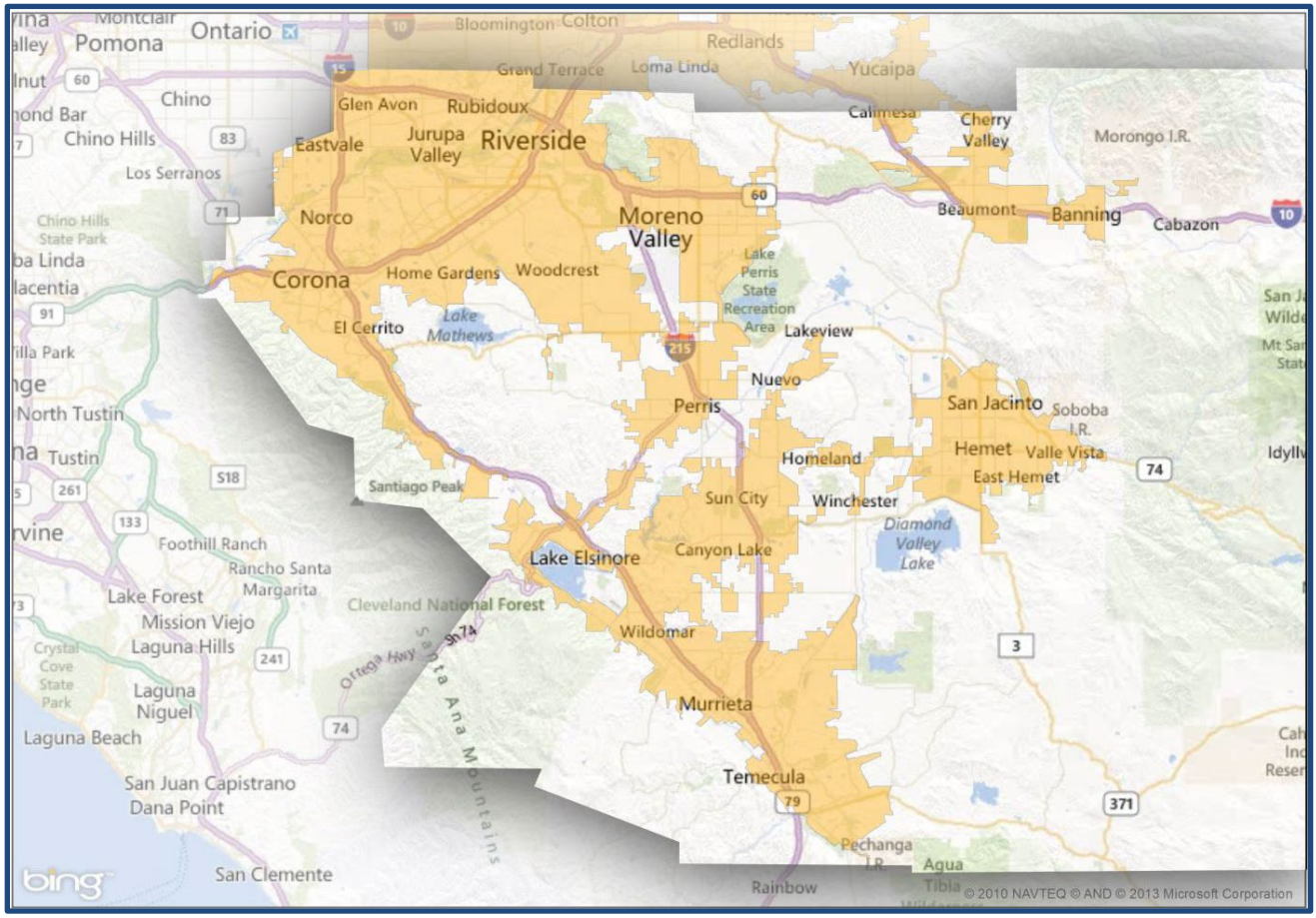
The LA28 events aim to be transit-first with little to no spectator parking. To reach this ambitious goal, transit agencies across the region are working together to develop a plan and pool limited resources. RTA will continue collaborating with LA Metro and other transit partners on the LA28 planning.

The SRTP is organized as follows: Chapter 1 provides an overview of the system. Chapter 2 describes route performance and existing service. Chapter 3 details planned service changes during FY27. Chapter 4 covers the financial and capital plans.

CHAPTER 1: SYSTEM OVERVIEW

1.1 JURISDICTION

RTA's jurisdiction is among the largest in the nation for a transit system, encompassing approximately 2,500 square miles of western Riverside County. Included in RTA's service area are the 18 cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula and Wildomar, as well as the unincorporated areas of Riverside County supervisorial districts 1, 2, 3 and 5. RTA provides service in both urban and rural areas. Urbanized and rural areas are defined by the U.S. Census Bureau based on population size and revised every 10 years with each new census. The urbanized areas (UZA) in the jurisdiction are Riverside-San Bernardino, Hemet and Murrieta-Temecula-Menifee. Portions of RTA routes also connect to Los Angeles-Long Beach-Anaheim, providing interregional mobility options for RTA customers. The map below illustrates RTA's jurisdictional boundaries and highlights the portions of the region considered urbanized.

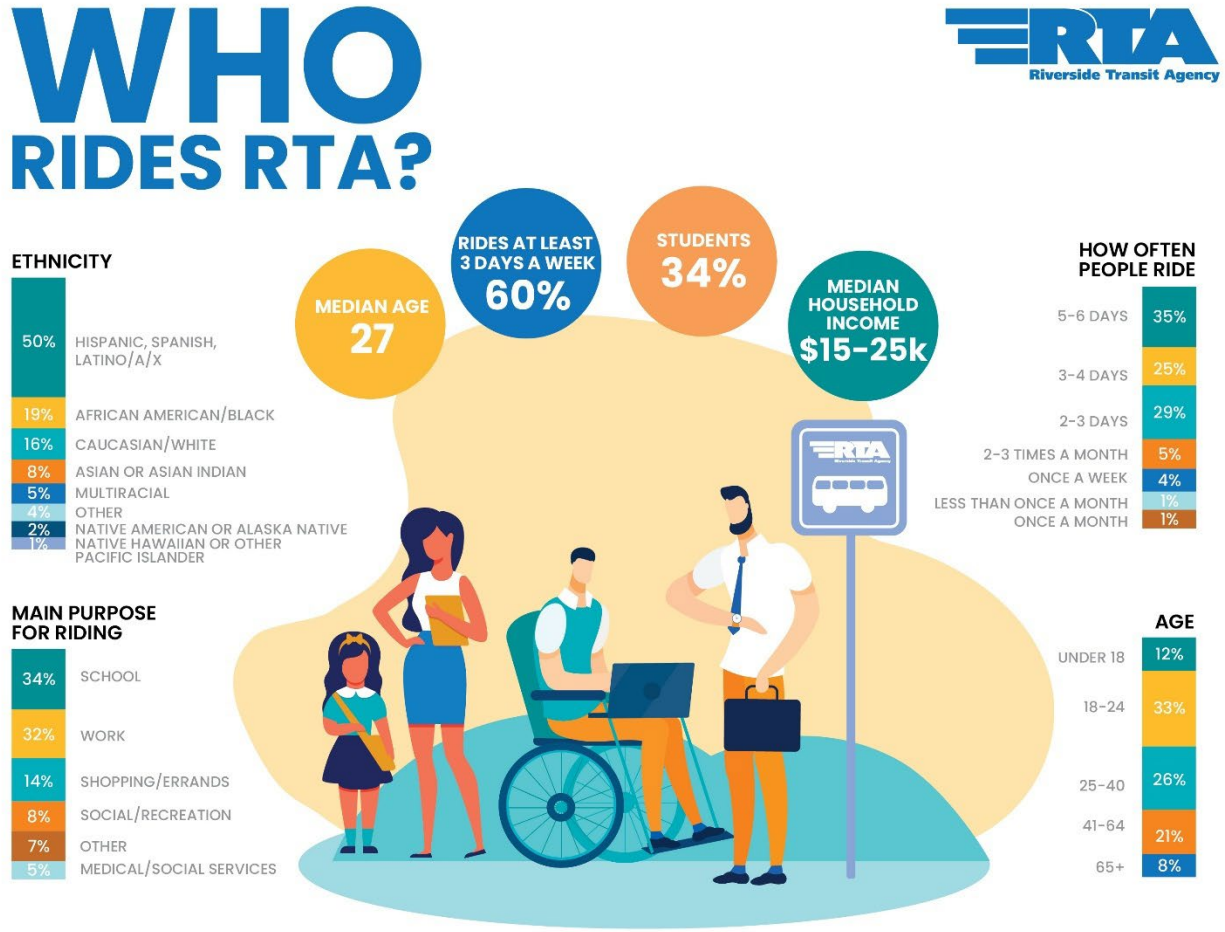


1.2 POPULATION PROFILE AND DEMOGRAPHIC PROJECTIONS

Because our customers' travel needs evolve over time, RTA continually plans and designs routes that are customer-oriented and financially sustainable. By studying the characteristics of our riders, a better understanding is gained to more appropriately plan for and meet the needs of the transit market. Rider characteristics, along with demographic and population changes, are used to shape and inform strategies for allocating resources in future years.

Population Profile – Rider Characteristics

RTA passenger characteristics were collected from onboard surveys in October and November 2025 as part of the Our Vision Forward study. A demographic summary of RTA riders offered the following characteristics:



Source: RTA Fall 2025 Onboard Rider Survey.

Population Profile

Deployment of future transit service will directly correspond to demographic and land use changes within the RTA service area, driven by population growth and buffered by the aforementioned ICT impacts.

The table below shows population changes between 2020 and 2025 based on California Department of Finance data as of May 2025. Between 2020 and 2025, the service area's population grew by more than three percent, with growth as high as 12.5 percent in some areas and decreases as high as 5.4 percent in other areas across this period.

WESTERN RIVERSIDE COUNTY Historical Populations, with 2020 Census Counts								
City	2020	2021	2022	2023	2024	2025	Change 2020 - 2025	% Change
Banning	30,621	30,592	30,856	31,250	31,213	31,949	1,328	4.3%
Beaumont	53,318	53,945	54,349	56,590	57,416	59,708	6,390	12.0%
Calimesa	10,028	10,588	10,950	10,962	10,867	10,994	966	9.6%
Canyon Lake	11,069	11,082	11,003	10,949	10,832	11,004	-65	-0.6%
Corona	156,637	157,182	157,139	157,005	156,615	159,157	2,520	1.6%
Eastvale	69,742	70,457	69,978	69,514	68,884	69,799	57	0.1%
Hemet	89,325	89,302	89,170	89,918	89,663	91,934	2,609	2.9%
Jurupa Valley	104,828	105,131	105,154	104,983	104,721	105,928	1,100	1.0%
Lake Elsinore	70,572	71,225	71,989	71,973	71,452	73,783	3,211	4.5%
Menifee	102,466	104,323	107,411	110,034	111,560	115,316	12,850	12.5%
Moreno Valley	208,237	208,387	208,302	208,289	207,146	210,823	2,586	1.2%
Murrieta	110,702	111,024	110,592	109,998	109,177	111,789	1,087	1.0%
Norco	26,659	24,680	25,035	25,037	25,068	25,221	-1,438	-5.4%
Perris	78,614	78,867	78,474	78,948	79,311	81,240	2,626	3.3%
Riverside	316,307	309,598	314,818	313,676	316,690	320,337	4,030	1.3%
San Jacinto	53,835	54,186	54,303	54,103	53,538	54,990	1,155	2.1%
Temecula	109,820	109,881	109,468	108,899	108,700	112,220	2,400	2.2%
Wildomar	36,720	36,713	36,438	36,336	36,327	37,077	357	1.0%
Unincorporated*	293,910	296,010	298,803	301,270	302,672	313,426	19,516	6.6%
Incorporated (City totals)	1,639,500	1,637,163	1,645,429	1,648,464	1,649,180	1,683,269	43,769	2.7%
Grand Total	1,933,410	1,933,173	1,944,232	1,949,734	1,951,852	1,996,695	63,285	3.3%

**Unincorporated estimate is based on 75% of all the County unincorporated, not just western Riverside County (as per WRCOG guidance).*

Source: California Department of Finance, May 2025

Riverside County Total Population Projections					
2020	2025	2030	2035	2040	2045
2,420,048	**2,492,366**	**2,550,466**	**2,609,073**	**2,666,531**	**2,713,315**
% Change	2.99%	2.33%	2.30%	2.20%	1.75%

Source: California Department of Finance, March 2026

Across the RTA service area, the highest population and employment densities continue to be found in the corridor linking Corona, Riverside and Moreno Valley. This area encompasses more than one-third of the estimated 1.9 million residents in western Riverside County[1]. The highest

[1] *California Department of Finance, Demographic Research Unit (May 2019).*

concentration of jobs is in, around and between the cities of Riverside and Corona and in the Murrieta/Temecula area in the southern portion of the County.[2] The population and employment densities of these cities make public transit a more viable option for travel.

1.3 FIXED-ROUTE AND PARATRANSIT SERVICES

Since Fiscal Year 2024 (FY24), RTA has been increasing service per the Sustainable Service Plan (SSP), a three-year blueprint for transit enhancements following the COVID-19 pandemic. The majority of SSP recommendations have now been implemented. As of July 1, 2026, RTA will operate 32 local fixed routes, three CommuterLink express routes, GoMicro microtransit service in Hemet-San Jacinto and complementary demand response paratransit services throughout the service area. Routes in higher-density urban areas with greater peak ridership are usually operated with larger vehicles, while routes in suburban and rural areas with lower ridership are usually operated with smaller- to medium-sized vehicles. In May 2025, in partnership with the City of Riverside, Ohmio and ATU, RTA launched the Ohmio Pilot Project with service at the Riverside Municipal Airport. The two-year autonomous vehicle project will operate at different locations throughout the City of Riverside. Due to an incident in which Ohmio was not found at fault but was involved, the Pilot Project is currently on hold and will resume service once a thorough review is completed by the National Highway Traffic Safety Administration (NHTSA) per their requirements.

Fixed-Route Services

RTA fixed-route services fall within three categories:

- Thirty-two local routes
- Three CommuterLink express routes
- One Ohmio Pilot Project

See Table 1 for a complete listing of routes and the areas they serve.

On-Demand Microtransit Services

In the Hemet-San Jacinto area, RTA launched GoMicro, an on-demand microtransit program that offers shared rides within the zone. Riders can request a ride when they need it and get picked up within 60 minutes of their request. They can travel from bus stop to bus stop and connect to fixed route service within the zone.

[2] *RCTC Long Range Transportation Study (December 2019).*

Paratransit Services

RTA offers complementary demand-response paratransit DAR service to persons with disabilities and seniors (age 65 and older). DAR is an advanced reservation service:

- DAR trips must begin/end within 0.75 miles of an active RTA fixed route (excluding express buses).
- DAR service operates at times equivalent to the local fixed-route bus services.
- Despite fixed route service decreasing due to the COVID-19 pandemic, DAR service availability remains intact to ensure essential trips are available to vulnerable, transit-dependent passengers who utilize these services.

RTA has Three Types of DAR Services:

- ADA Priority DAR Service: Based on the above criteria, RTA gives priority service to individuals certified under ADA law for trips throughout RTA's service area.
- Senior and Disabled DAR Service: Seniors ages 65 and older and persons with disabilities are eligible for local DAR service for trips that begin/end within a single city based on the above criteria.
- DAR Plus Service: To provide service to those who live in rural areas that do not have access to public transportation, RTA began the DAR Plus Lifeline Service program in July 2015. This program extends the DAR service boundary around local fixed routes by an additional two miles (2.75-mile radius) to qualified applicants needing life-sustaining services. The program provides wheelchair-accessible service to seniors aged 65 and older and to persons with disabilities for lifeline services such as doctor's appointments, medical treatments, and trips to the pharmacy, grocery store and senior center to access hot meal services.

1.4 EXISTING FIXED-ROUTE AND DIAL-A-RIDE SERVICE

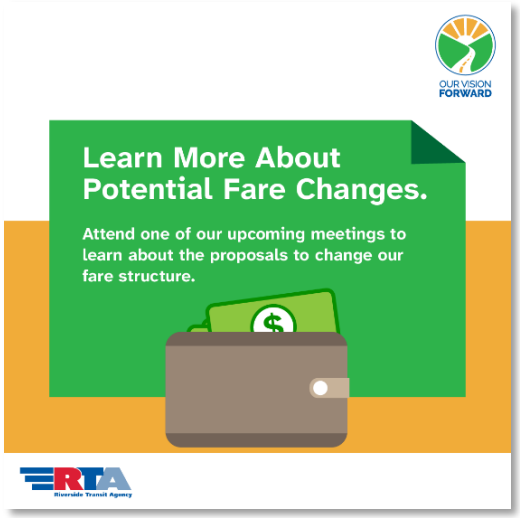
In FY26, RTA budgeted 733,323 revenue hours for the operation of 10,334,972 revenue miles system-wide:

- 558,418 revenue hours and 7,439,628 revenue miles budgeted for the operation of 35 fixed routes and Ohmio.
- 159,449 revenue hours and 2,688,463 revenue miles budgeted for the operation of complementary DAR service.
- 15,456 revenue hours and 206,882 revenue miles budgeted for the operation of microtransit services in Hemet and San Jacinto.

RTA continues to see moderate year-over-year increases in ridership due to numerous service improvements and fare promotions, including Free Fares for Youth and 25-cent Fares in Summer. FY26 saw improvements in service with the Board-approved SSP. This included the addition of earlier morning and later evening service, additional trips to connect to Metrolink trains, enhanced frequencies and route improvements to increase access to major destinations.

1.5 CURRENT FARE STRUCTURE

On April 25, 2019, the Board approved a fare increase that was implemented in July 2019. Prior to this increase, RTA had not increased fares for 10 years. In addition, the Board authorized a subsequent increase in fares effective July 2021. On February 25, 2021, the Board unanimously approved delaying the July 2021 fare increase for one year until July 2022 due to the financial impacts of the COVID-19 pandemic. On April 28, 2022, the Board approved canceling the second fare increase that was scheduled to begin on July 1, 2022, as conditions have dramatically changed since the last fare study was completed in 2019.



RTA is currently completing a fare study as part of Our Vision Forward. The study is evaluating potential fare increases, opportunities to simplify the fare structure and innovative payment methods such as fare capping. The fare study includes significant community outreach. Proposed fare changes will be brought to the RTA Board of Directors for their consideration in FY27. The current fare structure is as follows:

FIXED-ROUTE/GOMICRO FARES				
Fare Categories	**Base Fares**	**Day Pass***	**7-Day Pass***	**30-Day Pass***
General	$1.75	$5	$20	$60
Youth (age 18 and younger)**	Free***	$5	$20	$45
Senior/Disabled**	$0.75	$2.50	$20	$30
Medicare Card Holder**	$0.75	$2.50	$20	$30
Veteran**	$0.75	$2.50	$20	$30
Child (46" tall or under)	Free***	N/A	N/A	N/A

COMMUTERLINK FARES		COMMUTERLINK + LOCAL	
Fare Categories	**Base Fares**	**Day Pass***	**30-Day Pass***
General	$3.50	$10	$95
Youth (age 18 and younger)**	Free***	$10	$95
Senior/Disabled**	$2.75	$7	$70
Medicare Card Holder**	$2.75	$7	$70
Veteran**	$2.75	$7	$70
Child (46" tall or under)	Free***	N/A	N/A

DIAL-A-RIDE FARES	Not accepted on fixed-route buses	
Fare Categories	**Base Fares**	**10-Ticket Books**
Senior/Disabled**	$3.50 - $10.50	$35
Medicare Card Holder	$3.50 - $10.50	$35
Child (46" tall or under)	$0.75	N/A

**Accepted as base fare. CommuterLink trips require an additional $2.00 (Senior, Disabled, Medicare and Veteran) or $1.75 (General) per trip.*
***Proper identification is required at time of boarding.*
**** Youth ride free through December 31, 2026.*

In addition to these fare categories, participating colleges fund the U-Pass and Go-Pass programs. Eligible students get unlimited rides on any RTA fixed route, including CommuterLink and GoMicro service, by downloading a pass on GoMobile, RTA's mobile ticketing application. Staff intend to extend all agreements with colleges and universities for FY27. Active jurors, active-duty military, police and fire personnel in uniform with valid identification are also eligible for complimentary rides on RTA fixed-routes and GoMicro service.

Cooperative Fare and Subsidy Programs

RTA makes every effort to create partnerships that will improve service for customers by developing fare programs that promote the use of public transit. In FY27, RTA will continue the cooperative fare and subsidy program with the University of California, Riverside (UCR) for Route 51 Crest Cruiser and Route 56 Hunter Park/UCR Loop.

Thanks to the popular U-Pass and Go-Pass programs, students at UCR, California Baptist University (CBU), La Sierra University (LSU), Riverside Community College District (RCCD), and Mount San Jacinto College (MSJC), get unlimited rides anywhere RTA buses go, anytime they operate. Students who attend these colleges can ride by downloading the GoMobile app on their mobile devices. RTA accepts valid college ID cards for UCR students and staff to improve the rider experience and remove an unintended barrier. This was mostly due to the process by which UCR registers students for their passes, which is not an issue for most colleges in our service area. This pilot, which began in February 2024, makes it easier for students to ride because they no longer need to register with the Transportation and Parking Services and wait for their GoMobile pass. This has resulted in significantly higher UCR ridership year-over-year. Go-Pass agreements with the RCCD, which includes Moreno Valley College, Norco College and Riverside City College, are set to expire in Fall 2026. RTA staff are working with RCCD staff and students to renew the program.

1.6 REVENUE FLEET

As of March 31, 2026, RTA has a total active fleet of 279 buses:

- One hundred twenty 40-foot buses, which run on Compressed Natural Gas (CNG), provide fixed-route services directly operated by RTA drivers. They are eligible for replacement when they have reached their useful service life of 12 years or 500,000 miles.
- Sixty-three 32-foot buses, which run on CNG, provide fixed-route services that will be directly operated by RTA drivers as of July 1, 2026. They are eligible for replacement when they have reached their useful service life of seven years or 200,000 miles.
- Seventy-three DAR buses, which run on gasoline, provide paratransit services operated by contracted drivers. They are eligible for replacement when they reach their useful service life of five years or 150,000 miles.
- Fifteen DAR vans, which run on gasoline, provide paratransit services operated by contracted drivers. They are eligible for replacement when they reach their useful service life of five years or 150,000 miles.
- Eight GoMicro buses, which are converted DAR buses, run on gasoline and provide on-demand services operated by contracted drivers. They are eligible for replacement when they reach their useful service life of five years or 150,000 miles.

See Table 1.1 for a complete inventory of the RTA fleet.

1.7 EXISTING FACILITIES

Existing Facilities

RTA's primary facility is Division I in the City of Riverside. RTA's secondary facility is Division II in the City of Hemet. RTA's Riverside facility is utilized primarily for routes in the northern portion of the system's network while RTA's Hemet facility is utilized for routes in the southern portion of the system's network. Currently, the Riverside facility has 407 active employees, and the Hemet facility has 108 active employees.

As of July 1, 2026, COFR service will be completed in-house by RTA community bus operators. In preparation for this transition, the Hemet facility and Wentworth property are being improved and expanded. The number of active employees is expected to increase by 140. DAR service, including DAR Plus, is provided by Transdev and operates from a facility they lease in the City of Perris. The DAR facility in Perris also houses the DAR reservation call center. After going through a formal competitive bid process, the Board approved a contract award to Transdev in September 2022 to provide transportation services for GoMicro, the microtransit program in Hemet-San Jacinto. Contractors are responsible for housing, operating and maintaining RTA-owned vehicles.

Existing Passenger Transit Facilities

In addition to improving service frequency and expanding service, RTA has been focused on creating a Timed Transfer System (TTS) and enhancing support infrastructure, such as transit hubs, to improve efficiency and customer experience. It is neither feasible nor cost-effective to run direct service from every trip origin to destination. Strategically placed transit hubs are essential to making a TTS work at its optimum.

Furthermore, transit hubs are more than just a place to make bus connections. They can be community-centered, multi-modal facilities where bus and rail customers share a selection of mobility choices. These modes of travel can include single-occupancy vehicles, carpools, vanpools, bicycles, pedestrian walkways, local and commuter express buses, light rail and regional rail networks. Transit hubs are generally owned by various public agencies and are well-situated for the advancement of public-private investment partnerships leading to transit-oriented commercial and residential development.

The following is a summary of the existing transit facilities in the RTA service area:



Perris Station Transit Center: This transit center in the City of Perris at C Street and 4th Street (SR-74) has eight bus bays served by seven RTA routes. The facility handles multi-modal transfers between Metrolink; RTA local and regional routes; RTA's DAR; and park-and-ride patrons in the southwest region. It is owned, operated and maintained by the Riverside County Transportation Commission (RCTC).



Corona Transit Center: This transit center is in the City of Corona at Grand Boulevard and North Main Street and includes eight bus bays served by three RTA bus routes and two Corona Cruiser routes. The facility also includes a pedestrian bridge to connect to trains at the North Main Corona Metrolink Station. This facility is owned, operated and maintained by RTA.



Galleria at Tyler: The demand for enhanced connections and improved bus stop amenities prompted RTA to improve the stops at the Galleria at Tyler Mall, which is served by six routes. The upgrade was completed in October 2014 and nearly doubled the size of the facility, which now includes six bus bays with new passenger shelters equipped with solar lighting. The facility, which is located on mall property and maintained by RTA, includes customer amenities that comply with ADA design standards. Reinforced concrete bus pads were installed to protect the roadway and increase the useful life of this facility. Further improvements were made in 2017 to add two additional stops on Magnolia Avenue to accommodate additional buses from three more routes. In March 2020, RTA completed construction of a new turnout for the westbound routes on Magnolia Avenue to avoid blocking the travel lanes. In 2023, the amenities

were refurbished, which included deep cleaning, repairing any damage and repainting all items to keep them in mint condition.



Moreno Valley Mall: Similar to the Galleria at Tyler, the transit facility at Moreno Valley Mall is an integral part of establishing transfers within RTA's network. Completed in March 2015, the upgraded facility, which is utilized by five RTA bus routes, has tripled in size to include six upgraded bus bays with pedestrian amenities that comply with ADA design standards. New bus shelters with solar lighting, information kiosks, benches and trash receptacles were installed. Concrete bus pads were also installed to preserve the roadway and increase the useful life of the stop. In January 2020, space for two bus bays was added to help ease bus congestion that resulted from RTA's frequency improvements on routes 16 and 19. The facility is located on mall property and is maintained by RTA. In 2023, the amenities were refurbished to keep them in mint condition.



Promenade Mall Mobility Hub: RTA and the City of Temecula worked together to identify a project site located at Promenade Mall in Temecula, which is owned and operated by Temecula Towne Center Associates (TTCA). Promenade Mall had a single bus stop served by six RTA bus routes. RTA had outgrown this facility, and passengers were often exposed to the elements while waiting for their bus due to the lack of an adequate shade structure and waiting area.

RTA worked with TTCA on delivering this project as a Public-Private Partnership (PPP), with RTA providing construction funds and TTCA agreeing to own and maintain the hub. The project was completed on January 13, 2019, and placed into service. The new hub features five shelter areas/shade structures, nine benches, improved lighting, sidewalk upgrades, real-time passenger information and expanded room for up to five full-sized buses.



La Sierra Metrolink Station: An expansion project at the La Sierra Metrolink Station was completed in January 2019 and was delivered through a public-public partnership with RCTC. The La Sierra Metrolink Station is emerging as a major intermodal mobility hub that brings together rail, two RTA routes, plus first-mile-last-mile solutions, including bikeways, pedestrian walkways, and market-rate housing. The facility is owned, operated and maintained by RCTC. This station expansion project supports RTA's goal of implementing timed transfer connections and intermodal connectivity between rail and bus. It includes nine bus bays with passenger amenities, as well as a coach operator restroom facility.



Canyon Crest Bus Stops: UCR is one of the busiest transit destinations in RTA's transit network. The Canyon Crest Bus Stop Improvements were completed in partnership with the City of Riverside in December 2021. The on-street bus stops were expanded and improved to include six bus bays with shelters, benches, trash receptacles and bus pads, and are served by four RTA routes. The expanded stops have improved connectivity, enhanced safety, reduced congestion and will effectively accommodate current and future service levels. Across the street from the bus stops is a modernized two-way bike lane built by the City of Riverside. The protected bike lanes improve safety and provide first-mile-last-mile connections.



Vine Street Mobility Hub: Located across the street from the Riverside Downtown Metrolink Station, the Vine Street Mobility Hub provides vital connections between bus, train and active transportation. Construction was completed in December 2023, and the hub features 16 bus bays to accommodate current and future RTA bus service, and associated facilities, including a coach operator's lounge, security office,

storage area, restrooms, staff parking, a community plaza, shade structures and greenspace. The hub also includes charging infrastructure for RTA's electric staff vehicles. The site is split into two central bus islands, each with custom overhead shelters and other rider amenities, including seating areas, trash receptacles, an information kiosk, real-time messaging signs, directional signs, lighting, closed-circuit television cameras and bike storage. The overhead canopies include solar panels and lighting to minimize energy demand.



Other Transit Enhancements: For FY26, RTA is currently working on enhancing ten stops by adding or replacing shelters, benches and trash receptacles and improving the accessibility of the stops. These enhancements are made in accordance with the Board-adopted Bus Stop Strategic Policy and deployed based on ridership and geographic equity.

1.8 EXISTING COORDINATION BETWEEN TRANSIT AGENCIES

RTA is one of two designated Consolidated Transportation Services Agencies (CTSA) in Riverside County, the other being SunLine Transit Agency in the Coachella Valley. RTA's role as a CTSA is to assist RCTC in coordinating public transit throughout RTA's approximately 2,500-square-mile jurisdiction, support driver training and technical workshops and assist with preparing grant applications. RTA also certifies all eligible ADA passengers for western Riverside County. Passengers for Beaumont Transit, Banning Connect, City of Riverside and City of Corona are certified through RTA and qualify for ADA services and reduced fares on all systems. RTA is also working with LA Metro and other transit agencies to provide service to the FIFA World Cup games in Summer 2026.

Regional Coordination

RTA coordinates regional services with the cities of Corona, Beaumont and Banning. In the City of Riverside, RTA coordinates with Riverside Connect, which provides complementary ADA-compliant service to RTA's fixed-routes. Additionally, RTA periodically meets with social service providers, including Blindness Support Services, bus riders and other advocates through forums such as RCTC's Citizens and Specialized Transit Advisory Committee (CSTAC), RTA's ADA meetings, Transportation NOW (T-NOW) chapters and surrounding regional transit operators.

As a CTSA, RTA continues to assist other agencies throughout western Riverside County by helping them apply for federal and state funds such as the FTA § 5310 program. RTA provides letters of support to non-profit organizations and is available for questions. The projects funded through the 5310 program improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding available transportation options. RTA also provided information to the City of Corona about the Agency's Bus Stop Strategic Policy and the radio system on board our buses. RTA's Vine Street Mobility Hub and future Hemet Mobility Hub were made possible through numerous partnerships and collaboration with non-profits, cities and Riverside County on several AHSC grants. These partnerships brought millions of competitive grant funding to the region allowing affordable housing projects, transit improvements and miles of bike and pedestrian pathways to be constructed.

Interregional Coordination and Transfer Agreements

While most trips are completed within RTA's jurisdiction, there is a demand to provide connectivity to other regions outside of this area. As such, RTA has collaborated with other transit agencies on agreements for funding splits and/or jurisdictional overlap to further interregional connectivity via public transportation.

As a result of these collaborations, RTA has transfer agreements with the following agencies: Metrolink, Omnitrans, Orange County Transportation Authority (OCTA), Corona Cruiser, Banning Connect, Beaumont Transit and SunLine. Metrolink tickets and passes are accepted on RTA fixed routes that serve Metrolink stations from one hour before to one hour after Metrolink service hours and are valid on the day of travel. Fare media from Omnitrans, SunLine and Beaumont Transit are accepted at transfer locations at the equivalent base fare rate, excluding CommuterLink service, on the day of travel. Corona Cruiser fare media is accepted at transfer locations and adjacent stops. OCTA fare media is accepted for base fare on CommuterLink Route 200 at transfer locations in Orange County. Current and retired employees, as well as dependents of Omnitrans and OCTA are eligible to ride at no cost on any local fixed-route, CommuterLink or GoMicro in the RTA service area. These transfer agreements will continue in FY27.

In Fiscal Year 2018, as part of introducing the new CommuterLink Route 200, RTA and Omnitrans agreed to allow Route 200 to include a stop at the Downtown San Bernardino Transit Center. RTA also agreed with OCTA and the City of Anaheim to allow Route 200 to serve stops in Anaheim, including Harbor Boulevard at Disneyland. Omnitrans and RTA also coordinated on developing a new transfer point in South Fontana for RTA Route 49 and Omnitrans Route 82, as well as identified space for Omnitrans service at the Amazon Eastvale transit hub. With the opening of the Vine Street Mobility Hub in January 2024, RTA and Omnitrans signed an agreement to allow Omnitrans' Route 215 to stop at the Vine Street Mobility Hub. Omnitrans drivers also have access to the driver facilities on site. In FY27, RTA will continue collaborating with these agencies to

provide options for enhanced interregional connectivity via transfer and funding agreements and jurisdictional overlap.

RTA continues to work with the San Diego Association of Governments (SANDAG) and other partners on the planning and design of the Next Gen Rapid Route 483, which may travel from Temecula to Escondido and San Marcos with stops at popular destinations such as California State University San Marcos and Palomar College. RTA's CommuterLink routes 202 and 217 previously provided service into Oceanside and Escondido but were discontinued due to low ridership even before the pandemic. It has not yet been determined who will operate the route in the future. Pending funding availability and the completion of the planning, design and construction phases, SANDAG estimates that the route may be operational in 2029.

1.9 RECENT STUDIES AND PLANS

RTA regularly conducts various studies to provide efficient, reliable, safe and accessible transportation that meets the needs of the community. These studies also outline plans for RTA's future service, replacement and maintenance of capital equipment, financial projections and transition to ZEBs. Studies and plans are also completed to meet federal and local requirements to apply for grant funding. Listed below are the recent studies that have been completed and/or updated.

Title	Summary	Calendar Year of Completion/ Update	Location
Public Transportation Agency Safety Plan (PTASP)	The PTASP is reviewed annually and summarizes RTA's safety plans and includes the process and procedures to implement Safety Management Systems (SMS). This ensures RTA is performing the necessary risk management activities, monitoring the results and making the necessary adjustments to maintain a safe system. The document is managed by the Safety Committee, which is comprised of an equal number of representatives for both labor and management.	2025	RTA Board of Directors Meeting Agenda May 2025

Title	Summary	Calendar Year of Completion/ Update	Location
Title VI Analysis	As a recipient of federal funding, RTA is required to conduct a Title VI analysis for all major service and fare changes to identify, mitigate and/or justify any disparate impacts on minority populations or disproportionate burdens on low-income populations. RTA performs this analysis yearly during the budget process as well as any other time it is necessary.	Ongoing	Appendix B
Sustainable Service Plan (SSP)	The SSP was commissioned to realign RTA's service delivery with the mobility needs of the region following the pandemic. The SSP examined current routes, unmet travel needs, emerging travel patterns and evolving demands for service. The SSP also evaluated RTA's Service Standards and Warrants and developed a vehicle plan to lower the spare ratio.	2023	RTA Board of Directors Meeting Agenda March 2023
Service Standards and Warrants	As part of the SSP, the Service Standards and Warrants were reviewed and re-drafted to reflect current service levels and travel patterns.	2024	RTA Board of Directors Meeting Agenda February 2024
Bus Stop Strategic Policy Update	This policy update determines which bus stops across the Agency's diverse service area should receive new amenities. Per the updated policy, bus stop amenities are allocated to both high passenger activity stops and stops across all service area jurisdictions in a consistent and equitable manner.	2024	RTA Board of Directors Meeting Agenda February 2024

CHAPTER 2: ROUTE PERFORMANCE AND EXISTING SERVICE

2.1 KEY PERFORMANCE INDICATORS

RTA evaluates and plans for its services using the RTA Board-adopted Service Standards and Warrants metrics, which are updated as needed. The Agency's original Service Standards and Warrants were adopted with the COA in 2007 and updated in 2012. Since then, many changes have taken place, including the COVID-19 pandemic, which affected service and ridership, and the launch of GoMicro, the microtransit pilot program in Hemet-San Jacinto. As part of the SSP, the Service Standards and Warrants were reviewed and redrafted to reflect current service levels and travel patterns. The Board approved the document on February 22, 2024.

Service Standards and Warrants

The Service Standards and Warrants guidelines are design standards that set the requirements for a minimum level of service that respects service quality characteristics such as route structure, service area coverage, operating hours and on-time performance. Several factors are typically considered when objectively measuring service performance. These factors help determine whether service is cost-effective.

SUMMARY OF SERVICE STANDARDS AND WARRANTS	
Service Accessibility	**Urban Areas:** 70 percent of the population and jobs are within 0.5 miles of any RTA route. **Non-Urban Areas:** 20 percent of the population and jobs are within 0.5 miles of any RTA route.
Service Classifications	RTA service can be classified into five categories – Frequent, Regional, Local, Express and Microtransit. Complementary to the fixed-route service is DAR. See Table 1 for the route classification of each route.
Span of Service	The span of service or the hours of operation refers to the start and end time of a route. The span of service will vary based on service classifications and current service levels.
Bus Stop Spacing	Depending on the service classification, the new bus stop spacing standards allows spacing of 0.25 to 0.5 miles to support frequent, local, regional and microtransit routes. For regional routes in more suburban and rural areas, bus stop spacing may be limited to locations with accessible curbs, gutters and sidewalks suitable for ADA compliance. For express routes that travel longer distances, the number of bus stops will be limited and are located in cities and communities that will attract the most significant number of commuters traveling in the same direction.

On-Time Performance	RTA requires that no bus shall leave a time point early and should arrive at a time point no later than six minutes after the scheduled arrival time. This limit is appropriate for RTA's service area due to the average distance traveled by each route and the combined rural and urban areas. RTA has a goal of maintaining an on-time-performance of eighty-five percent or better.
Headways (Frequency)	Headways are the timed intervals between each scheduled trip within a fixed-route bus (e.g., the bus runs every 30 minutes). Headways can range anywhere from every 10 minutes to every 120 minutes depending on the service classification. Frequent service is aimed at operating in 10-minute increments. Express routes may vary depending on demand. Microtransit service aims for a 60-minute response time.
Service Efficiency	Service efficiency is measured by reviewing Farebox Recovery Ratio (FRR), Passengers per Revenue Hour and Greenhous Gas (GHG) Reduction quantities.
Load Factor (Maximum Vehicle Loads)	Depending on the bus, the maximum number of passengers should not exceed 150 percent of the seating capacity or the legal weight limit of the bus. DAR vehicles should not exceed 100 percent of the seated capacity.

Source: RTA's Service Standards and Warrants (2024)

Productivity vs. Coverage Target

The Transportation Development Act (TDA) of 1971 established fiscal performance requirements of 20 percent farebox recovery in urbanized areas and 10 percent in rural areas. To help remain in compliance with this state mandate and to improve effectiveness and efficiency, RTA has adopted the following policy for service deployment:

- Sixty percent of fixed-route service should be deployed in areas with higher population and employment densities where transit can meet productivity standards and
- Forty percent of fixed-route service should be to maintain coverage in areas where lower population and employment densities limit transit service productivity.

The 60/40 split establishes a benchmark for RTA to meet mandatory farebox recovery. By state mandate, new or significantly modified service is exempt from meeting the required criteria for up to two years plus the year of commencement. The objective is to give these routes time to perform up to standards. Other key metrics monitored are operating cost per revenue hour, passenger per revenue hour and mile and other key subsidy measurements. These key metrics are noted by route in Table 2.3.

2.2 SRTP PERFORMANCE REPORT

From FY24 through FY26, RTA implemented recommendations from the SSP. In all, more than a dozen routes were adjusted and improved with more service to popular destinations, increased

frequencies and improved connections between bus routes and Metrolink trains. FY27 will focus on bringing contracted operations in-house. 15 fixed routes that were previously contracted will now be completed by RTA community bus operators. This change is estimated to save the Agency in the long term as costs for contracted service have significantly increased. In FY27, RTA will also discontinue unproductive trips to create a stronger, more efficient system and will add new trips to provide later-evening service. It is all part of our effort to meet the changing needs of our valued customers and evolve with our growing communities. If approved by the Board of Directors, RTA may begin implementing recommendations from the Our Vision Forward COA. Detailed information on the planned service improvements can be found in Chapter 3. DAR service availability will remain consistent with pre-pandemic levels as the Agency strives to serve the most vulnerable population. For FY27, RTA projects 741,509 revenue hours for the operation of 10,457,203 revenue miles systemwide. Ridership is projected to be 6,485,327, a slight increase from FY26. Table 2.3 shows detailed information on the FY27 Performance Report.

2.3 SRTP SERVICE SUMMARY

For FY27, the projected systemwide revenue miles and hours are distributed as follows:

- 411,140 revenue hours and 5,376,854 revenue miles budgeted for routes with heavy-duty buses.
- 143,860 revenue hours and 2,073,335 revenue miles budgeted for routes with medium-duty buses.
- 164,527 revenue hours and 2,730,646 revenue miles budgeted for the operation of DAR and DAR Plus service.
- 16,470 revenue hours and 236,691 revenue miles budgeted for the operation of GoMicro microtransit service.
- 5,512 revenue hours and 39,677 revenue miles budgeted for the operation of the Ohmio Pilot Project, the autonomous vehicle project serving the City of Riverside.

For FY27, of the miles and hours budgeted, 362,251 revenue hours and 4,475,447 revenue miles are delivered by routes that qualify for an exclusion from the farebox recovery ratio calculation. Table 2.3 provides detailed information on RTA's FY27 projected service and Table 2.2A lists the excluded routes and dates on which they will expire.

2.4 SERVICE PERFORMANCE

During the past year, RTA had moderate ridership gains with the implementation of year 3 improvements from the SSP and continued implementation of various fare promotions. Ridership numbers are still short of what they were pre-pandemic, but the gap continues to close. For FY27, the total projected revenue miles and hours are provided in route-level detail in Table 2.3.

Estimated number of passengers, passenger miles, revenue hours and miles, operating costs and passenger revenue information are provided for each route, including DAR, which is summarized by UZA.

2.5 PRODUCTIVITY IMPROVEMENT EFFORTS

RTA continually monitors key service performance metrics such as farebox recovery and passengers per hour or trip. These metrics are key factors in evaluating the performance of individual routes and trips. In FY26, RTA completed a performance review of all fixed route trips. RTA will discontinue several unproductive trips to create a stronger, more efficient system and add new trips to provide later evening service. Route performance will be monitored in the coming months to ensure that the services being offered are as efficient as possible and continue to meet the needs of the communities.

2.6 MAJOR TRIP GENERATORS

Work-related, education-related, retail and recreational trips are RTA's largest trip purposes. Customer surveys conducted in 2025 for the Our Vision Forward Rider Survey indicated that:

- Twenty-two percent of trips were for retail, errands or recreational purposes
- Thirty-two percent of trips were for work purposes
- Thirty-four percent of all trips were to/from college or school

These market segments will remain critical to ridership expansion.

RTA's student pass programs with local colleges and universities have been a great source of ridership over the last decade and continue to be marketed heavily to the college population. RTA also continues to make every effort to coordinate transit service with K-12 school bell schedules and boundaries.

GoMicro microtransit service began operating in the Hemet and San Jacinto area in December 2022. GoMicro replaced the underperforming fixed-route transit service, aiming to continue to provide meaningful mobility to Hemet and San Jacinto residents, while reducing RTA's operating costs to ensure financial sustainability.

The SSP, which included extensive community outreach and rider and non-rider surveys, points to the ongoing need for service improvements concentrated on six core themes:

1. Service Frequency: Key improvement required for RTA services to attract new and more frequent ridership.

2. Span of Service: Add early morning service for major employment centers and to connect with Metrolink trains.
3. Lower Cost: Defer fare increases and continue to offer promotional fares.
4. Expand Routes and Locations Served: Provide service to destinations not currently served.
5. Connectivity: Better coordination between RTA services at key connection points.
6. Streamlining: Focus routes on major streets/corridors, reduce circuitous and overlapping routing of service, improve travel times, on-time performance, safety and ease of understanding of the service network.

RTA will continue to explore service changes that address these key service attributes to retain existing customers and attract new ones.

2.7 RECENT SERVICE CHANGES

Key service changes implemented in FY26 are listed below:

- September 2025 service changes:
  - Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 8, 10, 12, 13, 14, 16, 19, 20, 23, 28, 30, 31, 41, 61, 79 and 200.
  - Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Added a new weekday eastbound trip departing Smith Avenue and 6th Street at 10:45 p.m. and new westbound trips departing UCR at Bannockburn at 3:45 a.m. and 11:40 p.m. to provide earlier morning service and later evening service. Added new weekend eastbound trips departing Smith Avenue and 6th Street at 5:15 a.m. and 9:33 p.m. A new weekend westbound trip departing Blaine Street and Iowa Avenue at 5:08 a.m. and a new westbound trip departing UCR at Bannockburn at 9:30 p.m. was added to provide earlier morning service and later evening service.
  - Route 8: A new weekday clockwise trip departing Highway 74 and Cambern Avenue at 1:50 p.m. and two new counterclockwise trips departing Highway 74 and Cambern Avenue at 5:00 a.m. and 3:35 p.m. were added to meet growing demand.
  - Route 15: Improved weekday frequency from every 40 minutes to every 30 minutes.
  - Route 19: Added a new weekend northbound trip departing the Perris Station Transit Center at 3:23 p.m.
  - Route 24: Realigned the route to start (northbound trips) and end (southbound trips) service at bus stop 2571 on Redhawk Parkway and Via Rio Temecula.
  - Route 27: Realigned the route to provide service along Coyote Bush Road, Krameria Avenue and Village West Drive. Bus stop 4571 on Van Buren Boulevard and Orange Terrace Parkway was discontinued.

- Route 41: Added a new eastbound trip departing Laselle Street and Via de Anza at 3:55 p.m. and a new westbound trip departing the Riverside University Health System - Medical Center at 7:25 a.m. to meet growing demand.
- Route 44: Added a new weekday counterclockwise trip traveling from Florida Avenue and Yale Street at 7:43 a.m. to Tahquitz High School and a new weekday clockwise trip traveling from Tahquitz High School at 3:48 p.m. to Florida Avenue and Yale Street.
- Route 51: Realigned the route to start and end service at UCR at Bannockburn.
- Route 61: Discontinued the weekday northbound trip departing the Quail Valley Fire Station at 7:25 a.m. and the southbound trip departing Encanto Drive and McCall Boulevard at 3:28 p.m.

- January 2026 service changes:
  - Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 1, 8, 9, 18, 22, 23, 24, 27, 28, 30, 31, 44, 61, 74 and 200.
  - Route 10: Increased weekday and weekend service to the Vine Street Mobility Hub to connect to Metrolink trains. Weekday frequencies were improved from every 80 minutes to every 60 minutes, and weekend frequencies were improved from every 90 minutes to every 70 minutes. Added a new weekday eastbound trip departing Galleria at Tyler at 5:55 a.m. and a new westbound trip departing Big Springs Road and Watkins Drive at 5:40 a.m. to provide early morning service. The eastbound timepoint #3 was renamed to Lincoln and Sonora.
  - Route 13: Added two new weekday eastbound trips departing Galleria at Tyler at 5:35 a.m. and 3:05 p.m. to connect with trains at the Hunter Park/UCR Metrolink Station and meet growing demand. A new westbound trip departing the Hunter Park/UCR Metrolink Station at 5:59 a.m. was added to provide earlier morning service. The 5:09 p.m. weekday eastbound trip departing from Galleria at Tyler was discontinued.
  - Route 15: Added a new weekday westbound trip departing the Vine Street Mobility Hub at 9:05 p.m. to provide later evening service.
  - Route 19: Added a new weekday northbound trip departing the Perris Station Transit Center at 4:35 a.m. to provide early morning service.
  - Route 28: Adjusted the 11:50 p.m. weekday eastbound trip departing from Perris Station Transit Center to end at Florida and New Chicago avenues.
  - Route 30: Added a new trip departing Orange Vista High School at 7:25 a.m. to meet growing demand.

- May 2026 service changes:
  - Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 3, 8, 9, 22, 23, 24, 28, 30, 31, 41, 44, 51, 55, 56, 61, 74 and 79.
  - Route 41: The weekday eastbound trip departing Lasselle Street and Via De Anza at 3:50 p.m. and the weekday westbound trip departing Riverside University Health System - Medical Center at 7:25 a.m. is no longer in service.

CHAPTER 3: FUTURE SERVICE PLANS, FARE CHANGES, CAPITAL PLANNING AND MARKETING

3.1 PLANNED SERVICE CHANGES

Preparation of the FY27 service plan began with a performance review of all fixed-route bus services. The findings influenced adjustments to service levels on select RTA routes to increase ridership and improve service reliability and efficiency. Service changes include discontinuing several unproductive trips to create a stronger, more efficient system and adding new trips to provide later-evening service. Pending Board approval, RTA may begin implementing recommendations from the Our Vision Forward study. Pending NHTSA approval, RTA will also continue the Ohmio Pilot Project, which is being done in partnership with the City of Riverside, ATU and Ohmio, the autonomous vehicle manufacturer. The pilot project will move throughout Riverside with each service change.

The following service changes are planned for FY27. Implementation is contingent on ridership demand, funding and operator availability.

- July 2026 service changes:
  - Effective July 1, 2026, COFR service will be operated in-house by RTA community bus operators.

- September 2026 service changes:
  - Route 1: Add one late trip to both the eastbound and westbound directions on the weekends to increase span of service.
  - Route 9: The 5:50 a.m. weekend northbound trip departing Highway 74 & Cambern and the 6:35 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
  - Route 18: The 6:32 a.m. weekend northbound trip departing Moreno Valley Mall will be discontinued.
  - Route 21: The 8:46 p.m. weekday southbound trip departing Jurupa Valley/Pedley Metrolink Station will be discontinued.
  - Route 23: Realign the route to service the Kaiser facility in Wildomar.
  - Route 28: The 4:25 a.m. weekday eastbound trip departing Perris Station Transit Center will be discontinued.
  - Route 30: The 8:30 p.m. weekday trip departing Perris Station Transit Center will be discontinued.
  - Route 74: The 4:44 a.m. weekday westbound trip departing Hemet Valley Mall will be discontinued.

- Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

- January 2027 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

- May 2027 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.
  - If approved by the Board, begin implementing recommendations from the Our Vision Forward study.

In partnership with Metrolink rail service, RTA previously operated the Route 54 shuttle service for Riverside's Mission Inn Festival of Lights on four Friday and Saturday evenings in November and December. This shuttle was well utilized and helped reduce traffic congestion at this popular event. If the shuttle is needed this winter, RTA will work with Metrolink on an agreement to fund it.

UCR funds routes 51 and 56. Both routes are currently operating and are included in the FY27 budget. New funding agreements are currently being finalized for FY27. On August 22, 2024, the Board authorized RTA to enter into an agreement with the City of Riverside to operate the two-year Ohmio Pilot Project. The operations of the all-electric, autonomous vehicles for the pilot project is partially funded by the City of Riverside.

3.2 MODIFICATIONS TO PARATRANSIT SERVICE

RTA will continue its mobility management assistance for seniors, disabled persons and veterans using the Customer Information Center (CIC) located at Division II in Hemet. Passengers will be given step-by-step training on how to travel using RTA's fixed route system and will benefit from receiving instructions through phone calls and emails. As appropriate, RTA will continue to encourage the transition from DAR to fixed-route through classroom presentations, train-the-trainer programs and trip planning through the CIC. Expenses related to phone assistance and mobility training are reimbursed through a 5310 Grant. Through the Low Carbon Transit Operations Program (LCTOP), transit passes are provided to teachers/aides who assist and train disabled students on how to ride fixed routes. RTA Planning and Marketing staff are also available for select presentations. Since 2024, RTA staff have been and will continue to train affordable housing residents on how to use public transportation thanks to the Affordable Housing and Sustainable Communities (AHSC) grant that RTA, Wakeland Housing and Development Corp and the City of Riverside partnered on.

3.3 FUTURE MARKETING PLANS, STUDIES AND PROMOTION

The Marketing Department executes marketing and communication campaigns targeted at existing and potential riders, commuters, students, elected officials, members of the business community, the media and non-profit groups. With the Agency's vision, mission and core values in mind, the department's FY27 efforts will address customer service; support community and government relations; allocate resources to increase the awareness of RTA's services; promote the increased use of public transit; as well as develop a positive relationship between the Agency and the people we serve. More specifically, the Marketing Department seeks to address the following areas:

- Increasing fixed-route ridership and awareness of RTA services
- Encouraging trial and repeat use among residents who currently do not ride the bus
- Enhancing a positive image among riders, potential riders, community leaders and elected officials
- Ensuring public awareness and education for new and expanded bus service
- Educating the public on the benefits of public transportation
- Coordinating timely updates to RTA's website: RiversideTransit.com
- Promoting our services and promotions on social media
- Representing the Agency at various community events
- Providing excellent customer service
- Enhancing government relations
- Assisting with employee communication

With a focus on revitalizing service, the Marketing Department continues to explore opportunities to increase ridership and promote bus travel, while developing creative strategies to communicate with and engage customers. The department has identified objectives, target markets and strategies that will drive meaningful impact now and for years to come. The coming year offers various opportunities for the department, including raising awareness of grant-funded reduced-fare and free-ride days, along with continued outreach to the next generation about the Agency's free- or reduced-fare ride programs for area college students and youth aged 18 or younger.

Service Adjustments: Marketing shares information about service adjustments through a range of channels, including email rider alerts, website updates, brochures, advertisements, on-bus messaging, newsletters and social media.

Customer Information Materials: RTA aims to make the transit system easier to understand and use through enhanced passenger information and signage. Materials are developed for both novice riders and experienced users to read and understand. Informational documents are readily available and designed to attractively promote RTA services to new users while maintaining interest and engagement from existing riders.

Agency Speakers Bureau Program: Presentations are tailored for different audiences. Outreach to business and community leaders highlights the economic benefits of public transit, while presentations for social service agencies focus on improving personal mobility and encouraging transit use. Additional presentations at senior centers, colleges and school orientations show how these groups can use the bus to support their daily activities.

Community Relations: Many of RTA's strategies rely on working through local organizations to direct targeted promotional messages to constituencies with realistic potential to use RTA's transit services. Community-based marketing and partnerships are cost-effective. RTA builds upon these relationships by participating in community events such as expos and parades, which provide the opportunity to attract potential new users and promote RTA as an active community partner.

Website and Social Media: RTA's website publishes up-to-date information about Agency services, policies and publications. RTA also utilizes social media, including Facebook, X, TikTok, YouTube, Instagram, LinkedIn and iAlerts. Social media allows RTA to provide information quickly and easily to users, while raising RTA's brand and stakeholder engagement.

Customer Information Center (CIC): The CIC provides phone information to customers seven days a week. As call volumes fluctuate, RTA maintains staffing levels to adequately meet its customers' needs. Various resources such as Google Transit trip planner, the GoMobile app and BusWatch real-time bus tracking allows customer service representatives to answer customer inquiries quickly and accurately. English and Spanish-speaking clerks are available to assist callers. For other language requirements, both written and verbal, RTA uses LanguageLine Solutions, which provides interpretation and translation in more than 200 languages.

In FY27, to further ensure equitable access for all, the Agency is looking into piloting services to assist deaf and hard-of-hearing customers. The Agency already has access to American Sign Language (ASL) interpretation services, but with this pilot, deaf and hard-of-hearing customers will be able to easily access ASL translation services by simply scanning a QR code. They will immediately be connected to an ASL translator, allowing them to communicate with our CIC, receptionists and drivers.

Transportation NOW (T-NOW): T-NOW was formed in 1992 as a grassroots advocacy group comprised of public transit advocates. Members of T-NOW range from elected officials and community activists to everyday transit users who are committed not only to addressing regional transportation issues but also to meeting the needs of individual communities. There are six T-NOW chapters throughout the service area, including Greater Riverside, Hemet/San Jacinto Area, Northwest, Moreno Valley/Perris, San Gorgonio Pass Area and Southwest. Each chapter meets monthly.

U-Pass and Go-Pass Programs: The Agency partners with local colleges and universities to provide students with unlimited free or reduced-fare rides on all RTA local fixed route, CommuterLink and GoMicro buses. The Go-Pass program will be financed by student fees during the fall, spring and summer terms and include students at RCCD, which includes Moreno Valley College, Norco College and Riverside City College, and students at MSJC. The U-Pass program, which includes CBU, LSU and UCR, will be financed by the universities that pay on a discounted per-boarding basis. At UCR, the program also includes faculty and staff.

Implementation of Fare Promotions Program: Pending Board approval of the FY27 SRTP, RTA will run a 25-cent summer fare promo for all riders on all fixed route and GoMicro services. Youth ages 18 and under will continue to have free fares through Fiscal Year 2028 (FY28). Free fare transit passes will be provided for teachers/aides who assist and train disabled students on how to ride fixed route services. In addition, the Agency will run free promo days on the following days:

- Car Free Day – September 22, 2026
- California Clean Air Day – October 7, 2026
- Election Day – November 3, 2026
- Free Rides for Veterans on Veterans Day – November 11, 2026
- New Year's Eve after 2:30 p.m. – December 31, 2026
- Transit Equity Day – February 4, 2027
- Earth Day – April 22, 2027
- Dump the Pump Day – June 17, 2027

Providing access to affordable transportation can increase access to education, jobs and essential destinations and lead to an improved quality of life. RTA may implement other fare promotions throughout the year that will require marketing efforts. These programs will also increase awareness of RTA routes while shaping new travel habits for new and existing riders. Historically, promotional fares have played a vital role in encouraging ridership growth. The Implementation of Fare Promotions Program is funded through LCTOP and Local Transportation Funds (LTF).

3.4 PROJECTED RIDERSHIP GROWTH (FY27-29)

With improved service and multiple fare promotions throughout the year, more people are getting back on board the bus in Riverside County. Through March of FY26, RTA buses carried more than 4.7 million passengers, compared to 4.6 million during the same time last year, an increase of two percent thanks to a flurry of special promotions that allowed youth to ride for free and customers to ride for 25-cents in the summer. RTA continues to see year-over-year ridership growth. The projected ridership for FY27 shows a two percent increase over the actual FY26 ridership. RTA is taking a conservative approach and projecting modest gains in ridership from FY26.

3.5 PROPOSED FARE STRUCTURE CHANGES



There are no fare changes proposed for FY27. A fare study is currently being completed as part of the Our Vision Forward study which kicked off at the end of FY25. Extensive community and jurisdiction outreach will be completed. COA service and fare recommendations are estimated to go to the Board for consideration in December 2026. If approved by the Board, fare recommendations may be implemented in FY28.

3.6 CAPITAL IMPROVEMENT PLANNING

Capital improvements to the transit system are necessary to maintain vehicles, facilities and equipment in a state of good repair, reduce costly repairs and ensure the safety and security of the public. Moreover, capital projects, such as improvements to bus stops and installation of passenger amenities, can lead to an increase in ridership. Listed below are RTA's upcoming projects that are expected to begin within the next few fiscal years.

Revenue Vehicles

RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life in years or mileage as defined by the FTA. Projections on when vehicles will need to be replaced are based on service levels and are outlined in RTA's Transit Asset Management (TAM) Plan. Future purchases of replacement revenue vehicles will meet CARB's ICT mandate. Revenue FCEB and CNG vehicles projected to be purchased in FY27 are fully funded within this SRTP. The first FCEBs are estimated to be delivered in 2026 with the next deliveries estimated to occur in 2028 and 2029. These dates may change depending on ridership growth and demand. RTA was awarded competitive funding from the Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) programs for the purchase of FCEBs. RTA is also a partner of

the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), a PPP created to facilitate California's transition to clean, renewable, zero-emission hydrogen energy. ARCHES was awarded federal funding from the H2Hubs competitive grant opportunity. As a partner, RTA was slated to receive $21.6 million in funding to help facilitate the transition to FCEBs. On October 1, 2025, the United States Department of Energy (DOE) terminated funding for ARCHES. As a result, ARCHES will no longer receive federal funding. On October 11, 2025, ARCHES appealed the decision and is waiting for a response. At this time, no ARCHES funding will be provided for RTA's transition to FCEBs. Thanks to Senate Bill (SB) 125, additional funding from the Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) will allow the Agency to purchase additional FCEBs. However, the remaining ZETCP balance of $690 million scheduled for appropriation across the next two years is uncertain. The Agency will continue to pursue other grant funding opportunities to help purchase future FCEBs.

RTA was able to secure an exemption from CARB, allowing us to forego the purchase of zero-emission DAR vehicles for 2026 due to the fact that there are no Altoona-approved FCEBs available in that size. CARB has also issued an exemption for all Class V and VI bus purchases for 2026-2028. This is a statewide exemption designed to give the manufacturers time to obtain proper approvals for zero-emission engines. Our current COFR buses will therefore be exempt from the mandate and we will continue to purchase CNG buses. An updated Rollout Plan will be presented to the Board this summer.

Facilities and Equipment

To maintain RTA's facilities in a state of good repair, RTA will complete regular maintenance improvements, replacements, upgrades and/or renovations to facilities and equipment. Facility maintenance and improvements include activities/items such as furniture, flooring, paint, plumbing, electrical, lighting, HVAC, roof, parking lot and concrete, asphalt, bus wash and CNG compressors. Support equipment maintenance, replacement and improvement includes items such as office equipment, shop air compressors, scissors lift, portable lifts, hand jacks, drill press, pressure washers and other shop tools.

Equipment and Passenger Amenities

Moreno Valley Mall Bus Stop Improvements: In January 2020, two additional bus stops were added at the Moreno Valley Mall Transit Center to ease bus congestion. RTA staff plans to add passenger amenities and bus pads to protect the roadway. This project is currently unfunded. RTA has continued discussions with mall ownership and city staff on possibly partnering on future improvements.

Associated Transit Improvements: RTA aims to make annual enhancements to bus stops throughout RTA's service area to help improve safety and make it more comfortable for riders while they wait for the bus. Improvements may include the purchase and installation of bus shelters, benches, trashcans, kiosks, signage, lighting, significant refurbishment and other ancillary features. The number of improvements completed each year will vary depending on funding availability. Any improvements made will follow RTA's Bus Stop Strategic Policy and Bus Stop Design Guidelines.

CHAPTER 4: FINANCIAL PLANNING

The proposed budgets are developed to support the overall Agency goals of providing safe and reliable public bus transportation, providing excellent customer service and growing ridership – all within estimated fiscal constraints. Staff remain fully committed to exploring all service and financial alternatives necessary to meet the public transit needs of the citizens of western Riverside County. Public transportation is considered essential, alleviates congestion, ensures mobility, promotes more livable communities and assists with meeting additional ADA needs.

4.1 OPERATING AND CAPITAL BUDGET FOR FY27

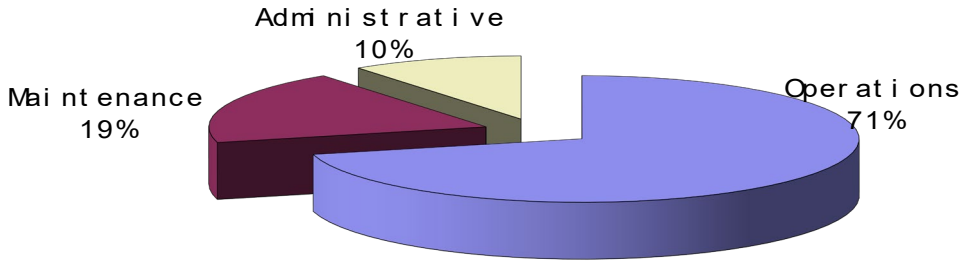
Fixed route revenue service levels are expected to remain relatively flat compared to the FY26 budget. The service plan balances small increases to certain routes offset by minor reductions for unproductive service. Staff is awaiting completion of the COA prior to implementing any further significant fixed route changes. The Agency will also conclude its FIFA World Cup bus service by providing trips for two games in July. Revenue service for DAR, DAR Plus and GoMicro is expected to climb about four percent from the prior year.

To support the proposed service plan, the total proposed FY27 Budget for the Agency is $150,094,531. This includes $120,441,586 for operating expenses and $29,652,945 for capital projects.

The FY27 Operating Budget reflects an increase of $4,920,806, or four percent, from the FY26 budget. The composition of the budget has changed significantly with the planned absorption of the currently contracted fixed route service. A large decrease in purchased transportation has been offset by growth in salaries & benefits, materials & supplies, and insurance. The overall cost growth for FY27 is primarily attributed to increased demand for DAR and GoMicro as well as general inflationary cost growth.

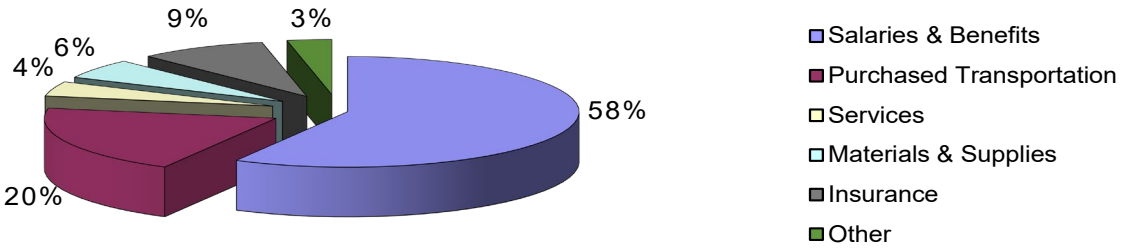
The FY27 Capital Budget includes funding for various critical projects. These projects include various facilities and equipment improvements, revenue vehicle replacements and additional funding to construct the Hemet Mobility Hub. Capital projects are critical to ensuring the Agency has the necessary vehicles, infrastructure and equipment to provide transportation services to the surrounding communities.

Operating Expense Budget - Functional Profile:



The proposed Operating Budget totals $120,441,586. Operations, at 71 percent, constitutes the largest component of the proposed Operating Budget. Maintenance represents another 19 percent of the total. Together, Operations and Maintenance equate to 90 percent of the Agency's Operating Budget. Administrative functions combine for the remaining 10 percent of the Operating Budget. Administrative functions include all other support areas.

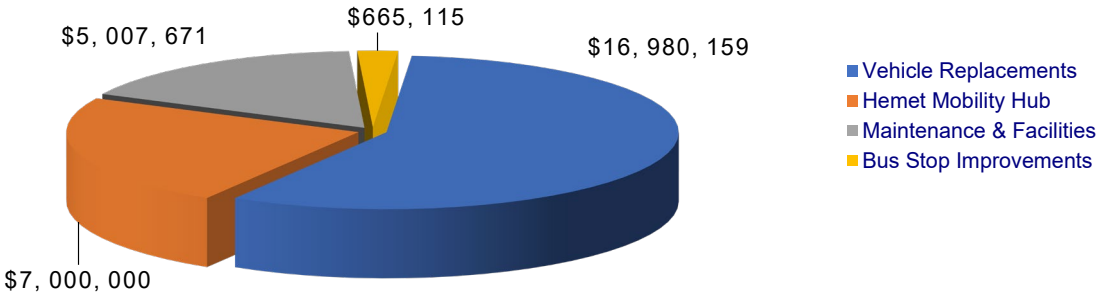
Operating Expense Budget - Cost Element Profile:



The Operating Budget contains six major cost elements. The elements are:

- Salaries & Benefits (58 percent) are comprised of employee wages/salaries and fringe benefits including, but not limited to, medical, pension, workers' compensation and other post-employment benefits (OPEB).
- Purchased Transportation (20 percent) represents the resources required for contracted DAR and GoMicro services.
- Services (4 percent) include the COA, external auditing, legal counsel, legislative support, marketing, outside maintenance, custodial, armored transport, actuarial services, insurance brokerage and towing.
- Materials & Supplies (6 percent) consist primarily of fuel, parts and lubricants for the operation, repair and maintenance of Agency vehicles.
- Insurance (9 percent) includes the premiums and resources required to insure the Agency against general liability claims, property and equipment damage, crime, employment practice, pollution and more.
- Other (3 percent) consists of utilities, printing and publications, advertising and promotion, dues and subscriptions and other miscellaneous expenses.

Capital Budget Profile:

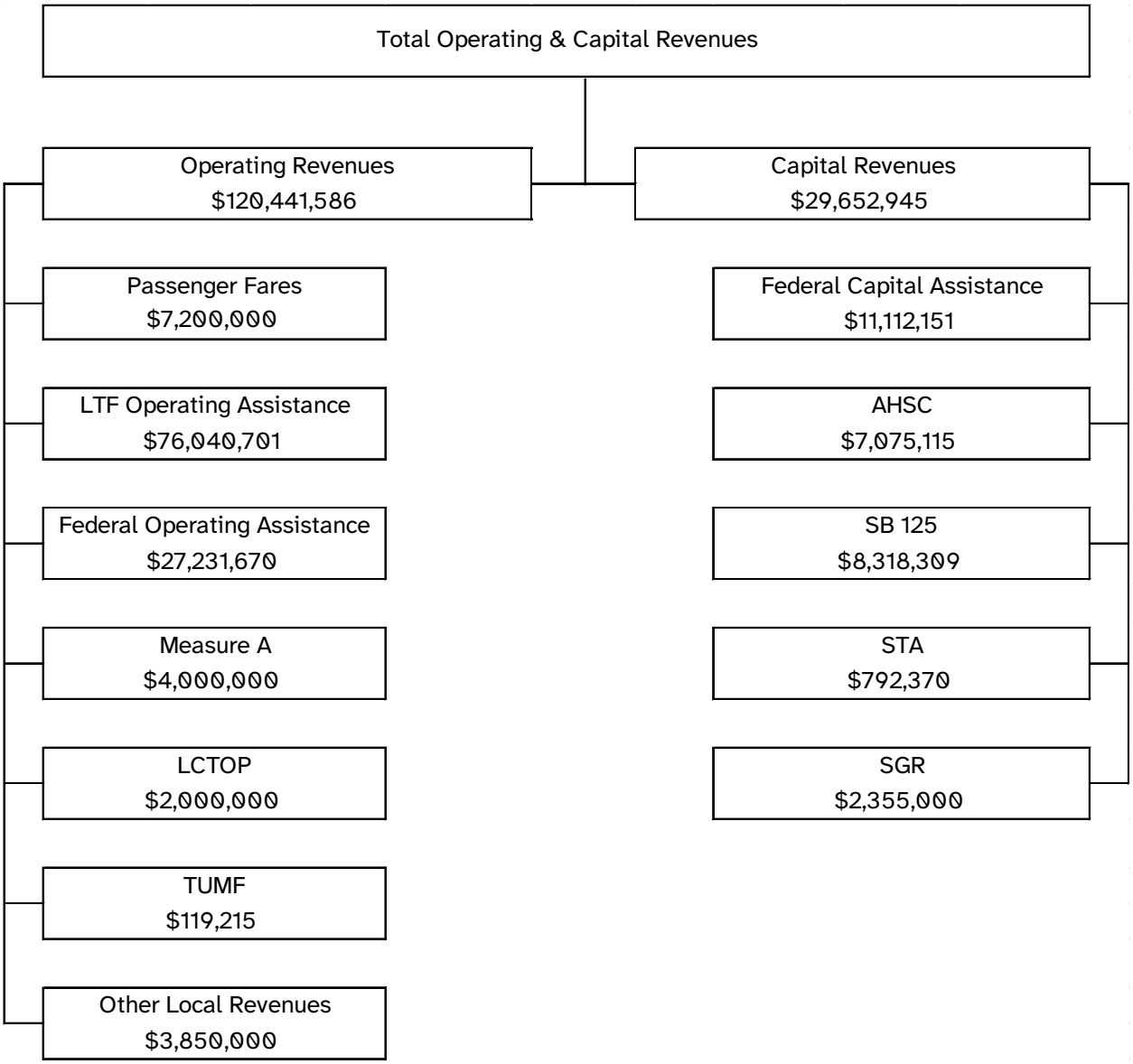


The proposed FY27 Capital Budget totals $29,652,945. Capital funding will be used for the purchase of critical items to maintain existing operations, infrastructure and service levels. The FY27 Capital Budget includes the following projects:

- Vehicle Replacements will fund the replacement of heavy-duty 40' buses. These vehicle replacements include funding for hydrogen buses, which will allow the Agency to comply with air quality mandates. Vehicle replacements are critical to safety, image and customer experience.
- Hemet Mobility Hub includes the programming of competitive AHSC funding received to construct the modern transit center.
- Maintenance & Facilities includes funding to maintain and improve Agency equipment and facilities. Keeping equipment and facilities in optimal condition is vital to maintaining the critical infrastructure necessary to deliver world-class transportation services.
- Bus Stop Improvements includes enhancements at the primary bus stop at the Riverside National Cemetery. These enhancements will be partially funded by an award of federal funds via Congressman Takano's Office.

4.2 FUNDING SOURCES FOR OPERATING AND CAPITAL PROGRAMS

Funding for the Operating and Capital Budgets are generated from federal, state and local revenue sources. The table shown below summarizes the allocation of each revenue source for FY27.



Funding for FY28 and FY29 Operating and Capital Budgets is also expected to be from federal, state and local revenue sources. Tables 4.1 and 4.2 are based on a few simple assumptions.

With respect to the Operating Budget, these amounts are based on delivering the same approximate level of service with the same approximate level of staffing. For planning, a year-over-year inflation factor was used starting with FY27. Once the estimated budget was established under these assumptions, funding sources were reviewed for viability and expectation. As necessary, revenue sources were adjusted.

With respect to the Capital Budget, these amounts are based on estimated needs over a longer time horizon based on today's expectation of the future. When the succeeding fiscal year's budgets are prepared, the capital needs and plans will be re-addressed for current and expected circumstances.

4.3 TUMF PROGRAM

The Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program ensures that a new development pays its fair share for the increased traffic that it creates. As identified in the WRCOG TUMF Administrative Plan, RTA is currently allocated three percent of every TUMF dollar collected for use on projects of regional significance located in the TUMF network. Below is the comprehensive list of RTA's projects included in the 2024 TUMF Nexus Study.

AREA PLAN DIST	PROJECT NAME	LOCATION	UNITS	UNIT COST	TOTAL	MAXIMUM TUMF SHARE
Central	Menifee Mobility Hub	Menifee	1	$7,465,000	$7,465,000	$5,305,000
Northwest	Riverside Mobility Hub at Vine Street	Riverside	1	$11,195,000	$11,195,000	$7,956,000
Central	Moreno Valley Mobility Hub(s)	Moreno Valley	1	$11,195,000	$11,195,000	$7,956,000
Northwest	Jurupa Valley Mobility Hub(s)	Jurupa Valley	1	$11,195,000	$11,195,000	$7,956,000
Pass	Pass Area Mobility Hub(s)	Banning	1	$11,195,000	$11,195,000	$7,956,000
Southwest	Lake Elsinore / Canyon Lake Mobility Hub(s)	Lake Elsinore	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	Hemet Mobility Hub	Hemet	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	San Jacinto Mobility Hub	San Jacinto	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	MSJC Mobility Hub	San Jacinto	1	$1,245,000	$1,245,000	$885,000
Regional	ZEB Technology Enhancements	Various locations region wide	10	$100,000	$1,000,000	$711,000
Northwest	Regional Operations and Maintenance Facility	Riverside	1	$62,186,000	$62,186,000	$44,192,000
Regional	Annual Transit Enhancements Program	Various locations region wide	290	$50,000	$14,500,000	$10,304,000
Northwest	HQTC Improvements	UCR, Riverside to Perris	42	$75,000	$3,150,000	$2,239,000
Regional	Vehicle Fleet Small Buses/Vans	Various locations region wide	30	$160,000	$4,800,000	$3,411,000
Regional	Vehicle Fleet Medium Buses	Various locations region wide	20	$300,000	$6,000,000	$4,264,000
Regional	Vehicle Fleet Large Buses	Various locations region wide	29	$1,271,000	$36,859,000	$26,194,000
Regional	COA Study	Various locations region wide	2	$1,150,000	$2,300,000	$1,634,000
TOTAL					**$217,870,000**	**$154,831,000**

Source: TUMF Nexus Study – 2024 Program Update, Page 66.

The Nexus Study is a planning document, and programming of TUMF funds is subject to funding availability and is done through the TUMF Project Expenditure Plan. Table 5 contains RTA's FY27 – FY31 TUMF Expenditure Plan effective July 1, 2026.

4.4 VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM

SB 743, which was implemented on July 1, 2020, requires development projects to utilize VMT, rather than Level of Service (LOS), as the metric to determine its transportation impacts under the California Environmental Quality Act (CEQA). Projects are then required to mitigate their impact by reducing VMTs using a variety of methods.

WRCOG commenced an effort to develop a potential program for western Riverside County in partnership with its member agencies and key regional stakeholders. The VMT Mitigation Program provides a method to mitigate VMT impacts under CEQA. Through the voluntary program, participants who need to offset significant VMT impacts will be able to purchase VMT credits generated by participants with VMT credit-generating projects, such as RTA. As a result, credit-using projects will not be delayed due to an inability to offset VMT impacts, and credit-generating projects, like RTA's, may be expedited due to access to funding. On May 5, 2025, the program was approved by WRCOG's Executive Committee. On July 9, 2025, RTA entered into a Credit Generating Agreement with WRCOG. On December 18, 2025, RTA received approval to submit eight credit-generating projects to the VMT Mitigation Program. Future credit-generating projects will be included in subsequent SRTPs for review and approval.

4.5 REGULATORY AND COMPLIANCE REQUIREMENTS

As a recipient of state and federal funding, RTA must comply with regulatory policies and procedures that are reviewed and audited regularly.

SUMMARY OF REGULATORY AND COMPLIANCE REQUIREMENTS
TDA Triennial Audit: Under the State of California, TDA provides two major sources of funding for public transportation: LTF and State Transit Assistance (STA) funds. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. *See Table 4.3 for a summary of the recommendations from RTA's FY22-24 TDA Audit. The audit was completed, and a final report was received in January 2026. There were no findings.*
FTA Triennial Review: The triennial review is a comprehensive review of compliance with FTA requirements that is conducted of § 5307 grantees at least every three years. Even though the review is conducted of § 5307 grantees, it addresses all FTA programs for which the grantee is

the direct recipient of funds, including § 5304, 5307, 5310, 5311 and 5339. It addresses the grantee's implementation of Federal requirements in 23 areas and its oversight of sub-recipients, operations contractors or lessees funded by these programs.

The last FTA Triennial Review was completed for FFY19-22 in May 2023 with one deficiency found in the Disadvantaged Business Enterprise (DBE) area. On June 21, 2023, the Agency submitted a corrected Fiscal Year 2022 (FY22) Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review. RTA is currently in the process of completing the FFY23-25 Triennial Review.

ADA: The federal ADA Act of 1990 prohibits discrimination and ensures equal opportunity and access for persons with disabilities. Under the ADA Act, public transit operators are required to provide complementary paratransit service to persons who are ADA certified and are within three-quarters of a mile of a local fixed-route bus during the hours of bus service operation.

RTA remains fully compliant with all Federal ADA regulations and has had no ADA customers denied service on DAR.

DBE Program: The federal DBE Program seeks to ensure nondiscrimination in the award and administration of FTA's Department of Transportation-assisted contracts in the Department's highway, transit and airport financial assistance programs and to create a level playing field on which DBEs can compete fairly for Department of Transportation-assisted contracts.

In accordance with U.S. Department of Transportation regulations found at 49 C.F.R. § 26.45, a 3-year DBE goal was submitted for review to the FTA on July 31, 2024 (pending FTA concurrence letter) and became effective on October 1, 2024. Effective October 3, 2025, the FTA and U.S. Department of Transportation temporarily suspended key components of the DBE program. This action follows a determination that the previous, race- and gender-based presumptions of disadvantage are unconstitutional. Staff is awaiting further direction from the FTA.

Equal Employment Opportunity (EEO): The Federal Transit Laws, 49 U.S.C. § 5332 (b), provide that "no person in the United States shall on the grounds of race, color, religion, national origin, sex or age be excluded from the participation in, be denied the benefits of or be subjected to discrimination under any project, program or activity funded in whole or in part through financial assistance under this Act." This applies to employment and business opportunities and is considered to be in addition to the provisions of Title VI of the Civil Rights Act of 1964.

The EEO Program is submitted to FTA every four years and RTA is in compliance. The last submission was on March 1, 2022. The EEO Circular 4704.1A is currently being reviewed by the FTA. EEO programs that were due on March 1, 2026 are now due on October 1, 2026.

Drug and Alcohol Testing: Per the Code of Federal Regulations (Title 49, Part 40 and 655), RTA established a Drug and Alcohol testing policy in an effort to deter drug and alcohol use in the workplace. The policy establishes the circumstances in which applicants and employees are tested for drugs and alcohol in the workplace and the consequences when they test positive. The purpose of the policy is to prevent accidents, injuries and fatalities resulting from the misuse of alcohol and prohibited drugs by employees who perform safety-sensitive functions. *The Drug and Alcohol Report is in compliance with FTA and was last updated on March 26, 2026.*
Title VI of the Civil Rights Act of 1964: Title VI of the Civil Rights Act of 1964 provides that "no person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. § 2000d). *RTA submits the Title VI Program to FTA every three years. The last report was submitted in September 2025 (pending FTA concurrence letter). The 2025 Title VI Program will remain in effect through November 30, 2028.*
Limited English Proficiency (LEP): FTA issued regulations based on Executive Order 13166 to all transit operators to establish LEP policies and procedures that ensures that RTA publications are issued in English and any other languages used by a significant number of the general population in the service area as determined by periodic demographic assessments. *RTA's updated LEP policy and plan was submitted with the Title VI Program in September 2025.*
Public Hearing Policy: U.S. Code Title 49 § 5307 under the Urbanized Area Formula Grant Program requires that transit systems maintain a process to solicit and consider public comments before raising fares or implementing major reductions in service. *RTA's Public Hearing Policy for Major Service and Fare Changes was last revised in October 2012.*
Alternative Fueled Vehicles: RCTC Resolution No. 00-018 established an emissions standards requirement for the acquisition of urban transit buses with federal, state or local funds. All full-sized urban public transit buses purchased or leased with federal, state or local funds granted or programmed by RCTC shall meet the urban bus optional, reduced-emissions standards set by CARB for oxides of nitrogen and non-methane hydrocarbons. *RTA remains fully compliant with RCTC Resolution No. 00-0018 for vehicles purchased using federal, state or local funds.*

Southern California Air Quality Management District (SCAQMD) – Rule 1192: This rule requires public transit fleets of 15 or more revenue vehicles and operating in SCAQMD's jurisdiction to acquire alternative fuel heavy duty vehicles when procuring revenue vehicles. The rule applies whether revenue vehicles are operated by government agencies or by private entities under contract to government agencies that provide passenger transportation services including intra- and inter-city shuttle services.
National Transit Database (NTD): The NTD is the primary source for information and statistics on U.S. transit systems. Congress requires agencies to report NTD data on an annual basis if they receive or benefit from §5307 or §5311 formula grants. NTD also requires monthly operating and safety statistics reports from agencies that file as a "Full Reporter." FTA submits annual NTD reports that summarize transit service and safety data to Congress for review and use. *RTA submits monthly and annual NTD reports. The last annual safety report was submitted in February 2026 and the last annual operations report was submitted in October 2025.*

4.6 OPEN PROJECTS

Listed below are RTA's current projects. Capital projects help to increase the safety, efficiency and reliability of the transit system and can lead to a growth in ridership. RTA also works with public agencies and developers on land developments to incorporate and promote the use of public transportation. Detailed information on all open capital projects can be found in Table 4.4.

Passenger Transit Facilities

Hemet Mobility Hub: Today, about 180,000 people reside in Hemet and San Jacinto, a rapidly growing area in western Riverside County.[3] The City of Hemet has a projected population of 124,000 in 2045, a 52 percent increase from 81,500 in 2016.[4] Population growth will result in increased demand for transit service in the area.

The City of Hemet developed a Downtown Specific Plan in April 2017. The city's Downtown Specific Plan has identified a need for an intermodal mobility hub to meet the projected demand for local and regional transit services such as bus, rail, car, bike sharing and Transportation Network Companies (TNCs) such as Uber and Lyft. The intermodal mobility hub will also serve as a park-and-ride facility and include solar power and Electric Vehicle (EV) charging stations to support emerging EV technologies. Furthermore, the potential extension of commuter rail service from the City of Perris to Hemet and San Jacinto could also benefit from the intermodal mobility hub. According to RCTC's Next Generation Rail Study, which was completed in 2019, the Perris to San

[3] 2020 Decennial Census, Total Population
[4] SCAG 2020-2045 RTP/SCS, Demographics and Growth Forecast.

Jacinto rail corridor is one of three corridors that are recommended to be included as potential future rail service in RCTC's Long Range Transportation Study.

The plan identifies a city-owned 14.5-acre site as the Transportation Oriented Development (TOD) and includes plans for a multi-modal mobility hub. The hub will be central to the Hemet Civic Center to the south, the County Administrative Center to the north and the Hemet Valley Hospital complex to the east. A substantial portion of this site will be available to transit supportive land uses that could be developed through a PPP. The plan envisions a TOD that will include housing, retail, office, public spaces and entertainment venues that will include energy-efficient, sustainable design features to fully activate the mobility hub to be a thriving community activity center. The proposed Hemet Mobility Hub will address current and future mobility, sustainability and efficiency needs of the City of Hemet and RTA. It will have the capacity to anchor RTA routes 28, 31, 44, 74, 79 and GoMicro, all of which currently serve Hemet and San Jacinto. RTA plans to construct a mobility hub in partnership with the City of Hemet. On October 27, 2016, the RTA Board of Directors approved staff's recommendation to enter into a Memorandum of Understanding (MOU) with the City of Hemet to prepare a conceptual plan. A contract was awarded to PSOMAS for Architectural and Engineering (A&E) in April 2017. Site selection, conceptual planning and initial design were completed in April 2018. In Fiscal Year 2019 (FY19), RTA had the project modeled by the Southern California Association of Governments (SCAG) during the Federal Transportation Improvement Program (FTIP) update, programmed additional 5339 small urban funds for construction and submitted a grant for those funds. In January 2019, RTA received approval of the final conceptual report and direction to explore PPP options to deliver the project. In May 2019, the Hemet City Council approved moving forward with a Request for Proposal (RFP) to develop all 14.5 acres of city-owned property.



Rendering of the Hemet Mobility Hub from the Conceptual Plan

The City of Hemet received funding for an SB2 grant, including a Market Analysis and a Project Manager for the TOD portion. A Project Manager was hired in spring of 2020 and a MOU between RTA and the City of Hemet was being finalized. In FY22, the City of Hemet released an RFP to conduct a Market Analysis study to identify the mixed land-use/development potential of the land surrounding the Hub and completed an updated CEQA document for the project area. The Market Analysis did not include the Agency as a key stakeholder or partner. The City of Hemet completed

the Market Analysis in April 2022. It is RTA's understanding that the analysis identified workforce housing and limited retail for this area, which differs from RTA's conceptual plan.

In FY24, RTA was approached by the City of Hemet and Palm Communities to partner on an AHSC grant. Significant community outreach was completed as required by the grant. To meet the grant deadline, it was decided to construct the Hemet Mobility Hub independently, without the surrounding parcels. The City of Hemet and RTA entered into an MOU for the AHSC grant and the application was submitted in March 2024. On August 22, 2024, Palm Communities, the City of Hemet and RTA were awarded AHSC funds. This grant will help fund the construction of the Hemet Mobility Hub, provide three years of passes to residents of Palm Villas at State, the affordable housing development, and fund the purchase and installation of amenities at five bus stops in Hemet. The five bus stop amenities will be installed by the City of Hemet and owned and maintained by RTA as indicated by RTA's Board-approved Bus Stop Strategic Policy Update. Other projects include construction of the affordable housing development, a pedestrian and bicycle corridor and Class 4 bikeways. On April 28, 2026, the Hemet City Council approved the MOU with RTA for the development of the Hemet Mobility Hub. The MOU will be going to RTA's Board for approval in Summer 2026. Once the MOU is executed, RTA will move forward with the design and build of the Hemet Mobility Hub.



AHSC Community Meeting at the Hemet Public Library on 1/31/24.

Wentworth Facility: As of July 1, 2026, COFR service will be completed in-house by RTA community bus operators. The RTA Wentworth property is being improved and expanded to accommodate the new community bus operators, administrative staff, maintenance staff and buses. Additional offices, break rooms, restrooms and four bus bays are being added. The parking lot is also being improved and expanded. A&E is complete and construction is estimated to be completed by Spring 2027.

Equipment and Passenger Amenities

EV Charging Stations: To support continued growth of the EV fleet, RTA has initiated Phase II of its EV Infrastructure Project. Phase II includes the installation of fourteen dual-port charging stations at the Riverside facility and eight dual-port charging stations at the Hemet facility, for a total of twenty-two additional dual-port charging stations. On January 8, 2025, a contract was

awarded to provide A&E services for Phase II of the EV infrastructure project. A&E was completed and a construction contract was awarded on April 16, 2026. Construction is estimated to be completed by the end of calendar year 2026.

Hydrogen Fueling Stations – Riverside and Hemet Facilities: RTA cannot operate any FCEBs until the facilities are improved with equipment needed to operate and maintain FCEBs. Furthermore, this equipment cannot be utilized until staff is trained. Construction of a hydrogen fueling station at the facilities is the first step in implementing the Agency's ZEB Rollout and Implementation Plan. After further review, it was decided to complete the design for both facilities and construct the Riverside hydrogen fueling station first. The Hemet hydrogen fueling station will be built in the future when additional FCEBs are procured. The Design-Build RFP was released in March 2024. On August 22, 2024, Clean Energy was awarded a contract to design both facilities and build the Riverside hydrogen fueling station. Design of the Riverside and Hemet hydrogen fueling stations was completed at the end of calendar year 2025. Construction began at the Riverside facility in February 2026 and is estimated to be completed in Summer 2026.

Installation of Solar Panels – Riverside and Hemet Facilities: RTA is already committed to providing safe, clean and sustainable public transportation and is on the path to gradually transition to a 100 percent zero-emission FCEB fleet. To further reduce public transportation's carbon footprint, the Agency will work towards achieving greener, cleaner facilities by installing solar panels. The installation of solar panels will significantly decrease costs and GHG emissions and allow the Agency to utilize clean, sustainable, renewable energy sources. The solar panels will result in cost savings that can be used towards improving service, amenities and buses. In Fiscal Year 2023, RTA was awarded nearly $1.6 million in federal 5339(b) Buses and Bus Facilities competitive grant funding to purchase and install solar panels at RTA's Riverside and Hemet facilities and to complete workforce development to properly train staff on the new technology. The Request for Qualifications was issued in March of 2023 and the RFP to design and build RTA's solar photovoltaic system was released in May 2023. The proposals received did not meet Buy America requirements. For over a year and a half, RTA worked closely with the FTA on a Buy America Waiver request to move the project forward. In December 2024, Motive Energy notified RTA staff that all of their proposed solar equipment would be domestically manufactured and available in late 2025. As a result, they would be able to certify compliance with the Buy America Act requirements for the entire project. Therefore, after 15 months, it was determined that a waiver was no longer required for the project and on February 27, 2025, a contract was awarded to Motive Energy Storage Systems LLC. Construction began at the Hemet facility in Spring 2026. This project is fully funded.

High Intensity Activated Crosswalk (HAWK) – Riverside Facility: To improve safety for coach operators, riders and the public, the City of Riverside, in partnership with RTA, will install a new HAWK at the intersection of Third Street and Anderson Avenue. A crosswalk currently exists but

motorists are not yielding to pedestrians when crossing Third Street. With vehicular traffic increasing, the HAWK will help improve traffic operations and increase visibility of the marked crosswalk. The City of Riverside has completed the design plans, specifications and engineering estimates. Construction is estimated to begin in FY27. This project is fully funded.

Revenue Vehicles: RTA purchases revenue vehicles to replace older vehicles that have reached their minimum useful life, measured in years or mileage, as defined by the FTA. On February 27, 2025, the Board approved a contract award to New Flyer of America, Inc., for the purchase of five low-floor, 40-foot hydrogen FCEBs. The FCEBs are slated to arrive in Spring 2026. On April 24, 2025, the Board awarded a contract to purchase 26 32-foot CNG buses to replace buses that will exceed their useful life by the time the new replacement buses arrive in November 2026. At this time, per CARB, Class 5 and 6 cutaways are exempt from the ICT mandate. The Agency currently has 16 DAR vans in service and is in the process of receiving the remaining nine DAR vans. The DAR vans seat up to 8 passengers and are equipped with two wheelchair positions. The addition of transit vans to the DAR fleet will help reduce operating costs, increase efficiency and combat driver shortages. The remaining nine DAR vans are currently in production and should be completed by May 2026. This project is fully funded.

Non-Revenue Vehicles: Non-revenue vehicles are used for coach operator shift changes, operations supervisors and administrative staff. Trucks are used for the stops and zones crew that service all of RTA's bus stop amenities. RTA is purchasing electric support vehicles to minimize GHG emissions. 22 electric support vehicles are in production and estimated to be delivered by May 2026. RTA is replacing old maintenance trucks that have met their useful life per FTA requirements. It is estimated that the replacement trucks will take one year to be built and delivered. This project is fully funded.

Transit Signal Priority (TSP): Pending Board approval of the FY27-29 SRTP, RTA and the City of Riverside may partner on a TSP Pilot Project that utilizes a cloud platform. The TSP system utilizes the Agency's already existing CAD/AVL system and networked traffic signals to provide signal priority. TSP would allow for RTA buses to receive faster cycling of intersection signals or extensions of green light signals designed to reduce trip travel times and improve schedule adherence for RTA buses. The pilot will initially launch at several intersections in the City of Riverside. RTA will be able to test various TSP methods such as providing priority based on on-time performance, route frequency and bus distances to determine the benefits of each. If successful, this project may be expanded to other congested corridors.

Planning and Feasibility Studies

RTA was awarded the Caltrans Sustainable Transportation Planning Grant to complete an ADA Bus Stop Enhancement Plan. The plan will identify bus stop improvements that need to be made,

including ADA-compliant curbs, gutters, sidewalks and/or ADA ramps. The plan includes outreach and engagement activities to gain community feedback on existing transportation barriers and to help identify which improvements need to be prioritized to maximize benefits to the community. With limited budgets each year, the plan will develop a cost-effective, phased approach to improving non-ADA-compliant bus stops. An RFP was released in August 2025 and the Notice to Proceed was issued on November 25, 2025. A kickoff meeting was held in December 2025. Stops are currently being reviewed, and community outreach and jurisdiction feedback are scheduled to take place in FY26.

Additional open projects can be found in Table 4.4.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2025/2026 - FY2026/2027
SUMMARY

Comparative Statistics: FY2026 Budget vs. Proposed FY2027 SRTP

	Unlinked Passengers		Revenue Hours		Revenue Miles		Fare Revenue		Operating Expenses	
	FY2026	FY2027	FY2026	FY2027	FY2026	FY2027	FY2026	FY2027	FY2026	FY2027
Direct Operated Routes										
1	1,587,667	1,543,902	81,116	80,734	861,570	877,234	$ 1,446,704	$ 1,292,117	$ 14,146,906	$ 13,595,134
3D	-	7,175	-	559	-	7,226	$ -	$ -	$ -	$ -
10	110,526	104,599	13,640	17,507	149,807	174,325	$ 64,393	$ 61,449	$ 2,378,803	$ 2,943,920
11	48,303	56,053	7,925	7,935	76,915	76,959	$ 40,533	$ 43,890	$ 1,382,100	$ 1,334,323
12	185,310	170,611	16,747	16,688	197,684	197,909	$ 166,750	$ 144,378	$ 2,920,783	$ 2,806,199
13	150,817	148,366	13,263	14,374	156,727	161,605	$ 145,035	$ 127,772	$ 2,313,170	$ 2,417,085
14	196,782	199,351	16,098	15,721	203,920	204,313	$ 164,173	$ 156,194	$ 2,807,467	$ 2,643,592
15	298,228	307,391	25,805	27,282	299,486	314,930	$ 271,698	$ 257,306	$ 4,500,421	$ 4,587,651
16	407,791	378,742	33,315	33,580	351,057	351,780	$ 383,584	$ 340,803	$ 5,810,236	$ 5,646,702
18	50,985	56,989	5,677	5,681	69,848	68,949	$ 32,351	$ 31,510	$ 989,996	$ 955,298
19	740,981	746,545	51,795	52,762	653,351	658,773	$ 651,435	$ 593,443	$ 9,033,107	$ 8,872,284
20	176,424	176,472	18,294	18,314	270,830	271,258	$ 170,196	$ 155,645	$ 3,190,489	$ 3,079,622
21	42,182	38,849	4,980	4,854	51,031	49,739	$ 38,420	$ 32,798	$ 868,530	$ 816,233
22	241,201	233,125	18,871	18,756	282,184	282,576	$ 204,756	$ 167,529	$ 3,291,224	$ 3,153,947
27	122,853	117,476	13,377	14,253	250,052	252,774	$ 112,716	$ 102,867	$ 2,332,938	$ 2,396,738
28	387,256	409,386	35,690	33,034	541,491	536,847	$ 324,326	$ 348,467	$ 6,224,489	$ 5,554,889
29	110,179	107,261	11,347	11,142	152,689	152,689	$ 112,669	$ 103,036	$ 1,978,980	$ 1,873,602
41D	-	12,579	-	350	-	5,281	$ -	$ -	$ -	$ -
49	183,093	180,379	11,360	11,379	125,467	125,512	$ 149,935	$ 136,737	$ 1,981,155	$ 1,913,455
54F	8,144	7,884	455	455	2,275	2,275	$ -	$ -	$ 79,353	$ 76,511
200	167,870	155,841	19,461	19,773	467,294	468,176	$ 330,815	$ 297,653	$ 3,394,082	$ 3,324,963
204D	16,624	17,060	2,777	2,799	58,613	59,075	$ 26,584	$ 24,528	$ 484,328	$ 470,671
206D	8,781	8,503	2,849	3,093	74,132	74,868	$ 23,760	$ 20,646	$ 496,878	$ 520,109
World Cup	-	1,820	-	117	-	1,782	$ -	$ -	$ -	$ -
Total Directly Operated Routes	**5,241,995**	**5,186,358**	**404,842**	**411,140**	**5,296,422**	**5,376,854**	**$ 4,860,833**	**$ 4,438,768**	**$ 70,605,435**	**$ 68,982,928**
% Change - FY26 vs. FY27		-1.06%		1.56%		1.52%		-8.68%		-2.30%
Contracted Fixed Routes										
3	78,089	72,269	10,856	9,362	118,536	104,526	$ 70,386	$ 58,092	$ 1,379,254	$ 1,668,283
8	153,239	151,035	17,004	18,274	253,007	267,800	$ 108,729	$ 103,051	$ 2,160,403	$ 3,072,896
9	52,075	49,958	7,036	6,748	107,852	106,158	$ 44,430	$ 40,431	$ 893,888	$ 1,134,721
23	77,021	76,378	14,037	14,258	191,039	194,623	$ 72,466	$ 67,800	$ 1,783,342	$ 2,397,578
24	59,674	57,542	10,410	10,697	121,162	121,952	$ 55,471	$ 52,513	$ 1,322,518	$ 1,798,772
30	48,606	55,424	5,785	6,012	73,654	72,625	$ 26,014	$ 25,829	$ 734,945	$ 1,010,958
31	74,315	70,232	14,218	14,565	307,814	308,038	$ 82,244	$ 79,389	$ 1,806,406	$ 2,449,202
41	48,507	44,006	4,379	4,365	67,366	62,900	$ 24,314	$ 18,366	$ 556,306	$ 792,859
44	117,060	135,076	14,782	15,781	165,681	169,696	$ 155,724	$ 174,459	$ 1,878,019	$ 2,653,681
51	15,997	10,282	1,730	1,823	18,212	17,642	$ 189,671	$ 190,817	$ 219,820	$ 306,550
55	5,643	5,399	1,005	1,008	8,748	8,748	$ 82	$ 88	$ 127,627	$ 169,502
56	37,658	37,371	3,289	3,383	29,325	29,556	$ 399,935	$ 388,191	$ 417,903	$ 568,874
61	86,114	79,144	16,956	15,989	252,116	251,497	$ 132,943	$ 120,857	$ 2,154,258	$ 2,688,658
74	40,072	38,492	9,811	10,163	164,369	160,549	$ 88,594	$ 70,349	$ 1,246,505	$ 1,708,977
79	66,967	67,352	11,539	11,433	196,769	197,025	$ 69,527	$ 68,153	$ 1,466,050	$ 1,922,536
Total Contracted Fixed Routes	**961,038**	**949,961**	**142,836**	**143,860**	**2,075,651**	**2,073,335**	**$ 1,520,530**	**$ 1,458,385**	**$ 18,147,244**	**$ 24,344,047**
% Change - FY26 vs. FY27		-1.15%		0.72%		-0.11%		-4.09%		34.15%
Total Fixed Routes	**6,203,033**	**6,136,319**	**547,678**	**555,000**	**7,372,073**	**7,450,188**	**$ 6,381,363**	**$ 5,897,153**	**$ 88,752,679**	**$ 93,326,975**
% Change - FY26 vs. FY27		-1.08%		1.34%		1.06%		-7.59%		5.15%
Dial-A-Ride Routes										
Riv-San UZA	166,310	162,941	95,701	96,966	1,613,622	1,609,334	$ 760,092	$ 739,034	$ 13,536,109	$ 13,926,764
Murr-Tem-Men UZA	68,824	69,613	39,604	41,426	667,761	687,550	$ 280,049	$ 285,198	$ 5,601,612	$ 5,949,874
Hemet UZA	40,885	42,623	23,527	25,365	396,691	420,979	$ 197,145	$ 234,150	$ 3,327,697	$ 3,643,046
Non-UZA	1,071	1,294	616	770	10,389	12,784	$ 3,024	$ 5,990	$ 87,151	$ 110,624
Total Dial-A-Ride Routes	**277,090**	**276,471**	**159,449**	**164,527**	**2,688,463**	**2,730,646**	**$ 1,240,310**	**1,264,372**	**$ 22,552,569**	**23,630,309**
% Change - FY26 vs. FY27		-0.22%		3.18%		1.57%		1.94%		4.78%
Microtransit										
GoMicro	75,976	69,454	15,456	16,469	206,882	236,691	$ 62,807	$ 38,475	$ 2,342,449	$ 2,557,422
Total Microtransit	**75,976**	**69,454**	**15,456**	**16,469**	**206,882**	**236,691**	**$ 62,807**	**$ 38,475**	**$ 2,342,449**	**$ 2,557,422**
% Change - FY26 vs. FY27		-8.58%		6.56%		14.41%		-38.74%		9.18%
Ohmio										
Ohmio	33,831	3,082	10,740	5,512	67,555	39,677	$ -	$ -	$ 1,873,083	$ 926,880
Total Ohmio	**33,831**	**3,082**	**10,740**	**5,512**	**67,555**	**39,677**	**$ -**	**$ -**	**$ 1,873,083**	**$ 926,880**
% Change - FY26 vs. FY27		-90.89%		-48.68%		-41.27%		0.00%		-50.52%
GRAND TOTAL	**6,589,930**	**6,485,327**	**733,323**	**741,509**	**10,334,972**	**10,457,202**	**$ 7,684,480**	**$ 7,200,000**	**$ 115,520,780**	**$ 120,441,586**
% Change - FY26 vs. FY27		-1.59%		1.12%		1.18%		-6.30%		4.26%

RIVERSIDE TRANSIT AGENCY

SHORT RANGE TRANSIT PLAN

FY2026/2027 - FY2028/2029

Table 1: FY2026/27 Individual Route Descriptions as of July 1, 2026

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Routes with Heavy Duty Buses				
1	Regional	From UCR and downtown Riverside to Galleria at Tyler and Corona primarily via University Ave. and Magnolia Ave.	Riverside, Home Gardens, Corona	Metrolink, Corona Cruiser, Omnitrans
10	Local	From Big Springs Rd. on Riverside's Northside to Galleria at Tyler primarily via Blaine St., Third St., Victoria Ave. and Lincoln Ave.	Riverside	Omnitrans
11	Local	Circulator between Moreno Valley Mall and March Air Reserve Base primarily via Frederick St., Ironwood Ave., Heacock St. and JFK Dr.	Moreno Valley, March Joint Powers Authority	
12	Local	From Stephens Ave. and Center St. on Riverside's Northside, through downtown, then to Corona Hills Plaza via Jurupa Ave., California Ave., Magnolia Ave. and Promenade Ave.	Riverside, Corona, Highgrove	Corona Cruiser
13	Local	From Hunter Park Metrolink Station to Galleria at Tyler in Riverside via Chicago Ave., MLK Blvd., Magnolia Ave., Central Ave., Arlington Ave., Van Buren Blvd. and Tyler St.	Riverside	Metrolink, Omnitrans
14	Regional	From Galleria at Tyler to downtown Riverside via Indiana Ave. and Brockton Ave., then University Ave. and Iowa Ave. and Center St then to Loma Linda VA Hospital via Mount Vernon Ave. and Barton Rd.	Riverside, Highgrove, Loma Linda	Omnitrans, Beaumont Transit
15	Local	From downtown Riverside to Galleria at Tyler via Magnolia Ave., Arlington Ave., La Sierra Ave., Indiana Ave. and Tyler St.	Riverside	Metrolink, Omnitrans
16	Local	From Moreno Valley Mall to UCR via Day St., Box Springs Rd., Central Ave., Canyon Crest Dr., Campus Dr., University Ave., Iowa Ave. and Linden St.	Moreno Valley, Riverside	
18	Local	From Moreno Valley Mall to Heacock and Manzanita via Pigeon Pass Rd., Sunnymead Ranch Pkwy. and Perris Blvd., to Corporate Centre Place via Town Circle, Campus Pkwy., Corporate Centre Place, Canyon Springs Pkwy., Day St. and Gateway Dr.	Moreno Valley	
19	Regional	From Moreno Valley Mall to Perris Station Transit Center via Sunnymead Blvd., Perris Blvd. and Moreno Valley College with service to distribution centers at Indian Ave. and Morgan St.	Moreno Valley, Perris	Metrolink
20	Regional	From Magnolia Ave. and Elizabeth St. in Riverside to Moreno Valley College via Central Ave., Alessandro Blvd., Moreno Beach Dr. and Iris Ave. with select trips serving Moreno Valley March Field Metrolink Station	Riverside, March Joint Powers Authority, Moreno Valley	Metrolink
21	Local	From Galleria at Tyler in Riverside to Pedley Metrolink Station via Magnolia Ave. and Van Buren Blvd.	Jurupa Valley, Pedley, Riverside	Metrolink
22	Regional	From Perris Station Transit Center to downtown Riverside via Old Elsinore Rd., Clark St., Wood Rd., Alessandro Blvd., Chicago Ave. and University Ave.	Riverside, Woodcrest, Mead Valley, Perris	Metrolink, Omnitrans
27	Regional	From Perris Station Transit Center to Galleria at Tyler in Riverside via I-215 Fwy and Van Buren Blvd.	Riverside, Woodcrest, Orangecrest, March Joint Powers Authority, Perris	Metrolink
28	Regional	From Florida Ave. and Lincoln Ave. in East Hemet to Perris Station Transit Center via Hwy. 74 and I-215.	Perris, Romoland, Homeland, Hemet, East Hemet, Valle Vista, Green Acres	Metrolink
29	Regional	From downtown Riverside to Amazon Eastvale via Market St., Rubidoux Blvd., Limonite Ave. and Hamner Ave.	Eastvale, Jurupa Valley, Pedley, Rubidoux, Mira Loma, Riverside	Metrolink, Omnitrans
49	Regional	From downtown Riverside to Country Village and Fontana via Mission Blvd.	Country Village, Glen Avon, Jurupa Valley, Rubidoux, Riverside, Fontana	Metrolink, Omnitrans
200	Express	From San Bernardino Transit Center to Anaheim via I-215, SR-91 and SR-55 Freeways with stops at downtown Riverside and La Sierra Metrolink Stations, Village at Orange and Anaheim Resort district	San Bernardino, Riverside, Orange, Anaheim	Omnitrans, Metrolink, OCTA, RidePV, Beaumont Transit, Mountain Transit, SunLine Transit, ATN, LA Metro
204	Express	From UCR to Montclair TransCenter via downtown Riverside, Country Village and Ontario Mills Mall	Country Village, Riverside, Jurupa Valley, Ontario, Montclair	Metrolink, Omnitrans, Foothill Transit
206	Express	From the Promenade Mall in Temecula to Corona via I-15 and SR-91 Fwys with stops in Murrieta, Lake Elsinore, Temescal Valley, Dos Lagos and Corona Transit Center	Temecula, Murrieta, Lake Elsinore, Temescal Valley, Corona	Metrolink, Corona Cruiser

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 1: FY2026/27 Individual Route Descriptions as of July 1, 2026

Route #	Route Class	Route Description	Cities/Communities Served	Connections
Routes with Medium and Light Duty Buses				
3	Local	From the Corona Transit Center to Amazon Eastvale via Main St., Hamner Ave. and Limonite Ave.	Corona, Norco, Eastvale, Jurupa Valley	Metrolink, Corona Cruiser, Omnitrans
8	Local	Serving Lake Elsinore Outlet Center, Walmart at Central and Cambern and Lakeland Village via Lakeshore Dr., Mission Trail, Grand Ave. and Riverside Dr.	Lake Elsinore, Lakeland Village, Wildomar	
9	Local	From Lake Elsinore Outlet Center to Perris Station Transit Center via Hwy 74, Theda St. and Ellis Ave.	Perris, Good Hope, Meadowbrook, Lake Elsinore	Metrolink
23	Local	From Palomar & Wildomar through Murrieta to Promenade Mall in Temecula.	Wildomar, Murrieta, Temecula	
24	Local	Temecula service with stops at Promenade Mall, Old Town, Pechanga Resort and Temecula Valley Hospital	Temecula	
30	Local	Perris local circulator serving the Perris Transit Center, Walmart and May Ranch	Perris	Metrolink
31	Regional	Service from MSJC San Jacinto to Moreno Valley Mall via Banning and Beaumont with stops at Sun Lakes Village, Walmart on Moreno Beach Dr., Moreno Valley Senior Center and Riverside University Medical Center	Moreno Valley, Banning, Beaumont, San Jacinto	Beaumont Transit, Banning Connect, SunLine
41	Regional	From the Mead Valley Community Center to Moreno Valley with stops at Moreno Valley College and Riverside University Medical Center	Moreno Valley, Perris, Mead Valley	
44	Local	Circulator traveling between Hemet Valley Mall and Mt. San Jacinto College via State St., Oakland Ave., Lyon Ave. and San Jacinto Ave.	Hemet, San Jacinto	
51	Trolley	Circulator traveling between UCR and Canyon Crest Towne Center via Canyon Crest Dr., Central Ave., Chicago Ave., University Ave., Iowa Ave., Spruce St. and Watkins Dr.	Riverside	
55	Trolley	Temecula Trolley traveling between Promenade Mall and Harveston.	Temecula	
56	Local	Hunter Park/UCR Metrolink Station to UCR loop via Marlborough Ave., Iowa Ave., MLK Blvd., Campus Dr., Aberdeen Dr., Canyon Crest Dr., Watkins Dr. and Spruce St.	Riverside	Metrolink
61	Regional	From the Perris Station Transit Center to Cherry Hills Blvd. and Bradley Rd. in Menifee and Temecula with stops at MSJC Menifee campus, Loma Linda University Medical Center - Murrieta and Promenade Mall.	Perris, Menifee, Murrieta, Temecula	Metrolink
74	Regional	From Hemet to Sun City, serving Hemet Valley Mall, Winchester, MSJC Menifee campus and Sun City.	Hemet, Winchester, Menifee, Sun City	
79	Regional	From the Hemet Valley Mall to Promenade Mall via Winchester Rd. (State Hwy 79). Also serves Temecula City Hall and Southwest Justice Center.	Hemet, Winchester, French Valley, Temecula	
GoMicro	Local	On-demand microtransit service in Hemet and San Jacinto. Riders can travel from bus stop to bus stop within the microtransit zone.	Hemet, San Jacinto	
Ohmio Pilot Project	Local	Two-year long pilot project that will to various locations throughout the City of Riverside including the Riverside Municipal Airport, UCR and downtwon Riverside.	Riverside	Metrolink, Omnitrans
Contracted Paratransit Routes				
Riverside-San Bernardino UZA		Origin-to-Destination	Banning, Beaumont, Corona, Eastvale, Good Hope, Highgrove, Jurupa Valley, Loma Linda, Mead Valley, Meadowbrook, Moreno Valley, Norco, Perris, Quail Valley, Riverside, Woodcrest	
Hemet UZA		Origin-to-Destination	East Hemet, Gillman Springs, Green Acres, Hemet, Homeland, San Jacinto, Valle Vista, Winchester	
Murrieta-Temecula-Menifee UZA		Origin-to-Destination	Canyon Lake, French Valley, Lake Elsinore, Lakeland Village, Menifee, Murrieta, Temecula, Wildomar, Romoland	
Non-UZA		Origin-to-Destination	March Joint Powers Authority	

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2013	GIL	G27D102N4	38	7	42	CN	7		3,458,237	3,736,358	533,765
2014	GIL	G27D102N4	38	4	42	CN	3	1	2,041,845	1,696,708	565,569
2016	GIL	G27D102N4	38	28	42	CN	28		10,098,643	11,145,267	398,045
2023	GIL	G31D102H4	38	51	42	CN	51		3,134,968	5,038,248	98,789
2024	GIL	G31D102H4	38	19	42	CN	19		1,014,079	1,741,108	91,637
		Totals:	190	109			108	1	19,747,772	23,357,689	216,275

Bus (Motorbus) / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2018	GLV	Entourage	28	18	33	CN	18		4,837,245	5,280,631	293,368
2019	GLV	Entourage	28	3	33	CN	3		706,192	830,970	276,990
2020	GLV	Entourage	28	29	33	CN	29		7,364,746	8,355,278	288,113
2024	GLV	Entourage	28	6	33	CN	6			37,719	6,286
2025	GLV	Entourage	28	1	33	CN	1			4,147	4,147
2018	SPC	Senator II	12	1	32	CN	1		397,555	227,509	227,509
2017	ZZZ	Villager	28	4	32	CN	4		260,338	356,254	89,063
2018	ZZZ	Villager	28	1	32	CN	1		151,813	82,320	82,320
		Totals:	208	63			63		13,717,889	15,174,828	240,870

Commuter Bus / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2013	GIL	G27D102N4	38	1	42	CN	1		418,312	451,271	451,271
2014	GIL	G27D102N4	38	2	42	CN	2		683,931	726,221	363,110
2016	GIL	G27D102N4	38	9	42	CN	9		3,558,659	4,029,010	447,667
		Totals:	114	12			12		4,660,902	5,206,502	433,875

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2026/27 Short Range Transit Plan

Riverside Transit Agency

Demand Response / Purchased Transportation

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2025/26	# of Contingency Vehicles FY 2025/26	Life to Date Vehicle Miles Prior Year End FY 2024/25	Life to Date Vehicle Miles through March FY 2025/26	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2025/26
2018	SPC	Senator II	12	19	22	GA	19		5,695,803	4,267,203	224,589
2020	SPC	Senator II	12	37	23	GA	37		4,601,691	5,721,169	154,626
2024	SPC	Senator II	12	25	23	GA	25		333,505	1,090,455	43,618
2024	ZZZ	Transit350	8	2	22	GA	2			17,016	8,508
2025	ZZZ	Transit350	8	13	22	GA	13			165,126	12,702
		Totals:	52	96			96		10,630,999	11,260,969	117,302

Table 2.2A Excluded Routes

Excluded routes are new routes or new service extentions that are eligible for exemption from the farebox recovery requirements.

Route #	Mode (FR/MT/DAR/ AV)	Service Type (DO/CO)	Route Description	Date of Implementation	Exemption End Date
1	FR	DO	UCR to downtown Riverside and Corona	9/8/2024	6/30/2027
4 [1]	FR	CO	New route from Amazon Eastvale to Corona Transit Center via Archibald Ave. and River Rd. through Eastvale, Norco and Corona	---	---
8	FR	CO	Lake Elsinore to Wildomar Loop	9/8/2024	6/30/2027
9	FR	CO	Perris Station Transit Center to Hwy 74 and Cambern	9/8/2024	6/30/2027
10	FR	DO	Big Springs and Watkins to Downtown Riverside and Galleria at Tyler	1/11/2026	6/30/2028
11	FR	DO	Moreno Valley Mall to March Air Reserve Base Loop	9/8/2024	6/30/2027
13	FR	DO	Hunter Park/UCR Metrolink Station to Downtown Riverside and Galleria at Tyler	9/8/2024	6/30/2027
14	FR	DO	Galleria at Tyler Mall to downtown Riverside and Loma Linda VA Hospital	9/8/2024	6/30/2027
15	FR	DO	Downtown Riverside to Merced and Magnolia	9/14/2025	6/30/2028
16	FR	DO	Moreno Valley Mall to UCR	9/8/2024	6/30/2027
19	FR	DO	Moreno Valley Mall to Perris Station Transit Center	9/8/2024	6/30/2027
22	FR	DO	Downtown Riverside to Perris Station Transit Center	9/8/2024	6/30/2027
27	FR	DO	Galleria at Tyler Mall to Perris Station Transit Center	9/8/2024	6/30/2027
28	FR	DO	From Florida Ave. and Lincoln Ave. in east Hemet to Perris Station Transit Center	5/11/2025	6/30/2027
44	FR	CO	Circulator that connects Hemet Valley Mall with Mount San Jacinto College	1/12/2025	6/30/2027
Ohmio	AV	DO	New autounomous vehicle pilot project serving various locations throughout the City of Riverside including the Riverside Municipal Airport, UCR and downtown Riverside	5/11/2025	6/30/2027

[1] Route 4 implementation has been postponed due to the COVID-19 pandemic.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-1	All Days	19	1,543,902	9,921,229	80,734	87,723	877,234	1,039,484	$13,595,134	$1,292,117	$0	$0
RTA-10	All Days	3	104,599	668,817	17,507	18,380	174,325	196,121	$2,943,920	$61,449	$0	$0
RTA-11	All Days	2	56,053	359,112	7,935	8,153	76,959	83,596	$1,334,323	$43,890	$0	$0
RTA-12	All Days	4	170,611	1,097,298	16,688	17,634	197,909	223,223	$2,806,199	$144,378	$0	$0
RTA-13	All Days	4	148,366	952,970	14,374	14,749	161,605	170,388	$2,417,085	$127,772	$0	$0
RTA-14	All Days	3	199,351	1,273,708	15,721	16,582	204,313	229,016	$2,643,592	$156,194	$0	$0
RTA-15	All Days	6	307,391	1,969,884	27,282	28,518	314,930	343,829	$4,587,651	$257,306	$0	$0
RTA-16/16E	All Days	12	378,742	2,426,722	33,580	35,960	351,780	406,514	$5,646,702	$340,803	$0	$0
RTA-18	All Days	2	56,989	364,245	5,681	5,889	68,949	74,134	$955,298	$31,510	$0	$0
RTA-19	All Days	8	746,545	4,800,726	52,762	58,147	658,773	800,046	$8,872,284	$593,443	$0	$0
RTA-20	All Days	3	176,472	1,130,866	18,314	19,284	271,258	300,916	$3,079,622	$155,645	$0	$0
RTA-200	All Days	4	155,841	5,035,967	19,773	21,595	468,176	511,914	$3,324,963	$297,653	$0	$0
RTA-204D	All Days	2	17,060	549,489	2,799	3,063	59,075	61,340	$470,671	$24,528	$0	$0
RTA-206D	All Days	2	8,503	273,896	3,093	5,679	74,868	160,103	$520,109	$20,646	$0	$0
RTA-21	All Days	1	38,849	250,739	4,854	5,169	49,739	58,925	$816,233	$32,798	$0	$0
RTA-216	All Days	9	1,820	58,804	117	191	1,782	3,708	$0	$0	$0	$0
RTA-22	All Days	5	233,125	1,495,417	18,756	20,428	282,576	323,841	$3,153,947	$167,529	$0	$0
RTA-23	All Days	5	76,378	741,094	14,258	18,472	194,623	323,999	$2,397,578	$67,800	$0	$0
RTA-24	All Days	3	57,542	559,682	10,697	13,281	121,952	204,826	$1,798,772	$52,513	$0	$0
RTA-27	All Days	3	117,476	759,530	14,253	15,255	252,774	285,065	$2,396,738	$102,867	$0	$0
RTA-28	All Days	7	409,386	2,633,878	33,034	35,087	536,847	579,300	$5,554,889	$348,467	$0	$0
RTA-29	All Days	2	107,261	690,204	11,142	12,103	152,689	177,874	$1,873,602	$103,036	$0	$0
RTA-3	All Days	4	72,269	688,659	9,362	11,400	104,526	167,836	$1,668,283	$58,092	$0	$0
RTA-30	All Days	2	55,424	529,836	6,012	7,460	72,625	115,800	$1,010,958	$25,829	$0	$0
RTA-31	All Days	5	70,232	677,148	14,565	17,567	308,038	390,009	$2,449,202	$79,389	$0	$0
RTA-3D	All Days	1	7,175	68,378	559	785	7,226	14,922	$0	$0	$0	$0
RTA-41C	All Days	1	44,006	409,253	4,365	6,707	62,900	126,185	$792,859	$18,366	$0	$0
RTA-41D	All Days	1	12,579	116,989	350	900	5,281	19,367	$0	$0	$0	$0
RTA-44	All Days	4	135,076	1,310,607	15,781	17,845	169,696	215,070	$2,653,681	$174,459	$0	$0
RTA-49	All Days	2	180,379	1,159,401	11,379	12,032	125,512	146,802	$1,913,455	$136,737	$0	$0
RTA-51	All Days	2	10,282	95,627	1,823	1,951	17,642	18,614	$306,550	$190,817	$0	$0
RTA-54	All Days	1	7,884	68,526	455	605	2,275	2,470	$76,511	$0	$0	$0
RTA-55	All Days	1	5,399	50,215	1,008	1,982	8,748	33,994	$169,502	$88	$0	$0
RTA-56	All Days	2	37,371	347,549	3,383	3,529	29,556	31,598	$568,874	$388,191	$0	$0
RTA-61	All Days	4	79,144	766,780	15,989	21,280	251,497	417,939	$2,688,658	$120,857	$0	$0
RTA-74	All Days	5	38,492	373,385	10,163	11,340	160,549	188,394	$1,708,977	$70,349	$0	$0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
RTA-79	All Days	3	67,352	654,745	11,433	13,401	197,025	248,178	$1,922,536	$68,153	$0	$0
RTA-8	All Days	7	151,035	1,461,442	18,274	23,007	267,800	439,295	$3,072,896	$103,051	$0	$0
RTA-9	All Days	5	49,958	485,257	6,748	9,121	106,158	186,414	$1,134,721	$40,431	$0	$0
RTA-DR+HEM	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+MTM	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+NON	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-DR+RSB	All Days	0	0	0	0	0	0	0	$0	$0	$0	$0
RTA-HEMDAR	All Days	0	42,623	407,903	25,365	33,732	420,979	563,482	$3,643,046	$234,150	$0	$0
RTA-MICRO	All Days	8	69,454	666,810	16,469	20,921	236,691	347,580	$2,557,422	$38,475	$0	$0
RTA-MTMDAR	All Days	0	69,613	666,194	41,426	55,709	687,550	906,956	$5,949,874	$285,198	$0	$0
RTA-NonDAR	All Days	0	1,294	12,386	770	1,000	12,784	16,140	$110,624	$5,990	$0	$0
RTA-Ohmio	All Days	3	3,082	99,599	5,512	5,621	39,677	40,702	$926,880	$0	$0	$0
RTA-RSBDAR	All Days	0	162,941	1,559,348	96,966	132,930	1,609,334	2,141,324	$13,926,764	$739,034	$0	$0
		170	6,485,326	50,690,314	741,511	872,167	10,457,205	13,337,233	$120,441,585	$7,200,000	$0	$0

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2026/27

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-1	All Days	$12,303,017	$168.39	$15.50	$8.81	9.50%	$7.97	$1.24	$152.39	$14.02	19.12	1.76
RTA-10	All Days	$2,882,471	$168.16	$16.89	$28.14	2.08%	$27.56	$4.31	$164.65	$16.54	5.97	0.60
RTA-11	All Days	$1,290,433	$168.16	$17.34	$23.80	3.28%	$23.02	$3.59	$162.63	$16.77	7.06	0.73
RTA-12	All Days	$2,661,821	$168.16	$14.18	$16.45	5.14%	$15.60	$2.43	$159.51	$13.45	10.22	0.86
RTA-13	All Days	$2,289,313	$168.16	$14.96	$16.29	5.28%	$15.43	$2.40	$159.27	$14.17	10.32	0.92
RTA-14	All Days	$2,487,398	$168.16	$12.94	$13.26	5.90%	$12.48	$1.95	$158.22	$12.17	12.68	0.98
RTA-15	All Days	$4,330,345	$168.16	$14.57	$14.92	5.60%	$14.09	$2.20	$158.73	$13.75	11.27	0.98
RTA-16/16E	All Days	$5,305,899	$168.16	$16.05	$14.91	6.03%	$14.01	$2.19	$158.01	$15.08	11.28	1.08
RTA-18	All Days	$923,788	$168.16	$13.86	$16.76	3.29%	$16.21	$2.54	$162.61	$13.40	10.03	0.83
RTA-19	All Days	$8,278,841	$168.16	$13.47	$11.88	6.68%	$11.09	$1.72	$156.91	$12.57	14.15	1.13
RTA-20	All Days	$2,923,977	$168.16	$11.35	$17.45	5.05%	$16.57	$2.59	$159.66	$10.78	9.64	0.65
RTA-200	All Days	$3,027,310	$168.16	$7.10	$21.34	8.95%	$19.43	$0.60	$153.10	$6.47	7.88	0.33
RTA-204D	All Days	$446,143	$168.16	$7.97	$27.59	5.21%	$26.15	$0.81	$159.39	$7.55	6.10	0.29
RTA-206D	All Days	$499,463	$168.16	$6.95	$61.17	3.96%	$58.74	$1.82	$161.48	$6.67	2.75	0.11
RTA-21	All Days	$783,435	$168.16	$16.41	$21.01	4.01%	$20.17	$3.12	$161.40	$15.75	8.00	0.78
RTA-216	All Days	$0	$0.00	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	15.56	1.02
RTA-22	All Days	$2,986,418	$168.16	$11.16	$13.53	5.31%	$12.81	$2.00	$159.22	$10.57	12.43	0.82
RTA-23	All Days	$2,329,778	$168.16	$12.32	$31.39	2.82%	$30.50	$3.14	$163.40	$11.97	5.36	0.39
RTA-24	All Days	$1,746,259	$168.16	$14.75	$31.26	2.91%	$30.35	$3.12	$163.25	$14.32	5.38	0.47
RTA-27	All Days	$2,293,871	$168.16	$9.48	$20.40	4.29%	$19.53	$3.02	$160.94	$9.07	8.24	0.46
RTA-28	All Days	$5,206,422	$168.16	$10.35	$13.57	6.27%	$12.72	$1.98	$157.61	$9.70	12.39	0.76
RTA-29	All Days	$1,770,566	$168.16	$12.27	$17.47	5.49%	$16.51	$2.57	$158.91	$11.60	9.63	0.70
RTA-3	All Days	$1,610,191	$178.20	$15.96	$23.08	3.48%	$22.28	$2.34	$171.99	$15.40	7.72	0.69
RTA-30	All Days	$985,129	$168.16	$13.92	$18.24	2.55%	$17.77	$1.86	$163.86	$13.56	9.22	0.76
RTA-31	All Days	$2,369,813	$168.16	$7.95	$34.87	3.24%	$33.74	$3.50	$162.71	$7.69	4.82	0.23
RTA-3D	All Days	$0	$0.00	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	12.84	0.99
RTA-41C	All Days	$774,493	$181.64	$12.61	$18.02	2.31%	$17.60	$1.89	$177.43	$12.31	10.08	0.70
RTA-41D	All Days	$0	$0.00	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	35.94	2.38
RTA-44	All Days	$2,479,222	$168.16	$15.64	$19.65	6.57%	$18.35	$1.89	$157.10	$14.61	8.56	0.80
RTA-49	All Days	$1,776,718	$168.16	$15.25	$10.61	7.14%	$9.85	$1.53	$156.14	$14.16	15.85	1.44
RTA-51	All Days	$115,733	$168.16	$17.38	$29.81	62.24%	$11.26	$1.21	$63.48	$6.56	5.64	0.58
RTA-54	All Days	$76,511	$168.16	$33.63	$9.70	0.00%	$9.70	$1.12	$168.16	$33.63	17.33	3.47
RTA-55	All Days	$169,414	$168.16	$19.38	$31.40	0.05%	$31.38	$3.37	$168.07	$19.37	5.36	0.62
RTA-56	All Days	$180,683	$168.16	$19.25	$15.22	68.23%	$4.83	$0.52	$53.41	$6.11	11.05	1.26
RTA-61	All Days	$2,567,801	$168.16	$10.69	$33.97	4.49%	$32.44	$3.35	$160.60	$10.21	4.95	0.31
RTA-74	All Days	$1,638,628	$168.16	$10.64	$44.40	4.11%	$42.57	$4.39	$161.23	$10.21	3.79	0.24

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

Riverside Transit Agency -- 7

FY 2026/27

All Routes

Performance Indicators

Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
RTA-79	All Days	$1,854,383	$168.16	$9.76	$28.54	3.54%	$27.53	$2.83	$162.20	$9.41	5.89	0.34
RTA-8	All Days	$2,969,845	$168.16	$11.47	$20.35	3.35%	$19.66	$2.03	$162.52	$11.09	8.27	0.56
RTA-9	All Days	$1,094,290	$168.16	$10.69	$22.71	3.56%	$21.90	$2.26	$162.17	$10.31	7.40	0.47
RTA-DR+HEM	All Days	$0										
RTA-DR+MTM	All Days	$0										
RTA-DR+NON	All Days	$0										
RTA-DR+RSB	All Days	$0										
RTA-HEMDAR	All Days	$3,408,896	$143.62	$8.65	$85.47	6.42%	$79.98	$8.36	$134.39	$8.10	1.68	0.10
RTA-MICRO	All Days	$2,518,947	$155.29	$10.80	$36.82	1.50%	$36.27	$3.78	$152.95	$10.64	4.22	0.29
RTA-MTMDAR	All Days	$5,664,676	$143.63	$8.65	$85.47	4.79%	$81.37	$8.50	$136.74	$8.24	1.68	0.10
RTA-NonDAR	All Days	$104,634	$143.67	$8.65	$85.49	5.41%	$80.86	$8.45	$135.89	$8.18	1.68	0.10
RTA-Ohmio	All Days	$926,880	$168.16	$23.36	$300.73	0.00%	$300.73	$9.31	$168.16	$23.36	0.56	0.08
RTA-RSBDAR	All Days	$13,187,730	$143.63	$8.65	$85.47	5.30%	$80.94	$8.46	$136.00	$8.19	1.68	0.10
		$113,241,585	$162.43	$11.52	$18.57	5.97%	$17.46	$2.23	$152.72	$10.83	8.75	0.62

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 3 Highlights

Type	FY2022/2023 Audited	FY2023/2024 Audited	FY2024/2025 Audited	FY2025/26 Estimated (Based on 3rd Qtr actuals and annualized)	FY2026/27 Planned
System-Wide Ridership	5,246,708	5,755,005	6,189,968	6,350,989	6,485,327
Operating cost per revenue hours	$149.19	$158.84	$155.72	$154.68	$162.43

Recent Trends:

The Agency continues to see moderate year-over-year increases in ridership due to numerous service improvements and fare promotions, including Free Fares for Youth and 25-cent Fares in Summer. FY26 saw improvements in service per the Board approved SSP. This included the addition of earlier morning and later evening service, additional trips to connect to Metrolink trains, enhanced frequencies and route improvements to increase access to major destinations. FY26 saw the following service changes:

• September 2025 service changes:
  o Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 8, 10, 12, 13, 14, 16, 19, 20, 23, 28, 30, 31, 41, 61, 79 and 200.
  o Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Added a new weekday eastbound trip departing Smith Avenue and 6th Street at 10:45 p.m. and new westbound trips departing UCR at Bannockburn at 3:45 a.m. and 11:40 p.m. to provide earlier morning service and later evening service. Added new weekend eastbound trips departing Smith Avenue and 6th Street at 5:15 a.m. and 9:33 p.m. A new weekend westbound trip departing Blaine Street and Iowa Avenue at 5:08 a.m. and a new westbound trip departing UCR at Bannockburn at 9:30 p.m. was added to provide earlier morning service and later evening service.
  o Route 8: A new weekday clockwise trip departing Highway 74 and Cambern Avenue at 1:50 p.m. and two new counterclockwise trips departing Highway 74 and Cambern Avenue at 5:00 a.m. and 3:35 p.m. were added to meet growing demand.
  o Route 15: Improved weekday frequency from every 40 minutes to every 30 minutes.
  o Route 19: Added a new weekend northbound trip departing the Perris Station Transit Center at 3:23 p.m.
  o Route 24: Realigned the route to start (northbound trips) and end (southbound trips) service at bus stop 2571 on Redhawk Parkway and Via Rio Temecula.
  o Route 27: Realigned the route to provide service along Coyote Bush Road, Krameria Avenue and Village West Drive. Bus stop 4571 on Van Buren Boulevard and Orange Terrace Parkway was discontinued.
  o Route 41: Added a new eastbound trip departing Laselle Street and Via de Anza at 3:55 p.m. and a new westbound trip departing the Riverside University Health System - Medical Center at 7:25 a.m. to meet growing demand.
  o Route 44: Added a new weekday counterclockwise trip traveling from Florida Avenue and Yale Street at 7:43 a.m. to Tahquitz High School and a new weekday clockwise trip traveling from Tahquitz High School at 3:48 p.m. to Florida Avenue and Yale Street.
  o Route 51: Realigned the route to start and end service at UCR at Bannockburn.
  o Route 61: Discontinued the weekday northbound trip departing the Quail Valley Fire Station at 7:25 a.m. and the southbound trip departing Encanto Drive and McCall Boulevard at 3:28 p.m.

•January 2026 service changes:
  o Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 1, 8, 9, 18, 22, 23, 24, 27, 28, 30, 31, 44, 61, 74 and 200.
  o Route 10: Increased weekday and weekend service to the Vine Street Mobility Hub to connect to Metrolink trains. Weekday frequencies were improved from every 80 minutes to every 60 minutes, and weekend frequencies were improved from every 90 minutes to every 70 minutes. Added a new weekday eastbound trip departing Galleria at Tyler at 5:55 a.m. and a new westbound trip departing Big Springs Road and Watkins Drive at 5:40 a.m. to provide early morning service. The eastbound timepoint #3 was renamed to Lincoln and Sonora.
  o Route 13: Added two new weekday eastbound trips departing Galleria at Tyler at 5:35 a.m. and 3:05 p.m. to connect with trains at the Hunter Park/UCR Metrolink Station and meet growing demand. A new westbound trip departing the Hunter Park/UCR Metrolink Station at 5:59 a.m. was added to provide earlier morning service. The 5:09 p.m. weekday eastbound trip departing from Galleria at Tyler was discontinued.
  o Route 15: Added a new weekday westbound trip departing the Vine Street Mobility Hub at 9:05 p.m. to provide later evening service.

Table 3 Highlights

o Route 19: Added a new weekday northbound trip departing the Perris Station Transit Center at 4:35 a.m. to provide early morning service.
o Route 28: Adjusted the 11:50 p.m. weekday eastbound trip departing from Perris Station Transit Center to end at Florida and New Chicago avenues.
o Route 30: Added a new trip departing Orange Vista High School at 7:25 a.m. to meet growing demand.

•May 2026 service changes:
o Schedules were adjusted to improve on-time performance, overall efficiency and/or connections with other routes, trains and school bell times: 3, 8, 9, 22, 23, 24, 28, 30, 31, 41, 44, 51, 55, 56, 61, 74 and 79.
o Route 41: The weekday eastbound trip departing Lasselle Street and Via De Anza at 3:50 p.m. and the weekday westbound trip departing Riverside University Health System - Medical Center at 7:25 a.m. is no longer in service.

Proposed Service Changes for FY27:
Preparation of the FY27 service plan began with a performance review of all fixed-route bus services. The findings influenced adjustments to service levels on select RTA routes to increase ridership and improve service reliability and efficiency. Service changes include the discontinuation of several unproductive trips to create a stronger, more efficient system and the addition of new trips to provide later evening service. Pending Board approval, RTA may begin implementing recommendations from the Our Vision Forward study. Pending NHTSA approval, RTA will also continue the Ohmio Pilot Project, which is being done in partnership with the City of Riverside, ATU and Ohmio, the autonomous vehicle manufacturer. The following service changes are planned for FY27. Implementation is contingent on ridership demand, funding and operator availability.

•July 2026 service changes:
oEffective July 1, 2026, COFR service will be operated in-house by RTA community bus operators.

•September 2026 service changes:
o Route 1: Add one late trip to both the eastbound and westbound directions on the weekends to increase span of service.
o Route 9: The 5:50 a.m. weekend northbound trip departing Highway 74 & Cambern and the 6:35 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
o Route 18: The 6:32 a.m. weekend northbound trip departing Moreno Valley Mall will be discontinued.
o Route 21: The 8:46 p.m. weekday southbound trip departing Jurupa Valley/Pedley Metrolink Station will be discontinued.
o Route 23: Realign the route to service the Kaiser facility in Wildomar.
o Route 28: The 4:25 a.m. weekday eastbound trip departing Perris Station Transit Center will be discontinued.
o Route 30: The 8:30 p.m. weekday trip departing Perris Station Transit Center will be discontinued.
o Route 74: The 4:44 a.m. weekday westbound trip departing Hemet Valley Mall will be discontinued.
o Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

•January 2027 service changes:
o Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

•May 2027 service changes:
o Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.
o If approved by the Board, begin implementing recommendations from the Our Vision Forward study.

Operating Budget ($120,441,586):
• Increase of 4% over FY26 budget. Variance analysis by major cost element is provided below:
○ Salaries & Benefits - 27% increase due to 150+ new internal employees
○ Purchased Transportation - 38% decrease due to bringing service in-house
○ Insurance - 31% increase due to additional in-house service risk
○ Materials & Supplies - 21% increase due to additional fuel/parts

Table 3 Highlights

Capital Budget ($29,652,945):

- Vehicle Replacements - $16.9 million
- Maintenance & Facilities - $5.1 million
- Hemet Mobility Hub- $7.0 million
- Bus Stop Improvements - $0.7 million

Table 4.0 - Summary of Funding Requests - FY 2026/27

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	5339 RS OB	AHSC	CMAQ OB	FARE	LCTOP OB
ADA Complementary Paratransit Service -	$2,500,000			$2,000,000												
Call Center -	$300,000					$300,000										
Capital Cost of Contracting -	$7,750,000		$200,000	$5,000,000	$1,000,000											
Capitalized Preventive Maintenance -	$15,000,000				$12,000,000											
CNG Sales -	$150,000															
General Farebox Revenue -	$7,200,000												$84,480		$7,115,520	
Investment Income -	$1,850,000															
LCFS Credits -	$850,000															
LCTOP Project -	$3,790,657															$2,000,000
Operating Assistance -	$80,050,929	$6,000,000					$731,670									
RINs Credits -	$1,000,000															
Sub-total Operating	$120,441,586	$6,000,000	$200,000	$7,000,000	$13,000,000	$300,000	$731,670	$0	$0	$0	$0	$0	$84,480	$0	$7,115,520	$2,000,000

Capital

Project	Total Amount of Funds	5307 HS	5307 LALB	5307 MTM	5307 RS	5310 OB	5311	5339 HS	5339 LALB	5339 MTM	5339 RS	5339 RS OB	AHSC	CMAQ OB	FARE	LCTOP OB
Bus Stop Amenities - FY27-9	$75,115												$75,115			
Bus Tires - FY27-7	$600,000				$480,000											
CNG Buses - FY27-2	$1,661,850											$1,329,480				
Facilities Improvements - FY27-5	$2,693,470							$373,799	$22,735	$656,137	$1,000,000					
FY22-8 Fareboxes - FY22-8	$-635,388															
Hemet Mobility Hub - FY27-8	$7,000,000												$7,000,000			
Hydrogen Buses - FY27-1	$11,430,000													$7,000,000		
Riverside Transit Center/Alternative - 12-9	$-5,411															
SB125 Hydrogen Buses - FY27-6	$3,888,309															
State of Good Repair (SGR) - FY27-4	$2,355,000															
Transit Enhancements - FY27-3	$590,000															
Sub-total Capital	$29,652,945	$0	$0	$0	$480,000	$0	$0	$373,799	$22,735	$656,137	$1,000,000	$1,329,480	$7,075,115	$7,000,000	$0	$0
Total Operating & Capital	$150,094,531	$6,000,000	$200,000	$7,000,000	$13,480,000	$300,000	$731,670	$373,799	$22,735	$656,137	$1,000,000	$1,329,480	$7,159,595	$7,000,000	$7,115,520	$2,000,000

Table 4.0 - Summary of Funding Requests - FY 2026/27

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	LTF	LTF-OB	MA CTSA	MA IB	OTHR FED	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313			
ADA Complementary Paratransit Service -	$2,500,000	$500,000														
Call Center -	$300,000															
Capital Cost of Contracting -	$7,750,000	$1,550,000														
Capitalized Preventive Maintenance -	$15,000,000	$3,000,000														
CNG Sales -	$150,000						$150,000									
General Farebox Revenue -	$7,200,000															
Investment Income -	$1,850,000						$1,850,000									
LCFS Credits -	$850,000						$850,000									
LCTOP Project -	$3,790,657	$1,790,657														
Operating Assistance -	$80,050,929	$69,200,044		$1,250,000	$2,750,000		$119,215									
RINs Credits -	$1,000,000						$1,000,000									
Sub-total Operating	$120,441,586	$76,040,701	$0	$1,250,000	$2,750,000	$0	$3,969,215	$0	$0	$0	$0	$0	$0			

Capital

Project	Total Amount of Funds	LTF	LTF-OB	MA CTSA	MA IB	OTHR FED	OTHR LCL	SB 125 TIRCP GF	SB 125 TIRCP GGRF	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313			
Bus Stop Amenities - FY27-9	$75,115															
Bus Tires - FY27-7	$600,000												$120,000			
CNG Buses - FY27-2	$1,661,850												$332,370			
Facilities Improvements - FY27-5	$2,693,470		$5,411									$635,388				
FY22-8 Fareboxes - FY22-8	$-635,388											$-635,388				
Hemet Mobility Hub - FY27-8	$7,000,000															
Hydrogen Buses - FY27-1	$11,430,000							$4,430,000								
Riverside Transit Center/Alternative - 12-9	$-5,411		$-5,411													
SB125 Hydrogen Buses - FY27-6	$3,888,309							$2,475,564	$1,412,745							
State of Good Repair (SGR) - FY27-4	$2,355,000									$2,133,055	$221,945					
Transit Enhancements - FY27-3	$590,000					$250,000							$340,000			
Sub-total Capital	$29,652,945	$0	$0	$0	$0	$250,000	$0	$6,905,564	$1,412,745	$2,133,055	$221,945	$0	$792,370			
Total Operating & Capital	$150,094,531	$76,040,701	$0	$1,250,000	$2,750,000	$250,000	$3,969,215	$6,905,564	$1,412,745	$2,133,055	$221,945	$0	$792,370			

Table 4.0 - Summary of Funding Requests - FY 2026/27

Riverside Transit Agency

Original

FY 2026/27 Projected Funding Details	
5307 HS	$6,000,000
5307 LALB	$200,000
5307 MTM	$7,000,000
5307 RS	$13,000,000
5310 OB	$300,000
5311	$731,670
AHSC	$84,480
FARE	$7,115,520
LCTOP OB	$2,000,000
LTF	$76,040,701
MA CTSA	$1,250,000
MA IB	$2,750,000
OTHR LCL	$3,969,215
Total Estimated Operating Funding Request	$120,441,586
5307 RS	$480,000
5339 HS	$373,799
5339 LALB	$22,735
5339 MTM	$656,137
5339 RS	$1,000,000
5339 RS OB	$1,329,480
AHSC	$7,075,115
CMAQ OB	$7,000,000
LTF-OB	$0
OTHR FED	$250,000
SB 125 TIRCP GF	$6,905,564
SB 125 TIRCP GGRF	$1,412,745
SGR PUC99313	$2,133,055
SGR PUC99314	$221,945
STA - OB	$0
STA PUC99313	$792,370
Total Estimated Capital Funding Request	$29,652,945
Total Funding Request	**$150,094,531**

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: 12-9

FTIP No: Not Assigned - New Project

Project Name: Riverside Transit Center/Alternative

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Funds necessary to continue to develop and ultimately build the Vine Street Mobility Hub .

Project Justification: The Vine Street Mobility Hub will be a critical transfer point and key piece to the Agency 's service plan in the Downtown Riverside area for years to come.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	-$5,411
Total		-$5,411

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY22-8

FTIP No: Not Assigned - New Project

Project Name: FY22-8 Fareboxes

Category: Vehicle Systems and Equipment

Sub-Category: Replacement

Fuel Type: CNG

Project Description: Additional funds to fully fund replacing the current fixed-route fareboxes. These funds plus funds already programmed will be needed to replace all of the fareboxes.

Project Justification: The fareboxes have not been replaced in well over a decade. Technology has improved greatly and we are searching for a complete solution that improves upon contactless technology.

Project Schedule:

Start Date	Completion Date
July 2021	June 2024

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$635,388
Total		-$635,388

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		FY22-8	

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-1

FTIP No: Not Assigned - New Project

Project Name: Hydrogen Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: 40-foot hydrogen buses (Qty 5)

Project Justification: Funding for buses ensures that newer buses can be circulated into service fleet. Aging vehicles in operation are less efficient, more prone to breakdown, and not as safe.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
CMAQ OB	FY 2026/27	$7,000,000
SB 125 TIRCP GF	FY 2026/27	$4,430,000
Total		$11,430,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-2

FTIP No: Not Assigned - New Project

Project Name: CNG Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: N/A

Project Description: 40-foot CNG buses (Qty 2)

Project Justification: Funding for buses ensures that newer buses can be circulated into service fleet. Aging vehicles in operation are less efficient, more prone to breakdown, and not as safe.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 RS OB	FY 2026/27	$1,329,480
STA PUC99313	FY 2026/27	$332,370
Total		$1,661,850

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-3

FTIP No: Not Assigned - New Project

Project Name: Transit Enhancements

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Grant received to improve bus stop near Riverside National Cemetery.

Project Justification: Improvements for customers going to cemetery.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR FED	FY 2026/27	$250,000
STA PUC99313	FY 2026/27	$340,000
Total		$590,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-4

FTIP No: Not Assigned - New Project

Project Name: State of Good Repair (SGR)

Category: Buildings and Facilities

Fuel Type: N/A

Project Description: SGR Funding for general vehicle and facility maintenance.

Project Justification: SGR Funding for general vehicle and facility maintenance.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$2,133,055
SGR PUC99314	FY 2026/27	$221,945
Total		$2,355,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-5

FTIP No: Not Assigned - New Project

Project Name: Facilities Improvements

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Facilities Improvements and maintenance.

Project Justification: Major facility maintenance and improvements are critical to efficient operations and safety .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 HS	FY 2026/27	$373,799
5339 LALB	FY 2026/27	$22,735
5339 MTM	FY 2026/27	$656,137
5339 RS	FY 2026/27	$1,000,000
LTF-OB	FY 2026/27	$5,411
STA - OB	FY 2026/27	$635,388
Total		$2,693,470

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-6

FTIP No: Not Assigned - New Project

Project Name: SB125 Hydrogen Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: 40-foot hydrogen buses (total SB125 hydro funding will be for 21 buses).

Project Justification: Replacement of aging 40-foot CNG buses with hydrogen, per ICT mandate.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$2,475,564
SB 125 TIRCP GGRF	FY 2026/27	$1,412,745
Total		$3,888,309

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-7

FTIP No: Not Assigned - New Project

Project Name: Bus Tires

Category: Bus

Sub-Category: Replacement

Fuel Type: N/A

Project Description: Bus tires for all fixed route buses.

Project Justification: Timely replacement of tires is critical to public safety.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2026/27	$480,000
STA PUC99313	FY 2026/27	$120,000
Total		$600,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-8

FTIP No: Not Assigned - New Project

Project Name: Hemet Mobility Hub

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: Competitive Funding received to construct Hemet Mobility Hub.

Project Justification: Competitive Funding received to construct Hemet Mobility Hub.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
AHSC	FY 2026/27	$7,000,000
Total		$7,000,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

Riverside Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: FY27-9

FTIP No: Not Assigned - New Project

Project Name: Bus Stop Amenities

Category: Bus Stop and Amenities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Competitive funding received for bus stop amenities in Hemet.

Project Justification: Competitive funding received for bus stop amenities in Hemet.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
AHSC	FY 2026/27	$75,115
Total		$75,115

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 4B Fare Revenue Calculation

(consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2024/25 Audit	FY2025/26 Estimated	FY2026/27 Plan
1	Passenger Fares	7,972,144	7,500,000	7,200,000
2	Measure A	2,000,000	4,000,000	4,000,000
3	Discounted Fares Value	1,583,284	2,000,000	2,500,000
4	Other Revenue	2,750,000	3,250,000	1,405,000
5	Exempt Routes	(3,975,506)	(3,750,000)	(3,600,000)
	Total Revenue (1-11)	**$10,329,922**	**$13,000,000**	**$11,505,000**
	Net Operating Expense	**$41,551,451**	**$52,520,780**	**$46,914,546**
	Farebox Recovery Ratio	**24.86%**	**24.75%**	**24.52%**

Table 4.1 - Summary of Funding Requests - FY 2027/28

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GGRF	SGR PUC99313
ADA Complementary Paratransit Service -	$2,500,000			$2,000,000							$500,000					
Call Center -	$325,000				$325,000											
Capital Cost of Contracting -	$8,000,000		$6,000,000								$2,000,000					
Capitalized Preventive Maintenance -	$17,000,000			$12,000,000							$5,000,000					
CNG Sales -	$150,000													$150,000		
General Farebox Revenue -	$7,600,000							$7,600,000								
Investment Income -	$2,000,000								$2,000,000							
LCFS Credits -	$850,000													$850,000		
LCTOP Project -	$2,500,000									$2,500,000						
Operating Assistance -	$85,235,000	$6,000,000				$735,000					$74,500,000	$1,500,000	$2,500,000			
RINs Credits -	$1,000,000													$1,000,000		
Sub-total Operating	$127,160,000	$6,000,000	$6,000,000	$14,000,000	$325,000	$735,000	$0	$7,600,000	$2,000,000	$2,500,000	$82,000,000	$1,500,000	$2,500,000	$2,000,000	$0	$0

Capital

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 TIRCP GGRF	SGR PUC99313
Facilities, Equipment, Maintenance - FY28-2	$6,400,000						$1,500,000									$2,400,000
Vehicles - FY28-1	$18,318,309														$8,318,309	
Sub-total Capital	$24,718,309	$0	$0	$0	$0	$0	$1,500,000	$0	$0	$0	$0	$0	$0	$0	$8,318,309	$2,400,000
Total Operating & Capital	$151,878,309	$6,000,000	$6,000,000	$14,000,000	$325,000	$735,000	$1,500,000	$7,600,000	$2,000,000	$2,500,000	$82,000,000	$1,500,000	$2,500,000	$2,000,000	$8,318,309	$2,400,000

FY 2027/28 Projected Funding Details

Total Estimated Operating Funding Request	$127,160,000

Table 4.1 - Summary of Funding Requests - FY 2027/28

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	STA PUC99313														
ADA Complementary Paratransit Service -	$2,500,000															
Call Center -	$325,000															
Capital Cost of Contracting -	$8,000,000															
Capitalized Preventive Maintenance -	$17,000,000															
CNG Sales -	$150,000															
General Farebox Revenue -	$7,600,000															
Investment Income -	$2,000,000															
LCFS Credits -	$850,000															
LCTOP Project -	$2,500,000															
Operating Assistance -	$85,235,000															
RINs Credits -	$1,000,000															
Sub-total Operating	$127,160,000	$0														

Capital

Project	Total Amount of Funds	STA PUC99313														
Facilities, Equipment, Maintenance - FY28-2	$6,400,000	$2,500,000														
Vehicles - FY28-1	$18,318,309	$10,000,000														
Sub-total Capital	$24,718,309	$12,500,000														
Total Operating & Capital	$151,878,309	$12,500,000														

FY 2027/28 Projected Funding Details

5307 HS	$6,000,000
5307 MTM	$6,000,000
5307 RS	$14,000,000
5310 OB	$325,000
5311	$735,000
FARE	$7,600,000
INT	$2,000,000
LCTOP PUC99313	$2,500,000
LTF	$82,000,000
MA CTSA	$1,500,000
MA IB	$2,500,000
OTHR LCL	$2,000,000
5339 RS	$1,500,000
SB 125 TIRCP GGRF	$8,318,309
SGR PUC99313	$2,400,000
STA PUC99313	$12,500,000
Total Estimated Capital Funding Request	$24,718,309
Total Funding Request	**$151,878,309**

Table 4.2 - Summary of Funding Requests - FY 2028/29

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313
ADA Complementary Paratransit Service -	$3,000,000			$2,000,000							$1,000,000					
Call Center -	$350,000				$350,000											
Capital Cost of Contracting -	$10,000,000		$6,500,000								$3,500,000					
Capitalized Preventive Maintenance -	$18,000,000			$13,000,000							$5,000,000					
CNG Sales -	$150,000													$150,000		
General Farebox Revenue -	$8,000,000							$8,000,000								
Investment Income -	$2,000,000								$2,000,000							
LCFS Credits -	$750,000													$750,000		
LCTOP Project -	$3,000,000									$3,000,000						
Operating Assistance -	$90,250,000	$7,000,000				$750,000					$78,000,000	$2,000,000	$2,500,000			
RINs Credits -	$850,000													$850,000		
Sub-total Operating	$136,350,000	$7,000,000	$6,500,000	$15,000,000	$350,000	$750,000	$0	$8,000,000	$2,000,000	$3,000,000	$87,500,000	$2,000,000	$2,500,000	$1,750,000	$0	$0

Capital

Project	Total Amount of Funds	5307 HS	5307 MTM	5307 RS	5310 OB	5311	5339 RS	FARE	INT	LCTOP PUC99313	LTF	MA CTSA	MA IB	OTHR LCL	SB 125 ZETCP GGRF	SGR PUC99313
Facilities, Equipment, Maintenance - FY29-2	$7,900,000						$1,000,000				$2,000,000					$2,400,000
Vehicles - FY29-1	$28,318,309										$15,000,000				$8,318,309	
Sub-total Capital	$36,218,309	$0	$0	$0	$0	$0	$1,000,000	$0	$0	$0	$17,000,000	$0	$0	$0	$8,318,309	$2,400,000
Total Operating & Capital	$172,568,309	$7,000,000	$6,500,000	$15,000,000	$350,000	$750,000	$1,000,000	$8,000,000	$2,000,000	$3,000,000	$104,500,000	$2,000,000	$2,500,000	$1,750,000	$8,318,309	$2,400,000

FY 2028/29 Projected Funding Details

Total Estimated Operating Funding Request	$136,350,000

Table 4.2 - Summary of Funding Requests - FY 2028/29

Riverside Transit Agency

Original

Operating

Project	Total Amount of Funds	STA PUC99313														
ADA Complementary Paratransit Service -	$3,000,000															
Call Center -	$350,000															
Capital Cost of Contracting -	$10,000,000															
Capitalized Preventive Maintenance -	$18,000,000															
CNG Sales -	$150,000															
General Farebox Revenue -	$8,000,000															
Investment Income -	$2,000,000															
LCFS Credits -	$750,000															
LCTOP Project -	$3,000,000															
Operating Assistance -	$90,250,000															
RINs Credits -	$850,000															
Sub-total Operating	$136,350,000	$0														

Capital

Project	Total Amount of Funds	STA PUC99313														
Facilities, Equipment, Maintenance - FY29-2	$7,900,000	$2,500,000														
Vehicles - FY29-1	$28,318,309	$5,000,000														
Sub-total Capital	$36,218,309	$7,500,000														
Total Operating & Capital	$172,568,309	$7,500,000														

FY 2028/29 Projected Funding Details

5307 HS	$7,000,000
5307 MTM	$6,500,000
5307 RS	$15,000,000
5310 OB	$350,000
5311	$750,000
FARE	$8,000,000
INT	$2,000,000
LCTOP PUC99313	$3,000,000
LTF	$87,500,000
MA CTSA	$2,000,000
MA IB	$2,500,000
OTHR LCL	$1,750,000
5339 RS	$1,000,000
LTF	$17,000,000
SB 125 ZETCP GGRF	$8,318,309
SGR PUC99313	$2,400,000
STA PUC99313	$7,500,000
Total Estimated Capital Funding Request	$36,218,309
Total Funding Request	**$172,568,309**

Table 4.3 FY19-22 FTA Quadrennial Review and FY22-24 TDA Triennial Audit

Agency	Audit Recommendations	Action Taken and Results
FTA	The last FTA Triennial Review was completed for FFY19-22 in May 2023. The Triennial Review focused on RTA's compliance in 23 areas. No deficiencies were found with FTA requirements in 22 of these areas. One deficiency was found in Section 10 DBE5-1: DBE uniform reports contain inaccuracies. The finding was due to a discrepancy between the total procurement amounts that were awarded in Fiscal Year 2022 (FY22) and the total amounts reported in the FY22 semi-annual Uniform Report of DBE Awards. The reporting discrepancy was due to a missing category code in the filter of the software program that is used to run the Uniform Report. RTA had no repeat deficiencies from the FY 2019 Triennial Review.	On June 21, 2023, the Agency submitted a corrected FY22 Uniform Report, updated procurement procedures and a revised DBE Program to the FTA Office of Civil Rights ahead of the October 18, 2023 deadline. On March 13, 2024, RTA received a letter from the FTA confirming the closeout and completion of the FFY19-22 Triennial Review.
TDA	RTA was found compliant across all nine applicable operator compliance requirements. Three recommendations were made, none of which were based on any deficiencies. The three recommendations were to: 1. Analyze and review demand response service in the currently ongoing Comprehensive Operational Analysis (COA) to determine if efficiencies and/or cost savings measures can be developed. 2. Incorporate vehicle analysis, including peak vehicle and spare ratio requirements, into the COA to evaluate service improvements and vehicle maintenance costs. 3. To aid the state in tracking transportation metrics, separate the reporting of GoMicro statistics on future State Controller's reports.	Staff is working closely with Transportation Management & Design (TMD), the consultant currently conducting the COA, to incorporate analyses and strategies based on Recommendations 1 and 2. Staff submitted the Agency's FY25 State Controller's Report and separated GoMicro services, thus completing Recommendation 3.

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 4.4 Open Projects Prior to FY2026/2027

Project Name	SRTP Capital Project No's	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds	FY27 Programmed Funds	Unfunded Balance
Hemet Mobility Hub	17-9, 18-9, 19-8, 27-8	4	1	01/2017- 12/2028	14,774,611	7,774,611	7,000,000	0
Hydrogen Fueling Stations	23-2, 23-8, 24-10, 25-09	4	1	07/2022-06/2030	17,178,645	17,178,645	0	0
Maint Spare Components	24-2	9	1	07/2023- 06/2027	625,000	625,000	0	0
Associated Transit Improvements	12-9, 16-11, 23-1, 24-3, 25-4, 26-2, 27-3, 27-9	6	1	09/2016 - 12/2028	3,515,685	2,855,981	659,704	0
Fareboxes	22-08	3	1	07/2022 - 06/2026	2,364,612	3,000,000	(635,388)	0
Facility Improvements	18-7, 19-6, 25-1, 26-1, 27-5	4	1	04/2019 - 6/2028	23,714,501	21,021,031	2,693,470	0
Solar Panels	24-7	4	1	07/2023-06/2027	2,074,789	2,074,789	0	0
Information System	19-7, 24-1, 25-2	5	1	07/2019 - 12/2027	5,364,832	5,364,832	0	0
Tire Lease	25-3, 26-7, 27-7	9	1	07/2024 - 12/2027	1,200,000	600,000	600,000	0
DAR Vehicles	24-4, 25-6, 26-4	1	1	08/2024 - 12/2028	15,248,052	15,248,052	0	0
30'-35' CNG Buses	20-2, 25-5, 26-5	1	1	08/2019 - 12/2028	26,570,475	26,570,475	0	0
40' Buses	19-11, 23-3, 24-5, 26-3, 26-6, 26-9, 27-1, 27-2	1	1	10/2019 - 12/2030	64,643,991	55,982,141	8,661,850	0
Support Vehicles	20-4, 21-1,21-2,21-3, 24-6, 25-7	2	1	01/2020 - 8/2027	4,074,543	4,074,543	0	0
SB125 ZETCP	25-9, 27-1, 27-6	1	1	07/2024-12/2030	23,146,599	14,828,290	8,318,309	0
SGR	20-1, 23-7, 24-8, 25-8, 26-8, 27-4	4	1	Various	16,343,391	13,988,391	2,355,000	0
					220,839,726	**191,186,781**	**29,652,945**	**0**

Legend

Project Elements:
- 1 Revenue Vehicle Purchases
- 2 Non-Revenue Vehicle Purchases
- 3 Vehicle Systems and Equipment
- 4 Building, Land and Facilities
- 5 Communication and Information Technology Systems
- 6 Transit Shelters and Amenities
- 7 Fixed Guideways and Tracks
- 8 Debt Service
- 9 Maintenance
- 10 Security
- 11 Planning/Feasibility

Funding Category:
- 1 Fully Funded
- 2 Partially Funded

RIVERSIDE TRANSIT AGENCY
SHORT RANGE TRANSIT PLAN
FY2026/2027 - FY2028/2029

Table 5 Riverside Transit Agency FY2027 - 2031 TUMF Expenditure Plan

Fiscal Year				Prior Years Expenditures	FY 25-26 Expenditures through 6/30 (estimate)	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	Current Programmed Phase Balance	Total Programmed Payments/Exp	Original Programmed Phase Cost
Forecast Revenues[1]					$ 1,277,152	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 37,431,915	$ 6,106,710	$ 94,920,000
Estimated Carryover (as of 6/30)					$ 29,357,204	$ 29,931,914	$ 23,776,559	$ 16,476,559	$ 11,126,559	$ 6,776,559	*5-Year Avail Forecast/Cash*	*5-Year Programmed*	*5-Year Delta*
Available Revenues					$ 30,634,356	$ 31,431,914	$ 25,276,559	$ 17,976,559	$ 12,626,559	$ 8,276,559	$ 37,431,914	$ 37,431,915	$ (0)
Funded Expenditures		Phase	Project Amount[2]										
RTA-0001	Hemet Mobility Hub	ALL	$7,956,000	$ 185,295	$ 72	$ 300,000	$ 2,000,000	$ -		$ -	$ 2,300,000	$ (185,367)	$ 2,485,367
RTA-0004	Annual Transit Enhancements Program	ENH	$10,304,000	$ 172,654	$ -	$ 200,000	$ 300,000	$ 350,000	$ 350,000	$ 467,783	$ 1,667,783	$ (172,654)	$ 1,840,437
RTA-0007	Vine Street Mobility Hub	ALL	$7,956,000	$ 5,046,320	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (5,046,320)	$ 5,046,320
RTA-0009	HQTC Improvements	ENH	$2,239,000	$ -	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 300,000	$ 1,100,000	$ -	$ 1,100,000
RTA-0010	Regional Operations & Maintenance Facility	ALL	$30,251,000	$ -	$ 298,113	$ 1,927,027	$ 1,000,000	$ 2,000,000	$ 3,000,000	$ 1,000,000	$ 8,927,027	$ (298,113)	$ 9,225,140
RTA-0012	Vehicle Fleet Small Buses/Vans	ALL	$3,411,000	$ -	$ -	$ 100,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 900,000	$ -	$ 900,000
RTA-0013	Vehicle Fleet Medium Buses	ALL	$4,264,000	$ -	$ -	$ 1,500,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 5,500,000	$ -	$ 5,500,000
RTA-0014	Vehicle Fleet Large Buses	ALL	$26,194,000	$ -	$ -	$ 3,000,000	$ 4,000,000	$ 3,000,000	$ 1,000,000	$ 5,208,776	$ 16,208,776	$ -	$ 16,208,776
RTA-0015	ZEB Technology Enhancements	ALL	$711,000	$ -	$ -	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 500,000	$ -	$ 500,000
RTA-0016	COA Study	ENH	$1,634,000	$ -	$ 404,256	$ 328,329	$ -	$ -	$ -	$ -	$ 328,329	$ (404,256)	$ 732,585
Total Programmed Capital Improvements											$ 37,431,915	$ (6,106,710)	$ 43,538,625
Annual Capital Funded Expenditure			$94,920,000	$5,404,269	$ 702,441	$ 7,655,356	$ 8,800,000	$ 6,850,000	$ 5,850,000	$ 8,276,559			
Projected Funded Balance carryover					$ 29,931,914	$ 23,776,559	$ 16,476,559	$ 11,126,559	$ 6,776,559	$ (0)			

Summary Table

Fiscal Year	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31	*5-Year Avail Forecast/Cash*	*5-Year Programmed*	*5-Year Balance*
Available Revenue	$ 31,431,914	$ 25,276,559	$ 17,976,559	$ 12,626,559	$ 8,276,559	**$37,431,914**	**$37,431,915**	**$0**
Programmed Phases	$ 7,655,356	$ 8,800,000	$ 6,850,000	$ 5,850,000	$ 8,276,559			
Carryover Balance	$ 23,776,559	$ 16,476,559	$ 11,126,559	$ 6,776,559	$ (0)			

Notes:

1) Revenue increase to 3% for RTA due to Nexus Study, flat revenues for FY27 through FY31.

2) Projects and Project Amounts were updated per WRCOG's 2024 Nexus Study which was approved on 9/9/24. A list of full RTA-TUMF projects can be found in Section 4.3 of the FY27 SRTP.

Appendix A:

RTA SYSTEM MAP AND FIXED-ROUTE MAPS

SYSTEM MAP

MAP NOT TO SCALE

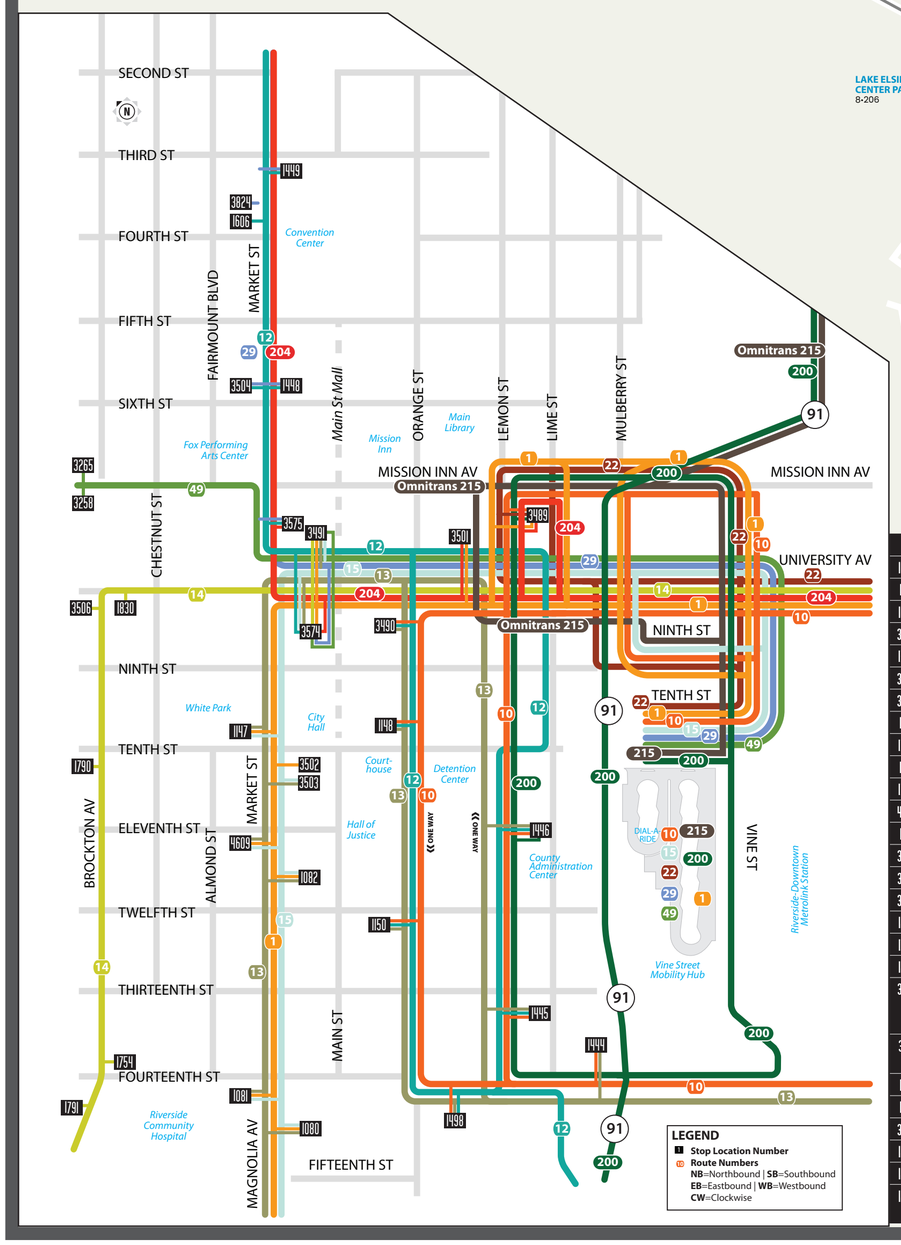
Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. RTA offers 32 local routes, three CommuterLink express routes, on-demand GoMicro microtransit and Dial-A-Ride services throughout western Riverside County. For trip planning assistance, visit RiversideTransit.com or call the Customer Information Center at 951.565.5002.

- Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- Medical Facility
- Transfer Point
- Metrolink Station
- Interstate
- State Highway
- Main Road
- Water

(951) 565-5002 | RiversideTransit.com

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DOWNTOWN RIVERSIDE DETAIL

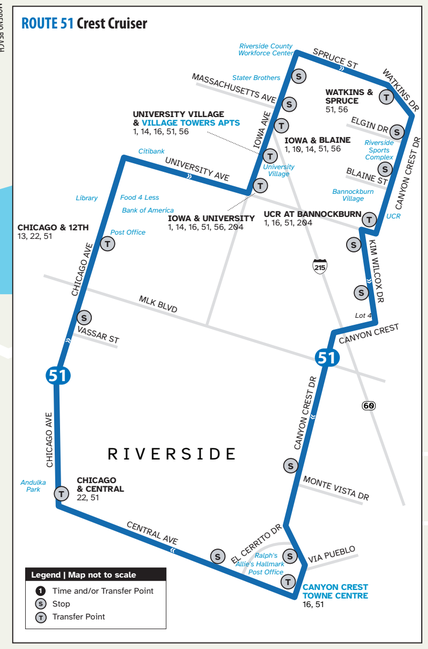


BUS STOP NUMBER	ROUTES & DIRECTION
1754	Brockton & 14th — 14EB
1791	Brockton & 14th — 14WB
1790	Brockton & 10th — 14WB
3506	Brockton & University — 14WB
1830	University & Brockton — 14EB
3258	Mission Inn & Brockton — 49EB
3265	Mission Inn & Brockton — 49WB
1081	Magnolia & 14th — 1WB, 13WB, 15WB
1080	Magnolia & 15th — 1EB, 13EB, 15EB
1149	Market & 12th — 1WB, 13WB, 15WB
1082	Market & 12th — 1EB, 13EB, 15EB
4609	Market & 11th — 1WB, 13WB, 15WB
1147	Market & 10th — 1WB, 13WB, 15WB
3503	Market & 10th — 13EB, 15EB
3575	Market & University — 12EB, 29WB, 204NB
3504	Market & 6th — 12WB, 29EB
1448	Market & 6th — 12EB, 29WB
1606	Market & 6th — 12WB
1449	Market & 3rd — 2EB, 29WB
3574	University & Market — 1EB, 12WB, 13EB, 14EB, 15EB, 29EB, 49EB, 204SB
3491	University & Market — 1WB, 13WB, 14WB, 15WB, 49WB
1150	Orange & 12th — 10WB, 12WB, 13EB
1148	Orange & 10th — 10WB, 12WB, 13EB
3490	Orange & University — 10WB, 12WB, 13EB
1498	14th & Orange Grove — 10WB, 12WB, 13EB
1445	Lemon & 14th — 10EB, 12EB, 13WB
1446	Lemon & 12th — 10EB, 12EB, 13WB, 200EB/WB

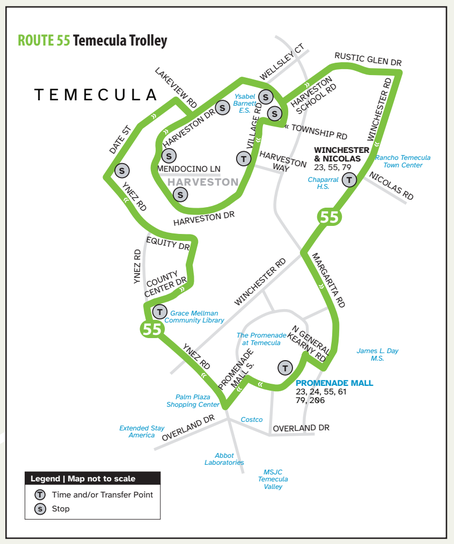
BUS STOP NUMBER		ROUTES & DIRECTION
3489	Lemon & University	1EB, 10EB, 22NB/SB, 200EB/WB, 204SB, OmniTrans 215
3501	University & Lemon	1WB, 204NB
4786	Vine St Mobility Hub Boarding at **Bay B**	OmniTrans 215
4786	Vine St Mobility Hub Boarding at **Bay C**	200EB
4786	Vine St Mobility Hub Boarding at **Bay D**	200WB
4786	Vine St Mobility Hub Boarding at **Bay E**	1EB
4786	Vine St Mobility Hub Boarding at **Bay F**	1WB
4786	Vine St Mobility Hub Boarding at **Bay G**	49EB/WB
4786	Vine St Mobility Hub Boarding at **Bay H**	29EB/WB
4786	Vine St Mobility Hub Boarding at **Bay I**	22NB/SB
4786	Vine St Mobility Hub Boarding at **Bay J**	15EB/WB
4786	Vine St Mobility Hub Boarding at **Bay K**	10EB/WB
4786	Vine St Mobility Hub Boarding at **Bay N**	DIAL-A-RIDE

BUS STOP NUMBER		ROUTES & DIRECTION
3824	Market & 4th	29EB
3502	Market & 10th	1EB
1444	14th & Lime	10EB, 13WB

ROUTE 51 Crest Cruiser



ROUTE 55 Temecula Trolley



GoMicro



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone (within the dotted line). GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around without having to transfer if you're traveling within the zone.

Details at RiversideTransit.com/GoMicro

Download on the App Store | GET IT ON Google Play

RIDE GUIDE

EFFECTIVE MAY 10 - SEPTEMBER 12, 2026 | EN EFECTO EL 10 DE MAYO AL 12 DE SEPTIEMBRE DEL 2026

RIDE INTO Summer



25-CENT RIDES
June 1 through August 31, 2026

YOUTH RIDE FREE
Until December 31, 2026

F1-26-0111a

go 951.565.5002 | RiversideTransit.com

goMOBILE RIVERSIDE TRANSIT AGENCY

All buses are accessible to persons with disabilities.
Todos los autobuses son accesibles a las personas incapacitadas.

FREE WiFi

POWERED BY CLEAN NATURAL GAS

RTA
Riverside Transit Agency

- Rewarding work
- Excellent benefits
- Competitive salary

JOIN OUR TEAM

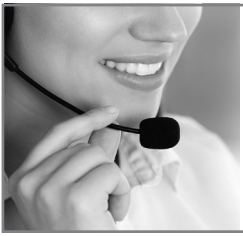
Be a part of an amazing team that keeps western Riverside County moving.

For job opportunities, visit
RiversideTransit.com/jobs



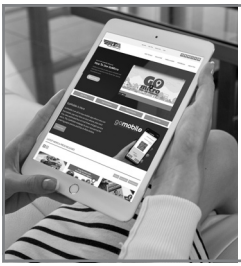
WELCOME ABOARD!
BIENVENIDOS ABORDO!

WHAT'S NEW THIS SERVICE CHANGE — PAGE 166



Customer Information Center - 951.565.5002. The information center is open from 6 a.m. to 10 p.m. weekdays, and 8 a.m. to 10 p.m. weekends.

Centro de información al cliente - 951.565.5002. El centro de información está abierto de 6 a.m. a 10 p.m. de lunes a viernes y de 8 a.m. a 10 p.m. fines de semana.



RiversideTransit.com - We recommend checking our website for service updates as your travel plans could be affected by temporary route and trip suspensions.

RiversideTransit.com - Recomendamos que visite nuestro sitio web para obtener actualizaciones del servicio, ya que sus planes de viaje podrían verse afectados por la suspensión temporal de rutas y viajes.



iAlerts - Get email rider alerts and news delivered directly to your mobile device or computer. Sign up free under the Newsroom section on our website.

iAlerts - Reciba alertas y noticias por correo electrónico directamente en su dispositivo móvil o computadora. Regístrese gratis en la sección de Noticias en nuestro sitio web.



GoMobile, BusWatch, Transit App - Track your bus and get real-time bus information by downloading these apps.

Aplicación GoMobile, BusWatch, Transit App - Rastree su autobús y obtenga información del autobús en tiempo real descargando estas aplicaciones.

Facebook, X, LinkedIn, Instagram, YouTube, TikTok - Join us. | Únete a nosotros.

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PHONE NUMBER INDEX

CUSTOMER INFORMATION CENTER 951.565.5002
Information about bus routes, schedules, fares and to make a comment.
Hours: weekdays 6 a.m. - 10 p.m., weekends 8 a.m. - 10 p.m.
Deaf and Hard of Hearing TTY ..... 711+951.565.5002
Deaf and Hard of Hearing 951.565.5012
California Relay 1.800.735.2922

LOST AND FOUND: RTA Lost and Found/Business Office, 1825 Third St., Riverside 92507 ..... 951.565.5000

GOMICRO 951.633.2629
Monday through Friday, 5:30 a.m. - 7:30 p.m. and Saturday and Sunday, 6 a.m. - 8 p.m.

RTA DIAL-A-RIDE SERVICES 1.800.795.7887
Type of Dial-A-Ride service varies by city. Please call or visit our website at RiversideTransit.com for availability of service in your city.
Hours: weekdays 7 a.m. - 6 p.m., weekends 8 a.m. - 5 p.m.
Deaf and Hard of Hearing TTY Dial-A-Ride 1.800.369.3610
California Relay 1.800.735.2929
Trip Cancellations 866.543.4782
After Hours ETA Hotline (Toll free) 866.543.4782

OTHER DIAL-A-RIDE SERVICES
Banning Connect Dial-A-Ride 951.922.3252
Beaumont Transit Dial-A-Ride 951.769.8532
Care-A-Van (Hemet, San Jacinto) 951.791.3572
Corona Dial-A-Ride 951.734.7220
MoVan 883.745.8454
Norco Senior Bus 951.270.5647
Riverside Connect 951.687.8080

OTHER FIXED-ROUTE SERVICES
Amtrak (Nationwide Rail Passenger Service) 1.800.872.7245
Coaster (Rail service in San Diego County) 1.800.COASTER
Corona Cruiser (City of Corona bus service) 951.734.9418
Foothill Transit (San Gabriel Valley) 1.800.743.3463
Greyhound (Nationwide service) 1.800.231.2222
Metrolink (Rail Passenger Service) 1.800.371.5465
Los Angeles Metro (Red Line, Blue Line, MTA, etc.) 323.GO.METRO
MTS (San Diego County bus service) 619.557.4555
North County Transit District (North San Diego County) 760.966.6500
OCTA (Orange County) 1.800.636.7433
Omnitrans (Western San Bernardino County) 1.800.966.6428
Palo Verde Valley Transit (City of Blythe) 760.922.1140
Beaumont Transit (Beaumont, Cherry Valley, Calimesa, Banning) 951.769.8530
Banning Connect Transit (Banning, Cabazon, Beaumont) 951.922.3243
SunLine Transit Agency (Palm Springs and Coachella Valley) 1.800.347.8628

NOTE: RTA operators can only provide RTA information. Please call the appropriate services with questions regarding other transportation services. RTA cannot be responsible for changed phone numbers.

RTA INFORMATION

CUSTOMER INFORMATION CENTER

RTA's Customer Information Center is staffed with friendly clerks ready to assist you with information about bus schedules, routes, fares and pass outlet locations. The center also takes reports of bus stops that need cleaning or repairs and they document customer complaints and commendations. Please note that some complaints may need to be submitted in writing by postal mail, e-mail or via RTA's website, RiversideTransit.com. The center is open 6 a.m. to 10 p.m. weekdays and 8 a.m. to 10 p.m. weekends. Call the Customer Information Center at 951.565.5002.

If you need help planning a trip, please be prepared to provide the following information to the customer information clerk:

1. The nearest street and main cross street of your starting point and destination, or address, not business name.
2. The time of day (a.m. or p.m.) you need to arrive.
3. Specify weekday or weekend schedule.

The RTA Customer Information Center can only assist you with RTA information. For information on other transportation services, please refer to the phone number index on Page 4.

RTA BUSINESS OFFICE

RTA's business office is located at 1825 Third Street in Riverside and is accessible by using routes 10 and 13. Office hours are 8 a.m. to 5 p.m. Monday through Friday, and closed Saturdays, Sundays and holidays. Hours are subject to change so call 951.565.5000 to confirm.

Passes may be obtained from our Riverside office during business hours. You may pay using cash, check, MasterCard, Visa, Discover, or ATM card with a Visa or MasterCard logo. There is a $25 fee charged for all returned checks. You can also order passes securely at RiversideTransit.com or through the GoMobile app.

LOST AND FOUND

RTA's Lost and Found is located at the RTA business office at 1825 Third Street, Riverside, or call 951.565.5000 Monday to Friday between 8 a.m. to 5 p.m. Lost and Found items will be held for five business days.

HOW TO USE YOUR RIDE GUIDE

The RTA Ride Guide contains route maps and timetables for all its fixed routes. Understanding how to use the route maps and timetables will allow you to use the Ride Guide to plan your trip.

GETTING STARTED

The first steps in planning your trip are to decide the starting point, where you want to go, and what day and time you want to travel. The RTA system map will help you determine which route or routes you will take.

Once you have determined the route(s) you need, follow these simple steps to plan your trip using the Ride Guide:

1. On the route map, locate the beginning and ending point of your bus trip.
2. Locate the time point closest to your beginning and ending bus trip location. Time points are indicated on the route maps by a number inside a circle.

NOTE: Each time point on the route map has a corresponding column on the timetable. Not all bus stops are indicated on the map and there are many bus stops between each time point.

3. Find the column on the correct timetable that corresponds with your selected time point. Be sure you are using the timetable for the correct day of the week and direction of travel. Read down the column below the time point to find the time closest to your desired departure. Time for stops between time points can be estimated by adding the amount of time it will take the bus to get from the previous time point to your stop.

SERVICE ANIMALS AND PETS

Service Animals

The ADA defines a service animal as any guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability. Service animals perform some of the functions and tasks that the individual with a disability cannot perform for themselves. Some examples include:

- Service animals can be guide dogs for the blind or visually impaired, signal dogs for the hearing impaired, or other types of animals that can be individually trained to work or perform tasks for an individual with a disability.
- Service animals perform some of the functions and tasks that the individual with a disability cannot perform in their day-to-day activities.
- A service animal must always be under the control of the owner or handler.
- Service animals require no special tag, identification, certification, papers, harness, vest, cape or pass.

What is not a service animal?

- Pets are not service animals.
- Emotional support, therapy, comfort, and companion animals are not service animals, as they have not been trained to perform a specific job or task. These animals would not be afforded access rights under the ADA.

Pets

Small pets and non-service or guide animals are allowed only if owners comply with the following rules:

- Small animals such as birds and cats must be secured in a commercially made pet carrier or cage that can be safely placed on the passenger's lap and does not require a separate seat.
- Glass, breakable or homemade carriers are not permitted.
- The animal must be completely enclosed within the pet carrier or cage at all times.
- The pet carrier or cage must completely prevent the animal from escaping or physically contacting another passenger.
- The pet carrier or cage must be constructed so that no bedding material or pet waste can exit.
- The animal must not interfere with, disrupt or disturb any service or guide animals in the vehicle.

SAFETY TIPS

- For safety reasons, RTA buses cannot stop at locations under construction or non-designated bus stops.
- When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.

TRAVEL TIPS

- Arrive to your bus stop at least 10 minutes early.
- No eating, drinking, smoking (including e-cigarettes), loud music or changing of clothes or diapers.
- Carry-on bags limited to three, must fit in lap and not in aisle.
- Please refrain from shouting, using profanity, offensive language or talking to the operator while the bus is in motion.
- No graffiti, alcohol, drugs or weapons of any kind permitted on the bus.
- All customers should remain seated until the bus comes to a complete stop.
- Please exit through the rear doors, if possible, to speed boarding of customers.
- Fold-up seats and seats directly behind the operator are intended for seniors and customers with disabilities.
- Keep your buses and bus stops clean by using trash receptacles.
- Please keep your feet off the seats.
- Shopping carts and strollers should be folded prior to boarding the bus. Walkers should be folded prior to taking your seat. Customers seated in the front of the bus who are unable to collapse their foldable shopping carts may be asked to move to another area of the bus to keep aisles, doors and steps clear to facilitate safe boardings and wheelchair tie-downs.
- RTA customers are required to wear appropriate clothing (shirt, pants, shorts, dresses, and shoes) while riding. Customers wearing clothing with offensive or obscene images or messages will be asked to cover up or they will not be permitted to ride the bus.

WHEELCHAIRS

To ensure proper fastening of the chair during travel, please limit the number of carry-on bags stowed in the back of the chair. To avoid injury to yourself and other customers, please remove any protruding objects such as flag poles and reflectors with sharp points. Be aware that RTA buses deploy a wheelchair ramp/lift for easy boarding and alighting. When the ramp/lift is deployed, the bus will emit a beeping sound. When exiting the rear doors, listen for the beeping sound and be observant of the ramp to avoid

injuries. Wheelchairs and electric mobility scooters are allowed on the bus as long as they do not exceed 30 inches wide and 51 inches long and the combined weight does not exceed 800 pounds. For your safety, please turn off the power to your mobility device while the driver fastens the safety harness and during the entire trip. Refrain from removing wheelchair or scooter securement until you reach your destination and the bus comes to a complete stop. Please use the bus seats whenever possible.

TRANSPORTATION NOW

Since its inception in 1992, Transportation NOW has been a proud advocate and enthusiastic ally of public transportation in Riverside County. Members of the public are invited to attend any of the group's six chapters: Greater Riverside, Hemet/ San Jacinto Area, Moreno Valley/ Perris, Northwest, San Gorgonio Pass and Southwest. For more information or to join a chapter, email RTA at comments@riversidetransit.com.

BIKE AND RIDE

Every RTA fixed-route and GoMicro bus has a bicycle rack capable of handling at least two bikes with standard bike tires. Bikes are accepted on a first-come, first-served basis. Passengers wishing to transport bikes should first notify the coach operator that they are loading or unloading a bike before approaching the bike rack.

NOTE: For your safety, loading and unloading of bicycles should be done from the curbside of the bus.

When loading your bicycle in the bike rack:

- Wait for the bus to come to a complete stop before loading your bicycle.
- Bicycles must not exceed 55lbs.
- Loose articles must be removed from bicycle before being placed on the bike rack.
- Bicycle handlebars or baskets must not obstruct driver's view.
- Foldable bicycles (non-motorized) no larger than 28" X 20" X 11" are allowed on board (under the seat).
- The coach operator has the discretion to deny foldable bicycles and items which cannot be reasonably and safely stored under the seat or safely on the exterior bike rack.
- Tandem and tri-cycle bikes are not allowed.
- Please remember, you are responsible for the loading and unloading of your bicycle.
- When departing the bus, exit through the front door, and let the coach operator know you're removing your bicycle from the rack.
- RTA is not responsible for loss or damage to bicycles.

Battery-powered bicycles and scooters are allowed on RTA buses:

- Customers are allowed to place electric bicycles with sealed gel, lithium Ion or NiCad batteries in the bike rack as long as they fit safely in the bike rack and have standard tires. Must also meet the bicycle requirements listed above.
- Customers are allowed to carry on the bus electric scooters with sealed gel, lithium Ion or NiCad batteries as long as they can be folded and fit under your seat or on your lap.

The following items are not allowed on RTA buses:

- Customers are not allowed to bring on board the bus items such as used gasoline cans, car batteries, hover boards, gas-powered vehicles, or objects too large to fit under passenger seats.

- Electric bikes with liquid lead acid batteries are not permitted in the bike rack nor are gas-powered bikes.

SURFBOARDS/BOOGIE BOARDS

Surfboards and boogie boards no longer than six feet and with a maximum 4" skeg are permitted on buses, provided they are enclosed in a bag, can be positioned in front of the customer while the bus is in motion and do not take up an additional seat.

TRANSIT CONNECTIONS

RTA has transfer agreements with neighboring transit agencies, including Metrolink. RTA accepts valid Metrolink passes as full fare on routes serving Metrolink stations for customers traveling to or from a Metrolink station, from one hour before to one after Metrolink's service hours. RTA also has agreements with Corona Cruiser, OCTA, Omnitrans and Pass Transit. Please visit RiversideTransit.com for additional details.

JURY/GRAND JURORS DUTY

All jurors summoned to serve in Riverside County courthouses are able to ride for free on all RTA buses while on active jury duty by showing their current and valid juror summons badge to the coach operator.

NO SMOKING OF ANY KIND ABOARD RTA BUSES

All Riverside Transit Agency buses and stations are entirely non-smoking. This includes cigarettes, cigars and electronic smoking devices such as electronic cigarettes. The smoking of marijuana or ingestion of cannabis products for any purpose is also prohibited, and sealed containers are required for the transportation of any cannabis-related product.

WI-FI SERVICE

Free wireless Internet access (Wi-Fi) is available to RTA customers on all fixed-route and GoMicro buses. The availability, reliability, uptime and speed of the services are not guaranteed by RTA.

REASONABLE MODIFICATION POLICY

The Riverside Transit Agency is committed to providing safe, reliable, courteous, accessible and user-friendly services to its customers. To ensure equality and fairness, RTA is committed to making reasonable modifications to its policies, practices and procedures to avoid discrimination and ensure programs and services are accessible to individuals with disabilities. Requests for modifications can be made by contacting RTA at 951.565.5002 or comments@riversidetransit.com.

NOTIFICATION OF PUBLIC RIGHTS UNDER TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Riverside Transit Agency operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes they have been aggrieved by any unlawful discriminatory practice under the Title VI may file a complaint. For more information on the Riverside Transit Agency's civil rights program and the procedures to file a complaint, contact 951.565.5002, email comments@riversidetransit.com, or visit our administrative office at 1825 Third Street, Riverside, CA 92507. If information is needed in another language, contact 951.565.5002.

FARES, PASSES, TICKETS and IDS

DEFINITIONS OF FARE CATEGORIES AND IDENTIFICATION

General
All customers except those who meet the qualifications for youth, senior, disabled, veteran or child fare categories. No identification is required for General fares.

Youth
Appropriate ID must be shown each time you board a bus to receive the Youth fare. School-issued picture ID cards are appropriate identification. RTA also offers Youth identification cards. A Youth ID card costs $2. Call 951.565.5002 for more information on how to obtain one.

Senior / Disabled / Medicare
Any person who meets RTA disability requirements, presents a valid Medicare card, Veteran ID or seniors age 60 or above are eligible for a discounted fare on all RTA fixed-route services. Medi-Cal cards will not be accepted. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for senior and disabled customers.

To receive a Disabled ID card, individuals must present a disabled application form completed by a doctor or licensed health care professional or one of the following as proof of disability: Medicare Identification Card, Department of Motor Vehicles Disabled Person Placard Identification Card receipt, Braille Institute Identification Card, Disabled Veteran Service-Connected Identification Card, or a Social Security Disability Income Award Letter with proof of disability. There will be a cost of $2 for the card. Applications are available at the RTA business office, on our website at RiversideTransit.com or by calling our Customer Information Center at 951.565.5002.

Veteran
Any person who meets RTA Veteran requirements, presents a valid U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status. Customers must show appropriate ID each time they board a bus to receive the discounted fare. RTA-issued photo ID cards are available for veteran customers. Please call 951.565.5002 for the location and time to obtain your ID card. There is a $2 fee for the ID card. To receive a Veteran ID card, individuals must present a Department of Defense Form 214 and a picture ID. RTA also recognizes the Omnitrans Military Veteran Identification (issued by County of San Bernardino Department of Veteran Affairs).

Active Duty Military, Police and Fire Personnel
Any person who meets RTA active duty military, police or fire personnel requirements rides free on RTA fixed-route buses. Active duty military personnel must wear the appropriate uniform at the time of boarding or present to the driver a valid U.S. Uniformed Services ID card indicating active service or a Common Access card indicating uniformed services or active duty. Police and fire personnel must be in full uniform at the time of boarding.

Child
Height-based: 46” tall or under. Must be accompanied by a full-fare paying customer.

ADA

The RTA Americans with Disabilities Act (ADA) ID card is for persons who have been specially certified through the RTA ADA Certification process. This ID may qualify you for priority service on any RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Connect and Beaumont Dial-A-Ride. If your ADA card indicates that you require assistance and may travel with a personal care attendant (PCA), your PCA may accompany you at no charge along with a fare-paying companion. Additional companions may travel with you if space is available. All companions must pay the full fare. To become ADA certified, you are required to complete an application and provide a Healthcare Professional Verification form. This ID must be renewed every four years. For more information, call 951.565.5002.

Commuter Routes

Routes 200, 204 and 206 are commuter routes with fares of $3.50 for general and $2.75 for senior/disabled or Veteran. Persons may also buy a Local+CommuterLink pass which may be used on both local fixed routes and CommuterLink express routes.

TYPES OF PASSES

RTA uses electronic fareboxes in all buses and standard fareboxes in Dial-A-Ride buses. The electronic fareboxes accept coins, cash and paper passes, as well as mobile passes. Passes are the size of a credit card, printed on sturdy paper with a magnetic stripe on the back. Rather than showing your pass to the driver, you will dip your pass in the farebox similar to using an ATM card. For cash fares, please use exact fare only. No change will be issued from either the fareboxes or the drivers. To avoid delays, use quarters instead of smaller coins. 1-Day, 7-Day and 30-Day passes are available through the mail, at RTA headquarters, on the GoMobile app, at some pass outlets or at RiversideTransit.com. 1-Day passes may also be purchased on the bus.

1-Day Pass

1-Day passes are designed for the occasional rider who needs to transfer often. Customers may purchase a Local 1-Day Pass, valid on local fixed routes only, or a Local+CommuterLink 1-Day Pass valid on all local and commuter routes. The 1-Day Pass is good for unlimited travel on the day the pass is first used. Your 1-Day Pass will be validated by the farebox and the effective date will be printed on the back of the pass. Please verify that the correct date has been printed. 1-Day passes are not transferable to another day and there are no refunds or exchanges for lost or stolen passes. Use of a Senior/Disabled/Medicare or Veteran 1-Day Pass requires proper identification each time you board a bus. 1-Day Passes are not accepted on Dial-A-Ride.

7-Day Pass

The 7-Day Pass is designed to provide an affordable alternative to RTA's monthly pass. Customers may purchase a Local 7-Day Pass, valid on local fixed routes only. The 7-Day Pass must be used over a consecutive seven-day period beginning after first use. The 7-Day Pass is not sold on the bus and is only available by presale. 7-Day passes are not valid on Dial-A-Ride or CommuterLink services.

30-Day Pass

30-Day passes are ideal for customers who travel often on the RTA bus system. Customers may purchase a Local 30-Day Pass, valid on local fixed routes, or a Local+CommuterLink 30-Day Pass valid on all local and commuter routes. The 30-Day Pass

must be used over a consecutive 30-day period beginning after first use. The 30-Day Pass is not sold on the bus and is only available by presale.

Dial-A-Ride Tickets

Dial-A-Ride tickets are sold in books of ten. You will be required to present a ticket each time you board a Dial-A-Ride bus. Some trips may require more than one ticket. Dial-A-Ride tickets are only valid on RTA Dial-A-Ride buses and not valid on local fixed route, CommuterLink or other transit agency buses.

BUYING AND ACTIVATING YOUR PASS

7-Day and 30-Day passes are not sold on the bus. They may be purchased at a number of outlets throughout the county, through the mail, securely at RiversideTransit.com and on the GoMobile app. For the location of a pass sales outlet near you call 951.565.5002 or visit RiversideTransit.com. Remember, passes are not refundable and are not accepted on Dial-A-Ride. When you purchase your 1-Day, 7-Day or 30-Day Pass, it will not be activated. You must activate the pass on the bus the first time you use it. To activate, insert the pass (printed side facing you with the arrow pointing down) in the activation slot on the top left side of the farebox. The farebox will print the effective dates on the back of the pass. Then, all you have to do is use your pass on all other buses you board and ride.

GOMOBILE

GoMobile is the Riverside Transit Agency official transit app and your partner for riding the bus. GoMobile is an all-in-one mobile app where you can buy passes, pay your fare on your phone, plan your trip, view estimated bus arrival times and get service alerts. If your school is a U-Pass or Go-Pass partner, you will find your mobile pass on the app.

LOCAL FIXED-ROUTE/GoMicro FARES				
Fare Categories	**Base Fares**	**Day Pass***	**7-Day Pass***	**30-Day Pass***
General	$1.75	$5	$20	$60
Youth (age 18 and younger)**	Free†	$5	$20	$45
Senior/Disabled**	75¢	$2.50	$20	$30
Medicare Card Holder**	75¢	$2.50	$20	$30
Veteran**	75¢	$2.50	$20	$30
Child (46" tall or under)	Free†	N/A	N/A	N/A

COMMUTERLINK FARES		LOCAL+COMMUTERLINK	
Fare Categories	**Base Fares**	**Day Passes**	**30-Day Pass**
General	$3.50	$10	$95
Youth (age 18 and younger)**	Free†	$10	$95
Senior/Disabled**	$2.75	$7	$70
Medicare Card Holder**	$2.75	$7	$70
Veteran**	$2.75	$7	$70
Child (46" tall or under)	Free†	N/A	N/A

U-Pass, Go-Pass, Active Jurors, Active Duty Military, Police, Fire Personnel | RIDE FREE
U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College using GoMobile app.

DIAL-A-RIDE FARES | Not accepted on fixed-route buses		
Fare Categories	**Base Fares**	**10-Ticket Books**
Senior/Disabled	$3.50 - $10.50	$35
Medicare Card Holder	$3.50 - $10.50	$35
Child (46" tall or under)	75¢	N/A

* Accepted as base fare. CommuterLink trips require an additional $2 (senior/disabled) or $1.75 (general) per trip.
** If you plan to use a senior, disabled, Medicare, veteran or youth discounted fare, you must show proper ID each time you board the bus. You must also show proper ID to purchase discounted passes at retail outlets. For a list of accepted forms of identification, see Page 24.

† Youth ride free through December 31, 2026.

RTA has transfer agreements with neighboring transit agencies. Please visit RiversideTransit.com for additional details.

INFORMACIÓN SOBRE RTA

CENTRO DE INFORMACIÓN AL CLIENTE

El Centro de Información al Cliente de RTA cuenta con personal amable que están listos para ayudarle con información sobre los horarios de autobús, rutas, tarifas y ubicaciones de centros de venta de pases. El centro también recibe reportes sobre las paradas de autobús que necesitan limpieza o reparaciones y documentan las quejas y elogios de los pasajeros. Tenga en cuenta que algunas quejas tienen que ser sometidas por escrito y mandadas por correo postal, correo electrónico o por el sitio web de RTA, RiversideTransit.com. El centro está abierto de 6 a.m. a 10 p.m. entre semana y de 8 a.m. a 10 p.m. los fines de semana. Llame al Centro de Información al Cliente al 951.565.5002.

Si necesita asistencia para planear su viaje, por favor esté listo para proveer la siguiente información al personal del Centro de Información al Cliente:

1. La calle más cercana e intersección principal de su punto de partida y destino o su domicilio. No necesitamos el nombre del negocio.
2. La hora del día (a.m. o p.m.) que debe llegar a su destino.
3. Especifique el horario de entre semana o fin de semana.

El Centro de Información al Cliente de RTA le puede ayudar únicamente con información relacionada con RTA. Para obtener información sobre otros servicios de transportación, por favor mire la lista telefónica que empieza en la página 4.

OFICINA ADMINISTRATIVA DE RTA

La oficina administrativa de RTA está ubicada en 1825 Third Street en Riverside y es accesible usando las rutas 10 y 13. Las horas de oficina son de 8 a.m. a 5 p.m., de lunes a viernes y está cerrada los sábados, domingos y los días festivos. Los horarios están sujetos a cambios, así que llame para confirmar al 951.565.5000.

Los pases se pueden obtener en nuestra oficina en Riverside durante las horas laborales. Usted puede pagar con dinero en efectivo, cheques, tarjetas de crédito MasterCard, Visa, Discover o tarjeta de débito con el logo de Visa o MasterCard. Habrá un cargo de $25 por todos los cheques devueltos por el banco. Los pases también se pueden ordenar de forma segura en RiversideTransit.com o a través de la aplicación GoMobile.

OBJETOS PERDIDOS/ ENCONTRADOS

El Departamento de Objetos Perdidos/ Encontrados está ubicado en la oficina administrativa de RTA en 1825 Third Street, en Riverside, o llame al 951.565.5000 de lunes a viernes de 8 a.m. a 5 p.m. Los objetos perdidos/ encontrados se guardarán por cinco días laborales

CÓMO USAR SU GUÍA DE VIAJES

La Guía de Viajes de RTA contiene mapas y horarios de todas las rutas fijas. Entender cómo usar los mapas de las rutas y los horarios le permitirá usar la Guía de Viajes para planear su viaje.

CÓMO COMENZAR

El primer paso en planear su viaje es decidir el punto de partida, adónde quiere ir, y qué día y hora desea viajar. El mapa del sistema de RTA le ayudará a determinar qué ruta o rutas necesitará tomar.

Una vez que haya determinado la(s) ruta(s) que necesita, siga estos simples pasos para planear su viaje usando la Guía de Viajes:

1. En el mapa de rutas, localice el punto de partida y de llegada de su viaje en autobús.
2. Localice el punto de tiempo con horario más cercano a su ubicación de partida y llegada de su viaje en autobús. Los puntos de tiempo se indican en los mapas de rutas con un número dentro de un círculo.

NOTA: Cada punto de horario en el mapa de ruta tiene una columna correspondiente en la tabla de horarios. No todas las paradas de autobús están indicadas en el mapa y hay varias paradas entre cada punto de tiempo.

3. En la tabla de horarios, encuentre la columna que corresponda con su punto de tiempo seleccionado. Asegúrese de usar la tabla de horarios que corresponda al día de la semana correcta y la dirección de su viaje. Lea la columna debajo del punto de tiempo para encontrar la hora más cercana que usted desea partir. Las horas de las paradas entre los puntos de tiempo se pueden calcular sumando el tiempo que tardará el autobús en llegar desde el punto de tiempo anterior hasta su parada.

ANIMALES DE SERVICIO Y MASCOTAS

Animales de servicio

ADA define un animal de servicio como cualquier perro guía, perro de señal u otro animal entrenado individualmente para dar asistencia a una persona con discapacidad. Los animales de servicio realizan algunas de las funciones y tareas que el individuo con discapacidad no puede realizar por sí mismo. Algunos ejemplos incluyen:

- Los animales de servicio pueden ser perros guía para personas ciegas o con discapacidad visual, perros de señalización para personas con discapacidad auditiva o otros tipos de animales que pueden ser entrenados individualmente para trabajar o realizar tareas para una persona con discapacidad.
- Los animales de servicio realizan algunas de las funciones y tareas que la persona con discapacidad no puede realizar en sus actividades diarias.
- Un animal de servicio siempre debe estar bajo el control del dueño o del manejador.
- Los animales de servicio no requieren una etiqueta especial, identificación, certificación, papeles, arnés, chaleco, capa o pase.

¿Qué no es un animal de servicio?

- Las mascotas no son animales de servicio.
- Apoyo emocional, terapia, comodidad y los animales de

compañía no son animales de servicio, ya que no han sido entrenados para realizar un trabajo o tarea específica. Estos animales no tendrían derechos de acceso bajo la ADA.

Mascotas

Se admiten mascotas pequeñas y animales que no sean de servicio o guía solo si los dueños cumplen con las siguientes reglas:

- Los animales pequeños, como pájaros y gatos deben estar asegurados en una jaula de mascotas fabricada comercialmente o una jaula que pueda colocarse de manera segura en las piernas del pasajero y que no requiera un asiento separado.
- No se permiten portadores de vidrio, frágiles o caseros.
- El animal debe estar completamente encerrado dentro del transportador de mascotas o la jaula en todo momento.
- El portador o la jaula de la mascota debe evitar por completo que el animal se escape o que tenga contacto físico con los pasajeros.
- El portador de mascotas o la jaula deben estar construidos de manera que no se pueda salir el material de cama o desechos de mascotas.
- El animal no debe interferir, interrumpir o perturbar ningún animal de servicio o guía en el vehículo.

CONSEJOS DE SEGURIDAD

- Por razones de seguridad, los autobuses de RTA no pueden parar en paradas bajo construcción o paradas de autobús que no estén designadas.
- Al salir del autobús, utilice la banqueta y el paso de peatones siempre que sea posible. Nunca cruce la calle directamente enfrente del autobús.

DATOS PARA SU VIAJE

- Llegue a su parada de autobús al menos 10 minutos antes.
- No se permite comer, beber, fumar (incluyendo e-cigarrillos), escuchar música con volumen alto o cambiarse de ropa o pañales.
- Límite el número de bolsas a tres y deben de caber en sus piernas y no en el pasillo.
- Por favor absténgase de gritar, usar lenguaje ofensivo o hablar con el Operador mientras el autobús este en movimiento.
- No se permite grafiti, alcohol, drogas o armas de cualquier tipo en el autobús.
- Todos los pasajeros deben permanecer sentados hasta que el autobús pare completamente.
- Si es posible, por favor salga por la puerta de atrás para acelerar el abordaje de los pasajeros.
- Los asientos plegables y los asientos directamente detrás del Operador están destinados para personas de tercera edad y los pasajeros con discapacidades.
- Mantenga sus autobuses y paradas de autobús limpios usando el recipiente de basura.
- Por favor no suba los pies en los asientos.
- Los carritos de compras y las carriolas deben doblarse antes de subir al autobús. Los andadores se deben doblar antes de tomar su asiento. Los pasajeros sentados en la parte de enfrente del autobús que no pueden doblar sus carritos plegables de compras se les puede pedir que se muevan a otra área del autobús para mantener los pasillos, puertas y los escalones despejados para facilitar los abordajes y los amarres de sillas de ruedas.
- Los clientes de RTA deben usar ropa adecuada (camisa, pantalones, pantalones cortos, vestidos

y zapatos) mientras viajan. A los clientes que usen ropa con imágenes o mensajes ofensivos u obscenos se les pedirá que se cubran o no se les permitirá viajar en el autobús.

SILLAS DE RUEDAS

Para garantizar la correcta fijación de la silla de ruedas durante el viaje, por favor limite el número de bolsas detrás de la silla. Para evitar lesiones a usted y a otros pasajeros, por favor quite cualquier objeto que sobresalga, tal como postes de banderas y reflectores con puntas afiladas. Tenga en cuenta que los autobuses de RTA despliegan una rampa/elevador de silla de ruedas para facilitar que suba o baje del autobús. Cuando se despliega la rampa/elevador de silla de ruedas, el autobús emitirá un sonido. Al salir por la puerta de atrás, escuche el sonido y observe la rampa/elevador de silla de ruedas para evitar lesiones. Las sillas de ruedas y scooters eléctricas de movilidad se permiten en el autobús siempre y cuando no excedan 30 pulgadas de ancho y 51 pulgadas de largo y el peso combinado no exceda 800 libras. Para su seguridad, apague el dispositivo movible mientras el Operador abrocha el enganche de seguridad y durante todo el viaje. No quite la seguridad de la silla de ruedas o scooter hasta que llegue a su destino y el autobús pare completamente. Por favor use los asientos del autobús siempre que sea posible.

TRANSPORTE NOW

Desde su creación en 1992, Transporte NOW ha sido un representante orgulloso y entusiasta aliado del transporte público en el Condado de Riverside. Los miembros del público están invitados a asistir a cualquiera de los grupos de los seis capítulos: Gran Riverside, Hemet/San Jacinto Area, Moreno Valley/Perris, Noroeste, San Gorgonio Pass y Suroeste. Para más información o para unirse a un capítulo, envíe un correo electrónico a RTA a comments@riversidetransit.com.

BICICLETA Y PASEO

Cada autobús de RTA tiene un estante de bicicletas con la capacidad de transportar al menos dos bicicletas con llantas de bicicleta estándar. Las bicicletas son aceptadas en orden de llegada. Los pasajeros que deseen transportar bicicletas deben notificar primero al Operador del autobús que van a cargar o descargar la bicicleta antes de acercarse al estante de bicicleta.

NOTA: Para su seguridad, cuando cargue y descargue bicicletas debe realizarse desde la acera del autobús.

Cuando suba su bicicleta en el estante de bicicletas:

- Espere a que el autobús pare completamente antes de cargar su bicicleta.
- Las bicicletas no deben exceder 55lbs.
- Debe de quitar los artículos flojos de la bicicleta antes de colocarla en el estante de bicicleta.
- Los manillares o las canastas de bicicleta no deben obstruir la vista del conductor.
- Se permiten abordo las bicicletas plegables (no motorizadas) que no pasen de 28 “x 20” x 11“ debajo del asiento.
- El Operador tiene la discreción de negar bicicletas plegables y artículos que no se puedan guardar bajo del asiento o asegurarse en el estante de bicicletas exterior.
- No se permiten triciclos y bicicletas tándem.
- Por favor recuerde que usted es

responsable de cargar y descargar su bicicleta.
- Cuando salga del autobús, salga por la puerta de enfrente y avísele al Operador del autobús que quitara la bicicleta del estante.
- RTA no se hace responsable por la pérdida o daño de las bicicletas

Se permiten bicicletas y scooters con pilas en los autobuses de RTA:

- Se permite que los pasajeros coloquen bicicletas eléctricas con gel sellado, baterías de iones de litio o NiCad en el estante de bicicletas, siempre y cuando quepan con seguridad en el estante de bicicletas y tengan llantas estándar. También debe cumplir con los requisitos de bicicletas en la lista de arriba.
- Se permite que los pasajeros suban al autobús las scooters eléctricas con el gel sellado, baterías de iones de litio o NiCad mientras que pueden ser dobladas y que quepan debajo de su asiento o en sus piernas.

Los siguientes elementos no están permitidos en los autobuses de RTA:

- No se permite a los pasajeros subir a bordo del autobús artículos como latas de gasolina usadas, baterías de automóvil, tablas flotantes, vehículos de gasolina o objetos demasiado grandes para caber debajo de los asientos de los pasajeros.
- No se permiten bicicletas eléctricas con baterías de plomo-ácido líquido en el estante de bicicletas ni bicicletas de gasolina.

TABLAS DE “SURF”/”BOOGIE”

Tablas de surf y de boogie que no sean más largas de seis pies y con un máximo de cuatro pulgadas son permitidas en los autobuses siempre y cuando se transporten adentro de una bolsa y que se pueda colocar en frente del pasajero mientras el autobús este en movimiento y no deben ocupar un asiento adicional.

SERVICIO DE JURADO

Todos los miembros del jurado convocados para servir en los tribunales del Condado de Riverside pueden viajar gratis en todos los autobuses de RTA mientras estén en servicio del jurado activo mostrando su identificación actual y válida del jurado al Operador del autobús.

CONEXIONES DE TRÁNSITO

RTA tiene acuerdos de transferencia con agencias de tránsito vecinas, incluyendo Metrolink. RTA acepta pases válidos de Metrolink como tarifa completa en las rutas que sirven a las estaciones de Metrolink para los clientes que viajan hacia o desde una estación de Metrolink, desde una hora antes hasta una después de las horas de servicio de Metrolink. RTA también tiene acuerdos con Corona Cruiser, OCTA, Omnitrans y Pass Transit. Visite RiversideTransit.com para obtener más detalles.

SERVICIO INALÁMBRICO (WI-FI)

Acceso gratis a Internet Inalámbrico (Wi-Fi) está disponible para los pasajeros de RTA en los autobuses. La disponibilidad, confiabilidad, tiempo de funcionamiento y velocidad de los servicios no están garantizados por RTA.

NO SE FUMA DE NINGÚN TIPO A BORDO DE AUTOBUSES DE RTA

Todos los autobuses y estaciones de RTA son totalmente libres de humo. Esto incluye cigarrillos, cigarros y dispositivos electrónicos para fumar. Fumar marihuana o la ingestión de

productos de cannabis para cualquier propósito también está prohibido, y se requieren contenedores sellados para transportar cualquier producto relacionado con el cannabis.

PÓLIZA DE MODIFICACIÓN RAZONABLE

Riverside Transit Agency se compromete a proporcionar servicios seguros, confiables, amables, accesibles y fácil de usar para sus pasajeros. Para garantizar la igualdad y la equidad, RTA se compromete a hacer modificaciones razonables a sus pólizas, prácticas y procedimientos para evitar la discriminación y asegurar que los programas y servicios sean accesibles para las personas con discapacidades. Las solicitudes para modificaciones se pueden hacer llamando a RTA al 951.565.5002 o enviando un correo electrónico a comments@riversidetransit.com.

NOTIFICACIÓN DE LOS DERECHOS PÚBLICOS BAJO EL TÍTULO VI DE LA LEY DE DERECHOS CIVILES DEL ACTO DE 1964

Riverside Transit Agency opera sus programas y servicios sin distinción de raza, color, y origen nacional de acuerdo con el Titulo VI de la Ley de Derechos Civiles del Acto de 1964. Las personas que creen que han sido perjudicadas por una práctica discriminatoria ilegal bajo el Titulo VI, pueden presentar una queja. Para más información sobre el programa de derechos civiles de Riverside Transit Agency y los procedimientos para presentar una queja, llame al 951.565.5002, o mande un email a comments@riversidetransit.com o visite nuestra oficina administrativa en 1825 Third Street, Riverside, CA 92507. Si necesita la información en otro idioma, llame al 951.565.5002.

TARIFAS, PASES, BOLETOS Y TARJETAS DE IDENTIFICACIÓN

DEFINICIÓN DE CATEGORÍAS DE TARIFAS E IDENTIFICACIÓN

General
Todos los pasajeros excepto aquellos que califican para las tarifas de jóvenes, personas de tercera edad, discapacitados o niños. No se necesita identificación para las tarifas generales.

Jóvenes
Se requiere identificación apropiada al abordar el autobús para recibir la tarifa con descuento. Identificaciones escolares con fotografía se consideran apropiadas. El costo de la identificación es de $2. Llame al 951.565.5002 para más información de cómo obtener una identificación.

Personas de Tercera Edad/ Discapacitadas/Medicare
Personas que cumplan con los requisitos de discapacidad de RTA, personas que presenten una tarjeta valida de Medicare, identificación de Veteranos o personas de 60 años o mayores, son elegibles para una tarifa con descuento en todos los servicios de rutas fijas de RTA. No se aceptan tarjetas de Medi-Cal para recibir la tarifa con descuentos. Los pasajeros deben mostrar identificación apropiada cada vez que suban al autobús. RTA ofrece identificaciones con fotografía a personas de tercera edad y discapacitadas. Para recibir una identificación de discapacidad, los pasajeros deben presentar una aplicación completada por su médico o profesional de salud

autorizado o una de las siguientes pruebas de discapacidad: Tarjeta de Identificación de Medicare, recibo del Departamento de Motores Vehículos comprobando la compra del cartel de discapacidad, tarjeta de identificación del Instituto Braille, identificación de discapacidad de Veterano del ejército o carta de otorgación de beneficios de la Oficina del Seguro Social. Habrá un costo de $2 por cada tarjeta. Si tiene alguna pregunta, por favor llame al 951.565.5002. Las aplicaciones están disponibles en la oficina administrativa de RTA, en nuestro sitio web en RiversideTransit.com o llamando al Centro de Información al Cliente al 951.565.5002.

Veterano
Cualquier persona que cumpla con los requisitos de RTA referente a los Veteranos Militares, presente una tarjeta de identificación válida del Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indique el estado retirado. Los pasajeros deben mostrar la identificación apropiada cada vez que suban a un autobús para recibir la tarifa con descuento. Las tarjetas de identificación con fotografía de RTA están disponibles para los pasajeros veteranos. Por favor llame al 951.565.5002 para la ubicación y el tiempo que pueda obtener su tarjeta de identificación. Hay un costo de $2 para la tarjeta de identificación. Para recibir una tarjeta de identificación de veterano, las personas deben presentar un Formulario 214 del Departamento de Defensa y una identificación con fotografía. RTA también reconoce la identificación de Veterano Militar de Omnitrans (emitido por el Departamento de Asuntos de Veteranos del Condado de San Bernardino).

Personal en Servicio Militar Activo, Policía y Bomberos
Cualquier persona en servicio militar activo, policial o bomberos que cumpla con los requisitos de RTA viaja gratis en los autobuses de ruta fija de RTA. El personal militar en servicio activo debe llevar puesto el uniforme adecuado en el momento de subir al autobús o presentar al Operador una tarjeta de identificación válida de Servicios Uniformados de EE.UU. que indique servicio activo o una tarjeta de Acceso Común que indique servicios uniformados o servicio activo. El personal de policía y bomberos deben estar en uniforme completo en el momento de subir al autobús.

Niños
Basada en estatura: 46 pulgadas o menos. Deben de ser acompañados por un adulto que pague la tarifa completa.

ADA
ADA La tarjeta de identificación de la Ley de Estadounidenses con Discapacidades (ADA) de la RTA es para personas que han sido certificadas especialmente a través del proceso de Certificación ADA de la RTA. Esta identificación puede calificarlo para el servicio prioritario en cualquier RTA Dial-A-Ride, Corona Dial-A-Ride, Riverside Connect y Beaumont Dial-A-Ride. Si su tarjeta ADA indica que necesita asistencia y puede viajar con un asistente de atención personal (PCA), su PCA puede acompañarlo sin cargo junto con un acompañante que paga la tarifa. Los acompañantes adicionales pueden viajar con usted si hay espacio disponible. Todos los acompañantes deben pagar la tarifa completa. Para obtener la certificación ADA, debe completar una solicitud y proporcionar un formulario de verificación de profesional de la salud. Esta

identificación debe ser renovada cada cuatro años. Para más información llame al 951.565.5002.

COMMUTERS "RUTAS EXPRÉS"

Las rutas 200, 204, y 206 son rutas exprés con tarifas de $3.50 para general y $2.75 para personas de tercera edad/discapacitados. Las personas también pueden comprar un pase Local+CommuterLink que puede usarse tanto en rutas fijas como en las rutas CommuterLink exprés.

TIPOS DE PASES

RTA utiliza cajas de tarifas electrónicas en todos los autobuses y cajas de tarifas estándar en los autobuses Dial-A-Ride. Las cajas de tarifas aceptan monedas, dinero efectivo y boletos y pases de papel, así como boletos y pases móviles. Los pases son del tamaño de una tarjeta de crédito, impresos en papel firme con una banda magnética en la parte de atras. En lugar de enseñar su pase al Operador, pasará el pase en la caja de igual manera como lo hace con su tarjeta de ATM. Por favor use cambio exacto cuando pague en efectivo. El Operador o la caja de tarifas no tienen la capacidad de darle cambio. Para evitar demoras, use monedas de 25 centavos en lugar de monedas de menos denominación. Pases de 1-día, 7-días y 30-días están disponibles por correo, en la oficina administrativa de RTA, en GoMobile app, en nuestro sitio web en RiversideTransit.com o en algunos centros de venta de pases. Pases de 1-día también se pueden comprar en el autobús.

Pases de 1-Día

Los pases de 1-Día están diseñados para el cliente ocasional que necesita hacer varias conexiones en un día. Los pasajeros pueden comprar el pase Local de 1-Día, válido únicamente en las rutas fijas locales o el pase Local+CommuterLink de 1-Día válido en todas las rutas locales y rutas Exprés. El pase de 1-Día es válido para viajes ilimitado el día que el pase se use por primera vez. Su pase de 1-Día será validado por la caja de tarifas con la fecha actual impresa al reverso. Por favor verifique que la fecha esté correcta. Los pases de 1-Día no son transferibles a otro día y no hay devoluciones o cambios por pases extraviados o robados. El uso del pase de 1-Día para personas de tercera edad/discapacitados/Veteranos requiere identificación apropiada cada vez que suba al autobús. Los pases de 1-Día no se aceptan en Dial-A-Ride.

Pases de 7-Días

El pase de 7-Días está diseñado para proveer una alternativa económica al pase mensual de RTA. Los clientes pueden comprar un pase Local de 7-Días, válido en rutas fijas locales solamente. El pase de 7-Días se debe usar durante un periodo consecutivo de siete días comenzando con el primer día de uso. El pase de 7-Días no se vende en el autobús y solo está disponible por adelantado. Los pases de 7-Días no son válidos en Dial-A-Ride.

Pase de 30-Días

Los pases de 30-Días son ideales para clientes que usan el sistema de autobús de RTA con frecuencia. Los clientes pueden comprar un pase Local de 30-Días, válido en rutas fijas locales o un pase Local+CommuterLink de 30-Días válido en todas las rutas locales y rutas exprés. El pase de 30-Días debe usarse durante un periodo consecutivo de 30-días comenzando con el primer día de uso. El pase de 30-Días no se vende en el autobús y solo está disponible por adelantado.

Boletos de Dial-A-Ride
Los boletos de Dial-A-Ride solo se venden en libros de diez boletos. Es necesario presentar un boleto cada vez que aborde un autobús de Dial-A-Ride. Algunos viajes pueden requerir más de un boleto. Los boletos de Dial-A-Ride solo son válidos en autobuses de Dial-A-Ride de RTA y no son válidos en rutas fijas locales, CommuterLink o otros autobuses de agencia de tránsito.

COMPRA Y ACTIVACIÓN DE SU PASE

Los pases de 7-Días y 30-Días no se venden en el autobús. Se pueden comprar en varios centros de distribución de pases a través del condado, por correo o de forma seguro en nuestro sitio Web en RiversideTransit.com. Para la ubicación del centro de distribución de pases más cercano a usted llame al 951.565.5002. Recuerde, los pases no son reembolsables y no se aceptan en Dial-A-Ride. Cuando compre su pase de 1-Día, 7-Días o 30-Días, no estarán activados. El pase se debe de activar a bordo del autobús cuando se use por primera vez. Para activar, meta el pase (el lado impreso mirando hacia usted con la flecha apuntando hacia abajo) en la ranura de activación en el lado izquierdo de la caja de tarifas. La caja de tarifas imprimirá las fechas de vigencias al reveso del pase. Después, todo lo que tiene que hacer es deslizar el pase abordo de todos los autobuses en que viaje.

GOMOBILE

GoMobile es la aplicación oficial de transporte público de RTA y su compañero para viajar en autobús. GoMobile es una aplicación móvil todo en uno en la que puede comprar pases, pagar su tarifa en su teléfono, planificar su viaje, ver las horas estimadas de llegada de los autobuses y recibir alertas de servicio. Si su escuela es parte de U-Pass o Go-Pass, encontrará su pase móvil en la aplicación.

TARIFAS DE RUTA FIJA/GoMicro				
Categorias de Tarifas	**Tarifa Básica**	**Pase Diario***	**Pase de 7-días***	**Pase de 30-Días***
General	$1.75	$5	$20	$60
Jóvenes (18 años o menos)**	Gratis†	$5	$20	$45
Personas de Tercera Edad**	75¢	$2.50	$20	$30
Personas Discapacitadas**	75¢	$2.50	$20	$30
Personas con Tarjeta de Medicare**	75¢	$2.50	$20	$30
Veterano**	75¢	$2.50	$20	$30
Niños (46 pulgadas de altura o menos)	Gratis†	N/A	N/A	N/A

TARIFAS DE COMMUTERLINK		TARIFAS DE LOCAL+COMMUTERLINK	
Categorias de Tarifas	**Tarifa Básica**	**Pase Diario**	**Pase de 30-Días**
General	$3.50	$10	$95
Jóvenes (18 años o menos)**	Gratis†	$10	$95
Personas de Tercera Edad**	$2.75	$7	$70
Personas Discapacitadas**	$2.75	$7	$70
Personas con Tarjeta de Medicare**	$2.75	$7	$70
Veterano**	$2.75	$7	$70
Niños (46 pulgadas de altura o menos)	Gratis†	N/A	N/A

Jurados activos, servicio militar activo, policía, bomberos | VIAJEN GRATIS
U-Pass: UC Riverside, Cal Baptist University, La Sierra University
Go-Pass: Moreno Valley College, Mt. San Jacinto College, Norco College, Riverside City College con GoMobile app.

TARIFAS DIAL-A-RIDE (DAR) | No se aceptan en los autobuses de ruta fija.		
Categorias de Tarifas	**Tarifa Básica**	**Talonarios de Boletos** se venden en libros de 10 boletos
Personas de Tercera Edad	$3.50 - $10.50	$35
Personas Discapacitadas	$3.50 - $10.50	$35
Personas con Tarjeta de Medicare	$3.50 - $10.50	$35
Niños (46 pulgadas de altura o menos)	75¢	N/A

* Se acepta como tarifa básica en servicio de rutas fijas. Para usar el servicio de CommuterLink, se requeriré $2 adicional (Personas de Tercera Edad/Discapacitadas) o $1.75 (general) por viaje.

** Si planea usar las tarifas de descuento para personas de la tercera edad, discapacitadas, persona con tarjeta de Medicare, Veteranos o jóvenes, debe mostrar identificación adecuada cada vez que aborde el autobús. También debe mostrar una identificación adecuada para comprar pases de descuentos en los centros de distribución de pases. Para obtener una lista de las clases de identificación aceptables, vea la Página 24.

† La promoción gratuita para jóvenes expira el 31 de diciembre de 2026.

RTA tiene acuerdos de transferencia con agencias de tránsito vecinas.

Visite RiversideTransit.com para obtener más detalles.

Reduced Fare Identification

Identificación para Tarifas Reducidas

To qualify for a reduced fare, customers must show proper ID each time they board the bus and when they purchase discounted passes. Below are the accepted forms of ID:

Senior: RTA issued Senior ID card, CA Driver License or ID card or Medicare card.

Youth: RTA issued Youth ID card or school issued (age 18 and younger) picture ID with current school year validation.

Disabled: RTA issued disabled ID card, RTA ADA card, Medicare card, Veteran's Service connected ID card or Braille Institute ID card.

Veteran: RTA-issued Veteran ID cards, U.S. Department of Veterans Affairs issued ID card or a U.S. Uniformed Services ID card indicating retired status.

Medicare Card: Medicare Card is eligible for a reduced fare on all RTA fixed-route and GoMicro services.

Para calificar para una tarifa reducida, los clientes deben mostrar una identificación adecuada cada vez que abordan el autobús y cuando compran pases con descuento. A continuación se muestran las formas de identificación aceptadas:

Personas de la Tercera Edad: Tarjeta de identificación para personas de la tercera edad expedida por RTA, licencia de conducir o identificación de California o la tarjeta Medicare.

Jóvenes: Tarjeta de identificación de Jóvenes con fotografía expedida por RTA o por las escuelas (18 años o menos) con validación actual del año escolar.

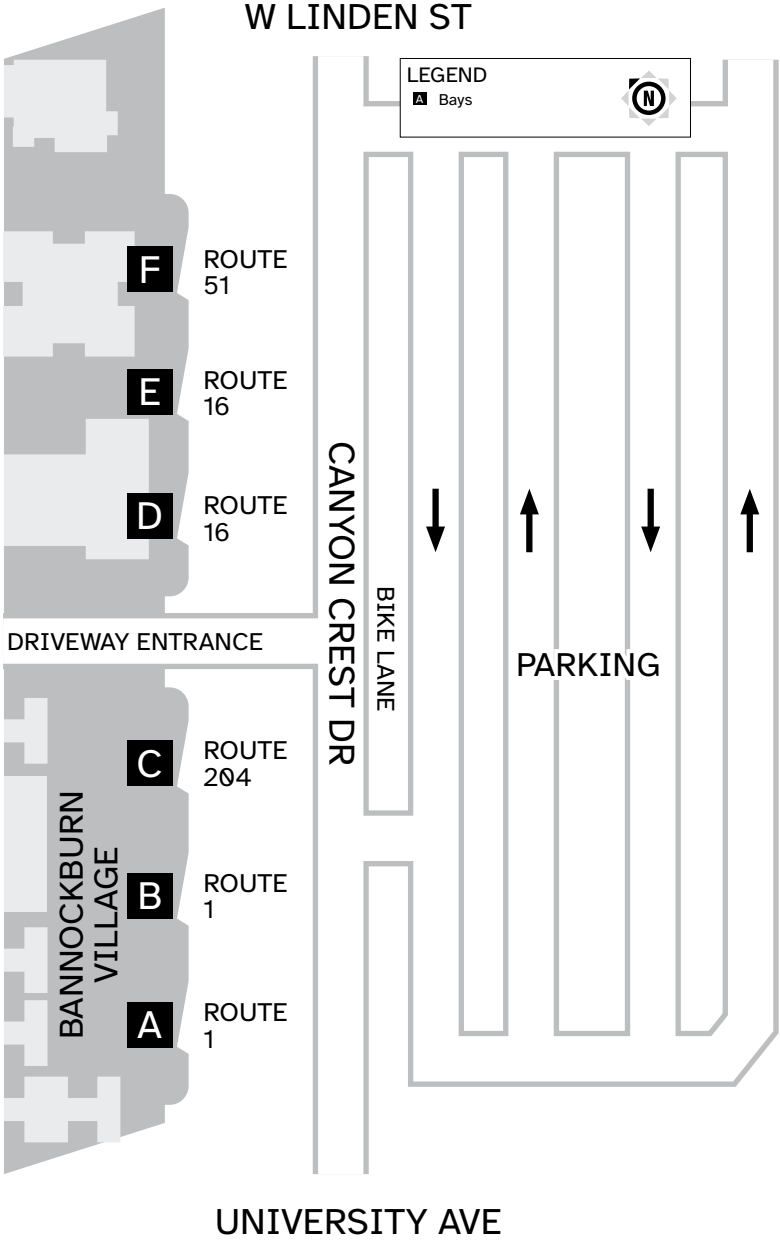
Personas Discapacitadas: Tarjeta de identificación para personas discapacitadas expedida por RTA, tarjeta ADA de RTA, tarjeta Medicare, tarjeta de identificación del Servicio de Veteranos o tarjeta de identificación del instituto Braille.

Veterano: Las tarjetas de identificación Veterano emitida por RTA, Departamento de Asuntos de Veteranos de EE.UU. o una tarjeta de identificación de Servicios Uniformados de EE.UU. que indica el estado retirado.

Personas con Tarjeta de Medicare: Cualquier persona que muestre tarjeta valida de Medicare es elegible para las tarifas de descuento en todas las rutas fijas de RTA.

UCR at Bannockburn

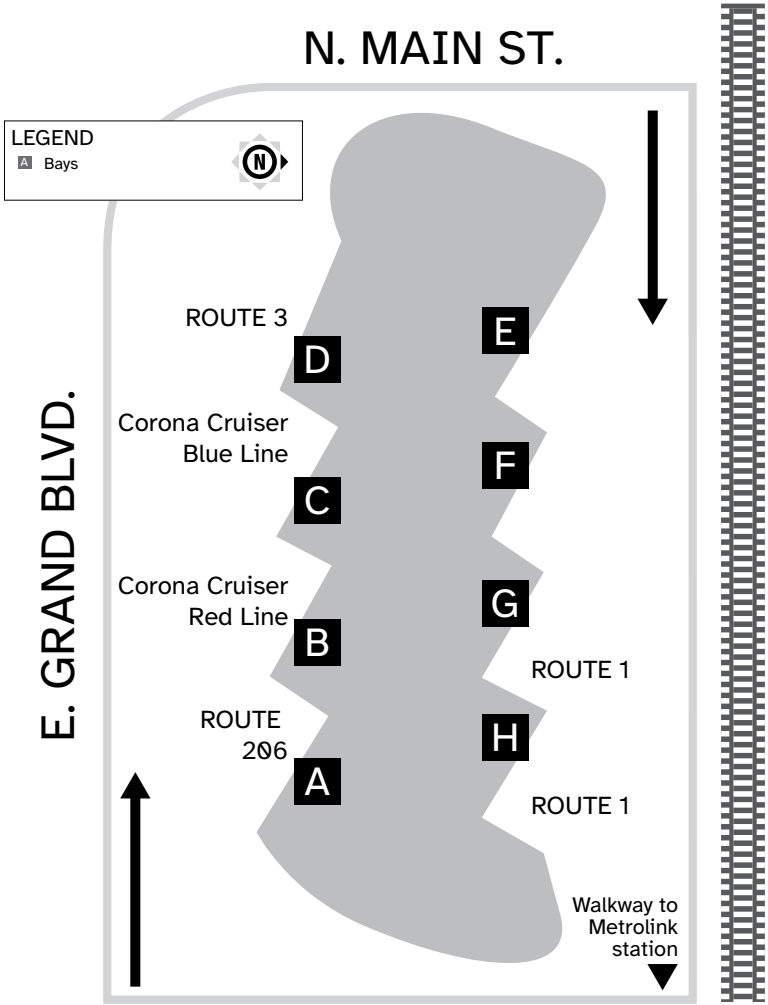
BOARDING DIAGRAM



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Corona Transit Center

BOARDING DIAGRAM



For route and schedule information call

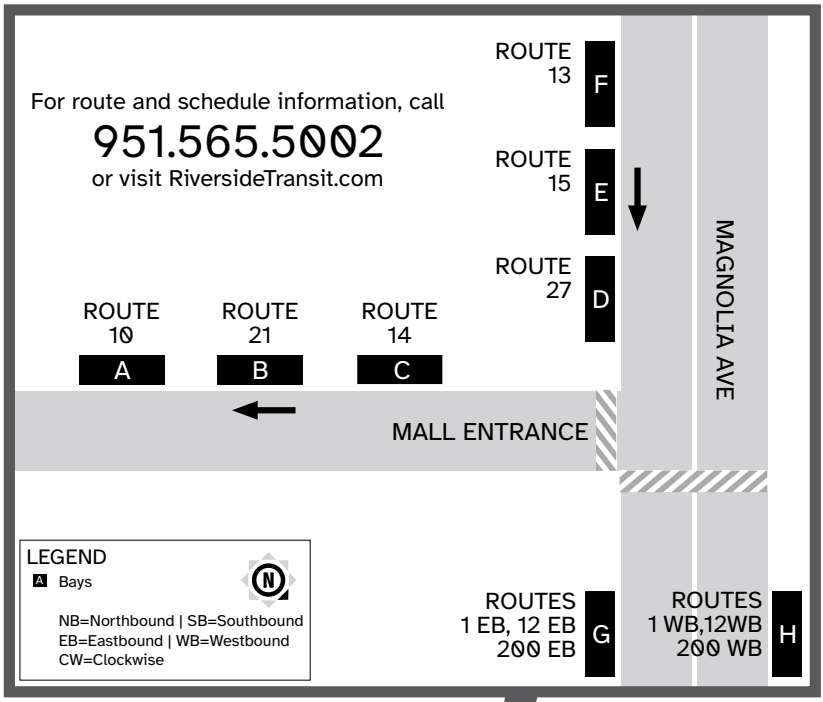
951.565.5002

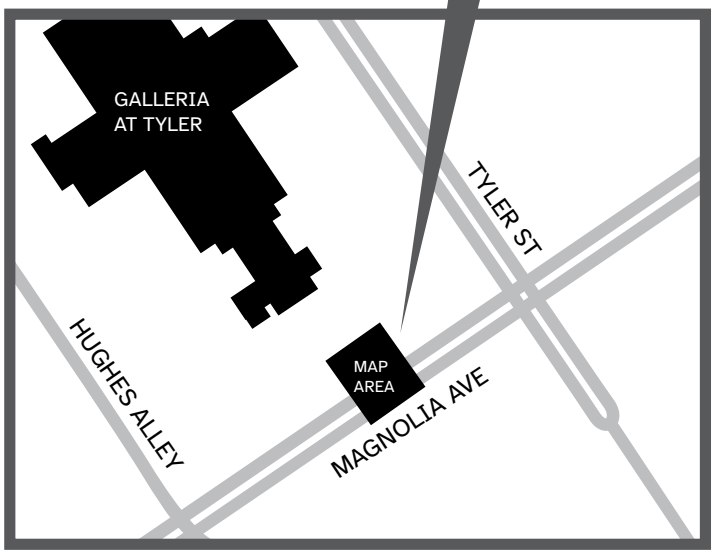
or visit RiversideTransit.com

1090

Galleria at Tyler Mall

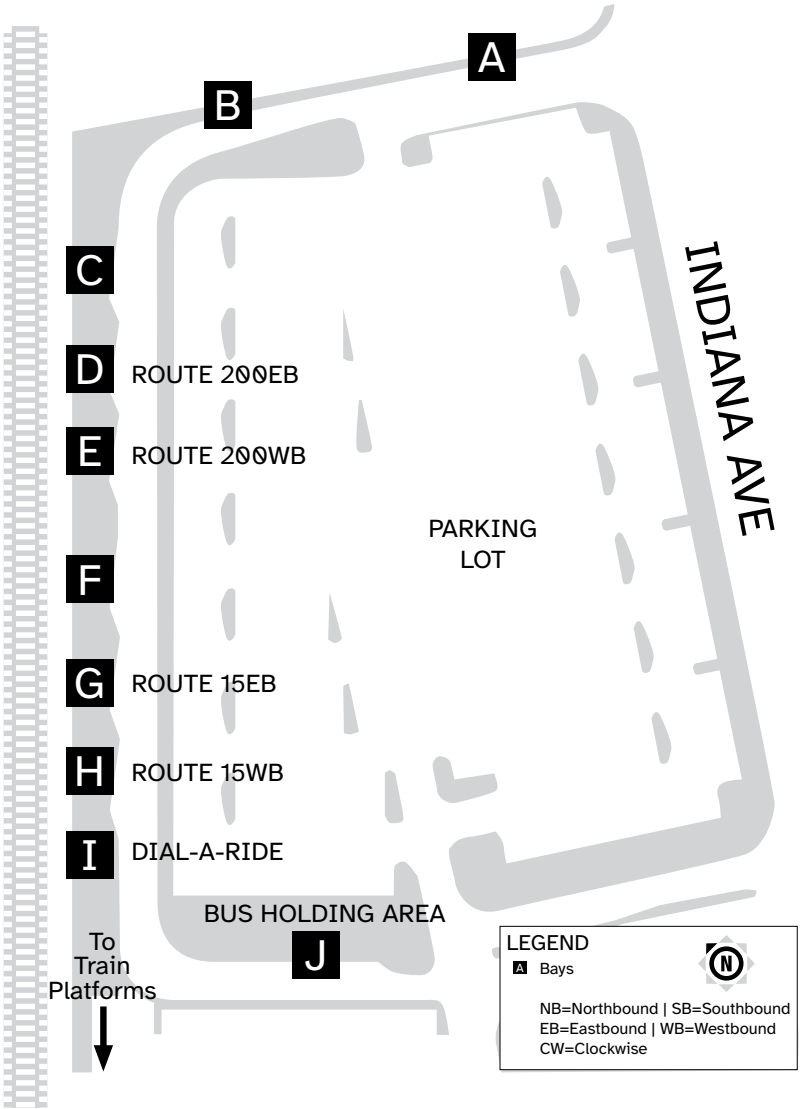
BOARDING DIAGRAM





La Sierra Metrolink Station

BOARDING DIAGRAM



For route and schedule information call

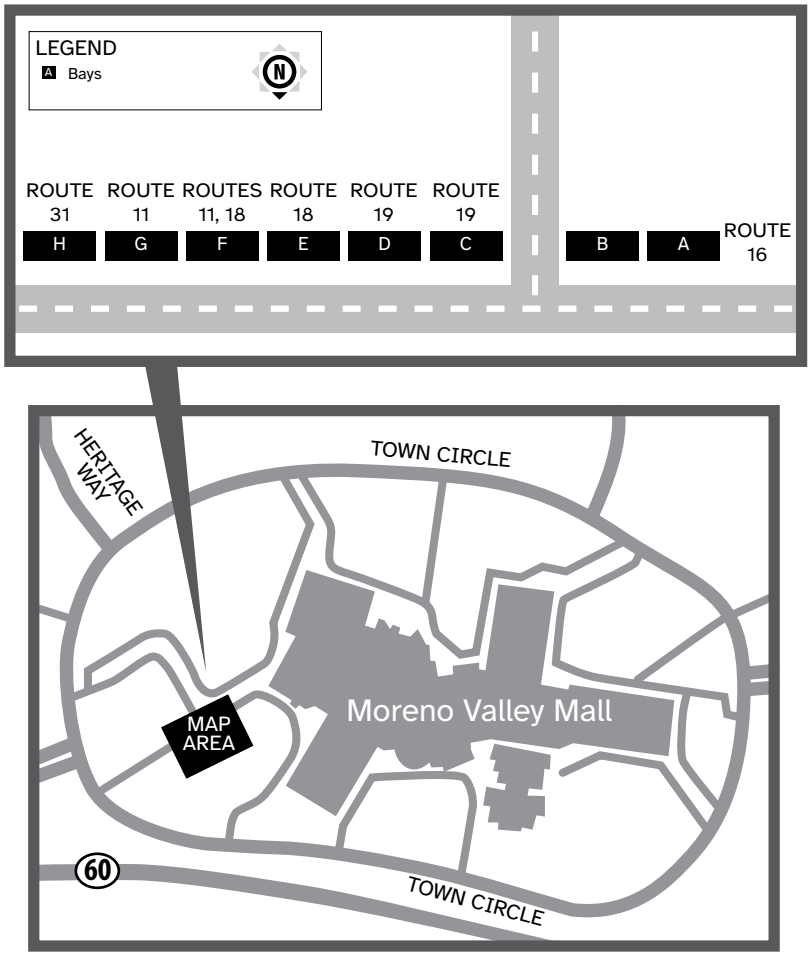
951.565.5002

or visit RiversideTransit.com

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Moreno Valley Mall Transit Center

BOARDING DIAGRAM



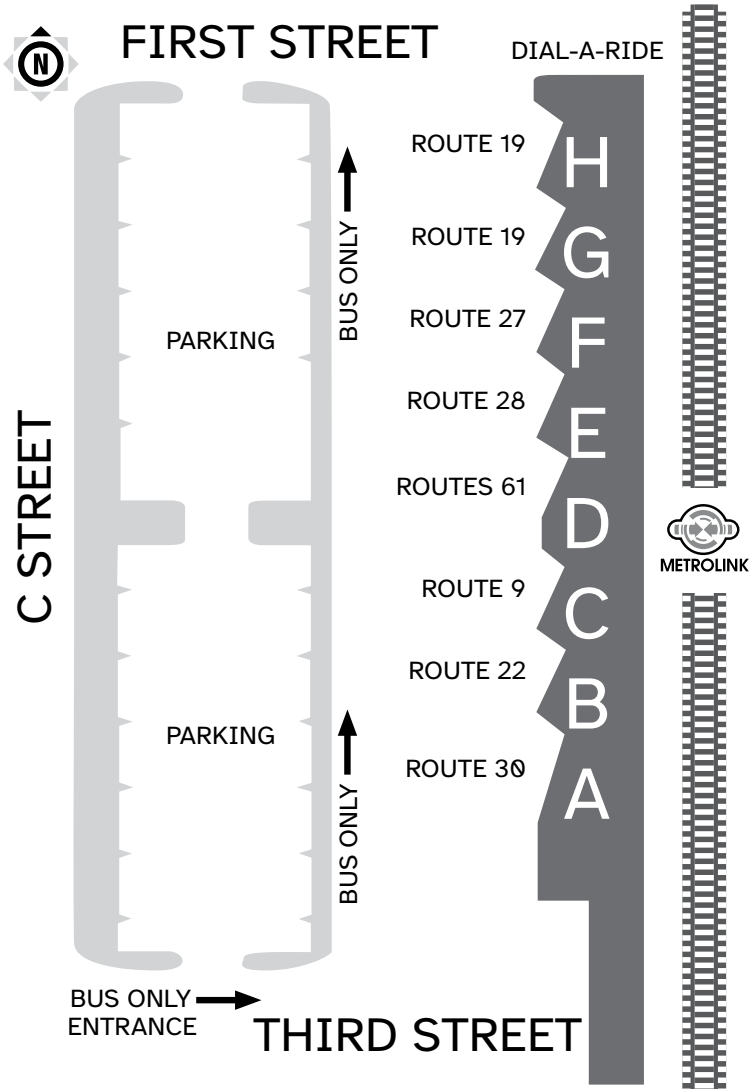
For route and schedule information call

951.565.5002

or visit RiversideTransit.com

Perris Station Transit Center

BOARDING DIAGRAM



For route and schedule information call

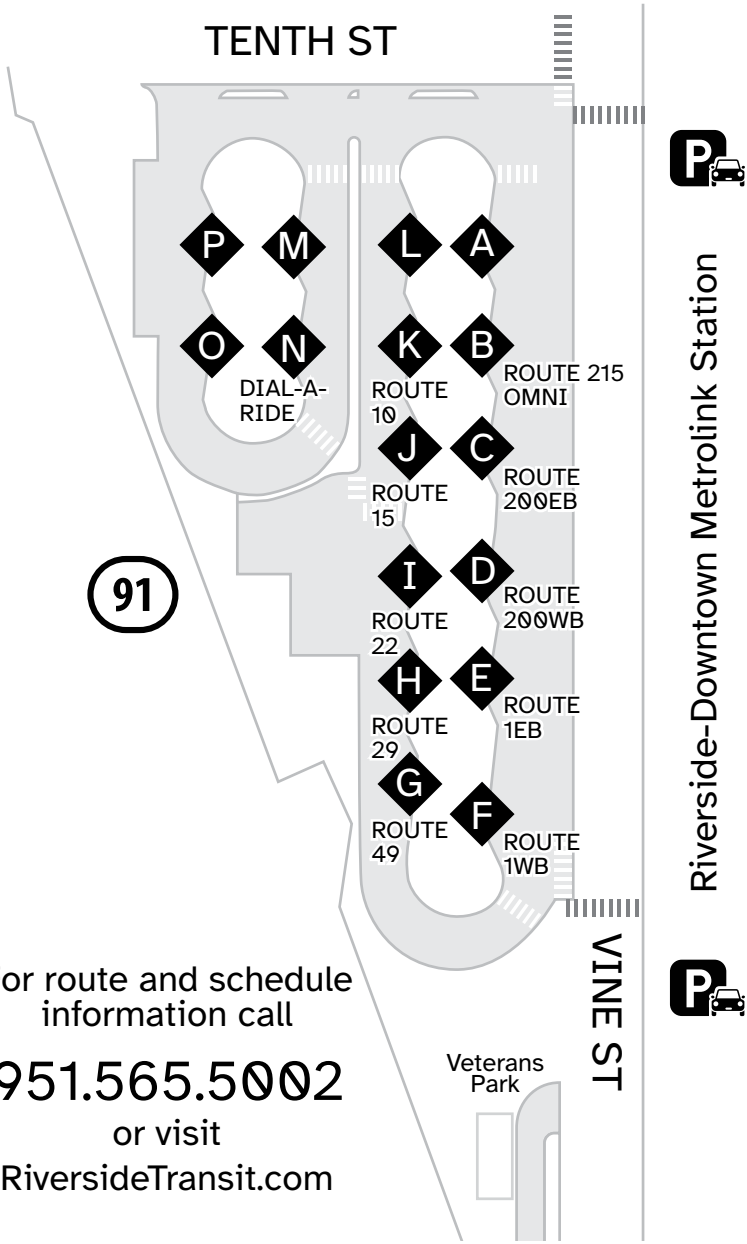
951.565.5002

or visit RiversideTransit.com

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Vine Street Mobility Hub

BOARDING DIAGRAM



WESTERN RIVERSIDE COUNTY ROUTE DIRECTORY

The following guide summarizes just a few of the many RTA destinations throughout western Riverside County and the routes that serve them.

ATTRACTIONS

ANAHEIM
Anaheim Convention Center.....200
Angel Stadium.....200
Disneyland.....200
The Grove.....200

CORONA
Circle City Center.....3

LAKE ELSINORE
Lake Elsinore Diamond.....8
Outlet Center.....8, 206

MORENO VALLEY
Moreno Valley Bowlero.....19, 31

RIVERSIDE
Ben Lewis Hall at Convention Center...12, 29
Castle Park.....1, 15
Heritage House.....1
Don Lorenzi Park.....12
Mission Inn.....1, 10, 12, 13, 14, 15, 22, 29, 49, 200, 204, Omnitrans 215
Reid Park-Ruth H. Lewis Center.....12

SAN JACINTO
Soboba Casino.....GoMicro

TEMECULA
Pechanga Resort & Casino.....24

TEMESCAL VALLEY
Tom's Farm.....206

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Loma Linda University.....14

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MURRIETA
Azusa Pacific University.....23, 61

MORENO VALLEY
Moreno Valley College.....19, 20, 41

NORCO
Norco College.....3

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Riverside City College.....1, 12, 13, 15, 50
University of California, Riverside....1, 16, 51, 56, 204
UEI College.....1, 14, 22

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Riverside Neighborhood Health Center....14

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Hemet VA Clinic.....44, 28, GoMicro

LOMA LINDA
Loma Linda University Medical Center.14
Jerry Pettis Veterans (V.A.) Hospital....14

MENIFEE
Menifee Global Medical Center.....61

MORENO VALLEY
Kaiser Clinic (Heacock).....11
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Loma Linda Medical Center.....61
Rancho Springs Medical Center....23, 61
Murrieta Veteran Clinic.....23

PERRIS
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Perris Community Health Center..19, 27, 30

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Kaiser Hospital....1, 15
Parkview....1
Riverside Community Hospital....1, 13, 14, 15
Riverside Medical Clinic (Arlington)....10, 14
Riverside Medical Clinic (Day St)....16

TEMECULA
Temecula Valley Hospital....24

WILDOMAR
Inland Valley Medical Center....23

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CORONA
Corona Library....1, Corona Cruiser

EASTVALE
Eastvale Library....3

HEMET
Hemet Library....28, GoMicro
Valle Vista Library....28

HIGHGROVE
Highgrove Library....14

LAKE ELSINORE
Lake Elsinore Branch....8
Mission Trail Community Library....8

MENIFEE
Sun City Library....61, 74

MORENO VALLEY
Moreno Valley Library....19, 20
Moreno Valley Mall Branch....11, 16, 18, 19, 31

MURRIETA
Murrieta Public Library....23

NORCO
Norco Library....3

PERRIS
Perris Branch....19, 27, 28, 30, 61
Mead Valley Library....22

RIVERSIDE
Arlington Branch....1, 10, 21
Glen Avon Branch....49
La Sierra Branch....15
Marcy Branch....1, 10, 15
Main Library....1, 12, 13, 14, 15, 22, 29, 49, 200, 204
Orange Terrace Branch....27
Rubidoux Branch....49

SAN JACINTO
San Jacinto Library....44

TEMECULA
Mellman Community Library....23, 24, 55, 61, 79
Temecula Library....24

METROLINK STATIONS

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Hunter Park....13, 14, 56
Jurupa Valley/Pedley....21, 29
La Sierra....15, 200
Moreno Valley March Field Station....20
Perris....9, 19, 22, 27, 28, 30, 61
Riverside-Downtown/Vine St Hub....1, 10, 15, 22, 29, 49, 200, Omnitrans 215

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Welch Memorial Green....28
Weston Park....28

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Lake Elsinore Recreation Area....8
Lake Point Park....8

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Moreno Valley Community Park....11
Pedrorena Park....19, 20
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Bordwell Park....13
California Citrus State Historic Park....27
Fairmount Park....29
La Sierra Park....15
Reid Park....12

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Arlington Park....1, 10, 21
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Shamel Park....10, 14
Hunt Park....12, 1
Challen Hill Park....12, 21
Hunter Park....13, 14
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Villegas Park....14, 15

TEMECULA
Duck Pond....24
Harveston Lake Park....55
Margarita Community Park....24
Patricia Birdsall Sports Park....24
Ronald Reagan Sports Park....24
Winchester Creek Park....61

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Corona High School....1, Corona Cruiser

EASTVALE
Eleanor Roosevelt High School....3

HEMET
Acacia Middle School....28, GoMicro
Dartmouth Middle School....GoMicro
Hemet High School....GoMicro
Tahquitz High School....44, GoMicro
West Valley High School....74, 79, GoMicro

LAKE ELSINORE
Elsinore Middle School....8
Elsinore High School....8
Lakeland Village Middle School....8
Lakeside High School....8

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Badger Springs Middle School....11, 19
Bayside High School....11, 19
Canyon Springs High School....18
Moreno Valley High School....11
Mountain View Middle School....31
Rancho Verde High School....41
Sunnymead Middle School....11, 19
Val Verde High School....19, 41
Valley View High School....31
Vista Del Lago High School....19, 41
Vista Heights Middle School....18
Vista Verde Middle School....19, 20

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Murrieta Valley High School....23
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Vista Murrieta High School....23, 61

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John North High School....10, 13
La Sierra High School....15
Martin Luther King High School....22, 27
Mission Middle School....49
Norte Vista High School....13, 15
Patriot High School....49
Poly High School....10, 20
Ramona High School....1, 12
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SAN JACINTO
North Mountain Middle School....GoMicro
Monte Vista Middle School....GoMicro
San Jacinto High School....44, GoMicro

TEMECULA
Chaparral High School....23, 55, 79
Great Oak High School....24
Temecula Valley High School....24

SENIOR CENTERS

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Corona Senior Center....1, Corona Cruiser

HEMET
Hemet Senior Center....GoMicro

LAKE ELSINORE
Lake Elsinore Senior Center....8

MEAD VALLEY
Mead Valley Community Center....41

MENIFEE
Kay Ceniceros Senior Center....61

MORENO VALLEY
Moreno Valley Senior Center....19, 31

MURRIETA
Murrieta Senior Center..... 23

NORCO
Norco Community Center..... 3
Norco Senior Center..... 3

PERRIS
Perris Senior Center.....9, 19, 22, 27, 28, 30, 61

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Social Security Office.....GoMicro
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Banning	RTA 31, Beaumont Transit, Banning Connect, Greyhound
Beaumont	RTA 31, Beaumont Transit, Banning Connect, Amtrak Thruway, SunLine Transit Agency
Corona	RTA 1, 3, 12, 206, Corona Cruiser, Metrolink
Country Village	RTA 49, 204, Omnitrans
Eastvale	RTA 3, 29, Omnitrans
French Valley	RTA 79
Fontana/Glen Avon	RTA 49
Hemet	RTA GoMicro, 28, 44, 74, 79, Amtrak Thruway
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Ontario	RTA 204, Omnitrans, Metrolink
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GO micro RTA ON DEMAND
ZONE MAP
HEMET-SAN JACINTO



GoMicro is RTA's on-demand service that offers shared rides in the Hemet-San Jacinto microtransit zone. The service operates Monday through Friday, 6:30 a.m. - 6:30 p.m. and Saturday and Sunday, 7 a.m. - 7 p.m. GoMicro rides can be booked by downloading the GoMicro app available in the Apple App Store and Google Play Store. Trips can also be booked by calling 951.633.2629 or by visiting book.gomicro.rideco.com. Visit RiversideTransit.com/GoMicro for more details. **Note:** Trips beginning and ending at Route 28 or Route 44 stops must use those routes and cannot be booked on GoMicro.



GoMicro offers shared rides in the Hemet-San Jacinto microtransit zone. GoMicro provides an easy way to schedule and track trips in real-time. Book your trips in the app for an easy way to get around if you're traveling within the zone. Trips will be booked on-demand in real-time so you can get to your destination quicker.

Details at RiversideTransit.com/GoMicro

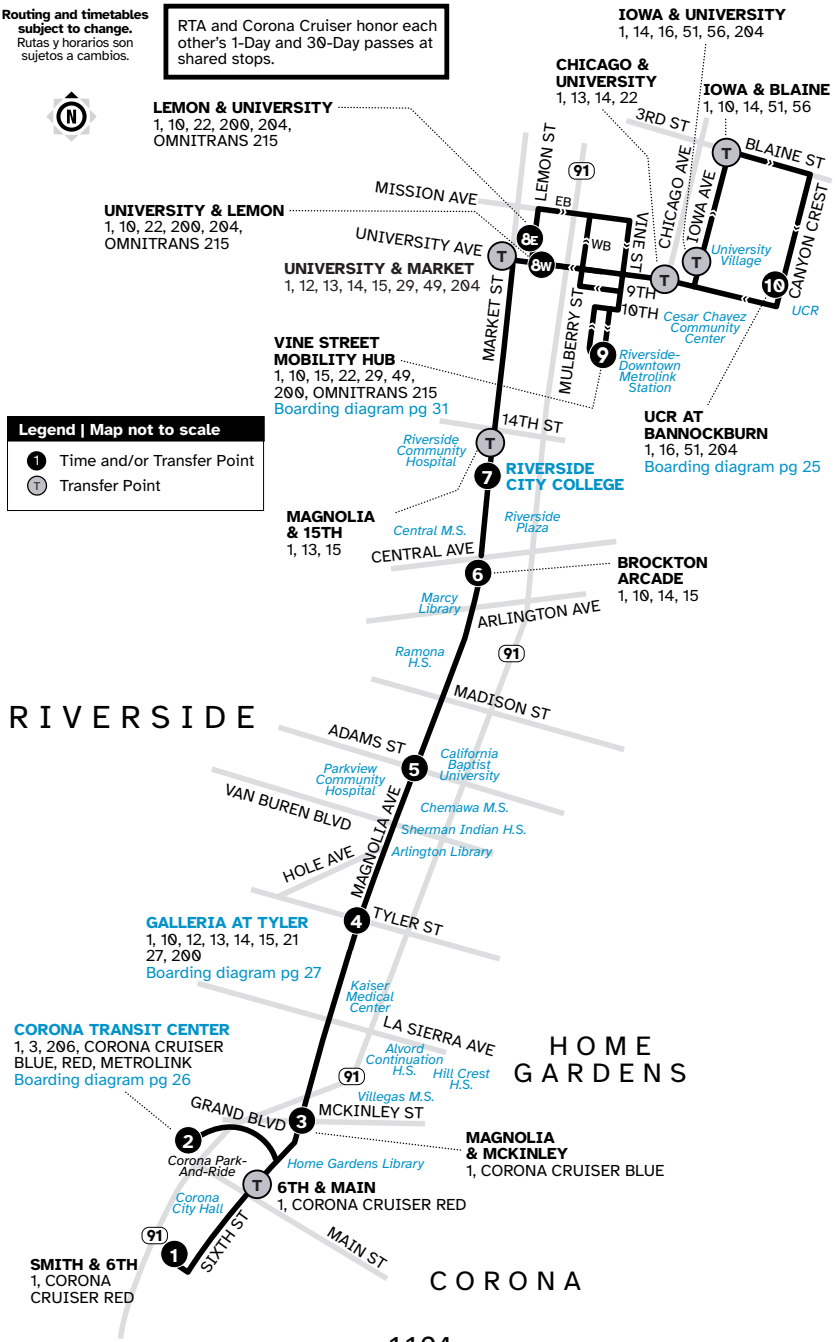
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1 UCR - DOWNTOWN RIVERSIDE - CORONA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.



1104

1 EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8E	9	10
3:19	3:29	3:40	3:51	4:00	4:06	4:11	4:16	4:24	4:38
4:05	4:17	4:28	4:39	4:48	4:54	4:59	5:04	5:12	5:26
4:34	4:45	4:56	5:07	5:16	5:22	5:27	5:32	5:40	5:54
4:49	5:00	5:11	5:22	5:31	5:37	5:42	5:47	5:55	6:09
5:05	5:16	5:27	5:38	5:47	5:53	5:58	6:03	6:10	6:24
5:25	5:37	5:48	5:59	6:08	6:14	6:20	6:25	6:32	6:46
6:00	6:12	6:23	6:34	6:43	6:49	6:55	7:00	7:07	7:25
6:15	6:27	6:38	6:49	6:58	7:04	7:10	7:15	7:22	7:40
6:30	6:42	6:52	7:05	7:15	7:21	7:28	7:34	7:40	7:58
6:45	6:57	7:09	7:23	7:36	7:44	7:51	7:56	8:02	8:20
7:00	7:14	7:26	7:40	7:53	8:00	8:07	8:13	8:19	8:37
7:15	7:29	7:42	7:57	8:08	8:14	8:21	8:27	8:33	8:51
7:30	7:44	7:57	8:11	8:22	8:31	8:38	8:46	8:52	9:10
7:45	7:59	8:12	8:26	8:37	8:43	8:50	8:56	9:02	9:20
8:00	8:14	8:26	8:40	8:49	8:55	9:02	9:08	9:14	9:32
8:15	8:29	8:41	8:55	9:05	9:11	9:18	9:24	9:30	9:51
8:30	8:44	8:56	9:10	9:20	9:27	9:33	9:39	9:45	10:06
8:45	8:59	9:11	9:25	9:36	9:43	9:50	9:57	10:03	10:24
9:00	9:14	9:26	9:40	9:51	9:58	10:05	10:12	10:18	10:39
9:15	9:29	9:41	9:56	10:08	10:15	10:23	10:30	10:36	10:57
9:30	9:44	9:56	10:11	10:23	10:30	10:38	10:45	10:51	11:12
9:45	9:59	10:11	10:27	10:38	10:45	10:53	11:00	11:06	11:27
10:00	10:14	10:26	10:42	10:53	11:00	11:08	11:15	11:21	11:42
10:15	10:29	10:41	10:57	11:09	11:16	11:24	11:32	11:38	11:59
10:30	10:44	10:56	11:12	11:24	11:31	11:39	11:47	11:53	**12:14**
10:45	11:01	11:13	11:29	11:41	11:48	11:56	**12:04**	**12:10**	**12:31**
11:00	11:14	11:26	11:42	11:53	**12:00**	**12:09**	**12:17**	**12:23**	**12:44**
11:15	11:29	11:41	11:57	**12:10**	**12:17**	**12:26**	**12:34**	**12:40**	**1:01**
11:30	11:45	11:57	**12:14**	**12:27**	**12:34**	**12:43**	**12:51**	**12:57**	**1:18**
11:45	**12:00**	**12:12**	**12:29**	**12:43**	**12:50**	**12:58**	**1:06**	**1:12**	**1:33**
12:00	**12:15**	**12:28**	**12:45**	**12:58**	**1:05**	**1:13**	**1:21**	**1:27**	**1:48**
12:15	**12:29**	**12:42**	**12:59**	**1:11**	**1:18**	**1:26**	**1:34**	**1:40**	**2:01**
12:30	**12:44**	**12:57**	**1:14**	**1:26**	**1:33**	**1:41**	**1:49**	**1:55**	**2:16**
12:45	**12:59**	**1:12**	**1:29**	**1:42**	**1:49**	**1:57**	**2:05**	**2:11**	**2:32**
1:00	**1:14**	**1:27**	**1:44**	**1:57**	**2:04**	**2:12**	**2:20**	**2:26**	**2:47**
1:15	**1:29**	**1:42**	**1:59**	**2:12**	**2:19**	**2:28**	**2:36**	**2:42**	**3:03**
1:29	**1:45**	**2:00**	**2:17**	**2:32**	**2:41**	**2:51**	**3:00**	**3:06**	**3:27**
1:45	**2:03**	**2:16**	**2:32**	**2:46**	**2:55**	**3:03**	**3:11**	**3:17**	**3:38**
2:00	**2:18**	**2:34**	**2:54**	**3:08**	**3:17**	**3:25**	**3:33**	**3:39**	**4:00**
2:15	**2:33**	**2:54**	**3:14**	**3:28**	**3:39**	**3:48**	**3:56**	**4:02**	**4:23**
2:30	**2:48**	**3:09**	**3:29**	**3:43**	**3:51**	**3:59**	**4:07**	**4:13**	**4:34**
2:45	**3:03**	**3:24**	**3:44**	**3:57**	**4:04**	**4:12**	**4:20**	**4:26**	**4:47**
3:00	**3:18**	**3:39**	**3:59**	**4:12**	**4:20**	**4:28**	**4:38**	**4:44**	**5:05**
3:15	**3:33**	**3:54**	**4:14**	**4:27**	**4:35**	**4:43**	**4:51**	**4:57**	**5:22**
3:30	**3:48**	**4:09**	**4:28**	**4:41**	**4:49**	**4:58**	**5:06**	**5:12**	**5:35**
3:45	**4:03**	**4:24**	**4:43**	**4:56**	**5:04**	**5:13**	**5:21**	**5:27**	**5:50**
4:00	**4:19**	**4:40**	**4:59**	**5:12**	**5:20**	**5:29**	**5:37**	**5:43**	**6:06**
4:15	**4:34**	**4:55**	**5:14**	**5:27**	**5:35**	**5:44**	**5:52**	**5:59**	**6:20**
4:30	**4:49**	**5:10**	**5:28**	**5:41**	**5:49**	**5:57**	**6:05**	**6:12**	**6:33**
4:45	**5:04**	**5:25**	**5:42**	**5:54**	**6:01**	**6:08**	**6:16**	**6:23**	**6:44**
5:00	**5:19**	**5:40**	**5:57**	**6:09**	**6:16**	**6:23**	**6:31**	**6:38**	**6:59**
5:15	**5:30**	**5:45**	**6:02**	**6:14**	**6:21**	**6:28**	**6:35**	**6:42**	**7:03**
5:30	**5:45**	**6:00**	**6:17**	**6:29**	**6:36**	**6:43**	**6:50**	**6:57**	**7:16**
5:45	**6:02**	**6:15**	**6:32**	**6:44**	**6:51**	**6:58**	**7:05**	**7:12**	**7:31**
6:00	**6:14**	**6:27**	**6:43**	**6:54**	**7:01**	**7:08**	**7:14**	**7:21**	**7:40**
6:19	**6:33**	**6:46**	**7:02**	**7:13**	**7:20**	**7:27**	**7:33**	**7:40**	**7:59**
6:40	**6:55**	**7:07**	**7:22**	**7:33**	**7:39**	**7:46**	**7:52**	**7:59**	**8:18**
7:25	**7:42**	**7:55**	**8:12**	**8:23**	**8:30**	**8:37**	**8:44**	**8:51**	**9:10**
7:58	**8:12**	**8:24**	**8:38**	**8:48**	**8:54**	**9:01**	**9:07**	**9:14**	**9:32**
8:30	**8:43**	**8:55**	**9:09**	**9:19**	**9:25**	**9:32**	**9:38**	**9:45**	**10:03**
9:10	**9:22**	**9:34**	**9:48**	**9:58**	**10:04**	**10:10**	**10:16**	**10:23**	**10:40**
10:06	**10:16**	**10:28**	**10:42**	**10:51**	**10:57**	**11:03**	**11:09**	**11:16**	**11:30**
10:45	**10:55**	**11:07**	**11:21**	**11:30**	**11:36**	**11:42**	**11:48**	**11:55**	12:09

1 WESTBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8W	7	6	5	4	3	2	1
3:45	3:58	4:01	4:06	4:12	4:18	4:26	4:39	4:53	5:05
4:25	4:38	4:41	4:46	4:52	4:58	5:06	5:19	5:33	5:45
5:00	5:12	5:15	5:20	5:26	5:33	5:42	5:55	6:09	6:21
5:34	5:47	5:50	5:55	6:01	6:07	6:15	6:28	6:42	6:55
6:00	6:14	6:17	6:23	6:29	6:35	6:44	6:57	7:14	7:27
6:15	6:29	6:32	6:38	6:44	6:50	6:59	7:12	7:27	7:40
6:30	6:44	6:47	6:54	7:00	7:08	7:18	7:35	7:50	8:04
6:45	6:59	7:02	7:09	7:15	7:26	7:36	7:52	8:06	8:20
7:00	7:14	7:17	7:24	7:31	7:42	7:54	8:09	8:23	8:37
7:15	7:29	7:32	7:39	7:46	7:55	8:07	8:22	8:36	8:50
7:30	7:44	7:47	7:54	8:01	8:14	8:24	8:39	8:53	9:07
7:45	7:59	8:02	8:09	8:16	8:24	8:34	8:49	9:04	9:18
8:00	8:14	8:17	8:24	8:31	8:38	8:48	9:03	9:18	9:32
8:15	8:29	8:32	8:40	8:47	8:54	9:05	9:20	9:35	9:49
8:30	8:49	8:52	9:00	9:07	9:15	9:27	9:42	9:57	10:19
8:45	8:59	9:02	9:10	9:17	9:25	9:37	9:52	10:07	10:27
9:00	9:14	9:17	9:25	9:32	9:40	9:52	10:07	10:22	10:40
9:15	9:29	9:32	9:40	9:47	9:55	10:07	10:22	10:37	10:55
9:30	9:44	9:47	9:55	10:02	10:10	10:22	10:37	10:53	11:21
9:45	10:01	10:04	10:12	10:19	10:27	10:39	10:54	11:11	11:27
10:01	10:20	10:24	10:32	10:39	10:47	10:59	11:14	11:29	11:48
10:16	10:35	10:39	10:47	10:54	11:02	11:14	11:30	11:46	**12:12**
10:30	10:49	10:53	11:01	11:08	11:16	11:28	11:43	11:58	**12:24**
10:45	11:04	11:08	11:17	11:25	11:33	11:45	**12:02**	**12:20**	**12:37**
11:00	11:16	11:20	11:29	11:37	11:45	11:58	**12:15**	**12:30**	**12:54**
11:15	11:31	11:35	11:44	11:52	**12:00**	**12:13**	**12:30**	**12:45**	**1:09**
11:30	11:46	11:50	11:59	**12:07**	**12:15**	**12:28**	**12:45**	**1:00**	**1:18**
11:45	**12:01**	**12:05**	**12:14**	**12:22**	**12:30**	**12:43**	**1:00**	**1:15**	**1:33**
12:00	**12:19**	**12:23**	**12:32**	**12:40**	**12:48**	**1:02**	**1:19**	**1:34**	**1:52**
12:15	**12:34**	**12:38**	**12:47**	**12:55**	**1:03**	**1:17**	**1:34**	**1:50**	**2:08**
12:30	**12:49**	**12:53**	**1:02**	**1:10**	**1:18**	**1:32**	**1:49**	**2:04**	**2:21**
12:45	**1:04**	**1:08**	**1:17**	**1:25**	**1:33**	**1:47**	**2:04**	**2:19**	**2:36**
1:00	**1:19**	**1:23**	**1:32**	**1:40**	**1:48**	**2:00**	**2:17**	**2:35**	**2:52**
1:15	**1:34**	**1:38**	**1:47**	**1:55**	**2:03**	**2:15**	**2:32**	**2:48**	**3:05**
1:30	**1:49**	**1:53**	**2:02**	**2:10**	**2:18**	**2:32**	**2:49**	**3:05**	**3:22**
1:45	**2:04**	**2:08**	**2:17**	**2:25**	**2:34**	**2:49**	**3:06**	**3:22**	**3:39**
2:00	**2:19**	**2:23**	**2:32**	**2:40**	**2:50**	**3:04**	**3:21**	**3:37**	**3:54**
2:15	**2:34**	**2:38**	**2:47**	**2:55**	**3:05**	**3:21**	**3:39**	**3:55**	**4:12**
2:30	**2:49**	**2:53**	**3:02**	**3:10**	**3:20**	**3:36**	**3:54**	**4:10**	**4:25**
2:45	**3:04**	**3:08**	**3:17**	**3:25**	**3:36**	**3:52**	**4:10**	**4:25**	**4:40**
3:00	**3:19**	**3:23**	**3:32**	**3:40**	**3:49**	**4:03**	**4:20**	**4:35**	**4:54**
3:15	**3:34**	**3:38**	**3:47**	**3:55**	**4:04**	**4:16**	**4:33**	**4:48**	**5:07**
3:30	**3:49**	**3:53**	**4:02**	**4:10**	**4:19**	**4:33**	**4:50**	**5:05**	**5:24**
3:45	**4:04**	**4:08**	**4:17**	**4:25**	**4:33**	**4:46**	**5:03**	**5:18**	**5:42**
4:00	**4:19**	**4:23**	**4:32**	**4:40**	**4:48**	**5:01**	**5:18**	**5:33**	**5:49**
4:15	**4:34**	**4:38**	**4:47**	**4:55**	**5:04**	**5:17**	**5:34**	**5:49**	**6:07**
4:33	**4:52**	**4:56**	**5:05**	**5:13**	**5:22**	**5:35**	**5:52**	**6:07**	**6:30**
4:45	**5:04**	**5:08**	**5:17**	**5:25**	**5:33**	**5:45**	**6:02**	**6:17**	**6:39**
5:00	**5:19**	**5:23**	**5:32**	**5:40**	**5:48**	**6:00**	**6:17**	**6:32**	**6:54**
5:15	**5:34**	**5:38**	**5:47**	**5:55**	**6:03**	**6:15**	**6:32**	**6:46**	**7:00**
5:32	**5:51**	**5:55**	**6:03**	**6:11**	**6:19**	**6:31**	**6:48**	**7:02**	**7:16**
5:45	**6:03**	**6:07**	**6:15**	**6:22**	**6:30**	**6:42**	**6:57**	**7:11**	**7:25**
6:00	**6:18**	**6:22**	**6:30**	**6:37**	**6:45**	**6:57**	**7:12**	**7:26**	**7:40**
6:23	**6:41**	**6:45**	**6:53**	**7:00**	**7:08**	**7:20**	**7:35**	**7:47**	**8:01**
6:37	**6:55**	**6:58**	**7:05**	**7:12**	**7:20**	**7:31**	**7:46**	**7:59**	**8:13**
7:01	**7:19**	**7:22**	**7:29**	**7:36**	**7:43**	**7:54**	**8:09**	**8:21**	**8:35**
7:16	**7:34**	**7:37**	**7:44**	**7:51**	**7:58**	**8:09**	**8:24**	**8:37**	**8:51**
7:35	**7:53**	**7:56**	**8:03**	**8:10**	**8:17**	**8:28**	**8:43**	**8:56**	**9:11**
8:10	**8:28**	**8:31**	**8:38**	**8:45**	**8:52**	**9:03**	**9:18**	**9:31**	**9:46**
8:50	**9:08**	**9:11**	**9:18**	**9:25**	**9:32**	**9:43**	**9:58**	**10:10**	**10:25**
9:40	**9:58**	**10:01**	**10:08**	**10:15**	**10:22**	**10:33**	**10:48**	**11:00**	**11:15**
10:50	**11:08**	**11:11**	**11:18**	**11:25**	**11:32**	**11:43**	**11:58**	12:10	12:25
11:40	**11:58**	12:01	12:08	12:15	12:22	12:33	12:48	1:00	1:15

1 EASTBOUND TO DOWNTOWN RIVERSIDE/UCR | WEEKENDS

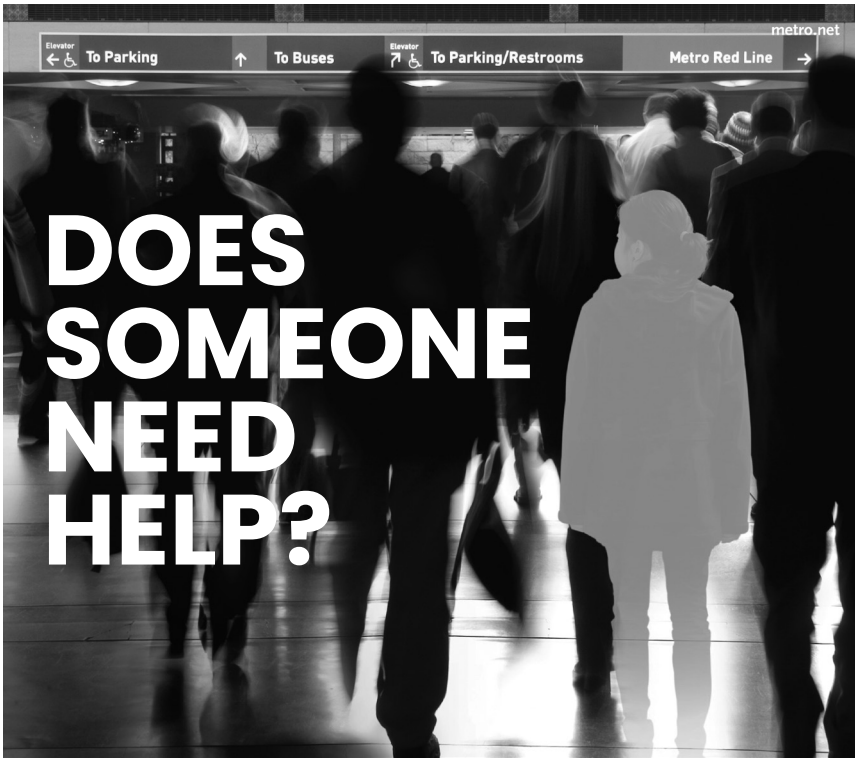
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

SMITH & 6TH	CORONA TRANSIT CENTER	MAGNOLIA & MCKINLEY	GALLERIA AT TYLER	MAGNOLIA & ADAMS	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	UCR AT BANNOCKBURN
1	2	3	4	5	6	7	8E	9	10
5:15	5:27	5:37	5:47	5:55	6:01	6:06	6:12	6:19	6:32
5:44	5:56	6:06	6:16	6:24	6:30	6:35	6:41	6:48	7:01
6:08	6:20	6:30	6:40	6:49	6:55	7:00	7:06	7:13	7:26
6:45	7:00	7:11	7:22	7:31	7:37	7:42	7:48	7:54	8:08
7:25	7:40	7:51	8:02	8:11	8:17	8:23	8:29	8:35	8:49
7:55	8:10	8:21	8:32	8:41	8:47	8:53	8:59	9:05	9:19
8:25	8:40	8:51	9:02	9:11	9:17	9:24	9:31	9:37	9:51
8:47	9:02	9:13	9:24	9:33	9:39	9:46	9:53	9:59	10:13
9:10	9:28	9:41	9:53	10:05	10:12	10:19	10:27	10:33	10:49
9:35	9:53	10:06	10:18	10:30	10:37	10:44	10:52	10:58	11:14
9:58	10:16	10:29	10:41	10:53	11:00	11:07	11:15	11:21	11:37
10:13	10:31	10:44	10:56	11:08	11:15	11:22	11:30	11:36	11:52
10:25	10:43	10:56	11:08	11:20	11:27	11:34	11:42	11:48	**12:04**
10:40	10:58	11:11	11:26	11:38	11:45	11:52	**12:00**	**12:06**	**12:22**
10:55	11:13	11:26	11:41	11:53	**12:00**	**12:07**	**12:15**	**12:21**	**12:37**
11:10	11:28	11:41	11:56	**12:08**	**12:15**	**12:22**	**12:30**	**12:36**	**12:52**
11:25	11:43	11:56	**12:11**	**12:23**	**12:30**	**12:37**	**12:45**	**12:51**	**1:07**
11:40	11:58	**12:11**	**12:26**	**12:38**	**12:45**	**12:52**	**1:00**	**1:06**	**1:22**
11:54	**12:12**	**12:25**	**12:40**	**12:52**	**12:59**	**1:06**	**1:14**	**1:20**	**1:38**
12:09	**12:27**	**12:40**	**12:55**	**1:07**	**1:14**	**1:21**	**1:29**	**1:35**	**1:53**
12:24	**12:42**	**12:55**	**1:10**	**1:22**	**1:29**	**1:36**	**1:44**	**1:50**	**2:08**
12:39	**12:57**	**1:10**	**1:25**	**1:37**	**1:44**	**1:51**	**1:59**	**2:05**	**2:23**
12:54	**1:12**	**1:25**	**1:40**	**1:52**	**1:59**	**2:06**	**2:14**	**2:20**	**2:38**
1:09	**1:27**	**1:40**	**1:55**	**2:07**	**2:14**	**2:21**	**2:29**	**2:35**	**2:53**
1:24	**1:42**	**1:55**	**2:10**	**2:22**	**2:29**	**2:36**	**2:44**	**2:51**	**3:09**
1:39	**1:57**	**2:10**	**2:25**	**2:37**	**2:44**	**2:51**	**2:59**	**3:06**	**3:24**
1:54	**2:12**	**2:25**	**2:40**	**2:52**	**2:59**	**3:06**	**3:14**	**3:21**	**3:39**
2:09	**2:27**	**2:40**	**2:55**	**3:07**	**3:14**	**3:21**	**3:29**	**3:36**	**3:54**
2:24	**2:42**	**2:55**	**3:10**	**3:22**	**3:29**	**3:36**	**3:44**	**3:51**	**4:09**
2:39	**2:57**	**3:10**	**3:25**	**3:37**	**3:44**	**3:51**	**3:59**	**4:06**	**4:24**
2:54	**3:12**	**3:25**	**3:40**	**3:52**	**3:59**	**4:06**	**4:14**	**4:21**	**4:39**
3:09	**3:27**	**3:40**	**3:55**	**4:07**	**4:14**	**4:21**	**4:29**	**4:36**	**4:54**
3:24	**3:42**	**3:55**	**4:09**	**4:21**	**4:28**	**4:35**	**4:43**	**4:50**	**5:08**
3:39	**3:57**	**4:10**	**4:24**	**4:36**	**4:43**	**4:50**	**4:58**	**5:05**	**5:23**
3:54	**4:12**	**4:25**	**4:39**	**4:51**	**4:58**	**5:05**	**5:13**	**5:20**	**5:38**
4:09	**4:27**	**4:40**	**4:54**	**5:06**	**5:13**	**5:20**	**5:28**	**5:35**	**5:53**
4:24	**4:42**	**4:55**	**5:09**	**5:21**	**5:28**	**5:35**	**5:43**	**5:50**	**6:08**
4:55	**5:13**	**5:25**	**5:38**	**5:49**	**5:55**	**6:02**	**6:10**	**6:17**	**6:35**
5:29	**5:47**	**5:59**	**6:12**	**6:23**	**6:29**	**6:36**	**6:44**	**6:51**	**7:09**
6:04	**6:22**	**6:34**	**6:47**	**6:58**	**7:04**	**7:11**	**7:19**	**7:26**	**7:44**
6:34	**6:50**	**7:02**	**7:14**	**7:25**	**7:31**	**7:38**	**7:45**	**7:52**	**8:10**
6:54	**7:10**	**7:22**	**7:34**	**7:45**	**7:51**	**7:58**	**8:05**	**8:12**	**8:30**
7:22	**7:38**	**7:50**	**8:02**	**8:13**	**8:19**	**8:26**	**8:33**	**8:40**	**8:58**
7:46	**8:02**	**8:14**	**8:26**	**8:37**	**8:43**	**8:49**	**8:55**	**9:02**	**9:19**
8:46	**9:01**	**9:13**	**9:25**	**9:36**	**9:42**	**9:48**	**9:54**	**10:01**	**10:18**
9:33	**9:48**	**10:00**	**10:12**	**10:23**	**10:29**	**10:35**	**10:41**	**10:48**	**11:05**

1 WESTBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 3 minutes earlier at Blaine & Iowa.

UCR AT BANNOCKBURN	VINE STREET MOBILITY HUB	UNIVERSITY & LEMON	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	MAGNOLIA & ADAMS	GALLERIA AT TYLER	MAGNOLIA & MCKINLEY	CORONA TRANSIT CENTER	SMITH & 6TH
10	9	8W	7	6	5	4	3	2	1
5:11*	5:24	5:27	5:33	5:39	5:45	5:54	6:06	6:16	6:27
5:48*	6:01	6:04	6:10	6:16	6:22	6:31	6:43	6:53	7:04
6:18*	6:31	6:34	6:41	6:47	6:53	7:02	7:14	7:24	7:35
6:43	6:56	6:59	7:06	7:12	7:18	7:27	7:39	7:50	8:01
7:20	7:35	7:38	7:45	7:51	7:58	8:10	8:25	8:36	8:47
7:48	8:03	8:06	8:13	8:19	8:26	8:38	8:53	9:05	9:16
8:22	8:38	8:41	8:48	8:55	9:03	9:15	9:30	9:42	9:53
8:49	9:05	9:08	9:15	9:22	9:30	9:42	9:57	10:09	10:22
9:07	9:23	9:26	9:34	9:41	9:49	10:01	10:16	10:28	10:41
9:40	9:56	9:59	10:07	10:14	10:22	10:36	10:51	11:03	11:16
10:02	10:18	10:21	10:29	10:36	10:45	10:59	11:15	11:29	11:42
10:18	10:34	10:37	10:45	10:52	11:01	11:15	11:31	11:45	11:58
10:33	10:49	10:52	11:00	11:07	11:16	11:32	11:48	**12:02**	**12:15**
10:48	11:04	11:07	11:15	11:22	11:31	11:47	**12:03**	**12:17**	**12:30**
11:03	11:19	11:22	11:30	11:37	11:46	**12:02**	**12:18**	**12:32**	**12:45**
11:18	11:34	11:37	11:45	11:52	**12:01**	**12:17**	**12:33**	**12:47**	**1:00**
11:33	11:49	11:53	**12:01**	**12:08**	**12:17**	**12:33**	**12:49**	**1:03**	**1:16**
11:48	**12:04**	**12:08**	**12:16**	**12:23**	**12:32**	**12:48**	**1:04**	**1:18**	**1:31**
12:03	**12:19**	**12:23**	**12:31**	**12:38**	**12:47**	**1:03**	**1:22**	**1:36**	**1:49**
12:18	**12:34**	**12:38**	**12:46**	**12:53**	**1:02**	**1:18**	**1:34**	**1:48**	**2:01**
12:33	**12:49**	**12:53**	**1:01**	**1:09**	**1:18**	**1:34**	**1:52**	**2:06**	**2:19**
12:48	**1:04**	**1:08**	**1:16**	**1:24**	**1:33**	**1:49**	**2:07**	**2:21**	**2:34**
1:03	**1:19**	**1:23**	**1:31**	**1:39**	**1:48**	**2:04**	**2:22**	**2:36**	**2:49**
1:18	**1:34**	**1:38**	**1:46**	**1:54**	**2:03**	**2:19**	**2:37**	**2:51**	**3:04**
1:33	**1:51**	**1:55**	**2:03**	**2:11**	**2:20**	**2:35**	**2:53**	**3:07**	**3:20**
1:48	**2:06**	**2:10**	**2:18**	**2:26**	**2:35**	**2:50**	**3:08**	**3:22**	**3:35**
2:03	**2:21**	**2:25**	**2:34**	**2:42**	**2:51**	**3:06**	**3:24**	**3:38**	**3:51**
2:18	**2:36**	**2:40**	**2:49**	**2:57**	**3:06**	**3:21**	**3:39**	**3:53**	**4:06**
2:33	**2:51**	**2:55**	**3:04**	**3:12**	**3:21**	**3:36**	**3:54**	**4:08**	**4:21**
2:49	**3:07**	**3:11**	**3:20**	**3:28**	**3:37**	**3:52**	**4:10**	**4:24**	**4:37**
3:05	**3:23**	**3:27**	**3:36**	**3:44**	**3:53**	**4:08**	**4:26**	**4:40**	**4:53**
3:21	**3:39**	**3:43**	**3:52**	**4:00**	**4:09**	**4:24**	**4:42**	**4:56**	**5:09**
3:37	**3:55**	**3:59**	**4:08**	**4:16**	**4:25**	**4:40**	**4:58**	**5:12**	**5:25**
3:53	**4:11**	**4:15**	**4:24**	**4:32**	**4:41**	**4:56**	**5:14**	**5:28**	**5:41**
4:23	**4:41**	**4:45**	**4:54**	**5:02**	**5:11**	**5:26**	**5:44**	**5:58**	**6:11**
4:43	**5:01**	**5:05**	**5:14**	**5:22**	**5:31**	**5:46**	**6:04**	**6:18**	**6:31**
5:09	**5:26**	**5:29**	**5:38**	**5:46**	**5:55**	**6:09**	**6:25**	**6:37**	**6:49**
5:26	**5:43**	**5:46**	**5:54**	**6:01**	**6:09**	**6:23**	**6:39**	**6:51**	**7:03**
5:52	**6:09**	**6:12**	**6:20**	**6:27**	**6:35**	**6:48**	**7:03**	**7:14**	**7:26**
6:12	**6:29**	**6:32**	**6:40**	**6:47**	**6:54**	**7:07**	**7:22**	**7:33**	**7:45**
6:51	**7:08**	**7:11**	**7:19**	**7:26**	**7:33**	**7:46**	**8:01**	**8:12**	**8:24**
7:43	**8:00**	**8:03**	**8:11**	**8:18**	**8:25**	**8:37**	**8:52**	**9:03**	**9:15**
8:25	**8:42**	**8:45**	**8:53**	**9:00**	**9:07**	**9:19**	**9:34**	**9:45**	**9:57**
9:04	**9:21**	**9:24**	**9:32**	**9:39**	**9:46**	**9:58**	**10:13**	**10:24**	**10:36**
9:30	**9:47**	**9:50**	**9:58**	**10:05**	**10:12**	**10:24**	**10:39**	**10:50**	**11:02**



If you suspect or see a potential human trafficking situation or are a trafficking victim contact

GET HELP

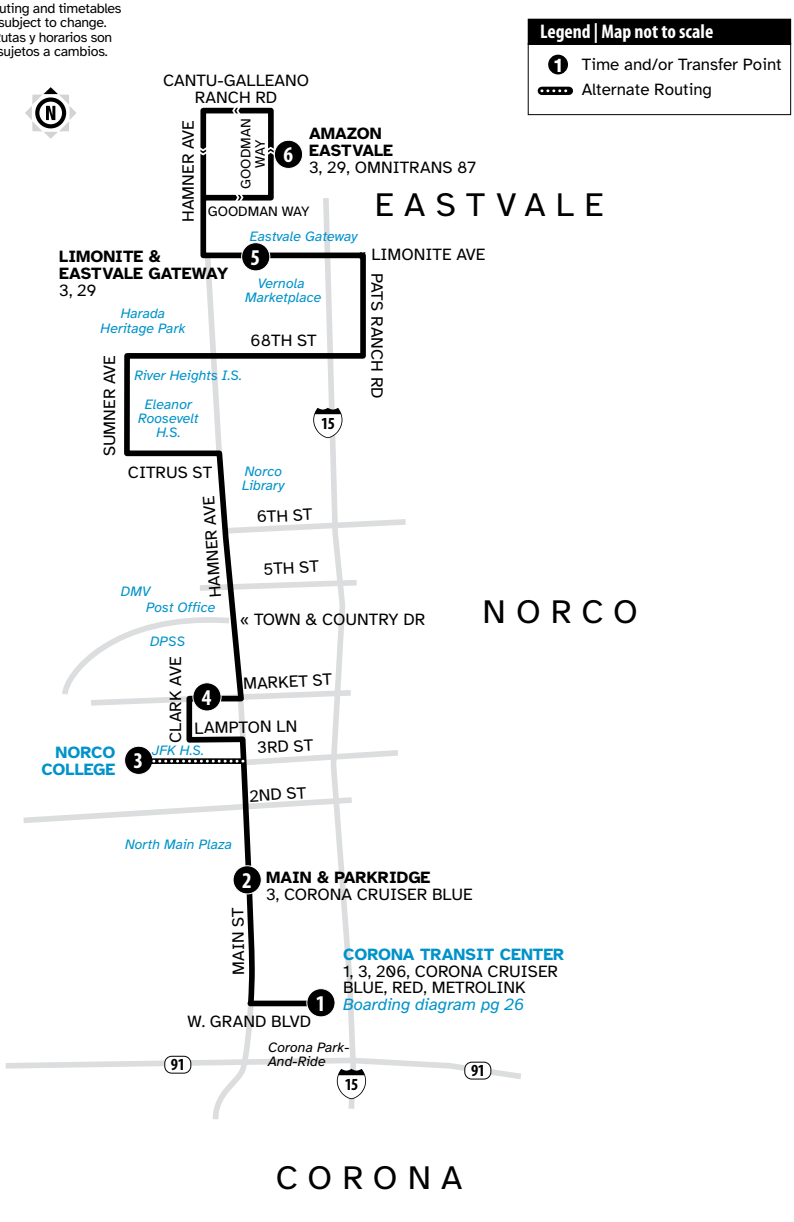
National Human Trafficking Hotline
888.373.7888

Text “Help” to 233733

If you or someone you know is in immediate danger, please call 9-1-1

3 EASTVALE - NORCO - CORONA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RTA and Corona Cruiser honor each other's 1-Day and 30-Day passes at shared stops.

1110

3 NORTHBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	NORCO COLLEGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3	4	5	6
6:30	6:34	6:46	6:52	7:21	7:34
7:40	7:44	7:57	8:03	8:28	8:41
9:05	9:09	9:22	9:29	9:52	10:05
10:12	10:16	10:29	10:36	11:01	11:14
11:31	11:35	11:48	11:55	**12:22**	**12:35**
12:40	**12:44**	**12:59**	**1:06**	**1:33**	**1:48**
2:08	**2:12**	**2:28**	**2:35**	**3:02**	**3:17**
3:14	**3:18**	**3:34**	**3:42**	**4:15**	**4:30**
4:58	**5:02**	**5:17**	**5:24**	**5:52**	**6:07**
6:00	**6:04**	**6:19**	**6:26**	**6:56**	**7:11**
7:35	**7:39**	**7:51**	**7:58**	**8:28**	**8:43**
8:42	**8:46**	**8:57**	**9:03**	**9:26**	**9:41**
10:04	**10:08**	**10:19**	**10:25**	**10:48**	**11:03**

3 SOUTHBOUND TO CORONA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	NORCO COLLEGE	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	3	2	1
6:20	6:28	6:50	6:57	7:05	7:11
7:44	7:54	8:23	8:31	8:41	8:54
9:00	9:10	9:36	9:44	9:54	10:07
10:15	10:25	10:47	10:55	11:05	11:18
11:24	11:34	11:59	**12:07**	**12:17**	**12:30**
12:46	**12:56**	**1:22**	**1:29**	**1:41**	**1:54**
2:17	**2:27**	**2:57**	**3:05**	**3:15**	**3:29**
3:28	**3:40**	**4:10**	**4:18**	**4:28**	**4:42**
4:40	**4:50**	**5:16**	**5:24**	**5:34**	**5:48**
6:17	**6:27**	**6:50**	**6:56**	**7:05**	**7:21**
7:22	**7:32**	**7:55**	**8:01**	**8:10**	**8:26**
8:56	**9:06**	**9:29**	**9:34**	**9:42**	**9:54**
10:00	**10:10**	**10:33**	**10:38**	**10:46**	**10:58**

3 NORTHBOUND TO EASTVALE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	MAIN & PARKRIDGE	MARKET & CLARK	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	4	5	6
7:05	7:09	7:17	7:41	7:49
9:03	9:08	9:17	9:40	9:48
11:01	11:06	11:15	11:42	11:50
1:07	**1:11**	**1:20**	**1:47**	**1:55**
3:07	**3:11**	**3:20**	**3:47**	**3:55**
5:15	**5:19**	**5:27**	**5:54**	**6:02**
7:15	**7:19**	**7:27**	**7:51**	**7:59**

3 SOUTHBOUND TO CORONA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	MARKET & CLARK	MAIN & PARKRIDGE	CORONA TRANSIT CENTER
6	5	4	2	1
6:10	6:19	6:41	6:47	6:55
8:00	8:10	8:35	8:43	8:51
10:00	10:10	10:35	10:43	10:51
12:00	**12:10**	**12:36**	**12:44**	**12:52**
2:05	**2:15**	**2:41**	**2:49**	**2:57**
4:05	**4:15**	**4:37**	**4:45**	**4:53**
6:15	**6:24**	**6:44**	**6:52**	**7:00**



FOR YOUR SAFETY
PARA SU SEGURIDAD

Your safety is our number-one priority. Thank you for following these simple tips for a safe travel.

- **When exiting the bus, use sidewalks and crosswalks whenever possible. Never cross the street directly in front of the bus.**
- **Thank you for keeping the aisle clear. Shopping carts and strollers should be folded prior to boarding the bus, and walkers should be folded prior to taking your seat.**
- **For safety reasons, RTA buses cannot stop at stops under construction or non-designated bus stops.**

Su seguridad es nuestra prioridad número uno. Gracias por seguir estos simples consejos para un viaje seguro.

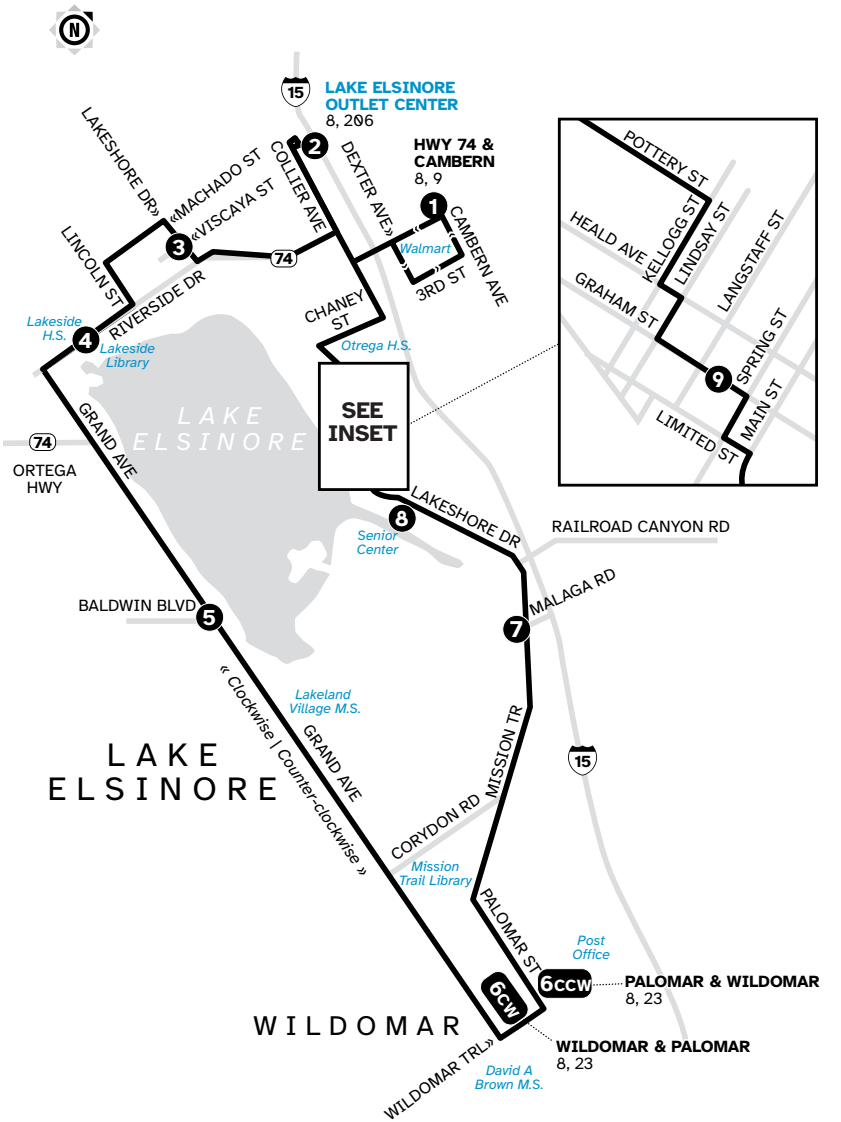
- Al salir del autobús, utilice la banqueta y el paso de peatones cuando es posible. Nunca cruce la calle justo enfrente del autobús.
- Gracias por mantener el pasillo despejado. Los carritos de compras y las carriolas deben plegarse antes de subir al autobús, y los andadores deben doblarse antes de tomar asiento.
- Por razones de seguridad, los autobuses de RTA no pueden detenerse en paradas bajo construcción o paradas de autobús que no están designadas.

8 LAKE ELSINORE - WILDOMAR LOOP

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.

Legend | Map not to scale

1 Time and/or Transfer Point



8 COUNTERCLOCKWISE LOOP VIA GRAND AVE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	HWY 74 & CAMBERN	LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	LAKEPOINT PARK AT SENIOR CENTER	GRAHAM & LANGSTAFF	HWY 74 & CAMBERN
	1	2	3	4	5	6CCW	7	8	9	1
	5:00	5:05	5:13	5:21	5:29	5:46	5:57	6:04	6:09	6:25
	6:12	6:17	6:25	6:33	6:44	7:02	7:13	7:21	7:26	7:42
	7:15	7:20	7:29	7:37	7:45	8:04	8:15	8:23	8:28	8:44
	8:25	8:30	8:39	8:47	8:55	9:12	9:23	9:31	9:36	9:52
	9:25	9:30	9:39	9:49	9:58	10:15	10:26	10:34	10:39	10:55
	10:25	10:30	10:40	10:50	10:59	11:16	11:27	11:36	11:41	11:59
	11:25	11:31	11:41	11:51	**12:00**	**12:17**	**12:28**	**12:37**	**12:42**	**1:00**
	12:30	**12:36**	**12:46**	**12:56**	**1:05**	**1:22**	**1:33**	**1:41**	**1:47**	**2:05**
	1:35	**1:42**	**1:52**	**2:02**	**2:11**	**2:28**	**2:39**	**2:47**	**2:52**	**3:10**
	2:35	**2:42**	**2:52**	**3:02**	**3:13**	**3:30**	**3:41**	**3:49**	**3:54**	**4:12**
	3:25	**3:32**	**3:42**	**3:52**	**4:05**	**4:21**	**4:32**	**4:40**	**4:45**	**5:01**
S	**3:35**	**3:42**	**3:52**	**4:02**	**4:15**	**4:31**	**4:42**	**4:50**	**4:55**	**5:11**
	4:35	**4:42**	**4:52**	**5:01**	**5:10**	**5:26**	**5:37**	**5:45**	**5:50**	**6:06**
	5:43	**5:49**	**5:59**	**6:08**	**6:17**	**6:35**	**6:46**	**6:54**	**6:59**	**7:15**
	6:39	**6:46**	**6:56**	**7:05**	**7:14**	**7:28**	—	—	—	—
	7:41	**7:48**	**7:58**	**8:07**	**8:16**	**8:30**	—	—	—	—

8 CLOCKWISE LOOP VIA MISSION TRAIL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only. * Trip begins at the Lake Elsinore Outlet Center at 5:27 a.m.

	HWY 74 & CAMBERN	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	WILDOMAR & PALOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER	HWY 74 & CAMBERN
	1	9	7	6CW	5	4	3	2	1
	5:40*	5:49	5:57	6:11	6:23	6:30	6:40	6:46	7:02
	6:40	6:50	7:00	7:14	7:27	7:35	7:45	7:51	8:07
	7:42	7:53	8:03	8:17	8:30	8:38	8:48	8:54	9:10
	8:40	8:51	9:01	9:15	9:27	9:35	9:45	9:51	10:07
	9:39	9:50	10:00	10:14	10:26	10:34	10:44	10:50	11:06
	10:38	10:50	11:02	11:16	11:28	11:36	11:46	11:52	**12:09**
	11:40	11:53	**12:05**	**12:19**	**12:31**	**12:39**	**12:49**	**12:55**	**1:13**
	12:40	**12:54**	**1:06**	**1:20**	**1:33**	**1:41**	**1:51**	**1:57**	**2:15**
	1:34	**1:48**	**2:00**	**2:14**	**2:27**	**2:35**	**2:45**	**2:51**	**3:09**
S	**1:50**	**2:04**	**2:15**	**2:29**	**2:42**	**2:50**	**3:00**	**3:06**	**3:24**
	2:49	**3:03**	**3:14**	**3:28**	**3:41**	**3:49**	**4:01**	**4:07**	**4:25**
	3:41	**3:55**	**4:06**	**4:20**	**4:33**	**4:41**	**4:53**	**4:59**	**5:17**
	4:45	**4:58**	**5:09**	**5:23**	**5:35**	**5:43**	**5:53**	**5:59**	**6:17**
	5:55	**6:07**	**6:20**	**6:34**	**6:46**	**6:54**	**7:04**	**7:10**	**7:28**
	6:55	**7:07**	**7:18**	**7:32**	**7:44**	**7:52**	**8:02**	**8:08**	**8:26**

8 COUNTERCLOCKWISE LOOP VIA GRAND AVE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HWY 74 & CAMBERN	LAKE ELSINORE OUTLET CENTER	LAKESHORE & VISCAYA	LAKESIDE HIGH SCHOOL	GRAND & BALDWIN	PALOMAR & WILDOMAR	MISSION TRAIL & MALAGA	GRAHAM & LANGSTAFF	HWY 74 & CAMBERN
1	2	3	4	5	6CCW	7	9	1
6:20	6:24	6:32	6:39	6:46	7:02	7:12	7:20	7:34
7:20	7:24	7:32	7:39	7:47	8:03	8:13	8:21	8:34
8:20	8:25	8:33	8:41	8:49	9:05	9:15	9:23	9:36
9:20	9:27	9:35	9:43	9:50	10:06	10:16	10:24	10:39
10:20	10:27	10:35	10:45	10:53	11:09	11:19	11:27	11:44
11:15	11:21	11:31	11:41	11:49	**12:05**	**12:15**	**12:23**	**12:40**
12:15	**12:22**	**12:32**	**12:41**	**12:49**	**1:05**	**1:15**	**1:23**	**1:40**
1:15	**1:22**	**1:32**	**1:41**	**1:49**	**2:05**	**2:15**	**2:23**	**2:40**
2:20	**2:27**	**2:37**	**2:46**	**2:54**	**3:11**	**3:21**	**3:29**	**3:46**
3:20	**3:31**	**3:40**	**3:49**	**3:57**	**4:14**	**4:24**	**4:32**	**4:47**
4:20	**4:27**	**4:37**	**4:45**	**4:53**	**5:10**	**5:20**	**5:28**	**5:45**
5:12	**5:20**	**5:29**	**5:37**	**5:45**	**6:02**	**6:12**	**6:20**	**6:37**
6:20	**6:26**	**6:35**	**6:43**	**6:51**	**7:04**	—	—	—

8 CLOCKWISE LOOP VIA MISSION TRAIL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* Trip begins at the Lake Elsinore Outlet Center at 5:48 a.m.

HWY 74 & CAMBERN	GRAHAM & LANGSTAFF	MISSION TRAIL & MALAGA	WILDOMAR & PALOMAR	GRAND & BALDWIN	LAKESIDE HIGH SCHOOL	LAKESHORE & VISCAYA	LAKE ELSINORE OUTLET CENTER	HWY 74 & CAMBERN
1	9	7	6CW	5	4	3	2	1
6:00*	6:08	6:16	6:31	6:42	6:49	6:59	7:09	7:19
7:00	7:08	7:16	7:31	7:42	7:49	7:59	8:07	8:21
7:55	8:05	8:13	8:28	8:39	8:46	8:56	9:04	9:18
9:00	9:10	9:19	9:34	9:45	9:53	10:03	10:13	10:25
10:00	10:10	10:19	10:34	10:45	10:53	11:04	11:14	11:30
11:00	11:11	11:20	11:35	11:46	11:54	**12:05**	**12:13**	**12:30**
12:00	**12:12**	**12:20**	**12:36**	**12:47**	**12:55**	**1:06**	**1:18**	**1:33**
1:00	**1:12**	**1:21**	**1:36**	**1:47**	**1:55**	**2:06**	**2:12**	**2:29**
2:00	**2:12**	**2:22**	**2:37**	**2:48**	**2:56**	**3:07**	**3:13**	**3:30**
3:00	**3:12**	**3:22**	**3:37**	**3:48**	**3:56**	**4:07**	**4:13**	**4:30**
4:00	**4:12**	**4:22**	**4:36**	**4:47**	**4:55**	**5:05**	**5:11**	**5:28**
5:00	**5:12**	**5:22**	**5:36**	**5:47**	**5:55**	**6:05**	**6:11**	**6:28**
6:00	**6:12**	**6:20**	**6:36**	**6:47**	**6:55**	**7:05**	**7:15**	**7:30**

What's Your Number?

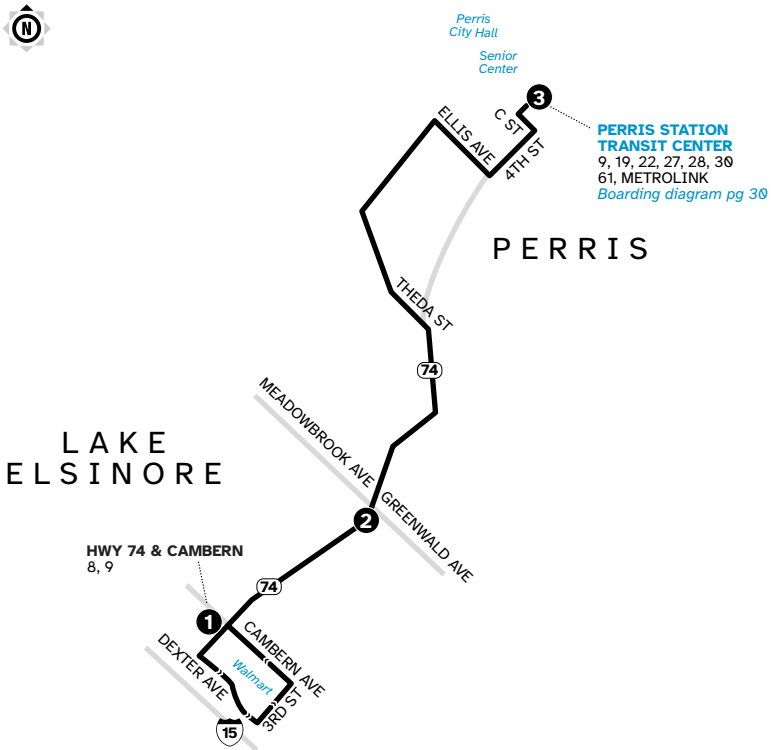
Wondering when your bus will arrive? Get instant arrival times on your mobile device. Simply text us at 41411. In the message area, type "rtabus" and add a space, then the four-digit stop number. Then bam! You'll get an instant message telling you when your ride will arrive.



TEXT THE FOUR-DIGIT BUS STOP ID NUMBER
FOR REAL-TIME BUS ARRIVAL INFORMATION

9 PERRIS STATION TRANSIT CENTER - HWY 74 & CAMBERN

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



9 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
HWY 74 & CAMBERN	HWY 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	5:59	6:19
6:30	6:39	6:59
7:20	7:29	7:49
8:20	8:29	8:49
9:20	9:29	9:49
10:20	10:29	10:49
11:20	11:29	11:49
12:20	**12:30**	**12:50**
1:20	**1:30**	**1:50**
2:20	**2:30**	**2:50**
3:20	**3:31**	**3:51**
4:22	**4:33**	**4:53**
5:14	**5:25**	**5:45**
6:16	**6:27**	**6:47**
7:27	**7:38**	**7:56**

SOUTHBOUND TO HWY 74 & CAMBERN		
PERRIS STATION TRANSIT CENTER	HWY 74 & MEADOWBROOK	HWY 74 & CAMBERN
3	2	1
6:35	6:48	6:57
7:10	7:23	7:32
8:00	8:13	8:22
9:00	9:13	9:22
10:00	10:13	10:22
11:00	11:18	11:27
12:00	**12:13**	**12:22**
1:00	**1:14**	**1:25**
2:00	**2:14**	**2:25**
3:00	**3:14**	**3:25**
4:01	**4:15**	**4:28**
5:03	**5:20**	**5:32**
6:00	**6:15**	**6:26**
7:05	**7:20**	**7:31**

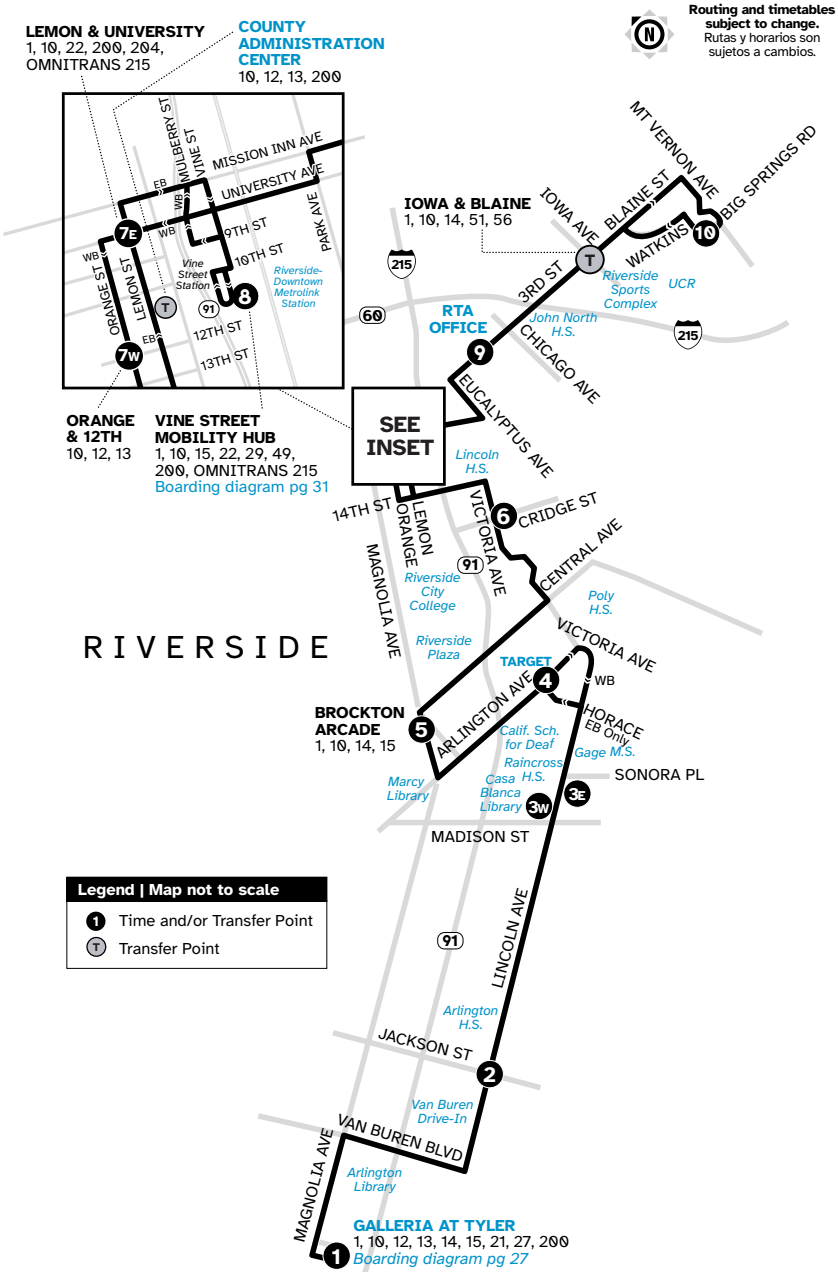
9 WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PERRIS STATION TRANSIT CENTER		
HWY 74 & CAMBERN	HWY 74 & MEADOWBROOK	PERRIS STATION TRANSIT CENTER
1	2	3
5:50	5:59	6:14
6:44	6:53	7:08
7:47	7:56	8:11
8:43	8:52	9:07
9:50	9:59	10:14
10:50	10:59	11:14
11:50	11:59	**12:16**
12:50	**1:00**	**1:17**
1:50	**2:00**	**2:17**
2:50	**3:00**	**3:17**
3:50	**4:00**	**4:17**
4:50	**5:00**	**5:17**
5:50	**6:00**	**6:17**
6:47	**6:57**	**7:12**

SOUTHBOUND TO HWY 74 & CAMBERN		
PERRIS STATION TRANSIT CENTER	HWY 74 & MEADOWBROOK	HWY 74 & CAMBERN
3	2	1
6:35	6:47	6:57
7:35	7:47	7:57
8:35	8:47	8:57
9:35	9:47	9:57
10:30	10:43	10:55
11:30	11:43	11:55
12:32	**12:45**	**12:57**
1:30	**1:43**	**1:55**
2:30	**2:43**	**2:55**
3:30	**3:43**	**3:55**
4:30	**4:43**	**4:55**
5:30	**5:43**	**5:55**
6:27	**6:40**	**6:52**

10 BIG SPRINGS & WATKINS - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER



10 EASTBOUND TO BIG SPRINGS & WATKINS | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & SONORA	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3E	4	5	6	7E	8	9	10
5:55	6:06	6:13	6:20	6:26	6:38	6:46	6:51	7:04	7:19
7:03	7:14	7:21	7:28	7:34	7:46	7:54	7:59	8:12	8:27
7:30	7:43	7:50	7:59	8:05	8:17	8:25	8:30	8:43	8:58
8:40	8:52	8:59	9:07	9:13	9:23	9:31	9:37	9:52	10:07
9:40	9:52	9:59	10:07	10:13	10:23	10:31	10:37	10:52	11:07
10:40	10:52	10:59	11:07	11:13	11:25	11:33	11:38	11:52	**12:07**
11:40	11:54	**12:01**	**12:09**	**12:15**	**12:28**	**12:36**	**12:41**	**12:55**	**1:10**
12:45	**12:59**	**1:06**	**1:14**	**1:20**	**1:33**	**1:41**	**1:46**	**2:00**	**2:15**
1:45	**1:59**	**2:06**	**2:14**	**2:20**	**2:34**	**2:42**	**2:47**	**3:01**	**3:16**
2:45	**3:01**	**3:09**	**3:18**	**3:24**	**3:46**	**3:56**	**4:01**	**4:15**	**4:31**
3:25	**3:41**	**3:50**	**3:59**	**4:05**	**4:20**	**4:29**	**4:34**	**4:48**	**5:03**
4:35	**4:49**	**4:55**	**5:02**	**5:08**	**5:22**	**5:31**	**5:37**	**5:52**	**6:07**
5:30	**5:44**	**5:50**	**5:57**	**6:03**	**6:17**	**6:26**	**6:32**	**6:47**	**7:02**
6:40	**6:54**	**7:00**	**7:07**	**7:12**	**7:25**	**7:33**	**7:38**	**7:52**	**8:07**
7:30	**7:42**	**7:48**	**7:54**	**7:59**	**8:11**	**8:19**	**8:24**	**8:37**	**8:52**

10 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	VINE STREET MOBILITY HUB	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
10	9	8	7W	6	5	4	3W	2	1
5:40	5:49	6:03	6:09	6:17	6:29	6:37	6:50	7:03	7:18
6:49	6:58	7:12	7:18	7:26	7:38	7:46	7:59	8:12	8:27
7:30	7:42	7:57	8:04	8:12	8:25	8:33	8:41	8:49	9:04
8:39	8:50	9:05	9:11	9:17	9:28	9:35	9:42	9:50	10:05
9:24	9:35	9:50	9:56	10:02	10:13	10:20	10:27	10:35	10:50
10:20	10:31	10:46	10:52	10:59	11:11	11:18	11:25	11:34	11:50
11:20	11:31	11:46	11:52	11:59	**12:11**	**12:18**	**12:25**	**12:34**	**12:50**
12:25	**12:36**	**12:52**	**12:59**	**1:07**	**1:20**	**1:27**	**1:35**	**1:44**	**2:00**
1:35	**1:45**	**1:59**	**2:05**	**2:12**	**2:25**	**2:32**	**2:41**	**2:49**	**3:05**
2:30	**2:44**	**2:59**	**3:06**	**3:14**	**3:27**	**3:39**	**3:49**	**3:59**	**4:15**
3:30	**3:41**	**3:56**	**4:02**	**4:10**	**4:24**	**4:33**	**4:42**	**4:50**	**5:04**
4:45	**4:57**	**5:12**	**5:19**	**5:27**	**5:40**	**5:50**	**6:01**	**6:08**	**6:22**
5:40	**5:52**	**6:07**	**6:14**	**6:22**	**6:35**	**6:45**	**6:56**	**7:03**	**7:17**
6:35	**6:45**	**6:59**	**7:05**	**7:13**	**7:25**	**7:31**	**7:38**	**7:44**	**7:56**
7:35	**7:44**	**7:58**	**8:04**	**8:12**	**8:22**	**8:28**	**8:35**	**8:41**	**8:53**

10 EASTBOUND TO BIG SPRINGS & WATKINS | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LINCOLN & JACKSON	LINCOLN & SONORA	ARLINGTON AT TARGET	BROCKTON ARCADE	VICTORIA & CRIDGE	LEMON & UNIVERSITY	VINE STREET MOBILITY HUB	RTA OFFICES	BIG SPRINGS & WATKINS
1	2	3E	4	5	6	7E	8	9	10
7:58	8:09	8:16	8:23	8:29	8:39	8:47	8:53	9:07	9:19
8:50	9:02	9:09	9:17	9:23	9:35	9:43	9:49	10:03	10:16
10:00	10:12	10:19	10:27	10:33	10:45	10:53	10:59	11:13	11:26
11:10	11:24	11:31	11:39	11:45	11:57	**12:05**	**12:11**	**12:25**	**12:38**
12:20	**12:34**	**12:41**	**12:49**	**12:55**	**1:07**	**1:15**	**1:21**	**1:35**	**1:48**
1:30	**1:44**	**1:51**	**1:59**	**2:05**	**2:17**	**2:25**	**2:31**	**2:45**	**2:58**
2:45	**3:00**	**3:07**	**3:15**	**3:21**	**3:33**	**3:41**	**3:47**	**4:01**	**4:14**
3:55	**4:09**	**4:16**	**4:23**	**4:29**	**4:41**	**4:49**	**4:55**	**5:09**	**5:22**
5:05	**5:19**	**5:26**	**5:33**	**5:39**	**5:51**	**5:59**	**6:05**	**6:19**	**6:32**
6:27	**6:40**	**6:47**	**6:54**	**7:00**	**7:12**	**7:20**	**7:25**	**7:39**	**7:52**

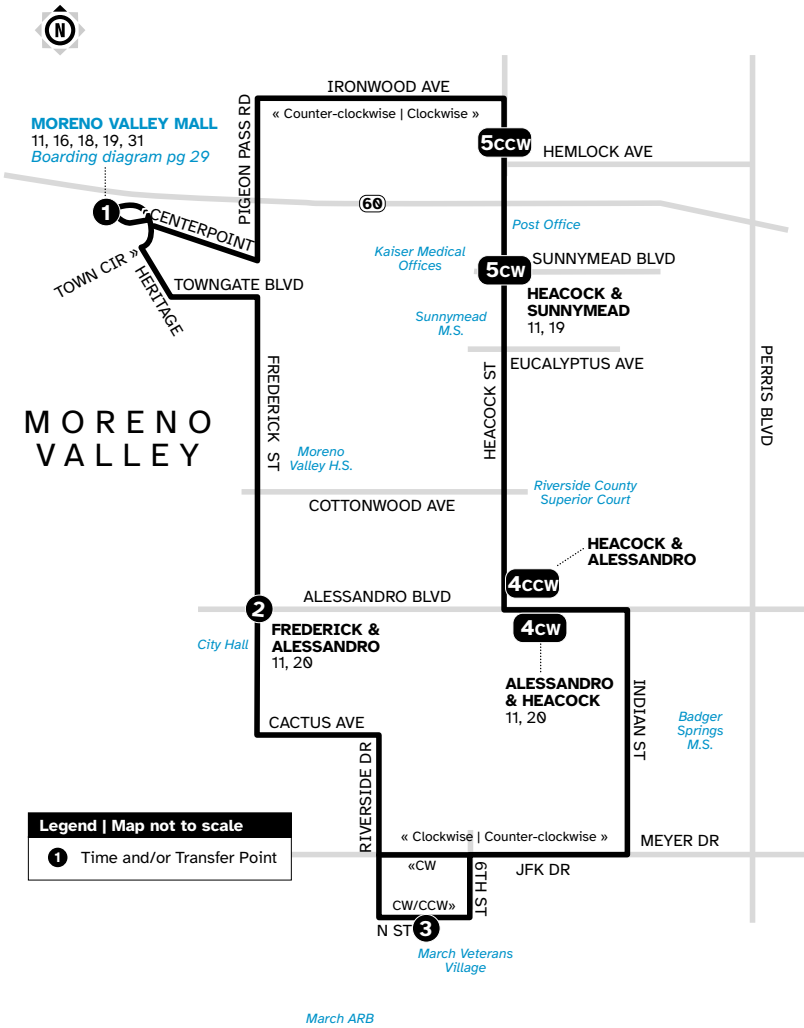
10 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BIG SPRINGS & WATKINS	RTA OFFICES	VINE STREET MOBILITY HUB	ORANGE & 12TH	VICTORIA & CRIDGE	BROCKTON ARCADE	ARLINGTON AT TARGET	LINCOLN & MADISON	LINCOLN & JACKSON	GALLERIA AT TYLER
10	9	8	7W	6	5	4	3W	2	1
8:05	8:13	8:26	8:32	8:41	8:52	8:59	9:06	9:14	9:26
9:30	9:39	9:53	9:59	10:07	10:19	10:26	10:33	10:41	10:55
10:40	10:50	11:04	11:10	11:18	11:31	11:38	11:46	11:53	**12:08**
11:50	11:59	**12:13**	**12:19**	**12:27**	**12:39**	**12:46**	**12:53**	**1:01**	**1:16**
1:00	**1:09**	**1:23**	**1:29**	**1:37**	**1:49**	**1:56**	**2:03**	**2:11**	**2:26**
2:10	**2:19**	**2:33**	**2:39**	**2:46**	**2:58**	**3:05**	**3:12**	**3:20**	**3:34**
3:20	**3:29**	**3:43**	**3:49**	**3:56**	**4:08**	**4:15**	**4:22**	**4:30**	**4:44**
4:30	**4:40**	**4:54**	**5:00**	**5:07**	**5:19**	**5:26**	**5:33**	**5:41**	**5:55**
5:40	**5:48**	**6:02**	**6:08**	**6:16**	**6:28**	**6:35**	**6:43**	**6:49**	**7:03**
6:42	**6:50**	**7:04**	**7:10**	**7:18**	**7:28**	**7:34**	**7:41**	**7:47**	**7:59**

11 MORENO VALLEY MALL - MARCH ARB LOOP ROUTE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



11 CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4CW	3	2	1
7:20	7:34	7:42	7:54	8:01	8:16
8:30	8:46	8:55	9:08	9:15	9:30
9:40	9:56	10:05	10:18	10:25	10:40
10:50	11:06	11:15	11:28	11:35	11:50
12:00	**12:16**	**12:25**	**12:38**	**12:45**	**1:00**
1:10	**1:26**	**1:35**	**1:48**	**1:55**	**2:10**
2:20	**2:36**	**2:45**	**2:58**	**3:05**	**3:20**
3:30	**3:46**	**3:55**	**4:08**	**4:15**	**4:30**
4:40	**4:55**	**5:04**	**5:17**	**5:24**	**5:37**
6:15	**6:30**	**6:39**	**6:52**	**6:59**	**7:12**

11 COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	HEACOCK & ALESSANDRO	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4CCW	5CCW	1
8:50	8:59	9:05	9:20	9:31	9:46
10:00	10:09	10:15	10:30	10:41	10:56
11:10	11:19	11:25	11:40	11:51	**12:06**
12:20	**12:29**	**12:35**	**12:50**	**1:01**	**1:16**
1:30	**1:39**	**1:45**	**2:00**	**2:11**	**2:26**
2:40	**2:49**	**2:55**	**3:10**	**3:21**	**3:36**
3:50	**3:59**	**4:05**	**4:20**	**4:31**	**4:46**
5:00	**5:09**	**5:15**	**5:30**	**5:41**	**5:56**
6:10	**6:19**	**6:25**	**6:40**	**6:51**	**7:06**
7:20	**7:29**	**7:35**	**7:50**	**8:01**	**8:13**

11 CLOCKWISE LOOP TO MARCH ARB VIA IRONWOOD | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	HEACOCK & SUNNYMEAD	ALESSANDRO & HEACOCK	N ST & 6TH	FREDERICK & ALESSANDRO	MORENO VALLEY MALL
1	5CW	4CW	3	2	1
9:29	9:42	9:50	10:01	10:07	10:19
10:31	10:44	10:52	11:03	11:09	11:21
11:34	11:47	11:55	**12:06**	**12:12**	**12:24**
12:37	**12:50**	**12:58**	**1:09**	**1:15**	**1:27**
1:40	**1:53**	**2:01**	**2:12**	**2:18**	**2:30**
2:43	**2:56**	**3:04**	**3:15**	**3:21**	**3:33**
3:46	**3:59**	**4:07**	**4:18**	**4:24**	**4:36**
4:49	**5:02**	**5:10**	**5:21**	**5:27**	**5:39**
5:52	**6:05**	**6:13**	**6:24**	**6:32**	**6:40**

11 COUNTERCLOCKWISE LOOP TO MARCH ARB VIA FREDERICK | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	FREDERICK & ALESSANDRO	N ST & 6TH	HEACOCK & ALESSANDRO	HEACOCK & HEMLOCK	MORENO VALLEY MALL
1	2	3	4CCW	5CCW	1
10:00	10:09	10:15	10:28	10:37	10:50
11:05	11:14	11:20	11:33	11:42	11:55
12:10	**12:19**	**12:25**	**12:38**	**12:47**	**1:00**
1:15	**1:24**	**1:30**	**1:43**	**1:52**	**2:05**
2:20	**2:29**	**2:35**	**2:48**	**2:57**	**3:10**
3:25	**3:34**	**3:40**	**3:53**	**4:02**	**4:15**
4:30	**4:39**	**4:45**	**4:58**	**5:07**	**5:20**
5:35	**5:44**	**5:50**	**6:03**	**6:12**	**6:25**
6:40	**6:49**	**6:55**	**7:08**	**7:17**	**7:30**

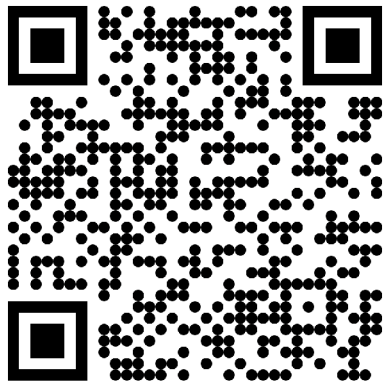
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



¡LEVANTE SU VOZ!

VER | DECIR

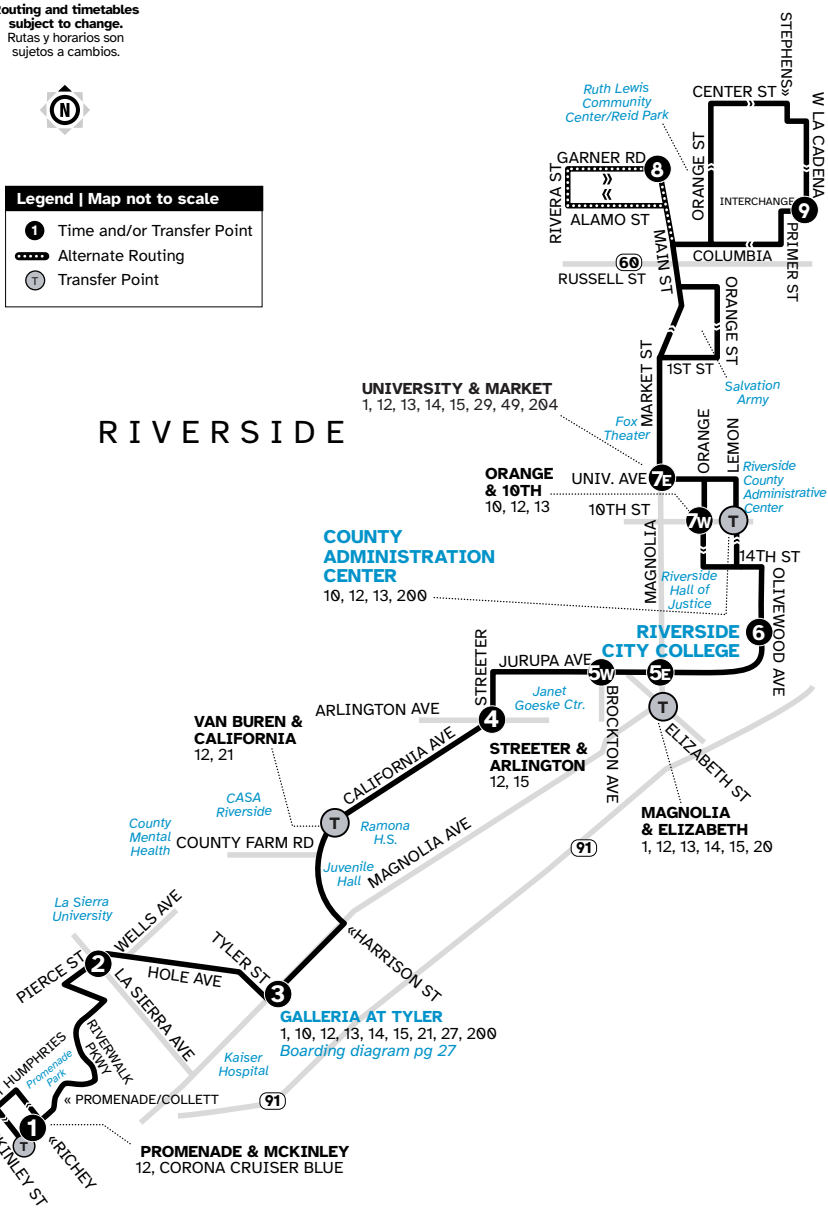
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

12 LA CADENA & INTERCHANGE - DOWNTOWN RIVERSIDE - CORONA HILLS PLAZA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



12 EASTBOUND TO LA CADENA & INTERCHANGE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end service at Primer and Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	STREETER & ARLINGTON	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	MARKET & UNIVERSITY	MAIN & GARNER	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	8	9
4:55	5:06	5:13	5:26	5:34	5:39	5:49	—	6:07
5:52	6:03	6:10	6:23	6:31	6:36	6:46	6:59	7:10
7:00	7:11	7:19	7:33	7:44	7:49	7:59	—	8:23
8:01	8:13	8:21	8:35	8:43	8:48	8:58	—	9:21
9:01	9:13	9:21	9:35	9:43	9:48	9:58	—	10:22
10:01	10:13	10:21	10:36	10:46	10:51	11:01	—	11:26
11:01	11:13	11:22	11:37	11:50	11:55	**12:05**	**—**	**12:31**
12:04	**12:16**	**12:25**	**12:40**	**12:53**	**12:58**	**1:08**	**—**	**1:36**
1:09	**1:21**	**1:30**	**1:46**	**1:57**	**2:02**	**2:12**	**—**	**2:37**
2:14	**2:26**	**2:35**	**2:52**	**3:06**	**3:11**	**3:21**	**3:34**	**3:45**
3:18	**3:33**	**3:42**	**3:59**	**4:11**	**4:16**	**4:26**	**—**	**4:54**
4:28	**4:40**	**4:49**	**5:06**	**5:16**	**5:21**	**5:31**	**—**	**5:59**
5:32	**5:44**	**5:53**	**6:09**	**6:19**	**6:24**	**6:34**	**—**	**7:02**
6:39	**6:51**	**7:00**	**7:16**	**7:25**	**7:29**	**7:39**	**—**	**8:02**
7:42	**7:54**	**8:03**	**8:19**	**8:28**	**8:32**	**8:42**	**—**	**9:01**
8:41	**8:53**	**9:02**	**9:18**	**9:27**	**9:31**	**9:41**	**—**	**10:00**
9:42	**9:54**	**10:03**	**10:19**	**10:28**	**10:32**	**10:42**	**—**	**11:01***

12 WESTBOUND TO CORONA HILLS PLAZA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	STREETER & ARLINGTON	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
5:35	5:51	5:55	6:00	6:07	6:20	6:27	6:47
The 5:35 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 5:30 a.m.							
6:33	6:49	6:53	6:56	7:03	7:16	7:23	7:43
7:20	7:39	7:44	7:48	7:58	8:12	8:19	8:39
8:33	8:51	8:56	9:00	9:08	9:22	9:29	9:49
9:31	9:49	9:54	9:58	10:06	10:21	10:29	10:49
10:32	10:50	10:55	10:59	11:07	11:23	11:32	11:52
11:36	11:54	11:59	**12:03**	**12:11**	**12:28**	**12:37**	**12:57**
12:41	**1:02**	**1:07**	**1:11**	**1:19**	**1:36**	**1:45**	**2:02**
1:47	**2:05**	**2:10**	**2:14**	**2:22**	**2:40**	**2:49**	**3:06**
2:50	**3:12**	**3:17**	**3:21**	**3:29**	**3:47**	**3:56**	**4:16**
3:55	**4:15**	**4:21**	**4:25**	**4:33**	**4:49**	**4:57**	**5:17**
5:05	**5:25**	**5:31**	**5:35**	**5:43**	**5:59**	**6:07**	**6:27**
6:09	**6:27**	**6:32**	**6:36**	**6:44**	**7:00**	**7:08**	**7:28**
7:12	**7:29**	**7:34**	**7:37**	**7:45**	**8:00**	**8:08**	**8:28**
8:12	**8:28**	**8:33**	**8:36**	**8:44**	**8:59**	**9:07**	**9:27**

12 EASTBOUND TO LA CADENA & INTERCHANGE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end service at Primer & Columbia bus stop.

PROMENADE & MCKINLEY	PIERCE & LA SIERRA	GALLERIA AT TYLER	STREETER & ARLINGTON	JURUPA & MAGNOLIA	OLIVEWOOD & RCC	MARKET & UNIVERSITY	LA CADENA & INTERCHANGE
1	2	3	4	5E	6	7E	9
6:27	6:41	6:48	7:01	7:10	7:14	7:24	7:43
7:24	7:38	7:45	7:58	8:07	8:11	8:21	8:40
8:17	8:31	8:38	8:52	9:02	9:06	9:16	9:35
9:18	9:32	9:39	9:53	10:03	10:07	10:17	10:36
10:20	10:35	10:43	10:57	11:07	11:11	11:21	11:42
11:20	11:35	11:43	11:57	**12:07**	**12:11**	**12:21**	**12:42**
12:22	**12:37**	**12:46**	**1:02**	**1:13**	**1:17**	**1:27**	**1:48**
1:25	**1:40**	**1:49**	**2:05**	**2:16**	**2:20**	**2:30**	**2:51**
2:28	**2:43**	**2:52**	**3:08**	**3:19**	**3:23**	**3:33**	**3:54**
3:32	**3:47**	**3:56**	**4:12**	**4:23**	**4:27**	**4:37**	**4:58**
4:35	**4:50**	**4:59**	**5:15**	**5:26**	**5:30**	**5:40**	**6:01**
5:36	**5:51**	**5:59**	**6:15**	**6:26**	**6:30**	**6:40**	**7:01**
6:40	**6:55**	**7:03**	**7:19**	**7:28**	**7:32**	**7:42**	**8:03***

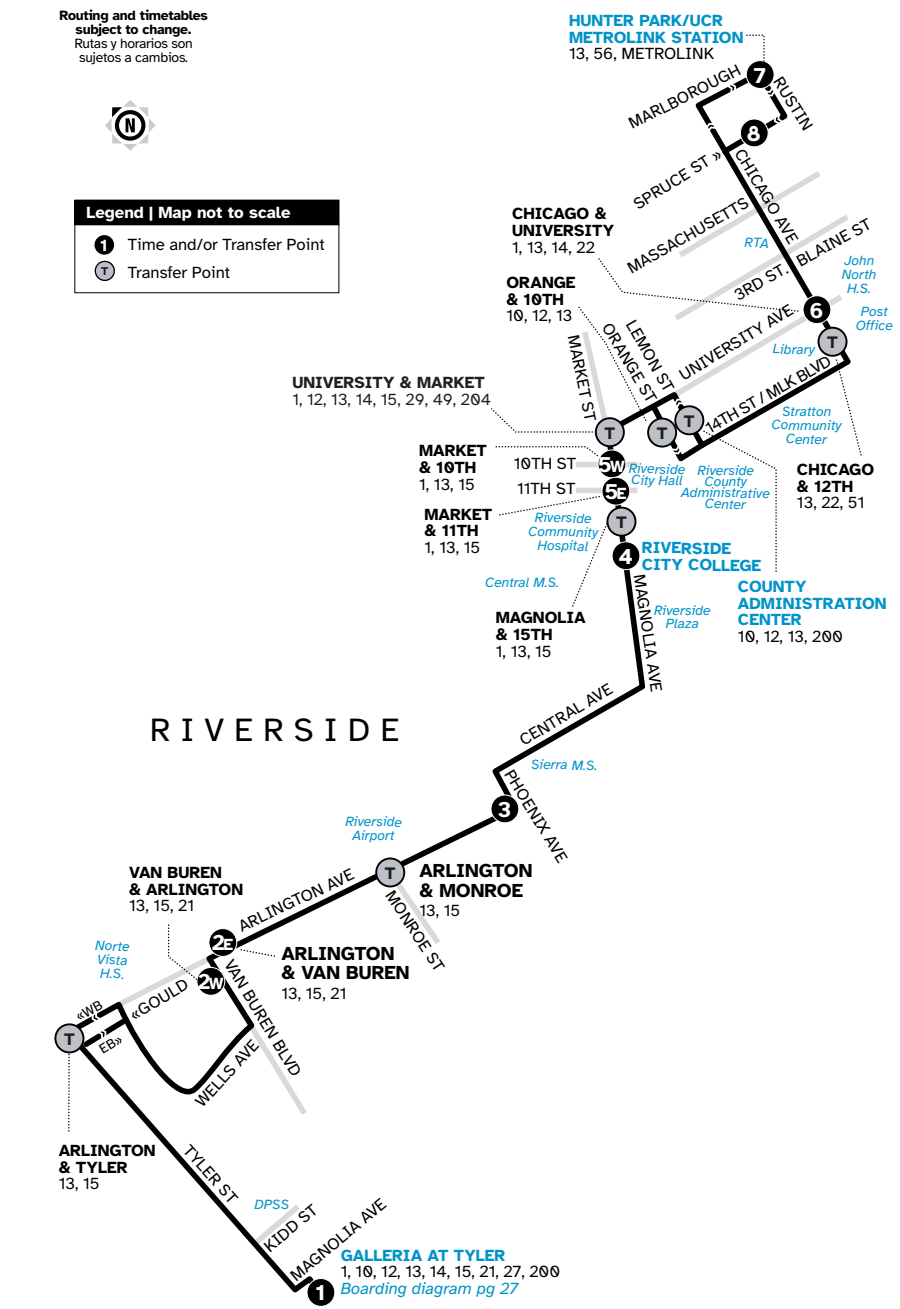
12 WESTBOUND TO CORONA HILLS PLAZA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LA CADENA & INTERCHANGE	ORANGE & 10TH	OLIVEWOOD & RCC	JURUPA & BROCKTON	STREETER & ARLINGTON	GALLERIA AT TYLER	PIERCE & LA SIERRA	PROMENADE & MCKINLEY
9	7W	6	5W	4	3	2	1
6:49	7:02	7:07	7:14	7:19	7:34	7:40	7:57
The 6:49 a.m. trip will start service at the first stop on Orange St. north of Columbia Ave. at approximately 6:44 a.m.							
7:53	8:08	8:13	8:17	8:25	8:40	8:47	9:04
8:50	9:10	9:15	9:19	9:27	9:44	9:51	10:08
9:50	10:10	10:15	10:19	10:27	10:44	10:51	11:08
10:49	11:08	11:13	11:17	11:27	11:45	11:52	**12:10**
11:52	**12:11**	**12:16**	**12:20**	**12:30**	**12:48**	**12:55**	**1:13**
12:55	**1:14**	**1:19**	**1:23**	**1:33**	**1:51**	**1:58**	**2:16**
2:01	**2:18**	**2:23**	**2:27**	**2:37**	**2:55**	**3:02**	**3:20**
3:04	**3:21**	**3:26**	**3:30**	**3:40**	**3:58**	**4:05**	**4:23**
4:04	**4:21**	**4:26**	**4:30**	**4:40**	**4:58**	**5:06**	**5:24**
5:08	**5:25**	**5:30**	**5:34**	**5:44**	**6:02**	**6:10**	**6:28**
6:11	**6:28**	**6:33**	**6:37**	**6:47**	**7:05**	**7:13**	**7:29**
7:11	**7:26**	**7:31**	**7:35**	**7:45**	**8:00**	**8:08**	**8:26**

13 HUNTER PARK/UCR METROLINK STATION - DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point

1132

13 EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/ UCR METROLINK STATION
1	2E	3	4	5E	6	7
5:35	5:57	6:02	6:14	6:17	6:31	6:43
6:30	6:52	6:57	7:09	7:12	7:26	7:38
7:25	7:50	7:57	8:11	8:14	8:29	8:41
8:48	9:10	9:16	9:30	9:33	9:48	10:00
9:25	9:48	9:54	10:07	10:10	10:25	10:37
10:35	10:59	11:05	11:19	11:22	11:39	11:51
11:36	**12:00**	**12:06**	**12:20**	**12:23**	**12:40**	**12:52**
12:29	**12:55**	**1:02**	**1:17**	**1:20**	**1:37**	**1:50**
1:30	**1:56**	**2:01**	**2:16**	**2:19**	**2:37**	**2:50**
2:33	**2:59**	**3:06**	**3:21**	**3:24**	**3:42**	**3:56**
3:05	**3:31**	**3:38**	**3:53**	**3:56**	**4:14**	**4:28**
4:15	**4:43**	**4:49**	**5:03**	**5:06**	**5:26**	**5:40**
5:45	**6:10**	**6:16**	**6:28**	**6:31**	**6:46**	**6:55**
6:48	**7:11**	**7:16**	**7:27**	**7:29***	—	—

13 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/ UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
5:59	6:04	6:10	6:23	6:27	6:42	6:48	7:15
7:05	7:10	7:16	7:29	7:33	7:48	7:54	8:21
7:55	8:00	8:07	8:20	8:24	8:35	8:42	9:06
8:58	9:03	9:10	9:24	9:28	9:42	9:49	10:13
10:10	10:15	10:22	10:37	10:41	10:55	11:02	11:26
11:00	11:07	11:14	11:29	11:33	11:47	11:54	**12:18**
12:01	**12:06**	**12:13**	**12:28**	**12:32**	**12:46**	**12:53**	**1:20**
1:02	**1:09**	**1:16**	**1:31**	**1:35**	**1:49**	**1:56**	**2:23**
2:15	**2:20**	**2:27**	**2:42**	**2:46**	**3:01**	**3:08**	**3:35**
3:00	**3:05**	**3:13**	**3:28**	**3:32**	**3:47**	**3:55**	**4:22**
4:09	**4:14**	**4:22**	**4:37**	**4:41**	**4:55**	**5:03**	**5:30**
5:20	**5:25**	**5:33**	**5:47**	**5:51**	**6:04**	**6:11**	**6:38**
6:39	**6:44**	**6:51**	**7:05**	**7:08**	**7:21**	**7:28**	**7:55**

13 EASTBOUND TO HUNTER PARK/UCR METROLINK STATION | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	ARLINGTON & VAN BUREN	PHOENIX & ARLINGTON	RIVERSIDE CITY COLLEGE	MARKET & 11TH	CHICAGO & UNIVERSITY	HUNTER PARK/ UCR METROLINK STATION
1	2E	3	4	5E	6	7
6:28	6:48	6:54	7:05	7:07	7:20	7:30
7:35	7:56	8:03	8:14	8:16	8:29	8:39
8:40	9:01	9:08	9:20	9:22	9:35	9:47
9:33	9:56	10:03	10:16	10:19	10:35	10:47
10:37	11:00	11:07	11:20	11:23	11:39	11:51
11:42	**12:07**	**12:14**	**12:28**	**12:32**	**12:48**	**12:58**
12:50	**1:15**	**1:22**	**1:36**	**1:40**	**1:56**	**2:06**
1:59	**2:27**	**2:34**	**2:48**	**2:52**	**3:08**	**3:19**
3:03	**3:27**	**3:34**	**3:48**	**3:52**	**4:08**	**4:20**
4:00	**4:24**	**4:31**	**4:44**	**4:47**	**5:03**	**5:15**
5:10	**5:35**	**5:43**	**5:55**	**5:58**	**6:13**	**6:20**
6:30	**6:54**	**6:59**	**7:10**	**7:12***	—	—

13 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HUNTER PARK/ UCR METROLINK STATION	SPRUCE & ATLANTA	CHICAGO & UNIVERSITY	MARKET & 10TH	RIVERSIDE CITY COLLEGE	PHOENIX & ARLINGTON	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
7	8	6	5W	4	3	2W	1
7:05	7:09	7:15	7:26	7:29	7:39	7:45	8:07
7:58	8:04	8:11	8:23	8:26	8:36	8:42	9:05
8:52	8:58	9:05	9:18	9:22	9:36	9:43	10:09
9:57	10:03	10:10	10:25	10:29	10:43	10:50	11:16
10:57	11:03	11:10	11:25	11:29	11:43	11:50	**12:16**
12:06	**12:12**	**12:19**	**12:34**	**12:38**	**12:52**	**12:59**	**1:25**
1:08	**1:14**	**1:21**	**1:36**	**1:39**	**1:53**	**2:00**	**2:26**
2:16	**2:22**	**2:29**	**2:44**	**2:47**	**3:01**	**3:08**	**3:34**
3:29	**3:34**	**3:41**	**3:56**	**3:59**	**4:12**	**4:19**	**4:45**
4:32	**4:37**	**4:44**	**4:59**	**5:02**	**5:15**	**5:22**	**5:47**
5:25	**5:30**	**5:37**	**5:51**	**5:54**	**6:07**	**6:14**	**6:39**



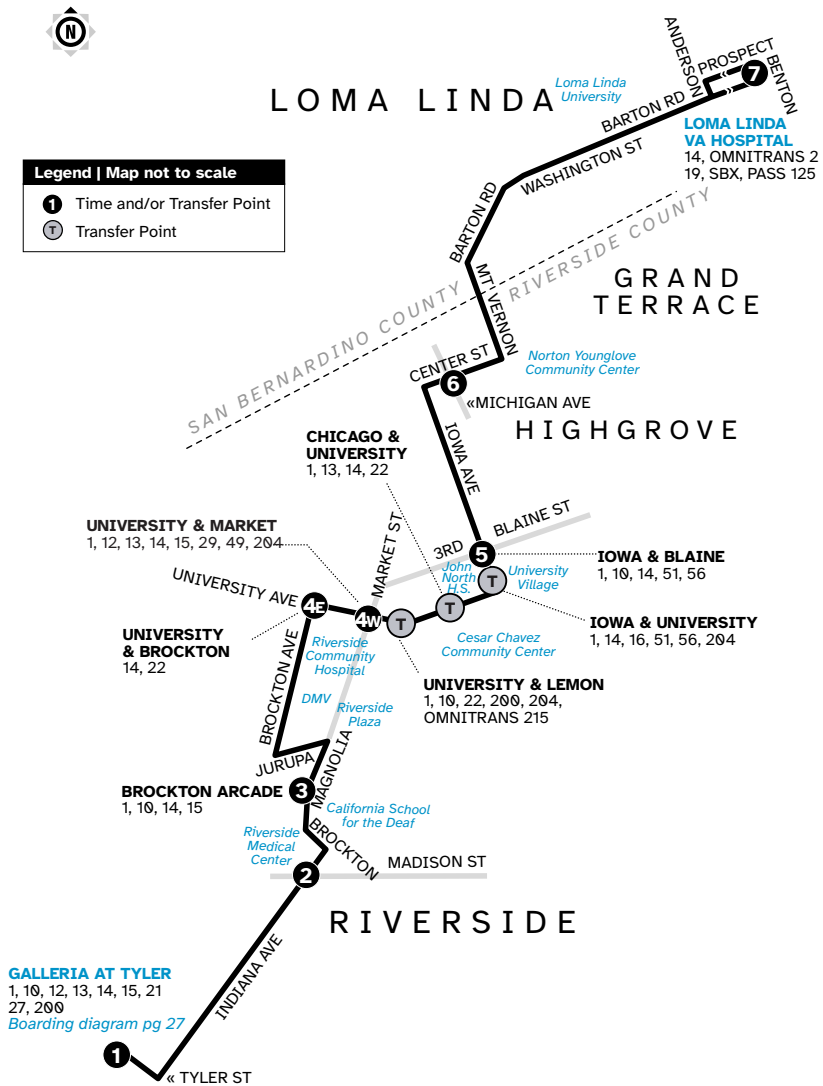
YOU'LL LIKE IT!

Join the Riverside Transit Agency on social media.

14 GALLERIA AT TYLER - DOWNTOWN RIVERSIDE - LOMA LINDA VA HOSPITAL

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

RTA does not serve Mt. Vernon Ave. or Barton Rd. except at Loma Linda hospitals.



14 EASTBOUND TO VA HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
4:55	5:07	5:11	5:20	5:35	5:46	6:06
5:50	6:04	6:09	6:19	6:34	6:45	7:05
6:55	7:10	7:15	7:27	7:44	7:57	8:16
7:55	8:09	8:14	8:26	8:41	8:53	9:11
8:42	8:56	9:01	9:12	9:27	9:39	9:59
9:50	10:04	10:11	10:22	10:38	10:50	11:10
10:50	11:04	11:11	11:23	11:41	11:54	**12:15**
11:50	**12:04**	**12:11**	**12:23**	**12:41**	**12:54**	**1:17**
12:50	**1:07**	**1:14**	**1:26**	**1:44**	**1:57**	**2:19**
1:45	**2:02**	**2:09**	**2:23**	**2:44**	**2:59**	**3:20**
2:42	**2:59**	**3:06**	**3:20**	**3:42**	**3:57**	**4:19**
3:45	**4:02**	**4:08**	**4:22**	**4:43**	**4:56**	**5:18**
4:45	**5:02**	**5:08**	**5:22**	**5:44**	**5:57**	**6:19**
5:55	**6:11**	**6:16**	**6:28**	**6:45**	**6:56**	**7:18**
6:59	**7:13**	**7:18**	**7:29**	**7:46**	**7:57**	**8:19**

14 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
5:35	5:50	6:04	6:16	6:29	6:36	6:52
6:40	6:58	7:12	7:24	7:37	7:44	8:00
7:30	7:52	8:08	8:20	8:33	8:40	8:56
8:30	8:48	9:02	9:14	9:27	9:34	9:50
9:30	9:46	10:00	10:13	10:27	10:34	10:50
10:25	10:41	10:55	11:08	11:22	11:29	11:45
11:20	11:36	11:51	**12:06**	**12:20**	**12:27**	**12:43**
12:30	**12:47**	**1:05**	**1:21**	**1:35**	**1:42**	**1:58**
1:30	**1:47**	**2:03**	**2:19**	**2:33**	**2:40**	**2:56**
2:30	**2:50**	**3:08**	**3:22**	**3:36**	**3:44**	**4:00**
3:30	**3:53**	**4:11**	**4:25**	**4:40**	**4:48**	**5:04**
4:30	**4:53**	**5:10**	**5:24**	**5:37**	**5:44**	**6:00**
5:30	**5:57**	**6:11**	**6:25**	**6:38**	**6:45**	**7:00**
6:30	**6:51**	**7:05**	**7:19**	**7:32**	**7:39**	**7:54**
7:30	**7:51**	**8:05**	**8:19**	**8:32**	**8:39**	**8:54**

14 EASTBOUND TO VA HOSPITAL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

* If required, bus will take passengers to the bus stop on Market St. far side University Ave.

GALLERIA AT TYLER	INDIANA & MADISON	BROCKTON ARCADE	UNIVERSITY & BROCKTON	IOWA & BLAINE	CENTER & MICHIGAN	LOMA LINDA VA HOSPITAL
1	2	3	4E	5	6	7
—	—	—	7:58	8:11	8:21	8:39
—	—	—	8:54	9:11	9:21	9:39
9:24	9:39	9:44	9:55	10:12	10:22	10:40
10:26	10:41	10:46	10:57	11:14	11:24	11:42
11:26	11:42	11:47	11:58	**12:15**	**12:25**	**12:43**
12:29	**12:45**	**12:50**	**1:01**	**1:18**	**1:28**	**1:46**
1:31	**1:48**	**1:53**	**2:04**	**2:21**	**2:31**	**2:49**
2:36	**2:53**	**2:58**	**3:09**	**3:26**	**3:36**	**3:54**
3:43	**4:00**	**4:05**	**4:16**	**4:33**	**4:43**	**5:01**
4:56	**5:11**	**5:16**	**5:27**	**5:44**	**5:54**	**6:12**
6:43	**6:58**	**7:03**	**7:14***	—	—	—

14 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

LOMA LINDA VA HOSPITAL	CENTER & MICHIGAN	IOWA & BLAINE	UNIVERSITY & MARKET	BROCKTON ARCADE	INDIANA & MADISON	GALLERIA AT TYLER
7	6	5	4W	3	2	1
7:55	8:13	8:26	8:37	8:49	8:55	9:10
8:58	9:16	9:29	9:40	9:53	9:59	10:16
9:56	10:14	10:27	10:40	10:53	10:59	11:16
10:59	11:17	11:30	11:43	11:56	**12:02**	**12:19**
12:01	**12:19**	**12:32**	**12:45**	**12:58**	**1:04**	**1:21**
1:06	**1:24**	**1:37**	**1:50**	**2:03**	**2:09**	**2:26**
2:10	**2:28**	**2:41**	**2:54**	**3:07**	**3:13**	**3:30**
3:13	**3:31**	**3:44**	**3:57**	**4:10**	**4:16**	**4:33**
4:16	**4:34**	**4:47**	**5:00**	**5:13**	**5:19**	**5:36**
5:14	**5:32**	**5:45**	**5:58**	**6:11**	**6:17**	**6:33**
6:22	**6:40**	**6:53**	**7:06**	**7:19**	**7:25**	**7:41**



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

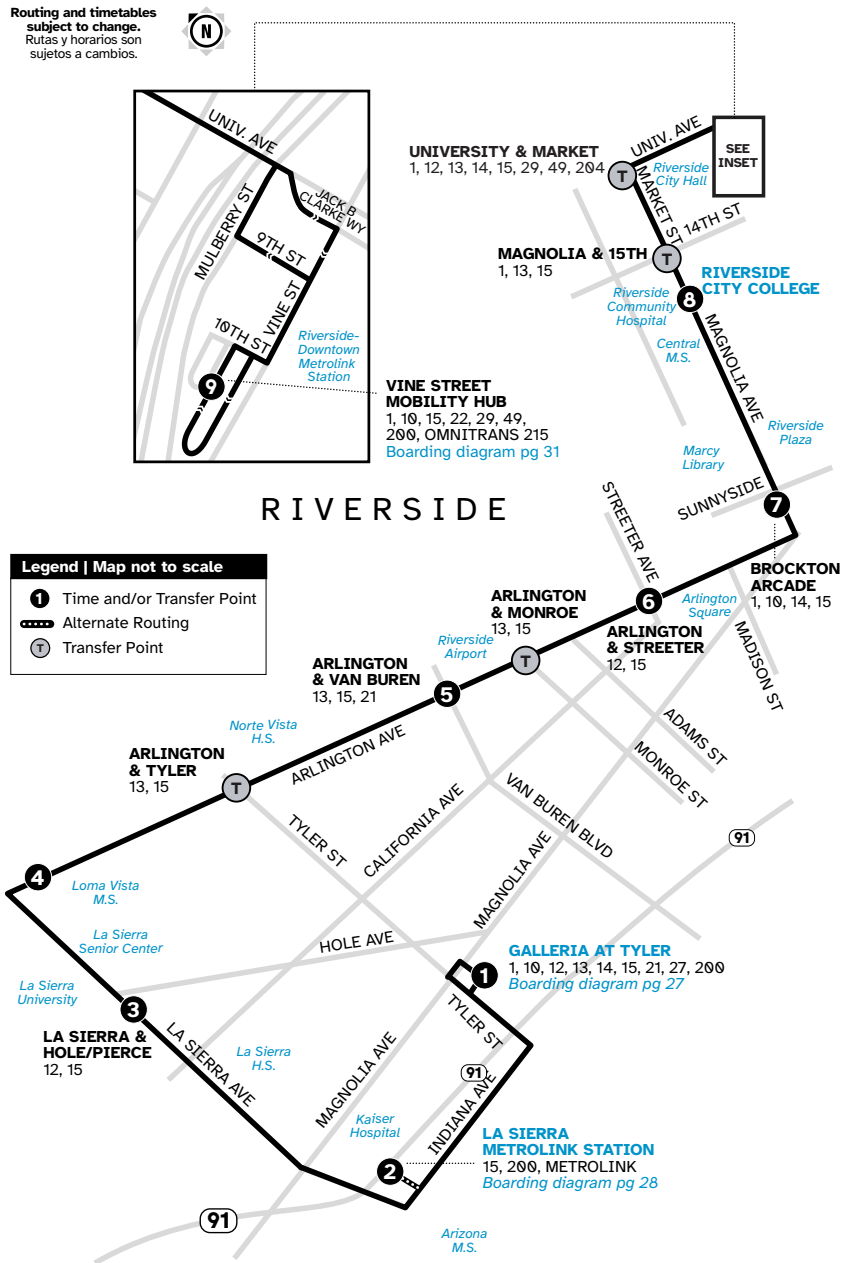
Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

15 DOWNTOWN RIVERSIDE - GALLERIA AT TYLER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



1140

15 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
4:40	4:45	4:52	4:57	5:05	5:11	5:16	5:21	5:40
5:15	5:20	5:27	5:32	5:40	5:46	5:51	5:56	6:09
5:45	5:50	5:57	6:02	6:12	6:18	6:23	6:29	6:40
6:15	6:20	6:27	6:32	6:42	6:48	6:53	6:59	7:10
6:45	6:51	7:00	7:07	7:19	7:27	7:33	7:41	7:52
7:20	7:26	7:36	7:45	7:57	8:05	8:10	8:17	8:28
7:45	7:52	8:04	8:10	8:21	8:28	8:33	8:40	8:51
8:15	—	8:26	8:32	8:42	8:49	8:54	9:01	9:12
8:50	—	9:02	9:08	9:18	9:25	9:30	9:37	9:48
9:20	—	9:32	9:38	9:48	9:55	10:00	10:07	10:18
9:50	—	10:02	10:08	10:18	10:25	10:30	10:37	10:48
10:20	—	10:32	10:38	10:48	10:55	11:00	11:07	11:18
10:50	—	11:02	11:08	11:18	11:25	11:30	11:37	11:48
11:20	—	11:32	11:38	11:49	11:56	**12:02**	**12:09**	**12:21**
11:50	—	**12:02**	**12:08**	**12:19**	**12:27**	**12:33**	**12:40**	**12:52**
12:20	**—**	**12:33**	**12:39**	**12:50**	**12:58**	**1:04**	**1:11**	**1:23**
12:48	**—**	**1:03**	**1:09**	**1:20**	**1:28**	**1:34**	**1:41**	**1:53**
1:14	**—**	**1:29**	**1:35**	**1:46**	**1:54**	**2:00**	**2:07**	**2:19**
1:55	**—**	**2:12**	**2:18**	**2:30**	**2:40**	**2:47**	**2:55**	**3:07**
2:25	**—**	**2:42**	**2:49**	**3:03**	**3:12**	**3:20**	**3:28**	**3:40**
2:55	**—**	**3:16**	**3:23**	**3:36**	**3:44**	**3:50**	**3:58**	**4:11**
3:25	**—**	**3:46**	**3:53**	**4:06**	**4:14**	**4:20**	**4:28**	**4:41**
3:55	**—**	**4:16**	**4:22**	**4:34**	**4:42**	**4:48**	**4:56**	**5:08**
4:25	**4:32**	**4:43**	**4:49**	**5:01**	**5:09**	**5:15**	**5:23**	**5:35**
4:55	**5:02**	**5:13**	**5:19**	**5:31**	**5:39**	**5:46**	**5:53**	**6:05**
5:25	**5:32**	**5:43**	**5:49**	**6:00**	**6:08**	**6:14**	**6:21**	**6:33**
5:55	**6:02**	**6:13**	**6:19**	**6:30**	**6:36**	**6:40**	**6:46**	**6:58**
6:22	**6:30**	**6:40**	**6:45**	**6:55**	**7:03**	**7:08**	**7:14**	**7:26**
6:55	**7:01**	**7:11**	**7:16**	**7:26**	**7:32**	**7:37**	**7:43**	**7:55**
7:25	**7:31**	**7:41**	**7:46**	**7:55**	**8:01**	**8:06**	**8:12**	**8:24**
7:55	**8:01**	**8:11**	**8:16**	**8:25**	**8:31**	**8:36**	**8:42**	**8:54**
8:25	**8:31**	**8:39**	**8:44**	**8:53**	**8:59**	**9:04**	**9:10**	**9:22**
9:05	**9:11**	**9:19**	**9:24**	**9:33**	**9:39**	**9:44**	**9:50**	**10:02**

15 WESTBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
3:50	3:58	4:03	4:07	4:12	4:21	4:27	4:46	4:59
4:20	4:28	4:33	4:37	4:42	4:51	4:57	5:16	5:29
4:50	4:58	5:03	5:07	5:12	5:21	5:27	5:46	5:59
5:20	5:28	5:33	5:37	5:42	5:51	5:57	6:16	6:29
5:50	5:58	6:04	6:08	6:13	6:22	6:28	6:47	7:00
6:20	6:28	6:34	6:38	6:43	6:52	6:58	7:16	7:29
6:50	6:58	7:04	7:08	7:14	7:23	7:30	7:47	8:00
7:20	7:29	7:35	7:40	7:48	8:02	8:11	—	8:29
8:02	8:11	8:17	8:22	8:28	8:39	8:46	—	9:02
8:38	8:47	8:53	8:58	9:04	9:15	9:22	—	9:38
9:08	9:17	9:23	9:28	9:34	9:43	9:50	—	10:06
9:38	9:47	9:53	9:58	10:04	10:13	10:20	—	10:36
10:02	10:12	10:19	10:24	10:30	10:39	10:46	—	11:02
10:32	10:42	10:49	10:55	11:01	11:10	11:17	—	11:33
11:07	11:17	11:24	11:30	11:36	11:45	11:52	—	**12:08**
11:28	11:38	11:45	11:51	11:57	**12:06**	**12:13**	—	**12:29**
11:58	**12:10**	**12:17**	**12:23**	**12:29**	**12:38**	**12:45**	—	**1:01**
12:31	**12:43**	**12:50**	**12:57**	**1:05**	**1:16**	**1:23**	—	**1:41**
1:02	**1:14**	**1:21**	**1:28**	**1:36**	**1:47**	**1:54**	—	**2:12**
1:33	**1:45**	**1:53**	**2:00**	**2:08**	**2:19**	**2:26**	—	**2:44**
2:03	**2:15**	**2:23**	**2:30**	**2:38**	**2:49**	**2:56**	—	**3:14**
2:30	**2:42**	**2:50**	**2:57**	**3:06**	**3:17**	**3:25**	—	**3:43**
2:55	**3:07**	**3:15**	**3:22**	**3:31**	**3:42**	**3:50**	—	**4:08**
3:25	**3:37**	**3:45**	**3:52**	**4:01**	**4:12**	**4:20**	—	**4:38**
3:55	**4:06**	**4:14**	**4:21**	**4:28**	**4:38**	**4:46**	**4:58**	**5:11**
4:25	**4:36**	**4:44**	**4:51**	**4:58**	**5:08**	**5:16**	**5:28**	**5:41**
4:55	**5:06**	**5:14**	**5:21**	**5:28**	**5:38**	**5:46**	**5:58**	**6:11**
5:25	**5:36**	**5:44**	**5:51**	**5:58**	**6:08**	**6:15**	**6:27**	**6:40**
5:55	**6:06**	**6:14**	**6:21**	**6:28**	**6:38**	**6:45**	**6:57**	**7:10**
6:25	**6:34**	**6:41**	**6:47**	**6:54**	**7:04**	**7:11**	**7:21**	**7:34**
6:55	**7:04**	**7:11**	**7:18**	**7:24**	**7:34**	**7:41**	**7:51**	**8:04**
7:25	**7:34**	**7:41**	**7:48**	**7:54**	**8:04**	**8:11**	**8:21**	**8:34**
7:55	**8:03**	**8:10**	**8:15**	**8:21**	**8:30**	**8:36**	**8:45**	**8:58**
8:30	**8:38**	**8:45**	**8:50**	**8:56**	**9:05**	**9:11**	—	**9:29**
9:05	**9:13**	**9:20**	**9:25**	**9:31**	**9:40**	**9:46**	—	**10:04**

15 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	LA SIERRA METROLINK STATION	LA SIERRA & HOLE/PIERCE	ARLINGTON & LA SIERRA	ARLINGTON & VAN BUREN	ARLINGTON & STREETER	BROCKTON ARCADE	RIVERSIDE CITY COLLEGE	VINE STREET MOBILITY HUB
1	2	3	4	5	6	7	8	9
6:40	6:47	6:57	7:02	7:11	7:18	7:22	7:27	7:36
7:25	7:34	7:44	7:49	7:58	8:05	8:10	8:16	8:26
8:08	—	8:24	8:29	8:38	8:45	8:50	8:56	9:06
9:00	—	9:16	9:21	9:31	9:38	9:43	9:49	9:59
9:48	—	10:04	10:09	10:19	10:26	10:31	10:37	10:47
10:30	—	10:46	10:51	11:01	11:08	11:13	11:19	11:29
11:24	—	11:40	11:45	11:55	**12:02**	**12:07**	**12:13**	**12:23**
12:12	**—**	**12:28**	**12:34**	**12:44**	**12:51**	**12:56**	**1:02**	**1:12**
12:55	**—**	**1:11**	**1:17**	**1:28**	**1:35**	**1:40**	**1:46**	**1:56**
1:49	**—**	**2:05**	**2:11**	**2:22**	**2:29**	**2:34**	**2:40**	**2:50**
2:38	**—**	**2:54**	**3:00**	**3:11**	**3:18**	**3:23**	**3:29**	**3:39**
3:22	**—**	**3:38**	**3:44**	**3:54**	**4:01**	**4:06**	**4:12**	**4:22**
4:17	**—**	**4:33**	**4:39**	**4:49**	**4:56**	**5:01**	**5:07**	**5:17**
5:10	**5:19**	**5:29**	**5:35**	**5:45**	**5:52**	**5:57**	**6:03**	**6:13**
5:52	**—**	**6:08**	**6:14**	**6:23**	**6:30**	**6:35**	**6:41**	**6:51**
6:52	**7:01**	**7:11**	**7:17**	**7:26**	**7:33**	**7:38**	**7:44**	**7:54**
7:40	**—**	**7:56**	**8:02**	**8:11**	**8:18**	**8:23**	**8:29**	**8:39**

15 WESTBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RIVERSIDE CITY COLLEGE	BROCKTON ARCADE	ARLINGTON & STREETER	ARLINGTON & VAN BUREN	ARLINGTON & LA SIERRA	LA SIERRA & HOLE/PIERCE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER
9	8	7	6	5	4	3	2	1
6:14	6:24	6:30	6:34	6:42	6:49	6:55	7:05	7:15
6:55	7:05	7:11	7:15	7:24	7:31	7:38	7:48	7:58
7:46	7:56	8:02	8:06	8:15	8:23	8:30	8:40	8:50
8:36	8:46	8:52	8:56	9:05	9:13	9:20	—	9:38
9:16	9:27	9:33	9:37	9:46	9:54	10:02	—	10:20
10:10	10:21	10:27	10:31	10:40	10:48	10:56	—	11:14
10:57	11:08	11:14	11:19	11:28	11:36	11:44	—	**12:02**
11:39	11:50	11:57	**12:02**	**12:11**	**12:19**	**12:27**	—	**12:45**
12:33	**12:44**	**12:51**	**12:56**	**1:05**	**1:13**	**1:21**	—	**1:39**
1:22	**1:33**	**1:40**	**1:45**	**1:54**	**2:02**	**2:10**	—	**2:28**
2:06	**2:17**	**2:24**	**2:29**	**2:38**	**2:46**	**2:54**	—	**3:12**
3:00	**3:12**	**3:19**	**3:24**	**3:33**	**3:41**	**3:49**	—	**4:07**
3:51	**4:03**	**4:10**	**4:15**	**4:24**	**4:32**	**4:40**	**4:50**	**5:00**
4:32	**4:44**	**4:51**	**4:56**	**5:05**	**5:14**	**5:22**	**5:32**	**5:42**
5:33	**5:45**	**5:52**	**5:57**	**6:05**	**6:14**	**6:22**	**6:32**	**6:42**
6:23	**6:35**	**6:42**	**6:47**	**6:55**	**7:03**	**7:10**	**7:20**	**7:30**
7:03	**7:14**	**7:20**	**7:24**	**7:32**	**7:40**	**7:47**	—	**8:05**

It's Cool to be Kind

A great ride starts with simple actions. The Five P's are friendly reminders that help everyone feel comfortable, safe and welcome when riding with RTA.

The Five P's: How We Ride Together

PEOPLE

People: Be kind—the vibe you bring on the bus matters.

PROPERTY

Property: Keep the bus clean—leave it better than you found it.

PROCESS

Process: A smooth ride starts with simple steps—have your fare ready and follow the flow.

PROHIBITED

Prohibited: Save food, drinks and loud music or conversation for off the bus.

PENALTY

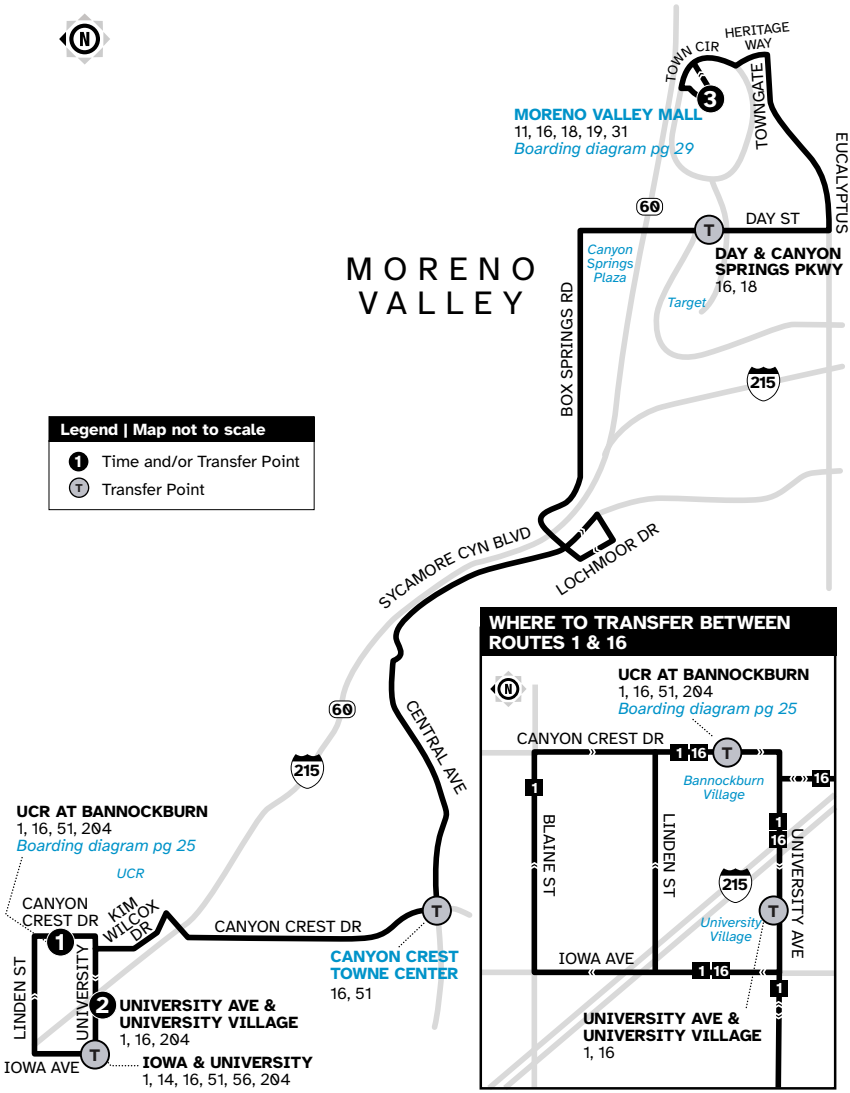
Penalty: Not following the rules may affect your ride.

To learn more, visit
RiversideTransit.com/kindness

Kindness Counts
RTA

16 MORENO VALLEY MALL TO UCR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



RIVERSIDE

16 EASTBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:40	6:13
6:00	6:27
6:15	6:42
6:30	7:00
6:45	7:15
7:00	7:30
7:15	7:48
7:30	8:03
7:45	8:18
8:00	8:33
8:15	8:48
8:30	9:00
8:45	9:15
9:00	9:30
9:15	9:45
9:30	10:00
9:45	10:17
10:00	10:32
10:15	10:47
10:30	11:02
10:45	11:17
11:00	11:32
11:15	11:48
11:30	**12:03**
11:45	**12:18**
12:00	**12:33**
12:15	**12:50**
12:30	**1:05**
12:45	**1:20**
1:00	**1:35**
1:15	**1:50**
1:30	**2:05**
1:45	**2:20**
2:00	**2:35**
2:12	**2:48**
2:30	**3:06**
2:45	**3:21**
3:00	**3:36**
3:15	**3:51**
3:30	**4:05**
3:45	**4:20**
4:00	**4:35**
4:15	**4:52**
4:30	**5:07**
4:45	**5:22**

UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
5:00	**5:40**
5:15	**5:55**
5:30	**6:05**
5:45	**6:20**
6:00	**6:35**
6:15	**6:50**
6:30	**7:04**
6:45	**7:19**
7:00	**7:32**
7:15	**7:47**
7:30	**8:02**
7:45	**8:17**
8:20	**8:52**
8:55	**9:24**
9:35	**10:04**
10:15	**10:44**

16 WESTBOUND TO UCR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
4:55	5:16	5:24
5:27	5:54	6:04
6:00	6:27	6:35
6:15	6:42	6:50
6:30	6:57	7:05
6:45	7:12	7:20
7:00	7:35	7:44
7:15	7:50	7:59
7:30	8:10	8:19
7:45	8:20	8:29
8:00	8:33	8:42
8:15	8:48	8:57
8:30	9:03	9:12
8:45	9:18	9:27
9:00	9:34	9:44
9:15	9:45	9:55
9:30	10:00	10:10
9:45	10:15	10:25
10:00	10:30	10:40
10:15	10:45	10:55
10:30	11:00	11:10
10:45	11:15	11:25
11:00	11:30	11:40
11:15	11:45	11:55
11:30	**12:00**	**12:10**
11:45	**12:15**	**12:25**
12:00	**12:31**	**12:41**
12:15	**12:46**	**12:56**
12:30	**1:01**	**1:11**
12:45	**1:16**	**1:26**
1:00	**1:31**	**1:41**
1:15	**1:46**	**1:56**
1:33	**2:04**	**2:14**
1:48	**2:19**	**2:29**
2:00	**2:31**	**2:41**
2:15	**2:46**	**2:56**
2:30	**3:01**	**3:11**
2:48	**3:19**	**3:29**
3:00	**3:31**	**3:41**
3:15	**3:46**	**3:56**
3:30	**4:02**	**4:12**
3:45	**4:17**	**4:27**
4:00	**4:32**	**4:42**

MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
4:15	**4:47**	**4:57**
4:30	**5:02**	**5:12**
4:45	**5:17**	**5:27**
5:02	**5:34**	**5:44**
5:17	**5:49**	**5:59**
5:30	**6:02**	**6:12**
5:45	**6:17**	**6:27**
6:00	**6:30**	**6:40**
6:15	**6:45**	**6:55**
6:30	**7:00**	**7:10**
6:45	**7:15**	**7:25**
7:00	**7:30**	**7:40**
7:15	**7:45**	**7:53**
7:30	**8:00**	**8:08**
7:45	**8:12**	**8:20**
8:10	**8:37**	**8:45**
8:45	**9:12**	**9:20**
9:30	**9:56**	**10:04**
10:15	**10:39**	**10:47**

16 WEEKENDS

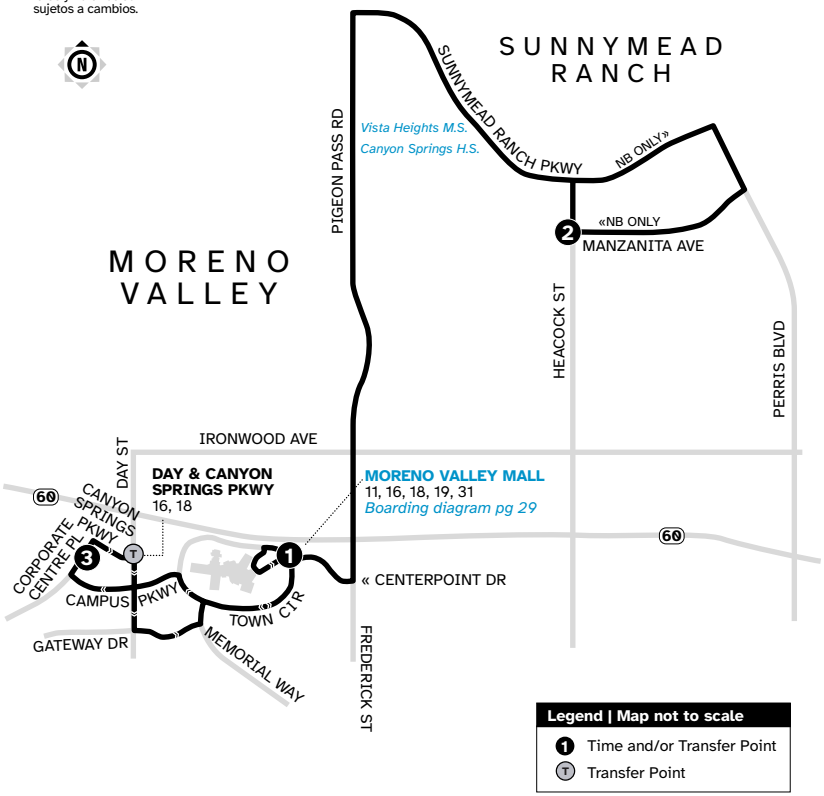
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

EASTBOUND TO MORENO VALLEY MALL	
UCR AT BANNOCKBURN	MORENO VALLEY MALL
1	3
7:30	7:59
8:15	8:42
8:53	9:22
9:26	9:57
9:56	10:27
10:11	10:42
10:28	10:59
10:40	11:11
10:55	11:26
11:09	11:40
11:25	11:56
11:41	**12:13**
11:56	**12:28**
12:09	**12:41**
12:25	**12:57**
12:41	**1:13**
12:56	**1:28**
1:11	**1:43**
1:26	**1:58**
1:41	**2:13**
1:56	**2:28**
2:11	**2:43**
2:26	**2:58**
2:42	**3:14**
2:57	**3:29**
3:12	**3:44**
3:27	**3:59**
3:44	**4:16**
4:01	**4:33**
4:16	**4:48**
4:31	**5:03**
4:46	**5:18**
5:01	**5:33**
5:18	**5:50**
5:31	**6:03**
6:03	**6:35**
6:25	**6:57**
7:34	**8:06**
8:37	**9:07**
10:13	**10:39**

WESTBOUND TO UCR		
MORENO VALLEY MALL	UNIVERSITY AVE & UNIVERSITY VILLAGE	UCR AT BANNOCKBURN
3	2	1
7:11	7:36	7:44
8:00	8:25	8:33
8:38	9:06	9:14
9:07	9:35	9:43
9:36	10:04	10:12
10:04	10:32	10:40
10:19	10:47	10:55
10:34	11:02	11:10
10:49	11:17	11:25
11:04	11:32	11:40
11:19	11:47	11:55
11:34	**12:02**	**12:10**
11:48	**12:17**	**12:25**
12:02	**12:32**	**12:40**
12:17	**12:47**	**12:55**
12:32	**1:02**	**1:10**
12:50	**1:20**	**1:28**
1:02	**1:32**	**1:40**
1:17	**1:47**	**1:55**
1:34	**2:04**	**2:12**
1:47	**2:17**	**2:25**
2:02	**2:32**	**2:40**
2:17	**2:47**	**2:55**
2:32	**3:02**	**3:10**
2:50	**3:20**	**3:28**
3:08	**3:38**	**3:46**
3:20	**3:50**	**3:58**
3:38	**4:08**	**4:16**
3:52	**4:22**	**4:30**
4:07	**4:37**	**4:45**
4:22	**4:52**	**5:00**
4:43	**5:13**	**5:21**
5:07	**5:37**	**5:45**
5:22	**5:52**	**6:00**
5:37	**6:07**	**6:15**
5:51	**6:20**	**6:25**
6:09	**6:37**	**6:45**
6:45	**7:13**	**7:21**
7:07	**7:35**	**7:43**
7:39	**8:07**	**8:15**
8:25	**8:53**	**9:01**
9:19	**9:47**	**9:55**

18 SUNNYMEAD RANCH - MORENO VALLEY MALL - CORPORATE CENTRE PLACE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



18 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	NORTHBOUND MORENO VALLEY MALL TO HEACOCK & MANZANITA		
	MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
	1	2	1
	6:19	6:43	6:59
	7:30	7:56	8:15
	8:45	9:09	9:26
	10:00	10:24	10:41
	11:15	11:39	11:56
	12:30	**12:54**	**1:11**
	1:45	**2:09**	**2:26**
	3:00	**3:24**	**3:41**
S	**3:40**	**4:06**	**4:25**
	4:15	**4:39**	**4:55**
	5:30	**5:54**	**6:10**
	6:40	**7:02**	**7:18**
	7:50	**8:12**	**8:28**
	9:00	**9:22**	**9:38**

SOUTHBOUND MORENO VALLEY MALL TO CORPORATE CENTRE PLACE		
MORENO VALLEY MALL	CORPORATE CENTRE PL & CAMPUS PKWY	MORENO VALLEY MALL
1	3	1
6:59	7:07	7:19
8:15	8:23	8:35
9:26	9:34	9:46
10:41	10:49	11:01
11:56	**12:04**	**12:16**
1:11	**1:19**	**1:31**
2:26	**2:34**	**2:46**
3:41	**3:49**	**4:01**
4:55	**5:03**	**5:15**
6:10	**6:18**	**6:30**
7:18	**7:26**	**7:38**
8:28	**8:36**	**8:48**

18 WEEKENDS

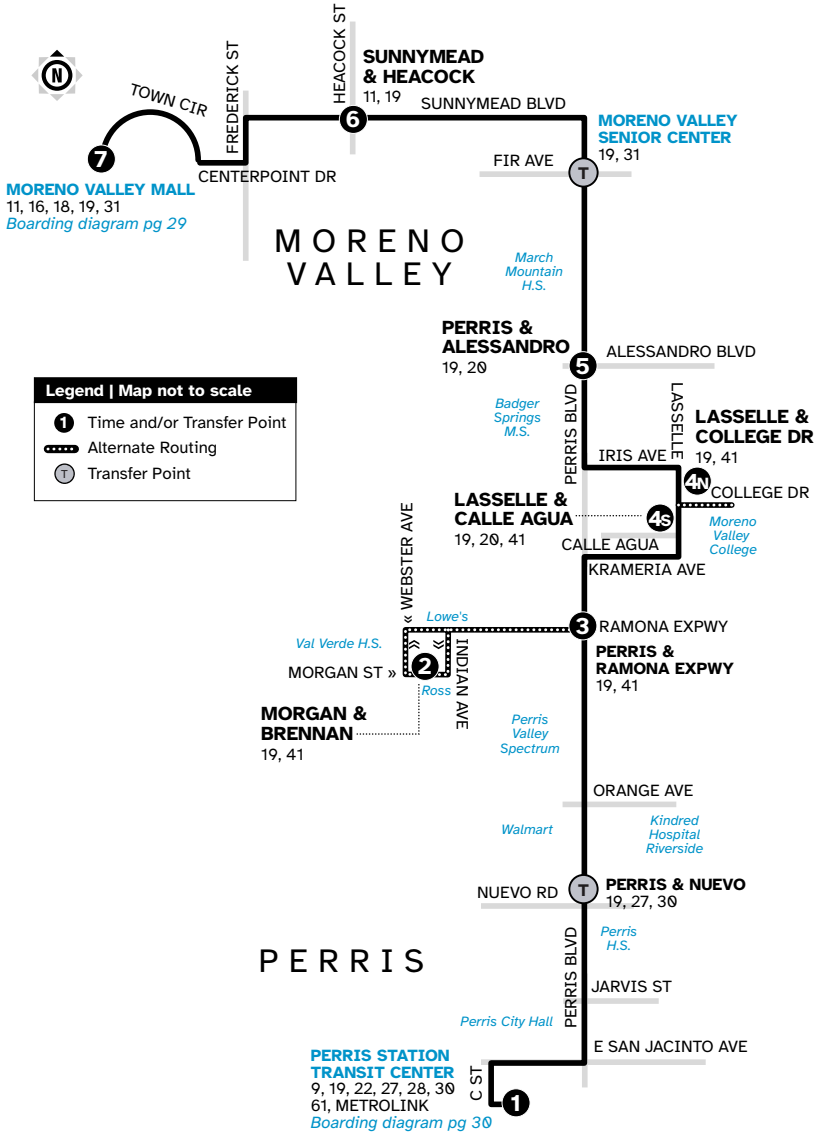
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND MORENO VALLEY MALL TO HEACOCK & MANZANITA		
MORENO VALLEY MALL	HEACOCK & MANZANITA	MORENO VALLEY MALL
1	2	1
6:32	6:54	7:08
7:45	8:07	8:21
8:55	9:17	9:30
10:05	10:27	10:41
11:15	11:37	11:51
12:25	**12:47**	**1:03**
1:35	**1:57**	**2:13**
2:45	**3:07**	**3:23**
3:55	**4:17**	**4:33**
5:05	**5:27**	**5:43**
6:15	**6:37**	**6:53**
7:25	**7:47**	**8:01**
8:35	**8:57**	**9:11**

SOUTHBOUND MORENO VALLEY MALL TO CORPORATE CENTRE PLACE		
MORENO VALLEY MALL	CORPORATE CENTRE PL & CAMPUS PKWY	MORENO VALLEY MALL
1	3	1
7:08	7:16	7:28
8:21	8:29	8:41
9:30	9:38	9:50
10:41	10:49	11:01
11:51	11:59	**12:11**
1:03	**1:11**	**1:23**
2:13	**2:21**	**2:33**
3:23	**3:31**	**3:43**
4:33	**4:41**	**4:53**
5:43	**5:51**	**6:03**
6:53	**7:01**	**7:13**
8:01	**8:09**	**8:21**

19 MORENO VALLEY MALL TO PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



19 NORTHBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	MORGAN & BRENNAN	PERRIS & RAMONA EXPWY	LASSELLE & COLLEGE DR	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	2	3	4N	5	6	7
4:35	4:55	5:01	5:15	5:27	5:38	5:47
5:06	5:26	5:32	5:46	5:58	6:09	6:18
5:38	5:56	6:02	6:14	6:27	6:38	6:47
6:10	6:28	6:34	6:46	6:59	7:10	7:19
6:25	6:43	6:49	7:01	7:14	7:25	7:34
6:40	7:00	7:06	7:19	7:36	7:53	8:02
6:55	7:14	7:20	7:33	7:49	8:06	8:15
7:10	7:29	7:35	7:51	8:07	8:24	8:33
7:25	7:48	7:54	8:09	8:23	8:37	8:46
7:40	8:03	8:08	8:23	8:37	8:51	9:00
7:55	8:18	8:23	8:38	8:52	9:06	9:15
8:10	—	8:30	8:43	8:57	9:10	9:19
8:25	—	8:42	8:54	9:08	9:21	9:30
8:40	—	8:55	9:07	9:21	9:34	9:43
8:55	—	9:11	9:23	9:37	9:50	9:59
9:10	—	9:26	9:38	9:52	10:07	10:18
9:25	—	9:42	9:54	10:08	10:23	10:34
9:40	—	9:57	10:10	10:24	10:39	10:50
9:55	—	10:11	10:24	10:38	10:53	11:04
10:10	—	10:26	10:39	10:53	11:08	11:19
10:25	—	10:41	10:54	11:08	11:23	11:34
10:40	—	10:56	11:09	11:23	11:38	11:49
10:55	—	11:11	11:24	11:38	11:53	**12:04**
11:10	—	11:26	11:39	11:53	**12:08**	**12:19**
11:25	—	11:41	11:54	**12:08**	**12:23**	**12:34**
11:40	—	11:56	**12:09**	**12:24**	**12:39**	**12:50**
11:52	—	**12:08**	**12:21**	**12:36**	**12:51**	**1:02**
12:10	—	**12:26**	**12:39**	**12:54**	**1:09**	**1:20**
12:25	—	**12:41**	**12:54**	**1:09**	**1:24**	**1:35**
12:40	—	**12:56**	**1:09**	**1:24**	**1:39**	**1:50**
12:55	—	**1:11**	**1:24**	**1:39**	**1:54**	**2:05**
1:10	—	**1:26**	**1:39**	**1:54**	**2:09**	**2:20**
1:25	—	**1:45**	**2:02**	**2:19**	**2:35**	**2:46**
1:40	—	**1:57**	**2:10**	**2:25**	**2:40**	**2:50**
1:55	—	**2:12**	**2:25**	**2:41**	**2:56**	**3:07**
2:10	**2:31**	**2:38**	**2:54**	**3:10**	**3:24**	**3:35**
2:25	**2:48**	**2:55**	**3:08**	**3:24**	**3:37**	**3:48**
2:40	**3:03**	**3:10**	**3:23**	**3:39**	**3:52**	**4:03**
2:55	**3:17**	**3:24**	**3:38**	**3:55**	**4:08**	**4:19**
3:10	**3:32**	**3:39**	**3:53**	**4:10**	**4:23**	**4:34**
3:25	**3:47**	**3:54**	**4:08**	**4:25**	**4:38**	**4:49**
3:40	**4:05**	**4:11**	**4:26**	**4:41**	**4:53**	**5:04**
3:55	**4:17**	**4:23**	**4:36**	**4:53**	**5:05**	**5:16**
4:10	**4:32**	**4:38**	**4:51**	**5:06**	**5:18**	**5:29**
4:25	**4:47**	**4:53**	**5:05**	**5:20**	**5:32**	**5:43**
4:40	**5:01**	**5:07**	**5:19**	**5:34**	**5:46**	**5:57**
4:55	**5:16**	**5:22**	**5:34**	**5:49**	**6:01**	**6:12**
5:10	**5:31**	**5:37**	**5:49**	**6:04**	**6:16**	**6:27**
5:25	**5:47**	**5:53**	**6:05**	**6:20**	**6:32**	**6:43**
5:40	**6:02**	**6:08**	**6:20**	**6:35**	**6:47**	**6:58**
5:55	**6:17**	**6:23**	**6:35**	**6:49**	**7:01**	**7:12**
6:10	**6:32**	**6:38**	**6:50**	**7:04**	**7:16**	**7:26**
7:10	—	**7:29**	**7:42**	**7:56**	**8:08**	**8:16**
8:08	—	**8:25**	**8:38**	**8:52**	**9:03**	**9:11**
8:55	—	**9:10**	**9:23**	**9:35**	**9:45**	**9:53**
9:42	—	**9:57**	**10:09**	**10:21**	**10:30**	**10:38**

19 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	LASSELLE & CALLE AGUA	MORGAN & BRENNAN	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4S	2	3	1
4:08	4:14	4:23	4:34	4:52	4:56	5:12
5:15	5:21	5:30	5:41	5:56	6:00	6:18
5:45	5:55	6:05	6:19	6:36	6:40	6:56
6:00	6:10	6:20	6:34	6:51	6:55	7:11
6:15	6:25	6:35	6:49	7:06	7:10	7:26
6:30	6:37	6:47	7:01	7:18	7:22	7:38
6:45	6:52	7:04	7:20	7:39	7:43	7:59
7:00	7:07	7:19	7:35	7:54	7:58	8:14
7:15	7:22	7:34	7:52	8:09	8:13	8:29
7:30	7:37	7:49	8:05	8:22	8:26	8:42
7:45	7:53	8:04	8:17	—	8:28	8:44
8:00	8:08	8:19	8:32	—	8:43	8:59
8:15	8:23	8:34	8:47	—	8:58	9:14
8:30	8:38	8:49	9:02	—	9:14	9:30
8:45	8:53	9:04	9:17	—	9:29	9:45
9:00	9:08	9:19	9:32	—	9:44	10:00
9:15	9:23	9:34	9:47	—	9:59	10:15
9:30	9:38	9:49	10:02	—	10:14	10:30
9:45	9:53	10:04	10:17	—	10:29	10:45
10:00	10:08	10:19	10:34	—	10:47	11:03
10:15	10:23	10:34	10:47	—	10:59	11:15
10:30	10:38	10:49	11:02	—	11:14	11:30
10:45	10:54	11:05	11:21	—	11:34	11:50
11:00	11:09	11:21	11:37	—	11:50	**12:06**
11:15	11:24	11:36	11:52	—	**12:05**	**12:21**
11:30	11:41	11:53	**12:09**	—	**12:22**	**12:38**
11:45	11:56	**12:08**	**12:24**	—	**12:38**	**12:54**
12:00	**12:11**	**12:23**	**12:39**	—	**12:53**	**1:09**
12:15	**12:24**	**12:36**	**12:52**	—	**1:05**	**1:21**
12:30	**12:39**	**12:51**	**1:07**	—	**1:23**	**1:41**
12:45	**12:57**	**1:09**	**1:25**	—	**1:41**	**1:59**
1:00	**1:09**	**1:21**	**1:35**	—	**1:51**	**2:09**
1:15	**1:27**	**1:39**	**1:55**	—	**2:09**	**2:27**
1:30	**1:39**	**1:51**	**2:07**	—	**2:22**	**2:40**
1:45	**1:54**	**2:06**	**2:22**	—	**2:37**	**2:55**
2:00	**2:09**	**2:21**	**2:37**	**2:52**	**2:57**	**3:15**
2:15	**2:26**	**2:39**	**2:56**	**3:14**	**3:19**	**3:37**
2:30	**2:39**	**2:51**	**3:08**	**3:26**	**3:31**	**3:49**
2:45	**2:56**	**3:08**	**3:27**	**3:47**	**3:52**	**4:15**
3:00	**3:11**	**3:23**	**3:40**	**3:58**	**4:03**	**4:21**
3:16	**3:25**	**3:38**	**3:55**	**4:13**	**4:18**	**4:36**
3:31	**3:40**	**3:53**	**4:10**	**4:28**	**4:33**	**4:51**
3:46	**3:55**	**4:08**	**4:24**	**4:42**	**4:47**	**5:05**
4:01	**4:11**	**4:24**	**4:40**	**4:58**	**5:03**	**5:21**
4:15	**4:25**	**4:38**	**4:54**	**5:11**	**5:16**	**5:34**
4:30	**4:40**	**4:53**	**5:09**	**5:26**	**5:31**	**5:49**
4:45	**4:55**	**5:08**	**5:24**	**5:41**	**5:46**	**6:06**
5:00	**5:10**	**5:23**	**5:39**	**5:56**	**6:01**	**6:21**
5:15	**5:25**	**5:38**	**5:54**	**6:11**	**6:16**	**6:36**
5:30	**5:40**	**5:52**	**6:08**	**6:24**	**6:29**	**6:45**
5:45	**5:55**	**6:07**	**6:23**	**6:39**	**6:44**	**7:00**
6:00	**6:09**	**6:21**	**6:37**	—	**6:49**	**7:04**
6:44	**6:53**	**7:07**	**7:23**	—	**7:35**	**7:50**
7:40	**7:49**	**8:01**	**8:15**	—	**8:26**	**8:40**
8:31	**8:39**	**8:51**	**9:05**	—	**9:16**	**9:30**
9:37	**9:45**	**9:54**	**10:05**	—	**10:16**	**10:28**
10:52	**10:59**	**11:08**	**11:19**	—	**11:29**	**11:41**

19 NORTHBOUND TO MORENO VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	PERRIS & RAMONA EXPWY	LASSELLE & COLLEGE DR	PERRIS & ALESSANDRO	SUNNYMEAD & HEACOCK	MORENO VALLEY MALL
1	3	4N	5	6	7
5:05	5:23	5:33	5:45	5:54	6:03
6:00	6:18	6:28	6:40	6:49	6:59
6:45	7:03	7:13	7:25	7:36	7:46
7:25	7:43	7:53	8:05	8:16	8:26
7:55	8:13	8:23	8:36	8:47	8:57
8:22	8:40	8:50	9:04	9:16	9:26
8:50	9:08	9:18	9:32	9:44	9:54
9:20	9:38	9:48	10:02	10:14	10:24
9:35	9:53	10:03	10:17	10:29	10:39
9:50	10:08	10:18	10:32	10:44	10:54
10:04	10:22	10:32	10:47	10:59	11:09
10:19	10:37	10:47	11:02	11:14	11:24
10:32	10:50	11:00	11:15	11:28	11:38
10:46	11:04	11:14	11:29	11:42	11:52
11:00	11:18	11:28	11:43	11:56	**12:07**
11:15	11:33	11:43	11:58	**12:11**	**12:22**
11:30	11:48	11:58	**12:13**	**12:26**	**12:37**
11:45	**12:03**	**12:13**	**12:28**	**12:41**	**12:52**
12:00	**12:18**	**12:28**	**12:43**	**12:56**	**1:07**
12:17	**12:35**	**12:45**	**1:00**	**1:13**	**1:24**
12:30	**12:48**	**12:58**	**1:13**	**1:26**	**1:37**
12:45	**1:03**	**1:13**	**1:28**	**1:41**	**1:52**
1:00	**1:18**	**1:28**	**1:43**	**1:56**	**2:07**
1:16	**1:34**	**1:44**	**1:59**	**2:11**	**2:22**
1:34	**1:52**	**2:02**	**2:17**	**2:29**	**2:40**
1:50	**2:08**	**2:18**	**2:32**	**2:44**	**2:55**
2:05	**2:23**	**2:33**	**2:47**	**2:59**	**3:10**
2:23	**2:41**	**2:51**	**3:05**	**3:17**	**3:28**
2:37	**2:55**	**3:05**	**3:19**	**3:31**	**3:42**
2:53	**3:11**	**3:21**	**3:35**	**3:47**	**3:57**
3:08	**3:26**	**3:36**	**3:50**	**4:02**	**4:12**
3:23	**3:41**	**3:51**	**4:05**	**4:17**	**4:27**
3:38	**3:56**	**4:06**	**4:20**	**4:32**	**4:42**
3:53	**4:11**	**4:21**	**4:35**	**4:47**	**4:57**
4:08	**4:26**	**4:36**	**4:50**	**5:02**	**5:12**
4:23	**4:41**	**4:51**	**5:05**	**5:17**	**5:27**
4:37	**4:55**	**5:05**	**5:19**	**5:31**	**5:41**
4:54	**5:12**	**5:22**	**5:36**	**5:48**	**5:58**
5:30	**5:47**	**5:57**	**6:11**	**6:22**	**6:32**
6:09	**6:26**	**6:36**	**6:50**	**7:01**	**7:11**
6:27	**6:44**	**6:54**	**7:08**	**7:19**	**7:29**
7:13	**7:30**	**7:40**	**7:54**	**8:05**	**8:15**
8:10	**8:27**	**8:37**	**8:50**	**9:00**	**9:09**
9:23	**9:40**	**9:50**	**10:03**	**10:12**	**10:21**

19 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	SUNNYMEAD & HEACOCK	PERRIS & ALESSANDRO	LASSELLE & CALLE AGUA	PERRIS & RAMONA EXPWY	PERRIS STATION TRANSIT CENTER
7	6	5	4S	3	1
6:15	6:21	6:29	6:38	6:48	7:04
6:45	6:51	7:01	7:11	7:21	7:38
7:15	7:22	7:32	7:42	7:52	8:09
8:10	8:17	8:27	8:37	8:47	9:04
8:55	9:02	9:13	9:24	9:34	9:51
9:35	9:42	9:53	10:04	10:14	10:32
9:52	10:00	10:11	10:22	10:32	10:50
10:07	10:15	10:26	10:37	10:47	11:05
10:22	10:30	10:41	10:52	11:02	11:20
10:37	10:45	10:56	11:07	11:17	11:35
10:52	11:00	11:11	11:22	11:32	11:50
11:09	11:17	11:28	11:39	11:49	**12:07**
11:21	11:29	11:40	11:52	**12:02**	**12:20**
11:36	11:44	11:55	**12:07**	**12:17**	**12:35**
11:50	11:58	**12:09**	**12:21**	**12:32**	**12:50**
12:06	**12:14**	**12:25**	**12:37**	**12:48**	**1:06**
12:23	**12:32**	**12:43**	**12:55**	**1:06**	**1:24**
12:38	**12:47**	**12:58**	**1:10**	**1:21**	**1:39**
12:53	**1:02**	**1:14**	**1:26**	**1:37**	**1:55**
1:07	**1:16**	**1:29**	**1:41**	**1:52**	**2:10**
1:23	**1:32**	**1:45**	**1:57**	**2:08**	**2:26**
1:38	**1:47**	**2:00**	**2:12**	**2:23**	**2:41**
1:53	**2:02**	**2:15**	**2:27**	**2:38**	**2:56**
2:08	**2:17**	**2:30**	**2:42**	**2:53**	**3:11**
2:23	**2:32**	**2:45**	**2:57**	**3:08**	**3:26**
2:38	**2:47**	**3:00**	**3:12**	**3:23**	**3:41**
2:53	**3:02**	**3:15**	**3:27**	**3:38**	**3:56**
3:08	**3:17**	**3:30**	**3:42**	**3:53**	**4:11**
3:24	**3:33**	**3:46**	**3:58**	**4:09**	**4:27**
3:39	**3:48**	**4:01**	**4:13**	**4:24**	**4:42**
3:54	**4:03**	**4:16**	**4:28**	**4:40**	**4:58**
4:09	**4:18**	**4:31**	**4:43**	**4:55**	**5:13**
4:26	**4:35**	**4:48**	**5:00**	**5:12**	**5:30**
4:43	**4:52**	**5:05**	**5:17**	**5:29**	**5:47**
4:58	**5:07**	**5:20**	**5:32**	**5:44**	**6:02**
5:13	**5:22**	**5:34**	**5:46**	**5:58**	**6:16**
5:28	**5:37**	**5:49**	**6:01**	**6:13**	**6:31**
5:43	**5:52**	**6:04**	**6:16**	**6:28**	**6:46**
6:00	**6:09**	**6:21**	**6:33**	**6:45**	**7:03**
6:13	**6:22**	**6:34**	**6:46**	**6:58**	**7:10**
6:45	**6:54**	**7:06**	**7:17**	**7:28**	**7:44**
7:26	**7:34**	**7:45**	**7:56**	**8:07**	**8:23**
8:16	**8:24**	**8:35**	**8:46**	**8:57**	**9:13**
9:19	**9:25**	**9:33**	**9:42**	**9:52**	**10:07**
10:41	**10:47**	**10:55**	**11:04**	**11:14**	**11:27**

What's Your Number?

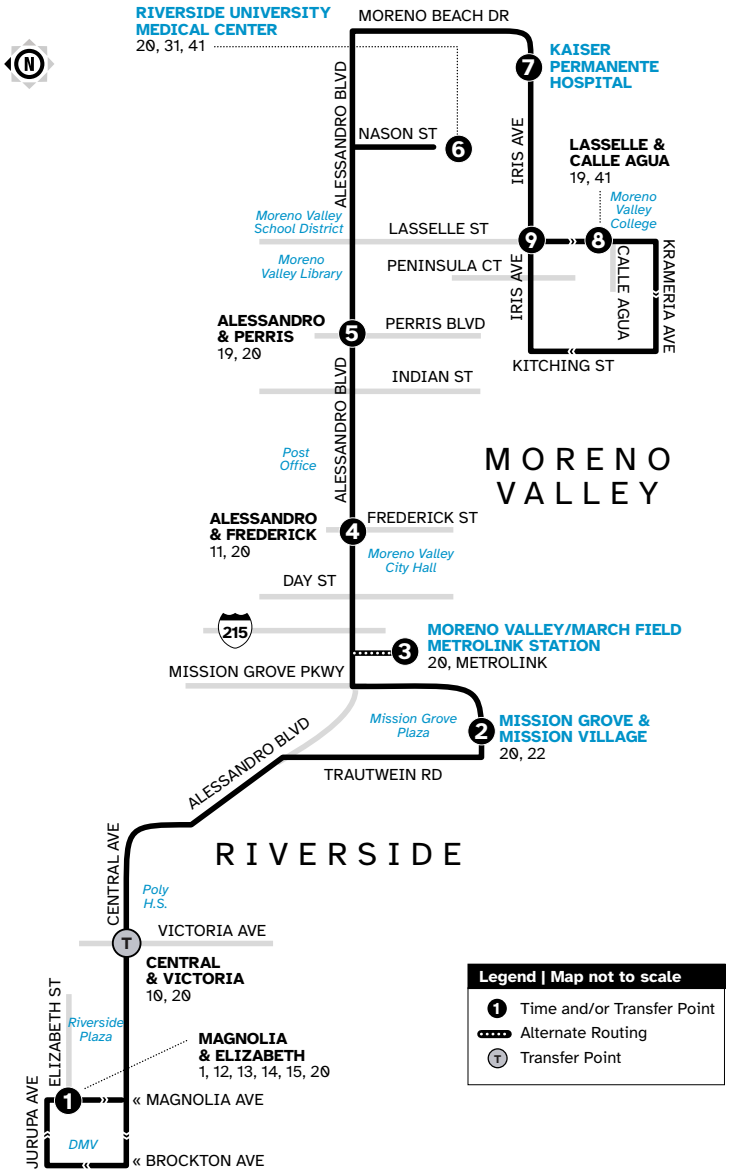
Wondering when your bus will arrive? Get instant arrival times on your mobile device. Simply text us at 41411. In the message area, type "rtabus" and add a space, then the four-digit stop number. Then bam! You'll get an instant message telling you when your ride will arrive.



TEXT THE FOUR-DIGIT BUS STOP ID NUMBER
FOR REAL-TIME BUS ARRIVAL INFORMATION

20 MAGNOLIA & ELIZABETH - METROLINK - RUMC - KAISER PERMANENTE - MOVAL COLLEGE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



20 EASTBOUND TO MORENO VALLEY COLLEGE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	LASSELLE & CALLE AGUA	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
4:04	4:20	4:32	4:39	4:47	4:55	5:05	5:11	5:22
5:05	5:21	5:33	5:40	5:48	6:00	6:10	6:15	6:26
6:36	6:53	7:04	7:13	7:21	7:30	7:41	7:48	7:59
7:33	7:54	8:04	8:13	8:21	8:30	8:40	8:46	8:57
8:38	8:56	9:06	9:14	9:22	9:31	9:41	9:47	9:58
9:43	10:01	10:11	10:19	10:27	10:36	10:46	10:52	11:03
10:42	11:01	11:11	11:19	11:27	11:36	11:46	11:52	**12:03**
11:36	11:59	**12:08**	**12:17**	**12:26**	**12:35**	**12:45**	**12:51**	**1:02**
12:44	**1:05**	**1:14**	**1:23**	**1:32**	**1:41**	**1:51**	**1:57**	**2:08**
1:45	**2:07**	**2:16**	**2:26**	**2:36**	**2:46**	**2:56**	**3:02**	**3:13**
2:48	**3:13**	**3:22**	**3:32**	**3:42**	**3:52**	**4:02**	**4:08**	**4:18**
3:49	**4:16**	**4:25**	**4:35**	**4:45**	**4:55**	**5:05**	**5:11**	**5:22**
5:00	**5:26**	**5:36**	**5:45**	**5:54**	**6:04**	**6:13**	**6:19**	**6:29**
6:01	**6:25**	**6:35**	**6:43**	**6:52**	**7:01**	**7:11**	**7:16**	**7:27**
7:18	**7:37**	**7:46**	**7:54**	**8:02**	**8:11**	**8:20**	**8:25**	**8:36**
8:17	**8:34**	**8:43**	**8:51**	**8:59**	**9:08**	**9:17**	**9:22**	**9:33**
9:15	**9:32**	**9:41**	**9:49**	**9:57**	**10:06**	**10:15**	**10:20**	**10:31**
10:09	**10:25**	**10:34**	**10:42**	**10:50**	**10:59**	**11:08**	**11:13**	**11:24**

20 WESTBOUND TO MAGNOLIA & ELIZABETH | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
3:43	3:46	3:56	4:07	4:14	4:22	4:32	4:55
5:10	5:13	5:23	5:34	5:41	5:53	6:03	6:26
5:48	5:51	6:04	6:15	6:22	6:34	6:44	7:13
6:43	6:46	6:59	7:12	7:21	7:32	7:42	8:11
8:09	8:12	8:24	8:35	8:44	8:55	9:04	9:33
9:09	9:12	9:24	9:35	9:43	9:54	10:03	10:32
10:08	10:11	10:23	10:34	10:42	10:52	11:01	11:26
11:13	11:16	11:28	11:39	11:47	**12:00**	**12:09**	**12:34**
12:16	**12:19**	**12:31**	**12:43**	**12:51**	**1:01**	**1:10**	**1:35**
1:15	**1:18**	**1:30**	**1:42**	**1:50**	**2:00**	**2:09**	**2:38**
2:18	**2:21**	**2:33**	**2:45**	**2:53**	**3:03**	**3:14**	**3:39**
3:23	**3:26**	**3:39**	**3:51**	**3:59**	**4:09**	**4:20**	**4:46**
4:28	**4:31**	**4:44**	**4:55**	**5:03**	**5:13**	**5:22**	**5:51**
5:47	**5:50**	**6:03**	**6:14**	**6:22**	**6:32**	**6:42**	**7:08**
6:50	**6:53**	**7:04**	**7:14**	**7:22**	**7:32**	**7:41**	**8:07**
7:52	**7:55**	**8:05**	**8:15**	**8:23**	**8:32**	**8:42**	**9:05**
8:46	**8:49**	**8:59**	**9:09**	**9:17**	**9:26**	**9:36**	**9:59**
9:46	**9:49**	**9:59**	**10:09**	**10:17**	**10:26**	**10:36**	**10:59**

20 EASTBOUND TO MORENO VALLEY COLLEGE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MAGNOLIA & ELIZABETH	MISSION GROVE & MISSION VILLAGE	MORENO VALLEY MARCH FIELD METROLINK STATION	ALESSANDRO & FREDERICK	ALESSANDRO & PERRIS	RIVERSIDE UNIVERSITY MEDICAL CENTER	IRIS AT KAISER PERMANENTE HOSPITAL	LASSELLE & CALLE AGUA	IRIS & LASSELLE
1	2	3	4	5	6	7	8	9
6:49	7:06	7:16	7:24	7:32	7:39	7:49	7:54	8:03
7:40	7:57	8:07	8:15	8:23	8:31	8:41	8:46	8:55
8:28	8:45	—	8:57	9:07	9:15	9:25	9:30	9:39
9:31	9:48	—	10:01	10:11	10:19	10:29	10:34	10:43
10:31	10:50	—	11:03	11:13	11:21	11:31	11:36	11:45
11:31	11:50	—	**12:03**	**12:13**	**12:21**	**12:31**	**12:36**	**12:45**
12:31	**12:50**	**—**	**1:03**	**1:13**	**1:21**	**1:31**	**1:36**	**1:45**
1:34	**1:53**	**—**	**2:06**	**2:16**	**2:24**	**2:34**	**2:39**	**2:48**
2:36	**2:55**	**—**	**3:08**	**3:18**	**3:26**	**3:36**	**3:41**	**3:50**
3:36	**3:55**	**—**	**4:08**	**4:18**	**4:26**	**4:36**	**4:41**	**4:50**
4:31	**4:50**	**—**	**5:03**	**5:13**	**5:21**	**5:31**	**5:36**	**5:45**
5:22	**5:41**	**5:51**	**5:59**	**6:09**	**6:17**	**6:27**	**6:32**	**6:41**
6:28	**6:47**	**—**	**6:59**	**7:07**	**7:15**	**7:25**	**7:30**	**7:39**
7:26	**7:44**	**—**	**7:56**	**8:04**	**8:11**	**8:21**	**8:26**	**8:35**

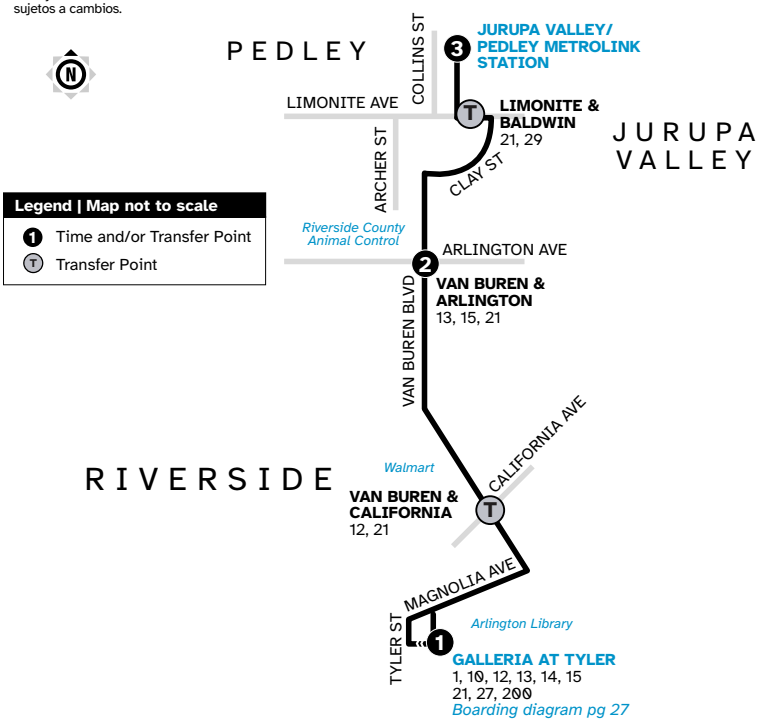
20 WESTBOUND TO MAGNOLIA & ELIZABETH | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

IRIS & LASSELLE	IRIS AT KAISER PERMANENTE HOSPITAL	RIVERSIDE UNIVERSITY MEDICAL CENTER	ALESSANDRO & PERRIS	ALESSANDRO & FREDERICK	MORENO VALLEY MARCH FIELD METROLINK STATION	MISSION GROVE & MISSION VILLAGE	MAGNOLIA & ELIZABETH
9	7	6	5	4	3	2	1
7:05	7:09	7:19	7:30	7:37	7:47	7:57	8:18
8:16	8:20	8:30	8:41	8:48	—	9:00	9:21
9:05	9:09	9:20	9:32	9:40	—	9:54	10:17
9:49	9:53	10:04	10:16	10:24	—	10:38	11:01
10:53	10:57	11:08	11:20	11:28	—	11:42	**12:05**
11:55	11:59	**12:10**	**12:22**	**12:30**	**—**	**12:44**	**1:07**
12:55	**12:59**	**1:10**	**1:22**	**1:30**	**—**	**1:44**	**2:07**
1:55	**1:59**	**2:10**	**2:22**	**2:30**	**—**	**2:44**	**3:07**
2:58	**3:02**	**3:13**	**3:25**	**3:33**	**—**	**3:47**	**4:10**
4:00	**4:04**	**4:15**	**4:27**	**4:35**	**—**	**4:49**	**5:12**
5:00	**5:04**	**5:15**	**5:27**	**5:35**	**5:45**	**5:55**	**6:18**
6:05	**6:09**	**6:20**	**6:32**	**6:39**	**—**	**6:53**	**7:16**
7:00	**7:04**	**7:15**	**7:27**	**7:34**	**—**	**7:45**	**8:06**

21 GALLERIA AT TYLER TO JURUPA VALLEY/ PEDLEY METROLINK STATION

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



21 WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
6:24	6:36	6:50
7:40	7:52	8:06
9:04	9:16	9:30
10:19	10:31	10:45
11:32	11:47	**12:01**
12:54	**1:13**	**1:27**
2:17	**2:35**	**2:49**
3:42	**4:00**	**4:14**
5:11	**5:29**	**5:43**
6:48	**7:01**	**7:15**
8:05	**8:18**	**8:32**

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
7:00	7:11	7:27
8:25	8:36	8:52
9:40	9:51	10:07
10:55	11:06	11:22
12:15	**12:26**	**12:44**
1:38	**1:49**	**2:07**
3:00	**3:14**	**3:32**
4:25	**4:43**	**5:01**
6:03	**6:19**	**6:37**
7:26	**7:37**	**7:55**
8:46	**8:57**	**9:15**

21 WEEKENDS

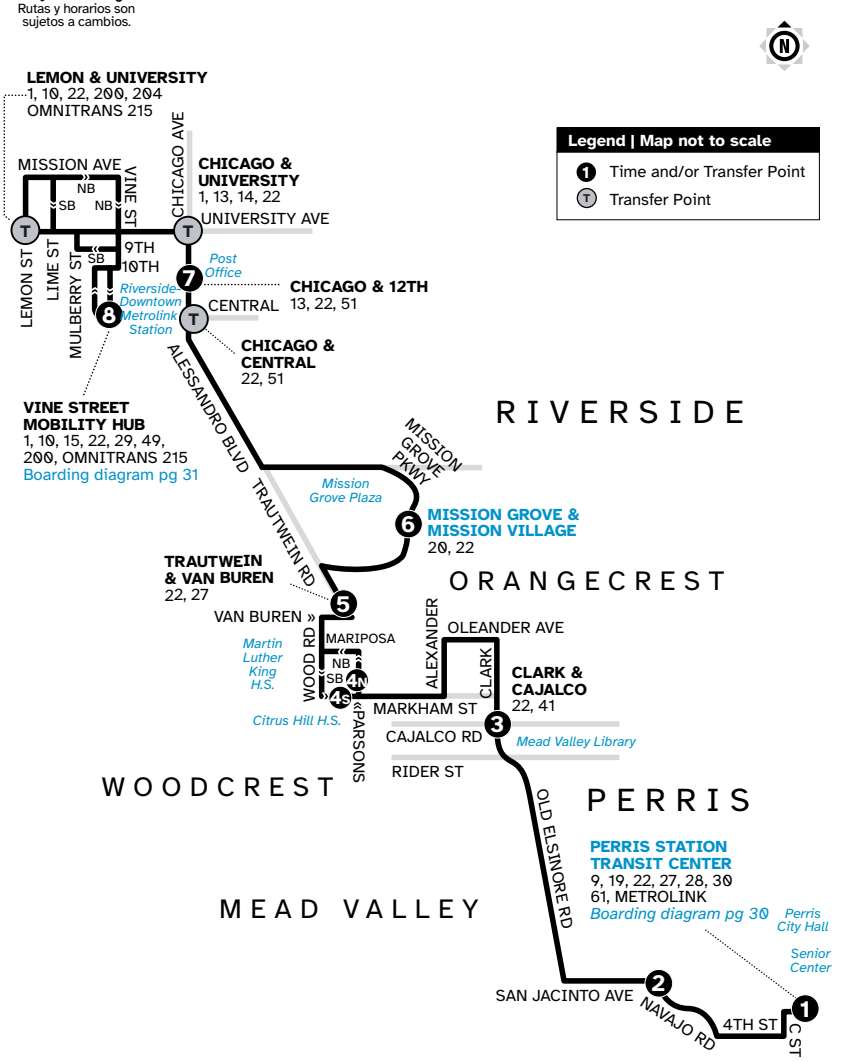
A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

NORTHBOUND TO PEDLEY METROLINK STATION		
GALLERIA AT TYLER	VAN BUREN & ARLINGTON	JURUPA VALLEY/ PEDLEY METROLINK STATION
1	2	3
7:41	7:54	8:03
8:43	8:57	9:07
9:49	10:04	10:14
10:56	11:14	11:24
12:08	**12:27**	**12:38**
1:22	**1:41**	**1:52**
2:37	**2:56**	**3:07**
3:52	**4:11**	**4:22**
5:07	**5:25**	**5:36**
6:19	**6:35**	**6:45**

SOUTHBOUND TO GALLERIA AT TYLER		
JURUPA VALLEY/ PEDLEY METROLINK STATION	VAN BUREN & ARLINGTON	GALLERIA AT TYLER
3	2	1
8:13	8:23	8:38
9:17	9:27	9:44
10:24	10:34	10:51
11:34	11:45	**12:03**
12:48	**12:59**	**1:17**
2:02	**2:14**	**2:32**
3:17	**3:29**	**3:47**
4:32	**4:44**	**5:02**
5:46	**5:57**	**6:14**
6:55	**7:06**	**7:23**

22 DOWNTOWN RIVERSIDE - PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



22 NORTHBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:20	5:29	5:41	5:54	6:03	6:11	6:27	6:37
6:25	6:34	6:47	7:00	7:09	7:17	7:38	7:52
7:10	7:16	7:30	7:48	8:01	8:11	8:28	8:42
8:10	8:16	8:28	8:40	8:49	8:55	9:09	9:23
9:00	9:06	9:18	9:30	9:39	9:45	9:59	10:13
9:40	9:46	9:58	10:10	10:19	10:25	10:39	10:54
10:25	10:31	10:43	10:55	11:04	11:10	11:24	11:39
11:05	11:11	11:23	11:35	11:44	11:50	**12:04**	**12:19**
12:01	**12:07**	**12:19**	**12:31**	**12:40**	**12:46**	**1:00**	**1:15**
12:50	**12:56**	**1:08**	**1:20**	**1:29**	**1:35**	**1:50**	**2:05**
1:30	**1:36**	**1:48**	**2:00**	**2:09**	**2:16**	**2:31**	**2:46**
2:40	**2:47**	**2:59**	**3:11**	**3:23**	**3:30**	**3:45**	**4:00**
3:20	**3:29**	**3:42**	**3:58**	**4:10**	**4:17**	**4:32**	**4:47**
4:20	**4:31**	**4:44**	**4:57**	**5:07**	**5:13**	**5:27**	**5:42**
5:00	**5:08**	**5:23**	**5:36**	**5:46**	**5:52**	**6:06**	**6:19**
5:52	**6:00**	**6:15**	**6:27**	**6:37**	**6:42**	**6:55**	**7:10**
6:45	**6:53**	**7:08**	**7:20**	**7:30**	**7:35**	**7:48**	**8:03**
7:30	**7:36**	**7:48**	**7:59**	**8:07**	**8:11**	**8:22**	**8:35**

22 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
	8	7	6	5	4S	3	2	1
	5:40	5:52	6:04	6:13	6:25	6:38	6:49	6:57
	6:25	6:36	6:49	6:55	7:06	7:21	7:34	7:42
	7:05	7:20	7:37	7:46	7:58	8:10	8:22	8:30
	8:10	8:25	8:40	8:47	8:56	9:08	9:20	9:28
	8:55	9:10	9:24	9:31	9:39	9:51	10:03	10:11
	9:35	9:50	10:04	10:11	10:19	10:32	10:44	10:52
	10:35	10:50	11:04	11:11	11:19	11:32	11:43	11:51
	11:20	11:35	11:49	11:56	**12:04**	**12:17**	**12:28**	**12:36**
	12:00	**12:16**	**12:30**	**12:37**	**12:45**	**12:58**	**1:09**	**1:17**
	12:40	**12:56**	**1:12**	**1:19**	**1:27**	**1:41**	**1:52**	**2:01**
	1:35	**1:51**	**2:07**	**2:14**	**2:24**	**2:38**	**2:50**	**2:59**
	2:25	**2:40**	**2:56**	**3:04**	**3:14**	**3:28**	**3:40**	**3:49**
S	—	—	—	—	**3:45**	**4:05**	**4:18**	**4:27**
	3:10	**3:28**	**3:45**	**3:53**	**4:05**	**4:22**	**4:34**	**4:43**
	4:10	**4:28**	**4:48**	**4:56**	**5:07**	**5:21**	**5:33**	**5:42**
	5:00	**5:18**	**5:40**	**5:48**	**5:59**	**6:13**	**6:27**	**6:35**
	5:55	**6:10**	**6:30**	**6:38**	**6:47**	**7:01**	**7:12**	**7:20**
	6:50	**7:05**	**7:20**	**7:26**	**7:35**	**7:48**	**7:59**	**8:07**
	7:30	**7:43**	**7:56**	**8:02**	**8:10**	**8:22**	**8:32**	**8:39**

22 NORTHBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	SAN JACINTO & NAVAJO	CLARK & CAJALCO	PARSONS & MARKHAM	TRAUTWEIN & VAN BUREN	MISSION GROVE & MISSION VILLAGE	CHICAGO & 12TH	VINE STREET MOBILITY HUB
1	2	3	4N	5	6	7	8
5:20	5:26	5:38	5:50	5:58	6:03	6:13	6:23
6:25	6:31	6:43	6:55	7:03	7:07	7:18	7:31
7:35	7:41	7:53	8:05	8:13	8:17	8:28	8:41
8:25	8:31	8:43	8:55	9:03	9:07	9:18	9:31
9:10	9:16	9:28	9:40	9:48	9:53	10:04	10:17
10:25	10:31	10:43	10:55	11:04	11:09	11:21	11:35
11:30	11:36	11:48	**12:00**	**12:09**	**12:14**	**12:26**	**12:40**
12:25	**12:31**	**12:43**	**12:55**	**1:04**	**1:09**	**1:21**	**1:35**
1:25	**1:32**	**1:44**	**1:56**	**2:05**	**2:10**	**2:22**	**2:36**
2:25	**2:32**	**2:45**	**2:57**	**3:06**	**3:11**	**3:23**	**3:37**
3:25	**3:32**	**3:45**	**3:57**	**4:06**	**4:11**	**4:23**	**4:37**
4:25	**4:32**	**4:45**	**4:57**	**5:06**	**5:10**	**5:22**	**5:36**
5:30	**5:37**	**5:50**	**6:02**	**6:11**	**6:15**	**6:27**	**6:40**
6:25	**6:32**	**6:45**	**6:57**	**7:06**	**7:10**	**7:22**	**7:35**
7:16	**7:23**	**7:36**	**7:47**	**7:55**	**7:59**	**8:09**	**8:22**

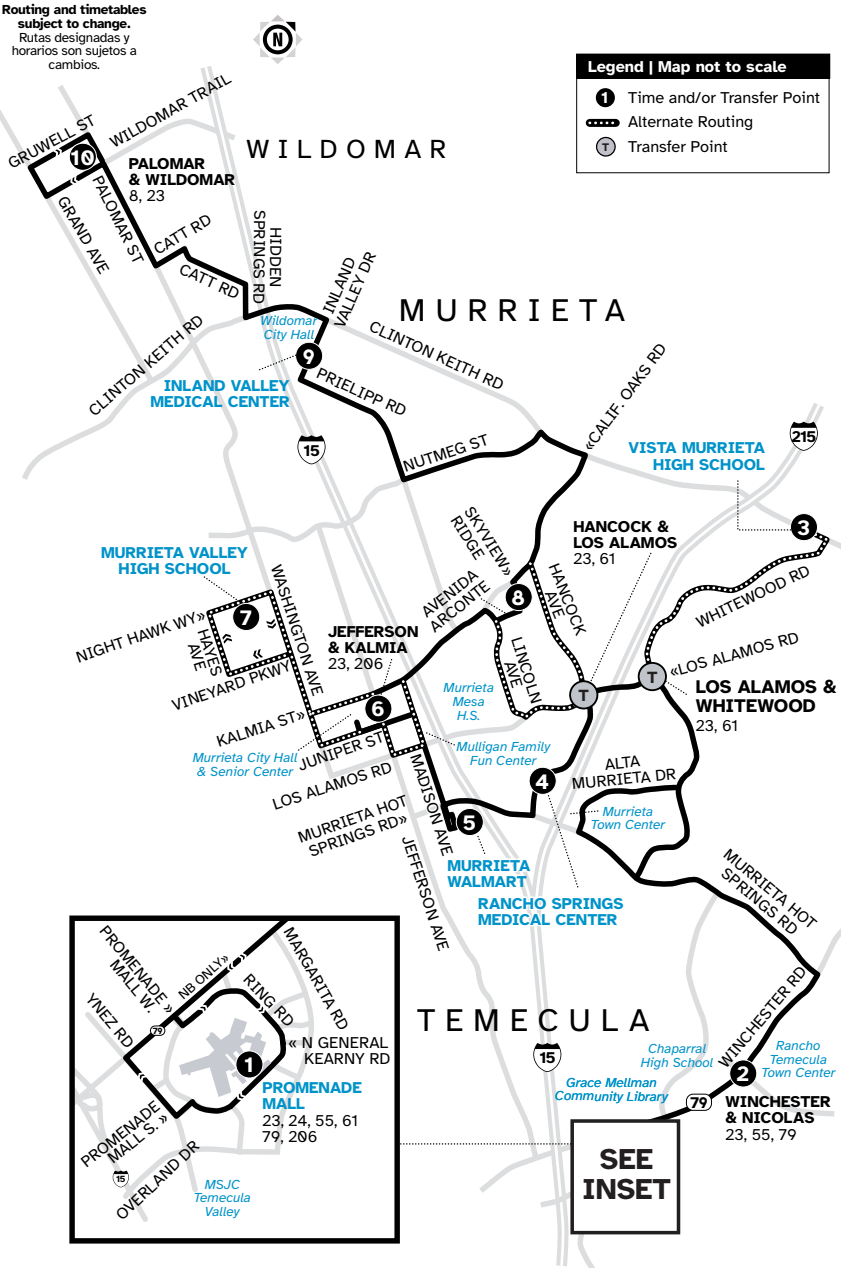
22 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	CHICAGO & 12TH	MISSION GROVE & MISSION VILLAGE	TRAUTWEIN & VAN BUREN	MARKHAM & PARSONS	CLARK & CAJALCO	SAN JACINTO & NAVAJO	PERRIS STATION TRANSIT CENTER
8	7	6	5	4S	3	2	1
7:00	7:13	7:26	7:32	7:39	7:51	8:03	8:11
7:45	7:58	8:11	8:17	8:24	8:36	8:48	8:56
8:55	9:08	9:21	9:27	9:34	9:47	9:59	10:07
9:50	10:04	10:19	10:26	10:34	10:47	10:58	11:06
10:55	11:10	11:25	11:32	11:40	11:53	**12:04**	**12:12**
11:55	**12:10**	**12:25**	**12:32**	**12:40**	**12:53**	**1:04**	**1:12**
12:50	**1:05**	**1:19**	**1:26**	**1:34**	**1:47**	**1:58**	**2:06**
1:55	**2:10**	**2:24**	**2:31**	**2:39**	**2:52**	**3:03**	**3:11**
2:55	**3:10**	**3:24**	**3:31**	**3:39**	**3:52**	**4:03**	**4:11**
3:50	**4:05**	**4:19**	**4:26**	**4:34**	**4:47**	**4:58**	**5:06**
4:50	**5:05**	**5:19**	**5:26**	**5:34**	**5:47**	**5:58**	**6:06**
5:50	**6:05**	**6:19**	**6:26**	**6:34**	**6:47**	**6:58**	**7:06**
7:06	**7:21**	**7:34**	**7:41**	**7:48**	**8:00**	**8:10**	**8:18**

23 TEMECULA - MURRIETA - WILDOMAR

Routing and timetables subject to change.
Rutas designadas y horarios son sujetos a cambios.



23 NORTHBOUND TO WILDOMAR | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
A = Alternate routing from Murrieta Valley High School, operates when school is in session.

	PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	MURRIETA VALLEY HIGH SCHOOL	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
	1	2	4	5	6	7	8	9	10
	7:05	7:14	7:40	7:46	7:55	—	8:03	8:14	8:36
	8:13	8:22	8:52	8:58	9:07	—	9:14	9:24	9:42
	9:26	9:34	10:00	10:04	10:14	—	10:20	10:28	10:50
	10:36	10:45	11:12	11:18	11:28	—	11:35	11:45	**12:04**
	11:26	11:38	**12:10**	**12:16**	**12:27**	—	**12:34**	**12:44**	**1:03**
	12:35	**12:47**	**1:20**	**1:27**	**1:38**	—	**1:46**	**1:57**	**2:20**
	1:55	**2:06**	**2:38**	**2:44**	**2:55**	—	**3:03**	**3:15**	**3:36**
A	—	—	—	—	—	**3:42**	—	**4:24**	—
	3:31	**3:46**	**4:24**	**4:31**	**4:41**	—	**4:49**	**5:00**	**5:19**
	4:55	**5:06**	**5:43**	**5:49**	**5:58**	—	**6:04**	**6:14**	**6:33**
	5:50	**6:01**	**6:34**	**6:40**	**6:49**	—	**6:55**	**7:05**	**7:23**
	7:03	**7:14**	**7:43**	**7:49**	**7:59**	—	**8:06**	**8:18**	—

23 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
B = Alternate routing to Murrieta Valley High School, operates when school is in session.
C = Alternate routing from Vista Murrieta High School, operates when school is in session.

	PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	MURRIETA VALLEY HIGH SCHOOL	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	VISTA MURRIETA HIGH SCHOOL	WINCHESTER & NICOLAS	PROMENADE MALL
	10	9	8	7	6	5	4	3	2	1
	5:50	6:05	6:16	—	6:24	6:33	6:38	—	7:00	7:09
	7:05	7:20	7:31	—	7:39	7:48	7:52	—	8:15	8:24
B	—	7:43	7:55	8:09	—	—	—	—	—	—
	8:46	8:59	9:11	—	9:19	9:31	9:36	—	9:59	10:08
	9:52	10:06	10:19	—	10:28	10:40	10:44	—	11:07	11:16
	11:05	11:17	11:28	—	11:36	11:51	11:56	—	**12:17**	**12:25**
	12:18	**12:34**	**12:46**	—	**12:55**	**1:07**	**1:12**	—	**1:34**	**1:42**
	1:14	**1:28**	**1:40**	—	**1:51**	**2:04**	**2:09**	—	**2:32**	**2:40**
	2:30	**2:45**	**2:56**	—	**3:06**	**3:19**	**3:24**	—	**3:47**	**3:56**
C	—	—	—	—	—	—	—	**3:43**	**4:08**	**4:16**
	3:46	**3:59**	**4:10**	—	**4:19**	**4:31**	**4:37**	—	**5:00**	**5:08**
	5:29	**5:41**	**5:52**	—	**6:00**	**6:11**	**6:15**	—	**6:35**	**6:44**
	6:43	**6:55**	**7:06**	—	**7:13**	**7:22**	**7:26**	—	**7:45**	**7:52**

23 NORTHBOUND TO WILDOMAR | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	RANCHO SPRINGS MEDICAL CENTER	MURRIETA WALMART	JEFFERSON & KALMIA	SKYVIEW RIDGE AMANDA APTS	INLAND VALLEY MEDICAL CENTER	PALOMAR & WILDOMAR
1	2	4	5	6	8	9	10
8:00	8:08	8:32	8:38	8:46	8:53	9:02	9:20
8:56	9:04	9:28	9:34	9:43	9:50	9:59	10:17
9:54	10:05	10:34	10:40	10:48	10:56	11:06	11:29
11:06	11:17	11:45	11:52	**12:02**	**12:09**	**12:18**	**12:34**
12:25	**12:37**	**1:08**	**1:15**	**1:25**	**1:33**	**1:42**	**2:02**
1:35	**1:46**	**2:17**	**2:23**	**2:33**	**2:40**	**2:50**	**3:09**
2:42	**2:52**	**3:21**	**3:27**	**3:36**	**3:44**	**3:54**	**4:11**
3:56	**4:06**	**4:35**	**4:40**	**4:49**	**4:57**	**5:07**	**5:26**
5:06	**5:17**	**5:46**	**5:51**	**6:00**	**6:07**	**6:17**	**6:34**
6:12	**6:22**	**6:50**	**6:55**	**7:03**	**7:10**	**7:25**	—

23 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PALOMAR & WILDOMAR	INLAND VALLEY MEDICAL CENTER	SKYVIEW RIDGE AMANDA APTS	JEFFERSON & KALMIA	MURRIETA WALMART	RANCHO SPRINGS MEDICAL CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
10	9	8	6	5	4	2	1
7:12	7:24	7:34	7:42	7:51	7:55	8:15	8:21
8:29	8:46	8:56	9:04	9:13	9:17	9:36	9:44
9:38	9:50	10:01	10:12	10:23	10:27	10:47	10:55
10:33	10:45	10:56	11:05	11:16	11:21	11:43	11:52
11:40	11:56	**12:06**	**12:15**	**12:26**	**12:31**	**12:54**	**1:03**
12:52	**1:05**	**1:16**	**1:24**	**1:35**	**1:40**	**2:00**	**2:09**
2:17	**2:30**	**2:41**	**2:49**	**3:00**	**3:05**	**3:26**	**3:34**
3:40	**3:52**	**4:03**	**4:11**	**4:22**	**4:27**	**4:48**	**4:56**
4:44	**4:57**	**5:07**	**5:16**	**5:27**	**5:32**	**5:52**	**6:00**
5:46	**5:59**	**6:09**	**6:16**	**6:25**	**6:30**	**6:50**	**6:58**

Es admirable ser amable

Un buen viaje comienza con acciones sencillas. Las Cinco P's son recordatorios amigables que ayudan a que todas las personas se sientan cómodas, seguras y bienvenidas al viajar con RTA.

Las Cinco P's: Cómo Viajamos Juntos

Personas: Sea amable—la vibra que transmiten en el autobús importa.

Propiedad: Mantenga el autobús limpio—déjelo mejor de cómo lo encontró.

Proceso: Un viaje tranquilo comienza con pasos sencillos—tenga su tarifa lista y siga la corriente.

Prohibido: Guarde la comida, las bebidas, la música alta y las conversaciones en voz alta para fuera del autobús.

Penalización: No seguir las reglas puede afectar su viaje.

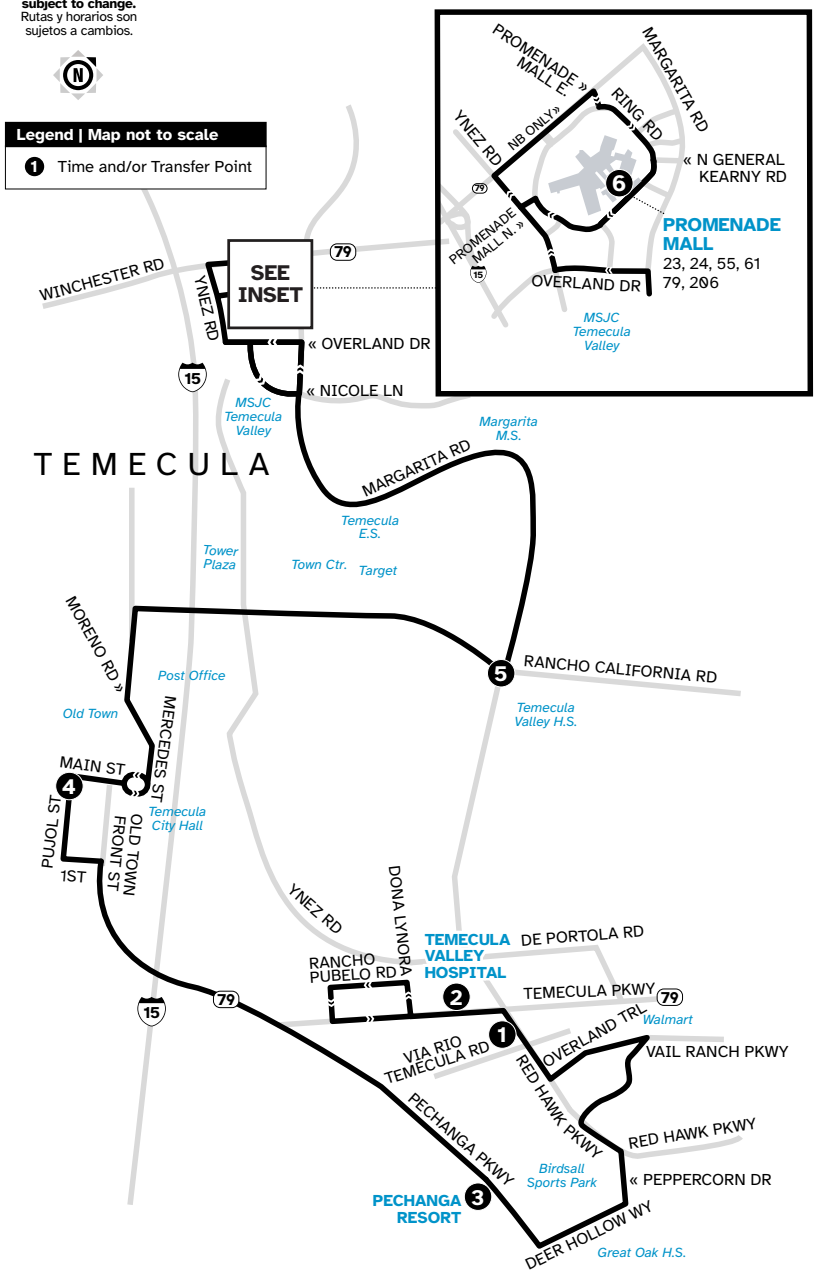
Para obtener más información, visite:
RiversideTransit.com/kindness

Kindness Counts

RTA

24 PROMENADE MALL - PECHANGA RESORT - TEMECULA VALLEY HOSPITAL

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



1172

24 NORTHBOUND TO PROMENADE MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
*Trip begins at the Temecula Valley Hospital at 6:50 a.m.

REDHAWK PKWY & VIA RIO TEMECULA	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	3	4	5	6
6:55*	7:16	7:29	7:44	8:02
8:00	8:21	8:38	8:53	9:11
8:45	9:06	9:23	9:38	9:56
9:55	10:16	10:32	10:47	11:05
11:27	11:51	**12:06**	**12:21**	**12:41**
12:35	**12:59**	**1:14**	**1:29**	**1:49**
1:55	**2:19**	**2:33**	**2:48**	**3:08**
3:28	**3:50**	**4:09**	**4:27**	**4:45**
4:16	**4:40**	**4:55**	**5:11**	**5:31**
5:25	**5:49**	**6:03**	**6:15**	**6:33**
6:45	**7:09**	**7:23**	**7:35**	**7:53**

24 SOUTHBOUND TO TEMECULA VALLEY HOSPITAL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL	REDHAWK PKWY & VIA RIO TEMECULA
6	5	4	3	2	1
6:40	6:51	7:02	7:12	7:30	7:37
7:20	7:38	7:51	8:04	8:25	8:32
8:41	8:56	9:10	9:23	9:38	9:45
10:08	10:23	10:40	10:53	11:10	11:17
11:15	11:31	11:50	**12:03**	**12:18**	**12:25**
12:35	**12:51**	**1:07**	**1:20**	**1:37**	**1:44**
2:00	**2:17**	**2:33**	**2:46**	**3:03**	**3:10**
2:50	**3:06**	**3:20**	**3:36**	**3:59**	**4:06**
4:06	**4:23**	**4:38**	**4:51**	**5:06**	**5:13**
5:20	**5:37**	**5:52**	**6:05**	**6:23**	**6:30**
6:55	**7:12**	**7:27**	**7:40**	**7:56**	**8:03**

24 NORTHBOUND TO PROMENADE MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
*Trip begins at the Temecula Valley Hospital at 7:25 a.m.

REDHAWK PKWY & VIA RIO TEMECULA	PECHANGA RESORT	PUJOL & MAIN	MARGARITA & RANCHO CALIFORNIA	PROMENADE MALL
1	3	4	5	6
7:30*	7:51	8:03	8:18	8:31
8:37	8:58	9:12	9:27	9:40
9:45	10:06	10:19	10:34	10:49
11:05	11:27	11:40	11:55	**12:10**
12:19	**12:41**	**12:54**	**1:09**	**1:24**
1:23	**1:45**	**1:58**	**2:14**	**2:29**
2:33	**2:55**	**3:08**	**3:24**	**3:39**
3:44	**4:06**	**4:19**	**4:35**	**4:48**
5:04	**5:26**	**5:39**	**5:51**	**6:02**
6:20	**6:42**	**6:55**	**7:07**	**7:16**

24 SOUTHBOUND TO TEMECULA VALLEY HOSPITAL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	MARGARITA & RANCHO CALIFORNIA	PUJOL & MAIN	PECHANGA RESORT	TEMECULA VALLEY HOSPITAL	REDHAWK PKWY & VIA RIO TEMECULA
6	5	4	3	2	1
7:30	7:41	7:52	8:02	8:19	8:26
8:31	8:46	9:01	9:14	9:28	9:35
9:50	10:05	10:20	10:33	10:48	10:55
11:01	11:16	11:33	11:46	**12:02**	**12:09**
12:02	**12:18**	**12:37**	**12:50**	**1:06**	**1:13**
1:13	**1:29**	**1:45**	**1:58**	**2:15**	**2:22**
2:25	**2:42**	**2:58**	**3:11**	**3:27**	**3:34**
3:47	**4:04**	**4:19**	**4:32**	**4:47**	**4:54**
5:02	**5:19**	**5:34**	**5:47**	**6:03**	**6:10**
6:12	**6:29**	**6:44**	**6:57**	**7:12**	**7:19**

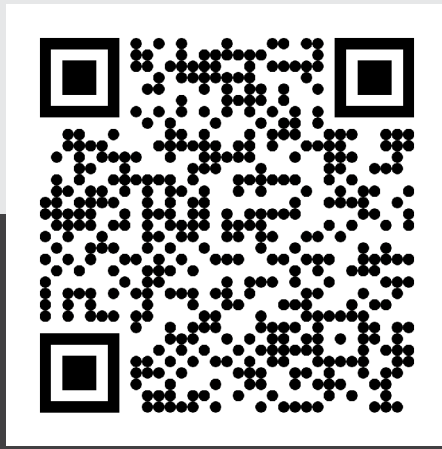
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



¡LEVANTE SU VOZ!

VER | DECIR

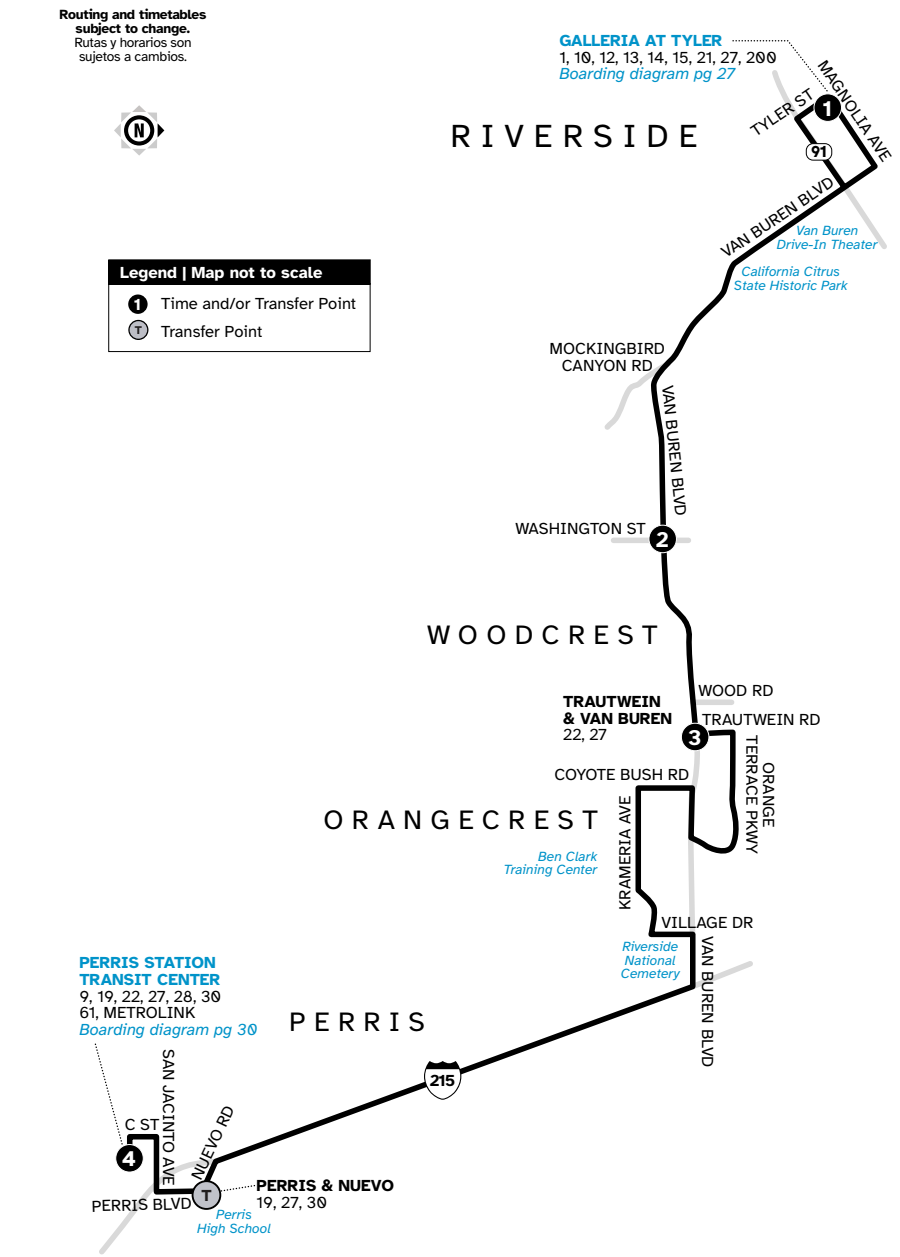
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

27 GALLERIA AT TYLER - PERRIS STATION TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



27 NORTHBOUND TO GALLERIA AT TYLER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:06	5:41	5:48	6:04
6:27	7:11	7:21	7:40
7:22	8:04	8:17	8:38
8:30	9:06	9:17	9:36
9:28	10:04	10:14	10:33
10:20	10:57	11:07	11:26
11:20	11:58	**12:08**	**12:27**
12:20	**12:58**	**1:08**	**1:27**
1:15	**1:54**	**2:04**	**2:25**
2:13	**2:52**	**3:07**	**3:28**
3:45	**4:26**	**4:38**	**4:59**
4:38	**5:17**	**5:26**	**5:45**
5:46	**6:24**	**6:32**	**6:49**
6:48	**7:24**	**7:32**	**7:49**
7:46	**8:22**	**8:28**	**8:43**
8:46	**9:20**	**9:26**	**9:41**

27 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:14	6:30	6:37	7:12
7:10	7:29	7:39	8:14
8:10	8:30	8:43	9:18
9:08	9:26	9:34	10:09
10:00	10:21	10:29	11:04
11:05	11:26	11:35	**12:10**
11:55	**12:16**	**12:26**	**1:03**
12:53	**1:15**	**1:25**	**2:02**
2:15	**2:40**	**2:55**	**3:35**
3:08	**3:31**	**3:46**	**4:26**
4:10	**4:33**	**4:46**	**5:26**
5:15	**5:39**	**5:52**	**6:32**
6:10	**6:31**	**6:41**	**7:17**
7:10	**7:29**	**7:38**	**8:14**
8:15	**8:33**	**8:41**	**9:16**

27 NORTHBOUND TO GALLERIA AT TYLER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	TRAUTWEIN & VAN BUREN	VAN BUREN & WASHINGTON	GALLERIA AT TYLER
4	3	2	1
5:25	5:57	6:03	6:17
6:25	6:57	7:03	7:17
7:35	8:07	8:14	8:30
8:28	9:00	9:07	9:23
9:30	10:02	10:09	10:27
10:29	11:05	11:13	11:32
11:36	**12:12**	**12:20**	**12:40**
12:45	**1:21**	**1:29**	**1:49**
1:49	**2:25**	**2:33**	**2:53**
2:50	**3:25**	**3:32**	**3:50**
4:00	**4:35**	**4:42**	**5:00**
5:00	**5:35**	**5:42**	**6:00**
6:10	**6:44**	**6:51**	**7:07**
7:23	**7:55**	**8:02**	**8:18**
8:30	**9:02**	**9:08**	**9:24**

27 SOUTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

GALLERIA AT TYLER	VAN BUREN & WASHINGTON	TRAUTWEIN & VAN BUREN	PERRIS STATION TRANSIT CENTER
1	2	3	4
6:32	6:47	6:53	7:25
7:24	7:40	7:46	8:18
8:24	8:42	8:48	9:20
9:15	9:36	9:44	10:19
10:19	10:40	10:48	11:23
11:26	11:47	11:55	**12:30**
12:35	**12:56**	**1:04**	**1:39**
1:35	**1:56**	**2:04**	**2:39**
2:36	**2:57**	**3:05**	**3:40**
3:45	**4:07**	**4:15**	**4:50**
4:55	**5:17**	**5:25**	**6:00**
6:10	**6:30**	**6:38**	**7:12**
7:18	**7:37**	**7:45**	**8:19**
8:28	**8:46**	**8:52**	**9:24**

It's Cool to be Kind

A great ride starts with simple actions. The Five P's are friendly reminders that help everyone feel comfortable, safe and welcome when riding with RTA.

The Five P's: How We Ride Together

PEOPLE

People: Be kind—the vibe you bring on the bus matters.

PROPERTY

Property: Keep the bus clean—leave it better than you found it.

PROCESS

Process: A smooth ride starts with simple steps—have your fare ready and follow the flow.

PROHIBITED

Prohibited: Save food, drinks and loud music or conversation for off the bus.

PENALTY

Penalty: Not following the rules may affect your ride.

To learn more, visit
RiversideTransit.com/kindness

Kindness Counts
RTA

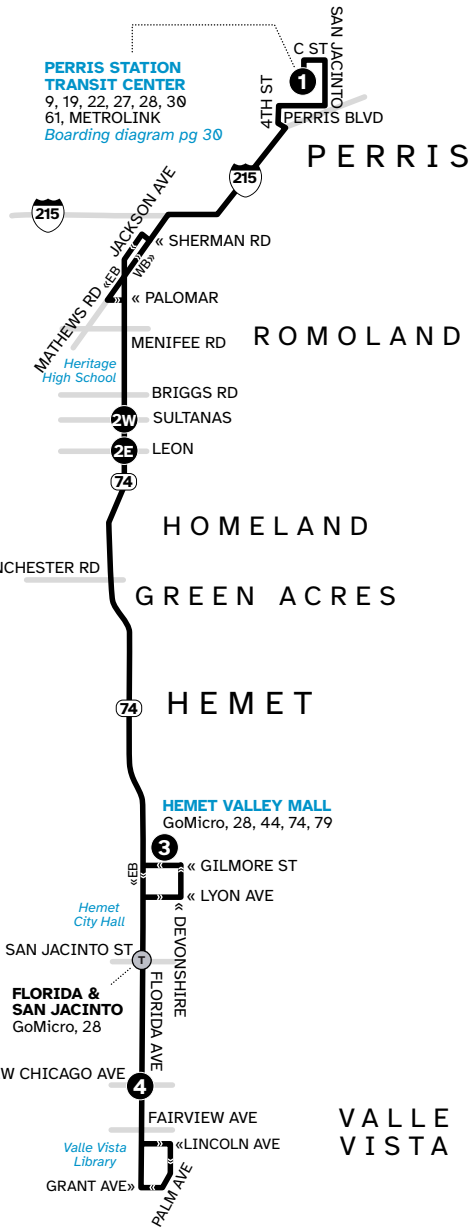
28 PERRIS STATION - HEMET - FLORIDA & NEW CHICAGO

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- T Transfer Point



28 EASTBOUND TO HEMET - FLORIDA & NEW CHICAGO | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
4:25	4:45	5:04	5:34
5:10	5:30	5:49	6:19
5:50	6:10	6:31	7:00
6:24	6:45	7:06	7:38
7:00	7:21	7:42	8:14
7:44	8:12	8:35	9:09
8:05	8:33	8:56	9:30
8:35	8:58	9:22	9:59
9:10	9:33	9:57	10:34
9:45	10:08	10:32	11:09
10:05	10:28	10:52	11:29
10:38	11:01	11:25	**12:02**
11:05	11:28	11:54	**12:34**
11:35	11:58	**12:24**	**1:04**
12:10	**12:33**	**12:59**	**1:39**
12:40	**1:03**	**1:29**	**2:09**
1:05	**1:28**	**1:54**	**2:34**
1:40	**2:03**	**2:29**	**3:09**
2:10	**2:33**	**2:59**	**3:39**
2:38	**3:04**	**3:30**	**4:10**
3:08	**3:34**	**4:00**	**4:40**
3:35	**4:06**	**4:37**	**5:17**
4:00	**4:25**	**4:56**	**5:36**
4:27	**4:52**	**5:17**	**5:53**
4:55	**5:20**	**5:45**	**6:21**
5:20	**5:45**	**6:10**	**6:46**
5:50	**6:15**	**6:40**	**7:16**
6:15	**6:40**	**7:05**	**7:41**
7:02	**7:27**	**7:52**	**8:28**
7:25	**7:48**	**8:12**	**8:46**
8:18	**8:38**	**9:02**	**9:39**
9:20	**9:40**	**10:04**	**10:38**
10:10	**10:29**	**10:51**	**11:25**
11:00	**11:19**	**11:41**	12:15
11:50	12:08	12:25	12:59

28 WESTBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	3:40	3:56	4:15
—	4:10	4:27	4:47
4:00*	4:25	4:42	5:02
5:10*	5:35	5:52	6:14
5:45	6:06	6:27	6:49
6:29	6:51	7:12	7:34
6:45*	7:07	7:28	7:50
7:10	7:37	7:58	8:20
7:48	8:15	8:35	8:57
8:25	8:52	9:12	9:34
8:45*	9:12	9:32	9:54
9:19	9:46	10:06	10:28
9:40	10:07	10:27	10:49
10:15	10:42	11:02	11:24
10:45	11:12	11:32	11:54
11:19	11:46	**12:08**	**12:30**
11:39	**12:06**	**12:28**	**12:53**
12:12	**12:39**	**1:01**	**1:26**
12:44	**1:11**	**1:33**	**1:58**
1:14	**1:41**	**2:03**	**2:28**
1:49	**2:16**	**2:38**	**3:03**
2:19	**2:47**	**3:09**	**3:34**
2:44	**3:12**	**3:36**	**4:06**
3:26	**3:53**	**4:15**	**4:40**
3:49	**4:16**	**4:38**	**5:03**
4:20	**4:47**	**5:09**	**5:34**
4:50	**5:15**	**5:37**	**6:02**
5:27	**5:52**	**6:14**	**6:39**
5:55	**6:20**	**6:41**	**7:03**
6:19	**6:44**	**7:05**	**7:27**
6:57	**7:19**	**7:39**	**8:01**
7:26	**7:48**	**8:08**	**8:28**
8:02	**8:24**	**8:44**	**9:04**
8:58	**9:20**	**9:40**	**10:00**
9:49	**10:09**	**10:26**	**10:46**
10:48	**11:07**	**11:23**	**11:39**

28 EASTBOUND TO HEMET - FLORIDA & NEW CHICAGO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip will end at Florida Ave. & State St. bus stop at 12:13 a.m.

PERRIS STATION TRANSIT CENTER	HWY 74 & LEON	HEMET VALLEY MALL	FLORIDA & NEW CHICAGO
1	2E	3	4
6:20	6:38	6:57	7:25
7:08	7:27	7:47	8:15
7:35	7:54	8:14	8:42
8:15	8:34	8:55	9:28
8:55	9:14	9:37	10:14
9:40	10:00	10:23	11:00
10:25	10:46	11:09	11:46
11:12	11:35	11:58	**12:35**
11:45	**12:06**	**12:31**	**1:08**
12:40	**1:01**	**1:26**	**2:03**
1:25	**1:46**	**2:11**	**2:48**
2:10	**2:31**	**2:56**	**3:33**
2:54	**3:15**	**3:40**	**4:17**
3:45	**4:06**	**4:31**	**5:08**
4:25	**4:46**	**5:11**	**5:48**
5:10	**5:31**	**5:56**	**6:33**
5:55	**6:16**	**6:39**	**7:16**
6:35	**6:56**	**7:19**	**7:54**
7:15	**7:34**	**7:57**	**8:32**
8:00	**8:19**	**8:42**	**9:17**
9:38	**9:57**	**10:18**	**10:53**
10:25	**10:43**	**11:00**	**11:27**
11:37	**11:53**	12:10*	—

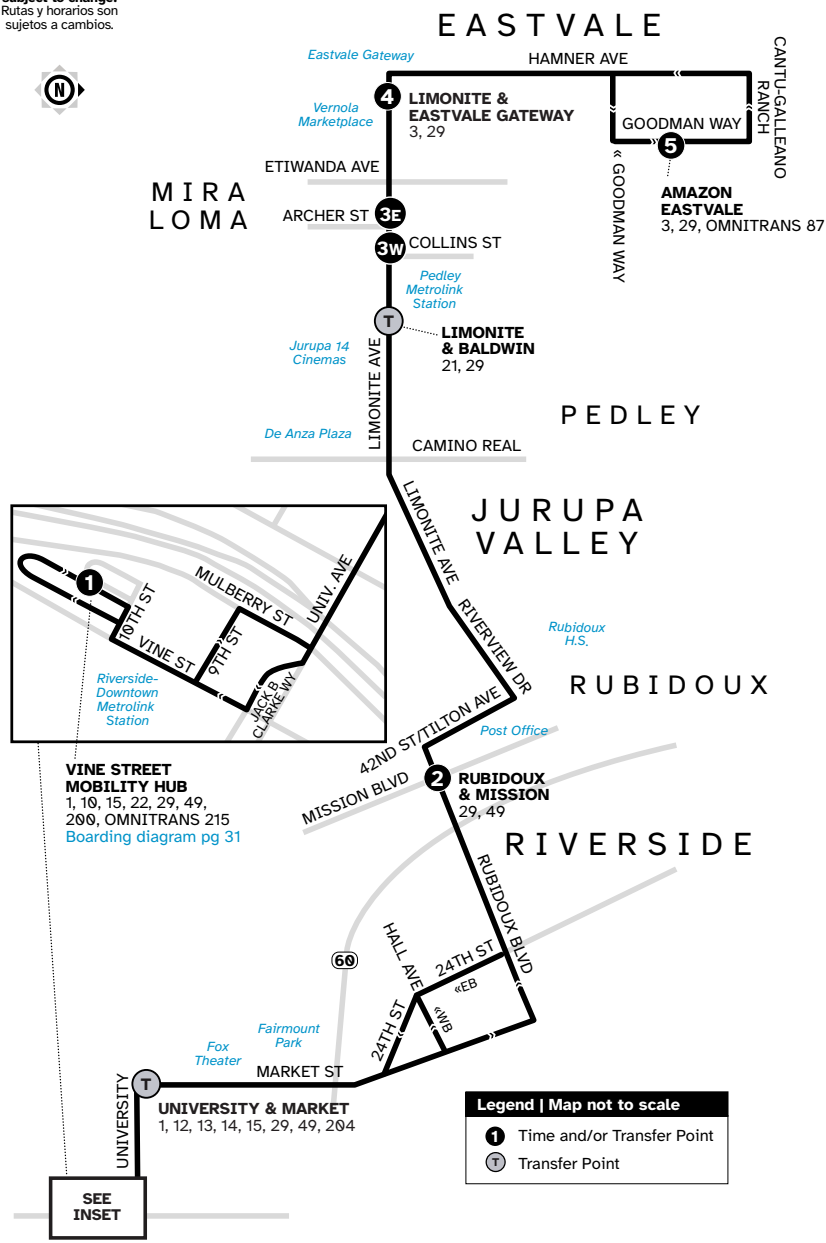
28 WESTBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* Trip begins 8 minutes earlier at Lincoln & Palm.

FLORIDA & NEW CHICAGO	HEMET VALLEY MALL	HWY 74 & SULTANAS	PERRIS STATION TRANSIT CENTER
4	3	2W	1
—	4:25	4:42	5:00
4:53*	5:21	5:38	5:56
5:48*	6:16	6:35	6:53
6:25*	6:53	7:12	7:30
7:35	7:59	8:18	8:37
8:25	8:49	9:08	9:27
9:00	9:24	9:44	10:03
9:45	10:09	10:32	10:54
10:25	10:49	11:10	11:32
11:13	11:40	**12:01**	**12:23**
12:00	**12:27**	**12:48**	**1:10**
12:45	**1:12**	**1:37**	**1:59**
1:25	**1:52**	**2:17**	**2:39**
2:13	**2:40**	**3:02**	**3:22**
3:01	**3:28**	**3:49**	**4:09**
3:50	**4:14**	**4:35**	**4:55**
4:35	**4:59**	**5:19**	**5:39**
5:18	**5:42**	**6:02**	**6:22**
6:00	**6:24**	**6:44**	**7:02**
6:45	**7:06**	**7:25**	**7:42**
8:10	**8:31**	**8:50**	**9:07**
8:53	**9:14**	**9:31**	**9:48**

29 DOWNTOWN RIVERSIDE - JURUPA VALLEY - EASTVALE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



29 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
4:48	4:57	5:07	5:21	5:44
5:48	5:57	6:07	6:21	6:44
7:28	7:40	7:51	8:08	8:30
8:43	8:55	9:06	9:22	9:47
9:56	10:08	10:19	10:35	11:00
11:18	11:30	11:41	11:57	**12:20**
12:46	**12:58**	**1:12**	**1:28**	**1:53**
1:52	**2:04**	**2:18**	**2:36**	**3:00**
3:25	**3:38**	**3:54**	**4:12**	**4:37**
4:55	**5:08**	**5:24**	**5:42**	**6:07**
6:35	**6:48**	**7:02**	**7:17**	**7:40**
7:42	**7:53**	**8:07**	**8:22**	**8:45**

29 WESTBOUND TO EASTVALE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
4:43	5:04	5:17	5:27	5:37
6:20	6:42	6:56	7:07	7:17
7:30	7:55	8:11	8:22	8:32
8:43	9:08	9:24	9:35	9:45
9:57	10:22	10:38	10:50	11:00
11:25	11:50	**12:06**	**12:18**	**12:28**
12:31	**12:58**	**1:16**	**1:28**	**1:38**
2:03	**2:32**	**2:51**	**3:05**	**3:15**
3:32	**4:01**	**4:20**	**4:34**	**4:44**
5:16	**5:44**	**6:02**	**6:15**	**6:25**
6:28	**6:53**	**7:09**	**7:22**	**7:32**
8:00	**8:25**	**8:39**	**8:52**	**9:02**
9:17	**9:42**	**9:56**	**10:08**	**10:18**

29 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

AMAZON EASTVALE	LIMONITE & EASTVALE GATEWAY	LIMONITE & ARCHER	RUBIDOUX & MISSION	VINE STREET MOBILITY HUB
5	4	3E	2	1
5:57	6:06	6:17	6:31	6:50
6:56	7:05	7:16	7:30	7:49
8:04	8:13	8:25	8:39	9:00
9:09	9:19	9:31	9:47	10:10
10:21	10:31	10:43	10:59	11:22
11:33	11:43	11:55	**12:11**	**12:34**
12:46	**12:56**	**1:10**	**1:26**	**1:49**
2:04	**2:14**	**2:30**	**2:46**	**3:09**
3:13	**3:23**	**3:39**	**3:55**	**4:18**
4:33	**4:43**	**4:59**	**5:15**	**5:38**
5:41	**5:51**	**6:05**	**6:21**	**6:42**
7:00	**7:10**	**7:24**	**7:40**	**8:01**

29 WESTBOUND TO EASTVALE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	RUBIDOUX & MISSION	LIMONITE & COLLINS	LIMONITE & EASTVALE GATEWAY	AMAZON EASTVALE
1	2	3W	4	5
5:55	6:16	6:28	6:38	6:46
7:00	7:21	7:35	7:46	7:54
7:59	8:24	8:40	8:51	8:59
9:10	9:35	9:51	10:03	10:11
10:20	10:45	11:01	11:15	11:23
11:32	11:58	**12:14**	**12:28**	**12:36**
12:44	**1:10**	**1:26**	**1:40**	**1:48**
1:59	**2:25**	**2:41**	**2:55**	**3:03**
3:19	**3:45**	**4:01**	**4:15**	**4:23**
4:28	**4:54**	**5:10**	**5:23**	**5:31**
5:48	**6:13**	**6:29**	**6:42**	**6:50**
6:52	**7:17**	**7:30**	**7:43**	**7:51**
8:11	**8:36**	**8:49**	**9:01**	**9:09**

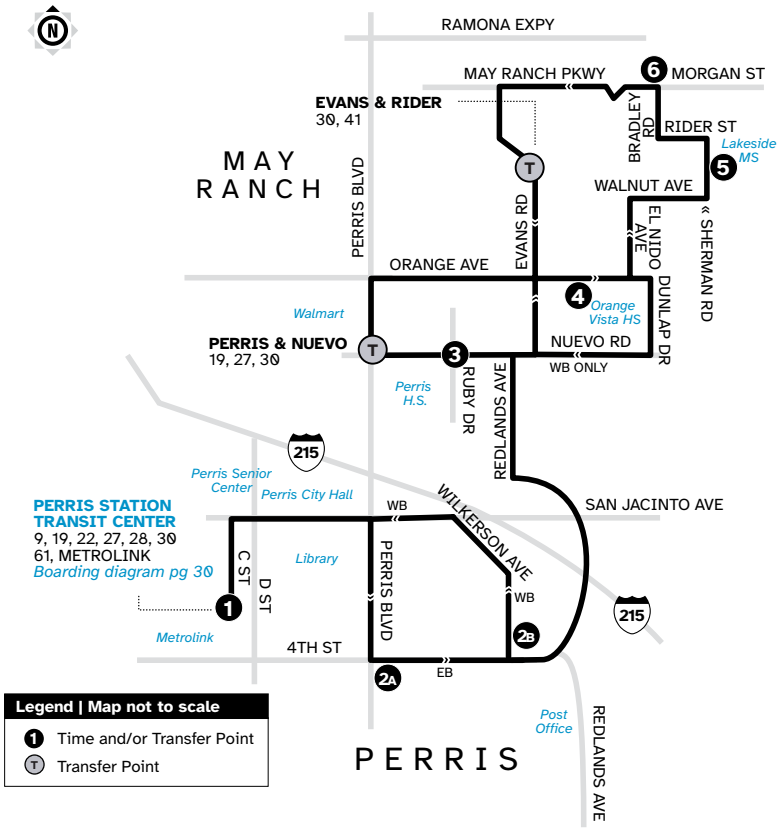
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30 PERRIS STATION TRANSIT CENTER - MAY RANCH

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



30 LOOP | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
	1	2A	3	4	5	6	4	3	2B	1
	5:03	5:07	5:13	5:25	5:32	5:36	5:44	6:04	6:12	6:20
	6:52	6:59	7:07	7:17	7:29	7:36	7:47	8:09	8:15	8:23
S	—	—	—	7:25	7:37	7:44	7:55	8:17	—	—
	8:33	8:40	8:48	8:59	9:04	9:10	9:19	9:40	9:48	9:56
	10:06	10:18	10:26	10:37	10:42	10:48	10:56	11:17	11:25	11:33
	11:43	11:55	**12:05**	**12:16**	**12:21**	**12:26**	**12:34**	**12:55**	**1:03**	**1:11**
	1:21	**1:33**	**1:43**	**1:55**	**2:00**	**2:05**	**2:13**	**2:32**	**2:39**	**2:47**
	2:57	**3:05**	**3:16**	**3:28**	**3:35**	**3:42**	**3:51**	**4:12**	**4:19**	**4:27**
S	**—**	**—**	**—**	**3:50**	**3:57**	**4:02**	**4:12**	**4:31**	**—**	**—**
	3:45	**3:51**	**4:02**	**4:16**	**4:21**	**4:26**	**4:35**	**4:54**	**5:01**	**5:09**
	5:19	**5:25**	**5:36**	**5:50**	**5:54**	**5:59**	**6:09**	**6:28**	**6:35**	**6:45**
	6:55	**7:06**	**7:16**	**7:29**	**7:33**	**7:37**	**7:46**	**8:05**	**8:12**	**8:22**
	8:32	**8:43**	**8:50**	**9:01**	**9:05**	**9:09**	**9:18**	**9:37**	**9:44**	**9:50**

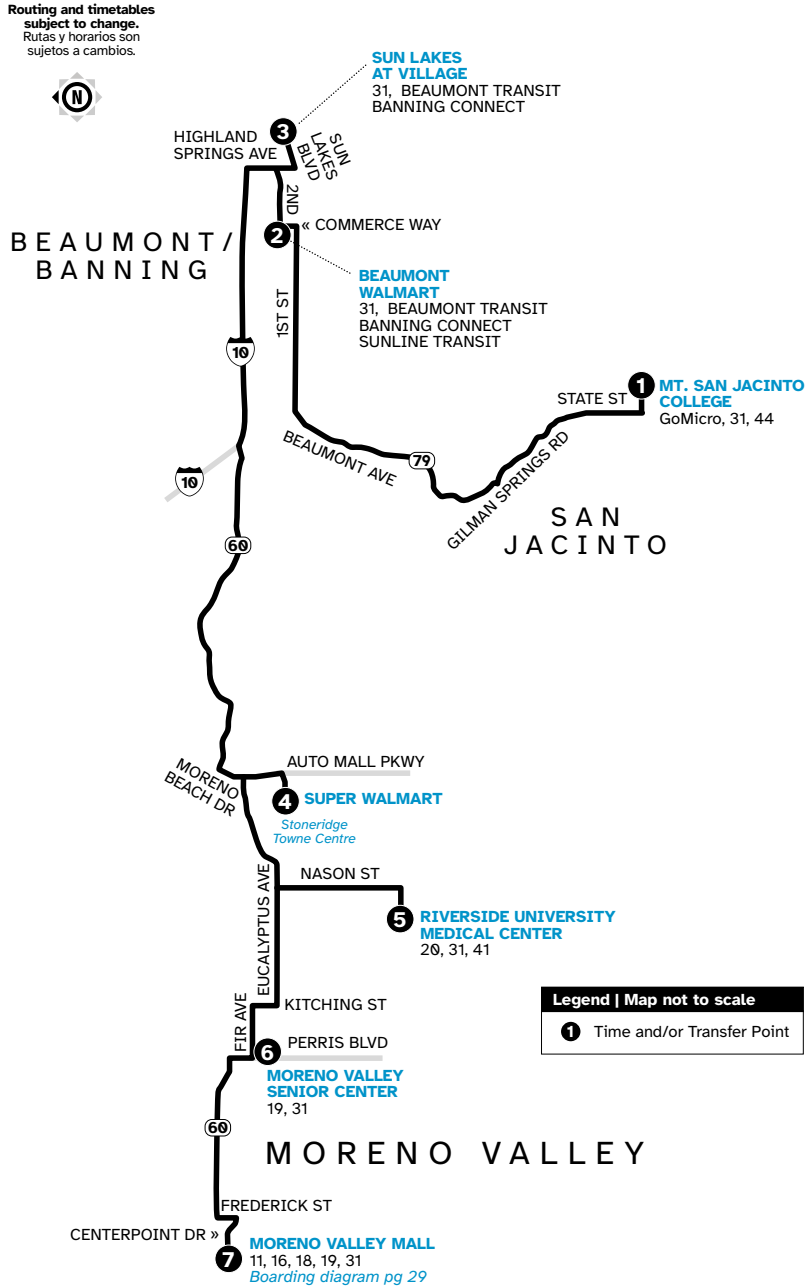
30 LOOP | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	4TH & PERRIS	NUEVO & RUBY	ORANGE VISTA HIGH SCHOOL	SHERMAN & WALNUT	MORGAN & BRADLEY	ORANGE VISTA HIGH SCHOOL	NUEVO & RUBY	WILKERSON & 4TH	PERRIS STATION TRANSIT CENTER
1	2A	3	4	5	6	4	3	2B	1
7:40	7:43	7:49	7:59	8:04	8:08	8:17	8:38	8:46	8:53
9:05	9:08	9:14	9:24	9:29	9:33	9:42	10:03	10:11	10:18
10:28	10:33	10:41	10:52	10:57	11:01	11:10	11:32	11:40	11:47
11:57	**12:04**	**12:12**	**12:23**	**12:28**	**12:32**	**12:41**	**1:02**	**1:10**	**1:19**
1:29	**1:36**	**1:44**	**1:55**	**2:00**	**2:04**	**2:13**	**2:34**	**2:42**	**2:51**
3:02	**3:09**	**3:17**	**3:28**	**3:33**	**3:37**	**3:45**	**4:06**	**4:14**	**4:23**
4:33	**4:39**	**4:47**	**4:57**	**5:01**	**5:05**	**5:13**	**5:34**	**5:42**	**5:49**
5:59	**6:05**	**6:12**	**6:22**	**6:26**	**6:30**	**6:39**	**7:00**	**7:08**	**7:13**

31 SAN JACINTO - BEAUMONT - BANNING - MORENO VALLEY

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



1190

31 NORTHBOUND TO MORENO VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
5:33	5:52	5:58	6:20	6:34	6:47	6:59
6:45	7:06	7:10	7:31	7:46	8:00	8:14
7:48	8:09	8:13	8:33	8:46	8:59	9:13
9:05	9:26	9:31	9:52	10:05	10:18	10:30
10:17	10:35	10:40	11:02	11:15	11:27	11:41
11:20	11:40	11:46	**12:08**	**12:22**	**12:35**	**12:49**
12:35	**12:56**	**1:02**	**1:25**	**1:39**	**1:53**	**2:07**
2:03	**2:24**	**2:30**	**2:53**	**3:07**	**3:21**	**3:35**
2:50	**3:11**	**3:16**	**3:40**	**3:56**	**4:11**	**4:25**
4:15	**4:36**	**4:42**	**5:07**	**5:20**	**5:33**	**5:47**
5:40	**5:59**	**6:04**	**6:29**	**6:43**	**6:56**	**7:08**
6:30	**6:48**	**6:52**	**7:16**	**7:30**	**7:43**	**7:55**

31 SOUTHBOUND TO MSJC SAN JACINTO | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
6:00	6:10	6:25	6:34	7:04	7:08	7:33
7:15	7:33	7:49	7:59	8:24	8:30	8:55
8:25	8:46	8:57	9:05	9:32	9:36	10:00
9:35	9:47	10:02	10:10	10:38	10:43	11:07
10:44	11:03	11:18	11:27	11:55	**12:00**	**12:25**
12:00	**12:20**	**12:32**	**12:41**	**1:11**	**1:17**	**1:45**
1:00	**1:17**	**1:32**	**1:41**	**2:08**	**2:13**	**2:39**
2:25	**2:43**	**2:57**	**3:07**	**3:34**	**3:40**	**4:05**
3:45	**4:04**	**4:18**	**4:27**	**4:54**	**5:00**	**5:25**
4:35	**4:52**	**5:05**	**5:14**	**5:42**	**5:47**	**6:12**
6:00	**6:19**	**6:32**	**6:41**	**7:07**	**7:12**	**7:34**
7:20	**7:38**	**7:53**	**8:02**	**8:29**	**8:34**	**8:55**

31 NORTHBOUND TO MORENO VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MT. SAN JACINTO COLLEGE SAN JACINTO	BEAUMONT WALMART	SUN LAKES AT VILLAGE	SUPER WALMART AT MORENO BEACH DR	RIVERSIDE UNIVERSITY MEDICAL CENTER	MORENO VALLEY SENIOR CENTER	MORENO VALLEY MALL
1	2	3	4	5	6	7
7:33	7:52	7:56	8:23	8:36	8:48	9:03
8:43	9:01	9:05	9:32	9:47	9:59	10:17
9:49	10:07	10:11	10:40	10:54	11:06	11:28
11:05	11:25	11:30	11:57	**12:10**	**12:22**	**12:40**
12:17	**12:36**	**12:41**	**1:10**	**1:22**	**1:34**	**1:52**
1:36	**1:54**	**1:59**	**2:25**	**2:38**	**2:50**	**3:10**
2:39	**2:58**	**3:03**	**3:32**	**3:45**	**3:57**	**4:15**
4:00	**4:21**	**4:26**	**4:54**	**5:07**	**5:19**	**5:37**
5:06	**5:25**	**5:29**	**5:57**	**6:10**	**6:22**	**6:41**
6:15	**6:33**	**6:37**	**7:05**	**7:17**	**7:29**	**7:45**

31 SOUTHBOUND TO MSJC SAN JACINTO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

MORENO VALLEY MALL	MORENO VALLEY SENIOR CENTER	RIVERSIDE UNIVERSITY MEDICAL CENTER	SUPER WALMART AT MORENO BEACH DR	SUN LAKES AT VILLAGE	BEAUMONT WALMART	MT. SAN JACINTO COLLEGE SAN JACINTO
7	6	5	4	3	2	1
7:00	7:14	7:28	7:37	8:05	8:09	8:32
8:10	8:24	8:37	8:46	9:14	9:18	9:38
9:15	9:34	9:48	9:57	10:26	10:31	10:53
10:29	10:46	10:59	11:09	11:38	11:43	**12:05**
11:39	11:57	**12:09**	**12:18**	**12:47**	**12:52**	**1:13**
12:52	**1:12**	**1:24**	**1:33**	**2:01**	**2:06**	**2:29**
2:06	**2:25**	**2:38**	**2:49**	**3:15**	**3:20**	**3:42**
3:21	**3:38**	**3:51**	**4:00**	**4:28**	**4:33**	**4:54**
4:25	**4:42**	**4:55**	**5:04**	**5:33**	**5:38**	**5:59**
5:49	**6:08**	**6:21**	**6:31**	**6:58**	**7:02**	**7:23**
6:52	**7:09**	**7:22**	**7:31**	**7:58**	**8:02**	**8:23**



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41 MEAD VALLEY COMMUNITY CENTER- MORENO VALLEY COLLEGE - RUMC

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



41 EASTBOUND TO RIVERSIDE UNIVERSITY MEDICAL CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	MEAD VALLEY COMMUNITY CENTER	MORGAN & BRENNAN	PERRIS & RAMONA EXPWY	LASSELLE & VIA DE ANZA	LASSELLE & COLLEGE DR	RIVERSIDE UNIVERSITY MEDICAL CENTER
	1	2	3	4	5E	6
	6:18	6:32	6:36	6:48	6:53	7:04
	7:30	7:47	7:51	8:07	8:14	8:28
	8:22	8:38	8:42	8:55	9:00	9:13
	10:21	10:37	10:42	10:55	11:00	11:13
	12:22	**12:39**	**12:44**	**12:57**	**1:03**	**1:16**
	2:29	**2:48**	**2:53**	**3:06**	**3:12**	**3:25**
S	—	—	—	**3:55**	**4:05**	**4:19**
	3:30	**3:49**	**3:54**	**4:10**	**4:17**	**4:31**
	5:31	**5:49**	**5:54**	**6:07**	**6:12**	**6:24**

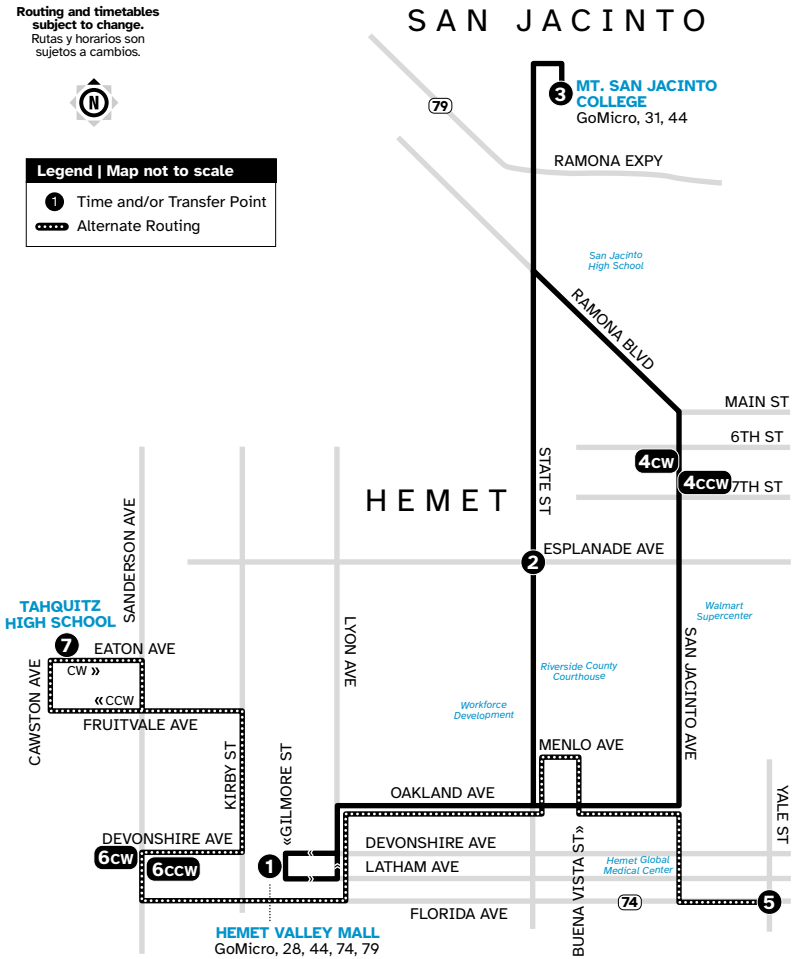
41 WESTBOUND TO MEAD VALLEY COMMUNITY CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

RIVERSIDE UNIVERSITY MEDICAL CENTER	LASSELLE & CALLE AGUA	LASSELLE & VIA DE ANZA	PERRIS & RAMONA EXPWY	MORGAN & BRENNAN	MEAD VALLEY COMMUNITY CENTER
6	5W	4	3	2	1
7:14	7:26	7:33	7:47	7:52	8:12
9:23	9:32	9:37	9:50	9:55	10:11
11:23	11:32	11:37	11:51	11:56	**12:12**
1:26	**1:36**	**1:41**	**1:55**	**2:00**	**2:19**
3:37	**3:47**	**3:55**	**4:09**	**4:14**	**4:33**
4:24	**4:34**	**4:39**	**4:53**	**4:58**	**5:13**
6:36	**6:45**	**6:49**	**7:01**	**7:06**	**7:18**

44 HEMET VALLEY MALL - MT. SAN JACINTO COLLEGE CIRCULATOR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- Alternate Routing

Trips beginning and ending on Route 44 stops must use Route 44 and cannot be booked on GoMicro.

44 CLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL	TAHQUITZ HIGH SCHOOL	SANDERSON & DEVONSHIRE	FLORIDA & YALE
	1	2	3	4CW	1	7	6CW	5
	4:30	4:41	4:55	5:08	5:25	—	—	—
	5:40	5:52	6:06	6:19	6:36	—	—	—
	6:50	7:02	7:17	7:30	7:47	—	—	—
	7:54	8:07	8:22	8:35	8:52	—	—	—
	8:45	8:57	9:13	9:24	9:42	—	—	—
	9:34	9:46	10:01	10:14	10:32	—	—	—
	10:20	10:32	10:46	10:59	11:17	—	—	—
	11:05	11:16	11:31	11:43	**12:02**	—	—	—
	11:50	**12:01**	**12:16**	**12:29**	**12:48**	—	—	—
	12:40	**12:52**	**1:07**	**1:19**	**1:38**	—	—	—
	1:25	**1:37**	**1:52**	**2:04**	**2:23**	—	—	—
	2:08	**2:19**	**2:33**	**2:47**	**3:05**	—	—	—
	3:00	**3:12**	**3:27**	**3:41**	**3:59**	—	—	—
	3:45	**3:57**	**4:12**	**4:24**	**4:42**	—	—	—
S	—	—	—	—	—	**3:55**	**4:03**	**4:37**
	4:30	**4:42**	**4:57**	**5:09**	**5:28**	—	—	—
	5:18	**5:30**	**5:45**	**5:57**	**6:16**	—	—	—
	6:50	**7:01**	**7:16**	**7:27**	**7:47**	—	—	—
	7:42	**7:54**	**8:08**	**8:20**	**8:37**	—	—	—
	8:50	**9:02**	**9:16**	**9:28**	**9:45**	—	—	—
	10:00	**10:12**	**10:26**	**10:38**	**10:55**	—	—	—

44 COUNTERCLOCKWISE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL	FLORIDA & YALE	DEVONSHIRE & SANDERSON	TAHQUITZ HIGH SCHOOL
	1	4CCW	3	2	1	5	6CCW	7
	—	—	4:58	5:12	5:23	—	—	—
	5:40	5:59	6:10	6:23	6:34	—	—	—
	6:50	7:09	7:21	7:33	7:44	—	—	—
S	—	—	—	—	—	7:43	8:02	8:15
	7:57	8:16	8:29	8:40	8:51	—	—	—
	9:07	9:27	9:37	9:50	10:01	—	—	—
	9:55	10:14	10:25	10:37	10:49	—	—	—
	10:44	11:03	11:14	11:27	11:38	—	—	—
	11:30	11:50	**12:01**	**12:14**	**12:25**	**—**	**—**	**—**
	12:15	**12:35**	**12:46**	**12:58**	**1:09**	**—**	**—**	**—**
	1:00	**1:19**	**1:29**	**1:41**	**1:52**	**—**	**—**	**—**
	1:50	**2:10**	**2:22**	**2:34**	**2:45**	**—**	**—**	**—**
	2:35	**2:54**	**3:06**	**3:18**	**3:28**	**—**	**—**	**—**
	3:19	**3:38**	**3:53**	**4:05**	**4:16**	**—**	**—**	**—**
	4:10	**4:31**	**4:42**	**4:53**	**5:03**	**—**	**—**	**—**
	4:57	**5:15**	**5:27**	**5:38**	**5:51**	**—**	**—**	**—**
	5:46	**6:05**	**6:16**	**6:27**	**6:40**	**—**	**—**	**—**
	6:26	**6:46**	**6:56**	**7:08**	**7:19**	**—**	**—**	**—**
	8:00	**8:19**	**8:29**	**8:41**	**8:55**	**—**	**—**	**—**
	9:09	**9:28**	**9:38**	**9:51**	**10:05**	**—**	**—**	**—**
	10:32	**10:50**	**11:00**	**11:13**	**11:27**	**—**	**—**	**—**

44 CLOCKWISE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	STATE & ESPLANADE	MT. SAN JACINTO COLLEGE SAN JACINTO	SAN JACINTO & SIXTH	HEMET VALLEY MALL
1	2	3	4CW	1
5:35	5:46	5:57	6:08	6:24
6:34	6:45	6:56	7:07	7:23
7:36	7:47	7:58	8:09	8:25
8:34	8:45	8:56	9:07	9:23
9:36	9:47	9:58	10:09	10:25
10:35	10:46	10:57	11:08	11:24
11:36	11:47	11:58	**12:09**	**12:26**
12:35	**12:46**	**12:57**	**1:08**	**1:25**
1:37	**1:48**	**1:59**	**2:10**	**2:27**
2:36	**2:47**	**2:58**	**3:09**	**3:26**
3:38	**3:48**	**3:59**	**4:10**	**4:27**
4:37	**4:48**	**4:59**	**5:10**	**5:27**
5:38	**5:49**	**6:00**	**6:11**	**6:28**
6:38	**6:49**	**7:00**	**7:11**	**7:28**
7:39	**7:50**	**8:01**	**8:12**	**8:29**
8:45	**8:56**	**9:07**	**9:18**	**9:35**

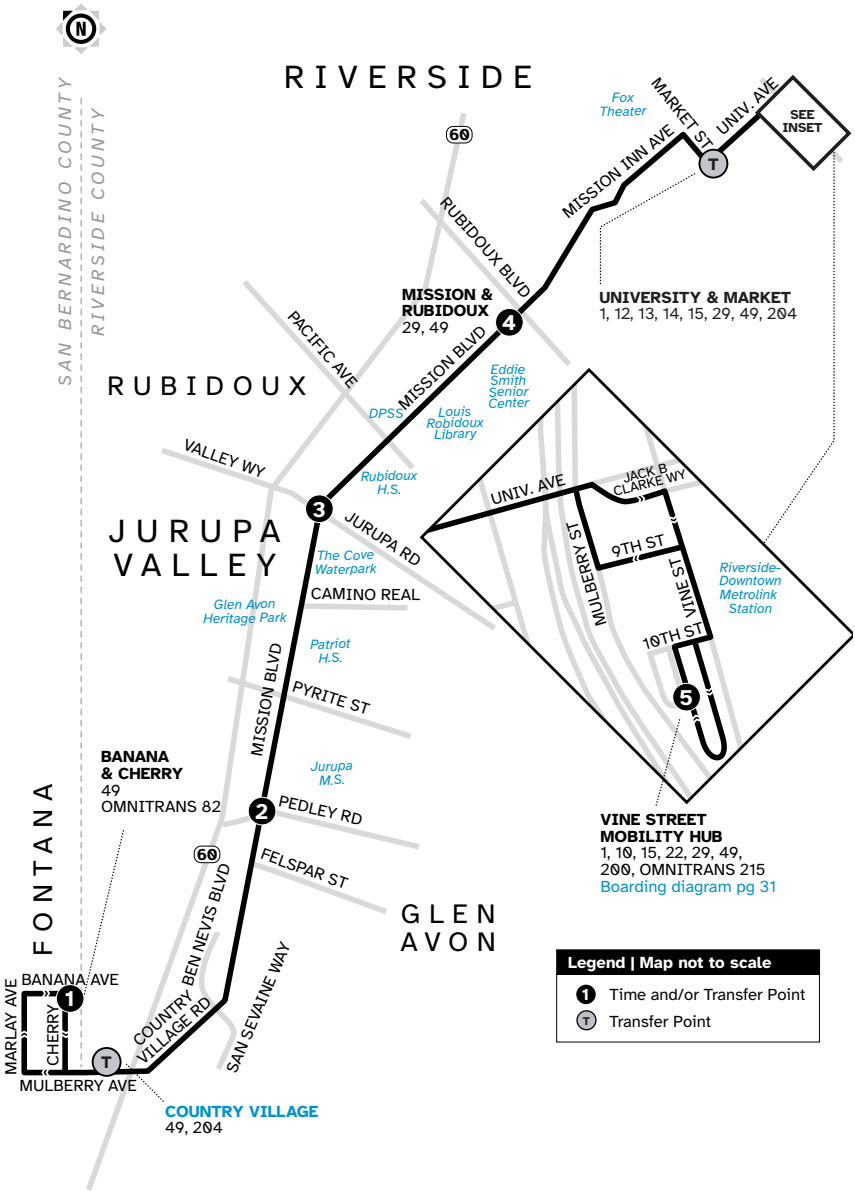
44 COUNTERCLOCKWISE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SAN JACINTO & SEVENTH	MT. SAN JACINTO COLLEGE SAN JACINTO	STATE & ESPLANADE	HEMET VALLEY MALL
1	4CCW	3	2	1
—	—	4:50	5:03	5:16
6:35	6:53	7:00	7:13	7:26
7:33	7:51	7:58	8:11	8:24
8:35	8:53	9:00	9:13	9:26
9:34	9:52	9:59	10:12	10:25
10:35	10:53	11:00	11:13	11:26
11:34	11:52	11:59	**12:12**	**12:25**
12:36	**12:54**	**1:01**	**1:14**	**1:27**
1:35	**1:53**	**2:00**	**2:13**	**2:26**
2:37	**2:55**	**3:02**	**3:15**	**3:28**
3:36	**3:52**	**3:59**	**4:14**	**4:27**
4:37	**4:55**	**5:02**	**5:15**	**5:28**
5:37	**5:55**	**6:02**	**6:15**	**6:28**
6:38	**6:56**	**7:03**	**7:16**	**7:29**
7:38	**7:56**	**8:03**	**8:16**	**8:29**
8:39	**8:57**	**9:04**	**9:17**	**9:30**
9:45	**10:03**	**10:10**	—	—

49 DOWNTOWN RIVERSIDE - COUNTRY VILLAGE - FONTANA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



49 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
4:12	4:23	4:30	4:38	4:51
5:11	5:22	5:29	5:37	5:51
6:08	6:20	6:27	6:35	6:51
7:35	7:51	8:02	8:12	8:28
8:57	9:11	9:19	9:29	9:45
9:57	10:10	10:18	10:28	10:44
10:57	11:10	11:18	11:29	11:47
11:54	**12:07**	**12:15**	**12:26**	**12:44**
1:00	**1:14**	**1:22**	**1:33**	**1:51**
2:08	**2:22**	**2:32**	**2:43**	**3:01**
3:37	**3:53**	**4:08**	**4:21**	**4:39**
4:37	**4:51**	**5:01**	**5:12**	**5:30**
5:54	**6:08**	**6:17**	**6:28**	**6:46**
7:03	**7:15**	**7:23**	**7:31**	**7:49**
8:00	**8:12**	**8:20**	**8:27**	**8:43**
8:56	**9:07**	**9:15**	**9:22**	**9:38**

49 WESTBOUND TO COUNTRY VILLAGE/FONTANA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
5:12	5:23	5:31	5:37	5:54
6:08	6:19	6:27	6:33	6:50
7:45	8:03	8:14	8:23	8:40
8:55	9:10	9:19	9:25	9:42
10:00	10:15	10:24	10:30	10:47
10:55	11:10	11:20	11:26	11:43
12:00	**12:18**	**12:28**	**12:35**	**12:50**
12:57	**1:19**	**1:29**	**1:36**	**1:53**
2:13	**2:33**	**2:44**	**2:51**	**3:11**
3:25	**3:45**	**3:56**	**4:05**	**4:25**
4:49	**5:06**	**5:17**	**5:24**	**5:44**
6:00	**6:18**	**6:28**	**6:35**	**6:52**
7:00	**7:18**	**7:26**	**7:33**	**7:50**
7:59	**8:14**	**8:22**	**8:29**	**8:46**
8:53	**9:08**	**9:15**	**9:21**	**9:38**
9:48	**10:03**	**10:10**	**10:16**	**10:33**

49 EASTBOUND TO DOWNTOWN RIVERSIDE | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

BANANA & CHERRY	MISSION & PEDLEY	MISSION & VALLEY	MISSION & RUBIDOUX	VINE STREET MOBILITY HUB
1	2	3	4	5
6:22	6:33	6:40	6:48	7:00
7:09	7:21	7:28	7:36	7:48
7:57	8:09	8:17	8:27	8:40
8:47	8:59	9:07	9:17	9:30
9:41	9:53	10:01	10:11	10:24
10:32	10:45	10:53	11:04	11:19
11:27	11:40	11:48	11:59	**12:14**
12:22	**12:35**	**12:43**	**12:54**	**1:09**
1:17	**1:30**	**1:38**	**1:49**	**2:04**
2:13	**2:26**	**2:34**	**2:45**	**3:00**
3:09	**3:22**	**3:30**	**3:41**	**3:56**
4:05	**4:18**	**4:26**	**4:36**	**4:51**
5:01	**5:14**	**5:22**	**5:32**	**5:47**
6:03	**6:16**	**6:24**	**6:32**	**6:47**
6:53	**7:06**	**7:14**	**7:21**	**7:34**

49 WESTBOUND TO COUNTRY VILLAGE/FONTANA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

VINE STREET MOBILITY HUB	MISSION & RUBIDOUX	MISSION & VALLEY	MISSION & PEDLEY	BANANA & CHERRY
5	4	3	2	1
7:10	7:23	7:30	7:35	7:47
7:58	8:13	8:20	8:25	8:37
8:50	9:05	9:13	9:18	9:31
9:40	9:55	10:03	10:09	10:22
10:34	10:50	10:58	11:04	11:17
11:29	11:45	11:54	11:59	**12:12**
12:24	**12:40**	**12:49**	**12:54**	**1:07**
1:19	**1:35**	**1:44**	**1:49**	**2:03**
2:14	**2:32**	**2:40**	**2:45**	**2:59**
3:10	**3:28**	**3:36**	**3:41**	**3:55**
4:06	**4:24**	**4:32**	**4:37**	**4:51**
5:08	**5:26**	**5:34**	**5:39**	**5:53**
5:57	**6:15**	**6:23**	**6:29**	**6:42**
6:57	**7:14**	**7:22**	**7:28**	**7:41**
7:44	**8:00**	**8:07**	**8:13**	**8:26**



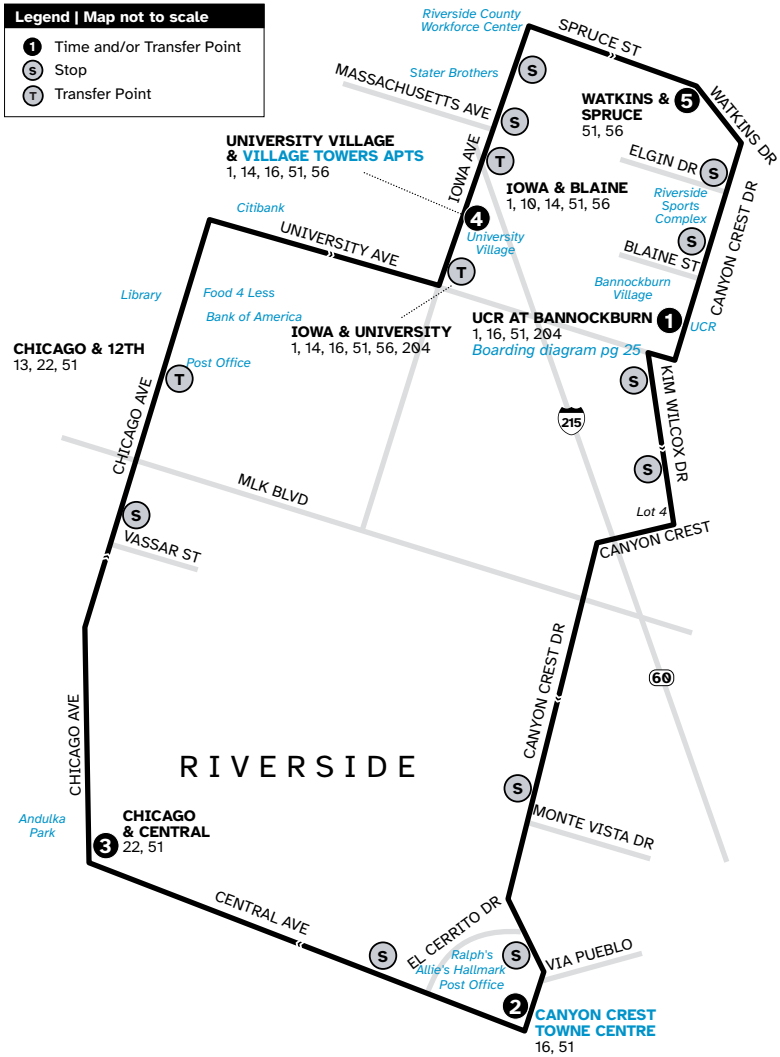
YOU'LL LIKE IT!

Join the Riverside Transit Agency on social media.

51 CREST CRUISER
UCR - CANYON CREST TOWNE CENTRE

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when UCR is not in session.



51 CLOCKWISE UCR TO CANYON CREST | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	CANYON CREST TOWNE CENTRE	CHICAGO & CENTRAL	UNIVERSITY VILLAGE & VILLAGE TOWERS APTS	WATKINS & SPRUCE	UCR AT BANNOCKBURN
1	2	3	4	5	1
—	—	—	7:29	7:35	7:41
7:51	8:01	8:04	8:11	8:17	8:23
8:33	8:44	8:47	8:54	9:00	9:06
9:16	9:27	9:30	9:37	9:43	9:49
9:59	10:10	10:13	10:20	10:26	10:32
10:42	10:53	10:56	11:03	11:09	11:15
11:25	11:36	11:39	11:46	11:52	11:58
12:08	**12:19**	**12:22**	**12:29**	**12:35**	**12:41**
12:51	**1:02**	**1:05**	**1:12**	**1:18**	**1:24**
1:34	**1:45**	**1:48**	**1:55**	**2:01**	**2:07**
2:17	**2:28**	**2:31**	**2:38**	**2:44**	**2:50**
3:00	**3:11**	**3:14**	**3:21**	**3:27**	**3:33**
3:43	**3:54**	**3:57**	**4:04**	**4:10**	**4:16**
4:26	**4:38**	**4:41**	**4:48**	**4:54**	**5:00**
5:10	**5:22**	**5:25**	**5:32**	**5:38**	**5:44**
5:54	**6:05**	**6:08**	**6:15**	**6:21**	**6:27**

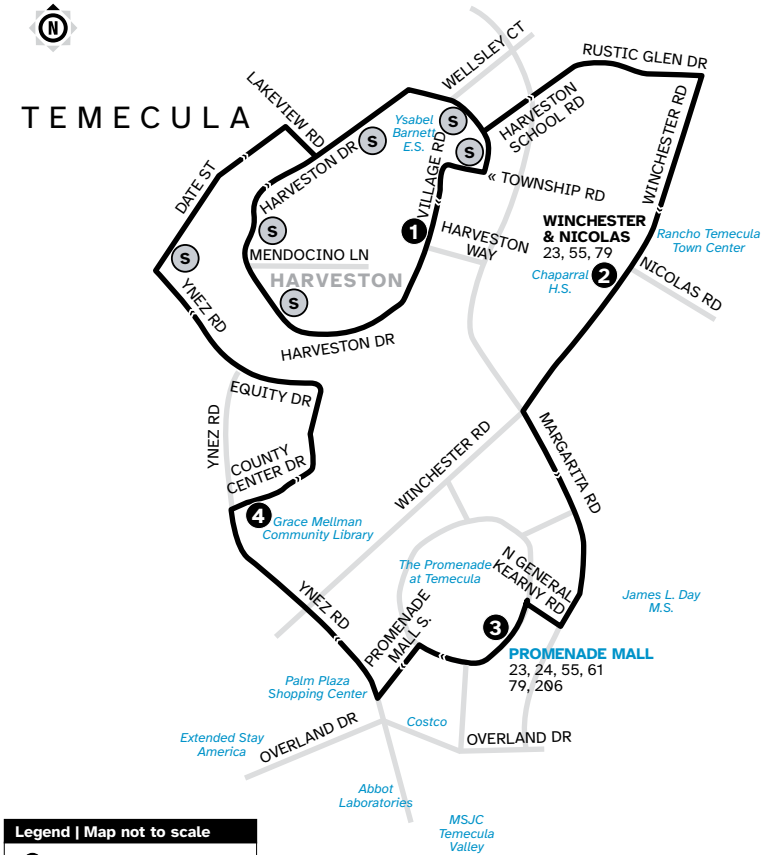
OUT OF SERVICE DATES	
Route will not operate on weekends or the following weekdays:	
2026	
May 25	Memorial Day
June 15 through September 18	Summer Break

55 TEMECULA TROLLEY PROMENADE MALL - HARVESTON

EVERYONE RIDES **FREE**

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day or days when school is not in session.



Legend | Map not to scale

- 1 Time and/or Transfer Point
- S Stop

55 CLOCKWISE TEMECULA TROLLEY | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
* If required by passengers, bus may continue after Village & Harveston timepoint to end trip at Lakeview Rd.

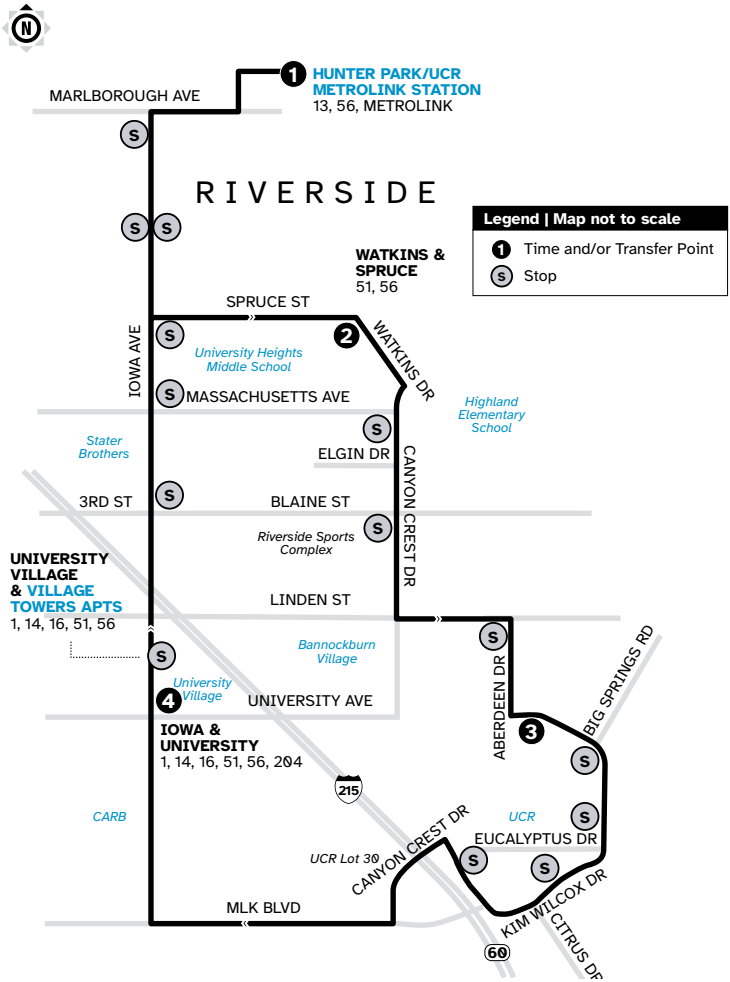
HARVESTON VILLAGE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL	COUNTY CENTER	HARVESTON VILLAGE CENTER
1	2	3	4	1
6:55	7:05	7:15	7:21	7:32
7:42	7:52	8:01	8:06	8:17
2:30	**2:39**	**2:49**	**2:55**	**3:06**
2:45	**2:54**	**3:06**	**3:12**	**3:26**
3:35	**3:44**	**3:52**	**3:58**	**4:09**
4:00	**4:09**	**4:17**	**4:23**	**4:34***
4:20	**4:29**	**4:37**	**4:43**	**4:54***

OUT OF SERVICE DATES	
Route will not operate on weekends or the following weekdays:	
2026	
May 25	Memorial Day
June 08 through August 11	Summer Break
September 07	Labor Day

56 HUNTER PARK/UCR METROLINK STATION TO UCR

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.

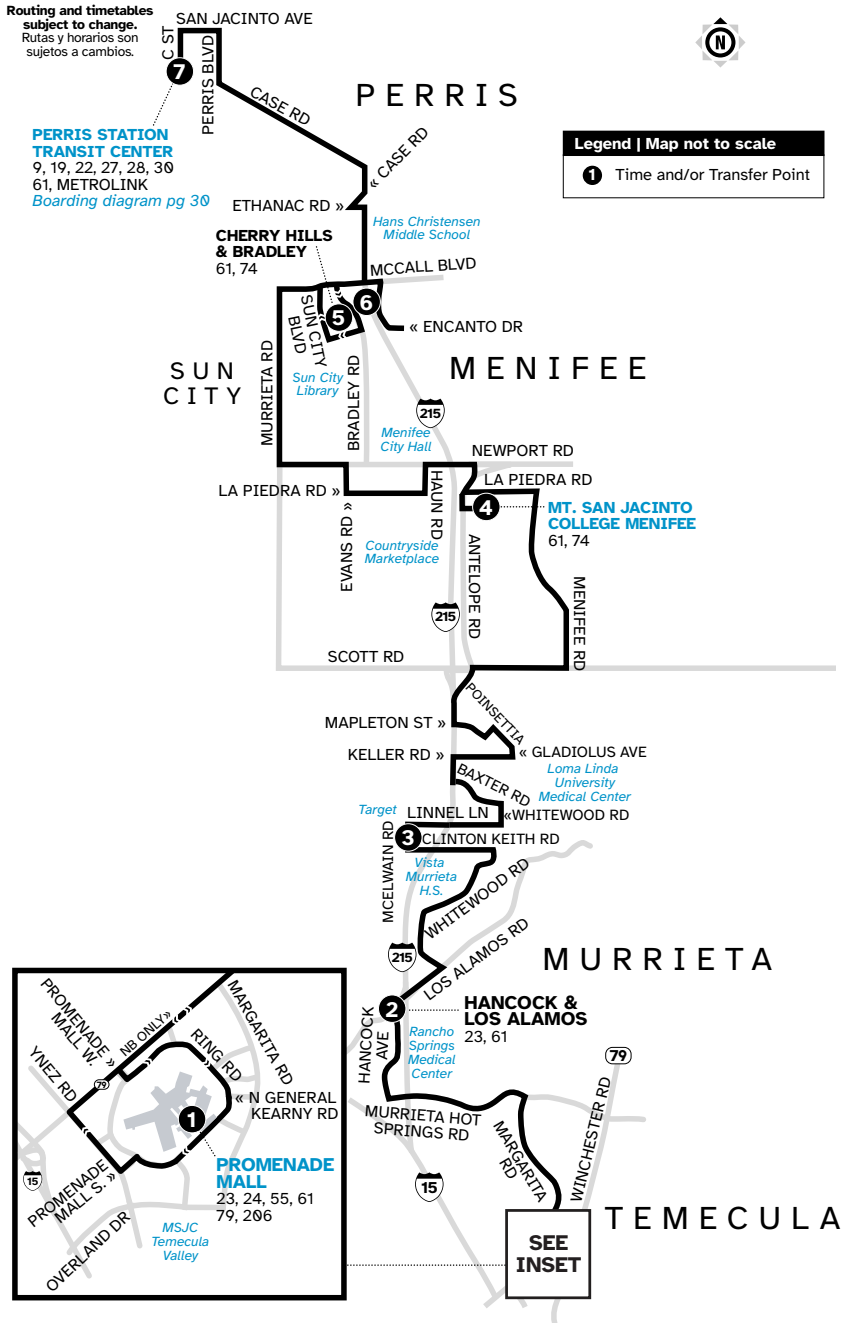


56 HUNTER PARK/UCR LOOP | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

HUNTER PARK/UCR METROLINK STATION	WATKINS & SPRUCE	KIM WILCOX DR NORTH & ABERDEEN	IOWA & UNIVERSITY	HUNTER PARK/UCR METROLINK STATION
1	2	3	4	1
6:00	6:06	6:16	6:26	6:35
7:00	7:06	7:16	7:26	7:35
8:00	8:06	8:16	8:26	8:35
8:45	8:51	9:01	9:11	9:20
9:30	9:36	9:46	9:56	10:05
10:15	10:21	10:31	10:41	10:50
11:00	11:06	11:16	11:26	11:35
11:45	11:51	**12:01**	**12:11**	**12:20**
12:30	**12:36**	**12:45**	**12:57**	**1:07**
1:17	**1:23**	**1:32**	**1:44**	**1:54**
2:04	**2:10**	**2:19**	**2:31**	**2:41**
2:51	**2:57**	**3:06**	**3:18**	**3:28**
3:38	**3:44**	**3:53**	**4:05**	**4:15**
4:25	**4:31**	**4:40**	**4:52**	**5:02**
5:12	**5:18**	**5:27**	**5:39**	**5:49**
5:59	**6:05**	**6:14**	**6:26**	**6:36**
6:46	**6:52**	**7:01**	**7:13**	**7:23**

61 PERRIS STATION TRANSIT CENTER - SUN CITY - MENIFEE - MURRIETA - TEMECULA



1210

61 NORTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	5	6	7
4:30	4:46	4:57	5:20	5:48	5:55	6:20
5:28	5:44	5:54	6:20	6:48	6:55	7:20
7:15	7:35	7:50	8:17	8:45	8:51	9:14
8:53	9:13	9:27	9:53	10:24	10:31	10:56
9:40	10:02	10:16	10:42	11:15	11:22	11:49
11:44	**12:06**	**12:20**	**12:46**	**1:17**	**1:24**	**1:51**
12:40	**1:02**	**1:16**	**1:42**	**2:13**	**2:20**	**2:45**
2:15	**2:37**	**2:52**	**3:18**	**3:51**	**3:58**	**4:23**
2:58	**3:28**	**3:52**	**4:18**	**4:51**	**4:58**	**5:23**
4:28	**4:57**	**5:15**	**5:41**	**6:14**	**6:19**	**6:44**
6:48	**7:11**	**7:25**	**7:48**	**8:18**	**8:22**	**8:45**

61 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
7	6	5	4	3	2	1
6:30	6:53	7:00	7:32	7:59	8:21	8:43
7:54	8:14	8:24	8:56	9:19	9:33	9:55
9:24	9:44	9:54	10:26	10:52	11:06	11:28
11:07	11:27	11:36	**12:10**	**12:36**	**12:50**	**1:12**
11:59	**12:21**	**12:30**	**1:04**	**1:30**	**1:44**	**2:05**
2:02	**2:25**	**2:34**	**3:09**	**3:35**	**3:52**	**4:13**
2:56	**3:17**	**3:28**	**4:04**	**4:30**	**4:47**	**5:08**
4:33	**4:54**	**5:03**	**5:38**	**6:03**	**6:17**	**6:38**
5:45	**6:06**	**6:15**	**6:45**	**7:10**	**7:23**	**7:44**
7:07	**7:28**	**7:37**	**8:07**	**8:30**	**8:42**	**8:58**

61 NORTHBOUND TO PERRIS STATION TRANSIT CENTER | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	HANCOCK & LOS ALAMOS	MCELWAIN AT SUPER TARGET	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY	ENCANTO & MCCALL	PERRIS STATION TRANSIT CENTER
1	2	3	4	5	6	7
6:20	6:37	6:46	7:08	7:36	7:43	8:06
8:06	8:23	8:36	8:58	9:26	9:33	9:56
9:21	9:38	9:51	10:13	10:42	10:48	11:12
10:40	11:00	11:15	11:37	**12:06**	**12:12**	**12:36**
12:12	**12:35**	**12:50**	**1:10**	**1:39**	**1:45**	**2:09**
1:32	**1:56**	**2:11**	**2:36**	**3:02**	**3:08**	**3:32**
2:54	**3:17**	**3:30**	**3:53**	**4:27**	**4:33**	**4:57**
4:28	**4:51**	**5:04**	**5:26**	**5:56**	**6:02**	**6:26**
5:51	**6:14**	**6:27**	**6:48**	**7:18**	**7:23**	**7:45**

61 SOUTHBOUND TO TEMECULA (PROMENADE MALL) | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PERRIS STATION TRANSIT CENTER	ENCANTO & MCCALL	CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	MCELWAIN AT SUPER TARGET	HANCOCK & LOS ALAMOS	PROMENADE MALL
7	6	5	4	3	2	1
7:22	7:40	7:48	8:19	8:42	8:53	9:11
8:26	8:53	9:01	9:32	9:55	10:09	10:30
10:06	10:27	10:35	11:06	11:27	11:41	**12:02**
11:22	11:43	11:51	**12:25**	**12:45**	**1:01**	**1:22**
12:46	**1:09**	**1:17**	**1:45**	**2:10**	**2:23**	**2:44**
2:19	**2:42**	**2:50**	**3:22**	**3:44**	**3:57**	**4:18**
3:42	**4:01**	**4:09**	**4:46**	**5:07**	**5:20**	**5:41**
5:32	**5:51**	**5:59**	**6:28**	**6:50**	**7:01**	**7:22**

Es admirable ser amable

Un buen viaje comienza con acciones sencillas. Las Cinco P's son recordatorios amigables que ayudan a que todas las personas se sientan cómodas, seguras y bienvenidas al viajar con RTA.

Las Cinco P's: Cómo Viajamos Juntos

Personas: Sea amable—la vibra que transmiten en el autobús importa.

Propiedad: Mantenga el autobús limpio—déjelo mejor de cómo lo encontró.

Proceso: Un viaje tranquilo comienza con pasos sencillos—tenga su tarifa lista y siga la corriente.

Prohibido: Guarde la comida, las bebidas, la música alta y las conversaciones en voz alta para fuera del autobús.

Penalización: No seguir las reglas puede afectar su viaje.

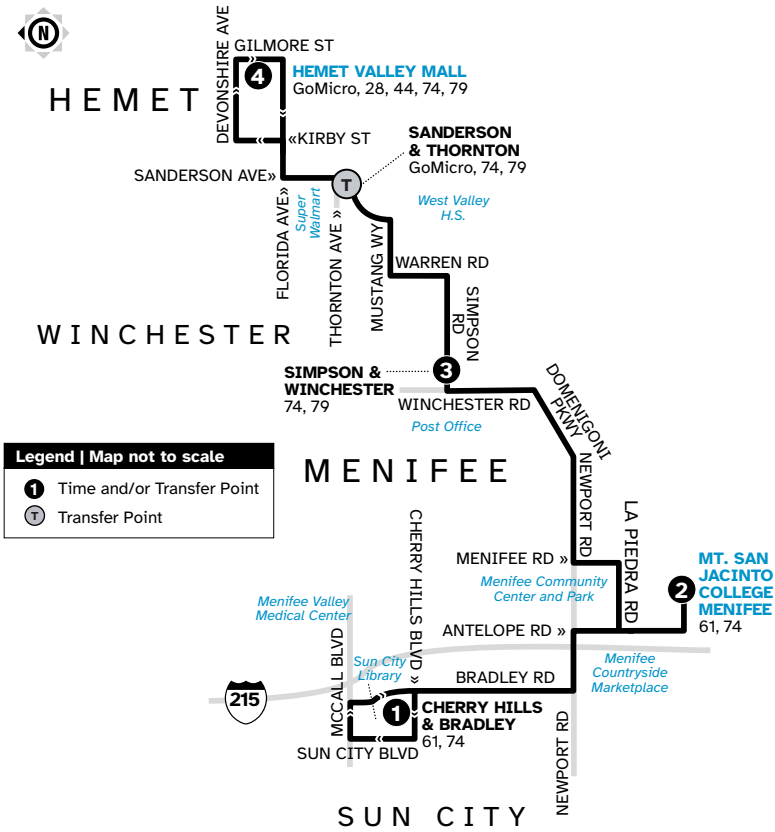
Para obtener más información, visite:
RiversideTransit.com/kindness

Kindness Counts

RTA

74 HEMET - WINCHESTER - MENIFEE - SUN CITY

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



74 EASTBOUND TO HEMET VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
5:51	6:11	6:26	6:47
7:18	7:42	7:59	8:24
8:42	9:12	9:28	9:55
9:50	10:13	10:29	10:52
11:21	11:51	**12:08**	**12:34**
12:14	**12:40**	**12:56**	**1:20**
2:01	**2:27**	**2:45**	**3:11**
2:49	**3:15**	**3:32**	**3:57**
4:42	**5:10**	**5:29**	**5:56**
5:24	**5:50**	**6:07**	**6:30**
6:17	**6:42**	**6:59**	**7:24**

74 WESTBOUND TO CHERRY HILLS & BRADLEY | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
4:44	5:03	5:19	5:41
6:10	6:30	6:47	7:07
7:24	7:50	8:09	8:32
8:37	9:01	9:18	9:40
10:05	10:31	10:47	11:11
11:02	11:25	11:42	**12:04**
12:44	**1:10**	**1:26**	**1:51**
1:30	**1:58**	**2:15**	**2:39**
3:21	**3:50**	**4:08**	**4:32**
4:07	**4:34**	**4:51**	**5:14**
5:00	**5:25**	**5:40**	**6:04**
6:41	**7:04**	**7:20**	**7:42**
7:34	**7:58**	**8:13**	**8:36**

74 EASTBOUND TO HEMET VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CHERRY HILLS & BRADLEY	MT. SAN JACINTO COLLEGE MENIFEE	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4
7:11	7:26	7:40	8:02
8:26	8:41	8:55	9:17
9:36	9:51	10:07	10:29
10:46	11:03	11:19	11:43
12:05	**12:22**	**12:38**	**1:02**
1:20	**1:37**	**1:53**	**2:18**
2:30	**2:47**	**3:03**	**3:26**
3:35	**3:52**	**4:08**	**4:31**
4:45	**5:02**	**5:17**	**5:40**
5:55	**6:12**	**6:27**	**6:50**

74 WESTBOUND TO CHERRY HILLS & BRADLEY | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	MT. SAN JACINTO COLLEGE MENIFEE	CHERRY HILLS & BRADLEY
4	3	2	1
6:15	6:34	6:47	7:01
7:30	7:49	8:02	8:16
8:30	8:49	9:02	9:18
9:30	9:50	10:05	10:27
10:46	11:09	11:23	11:38
12:06	**12:29**	**12:43**	**12:58**
1:16	**1:39**	**1:53**	**2:09**
2:32	**2:55**	**3:09**	**3:25**
3:42	**4:05**	**4:19**	**4:35**
4:41	**5:04**	**5:18**	**5:34**
5:51	**6:14**	**6:28**	**6:44**
7:01	**7:24**	**7:38**	**7:54**



NEVER WALK IN FRONT OF A BUS TO CROSS THE STREET

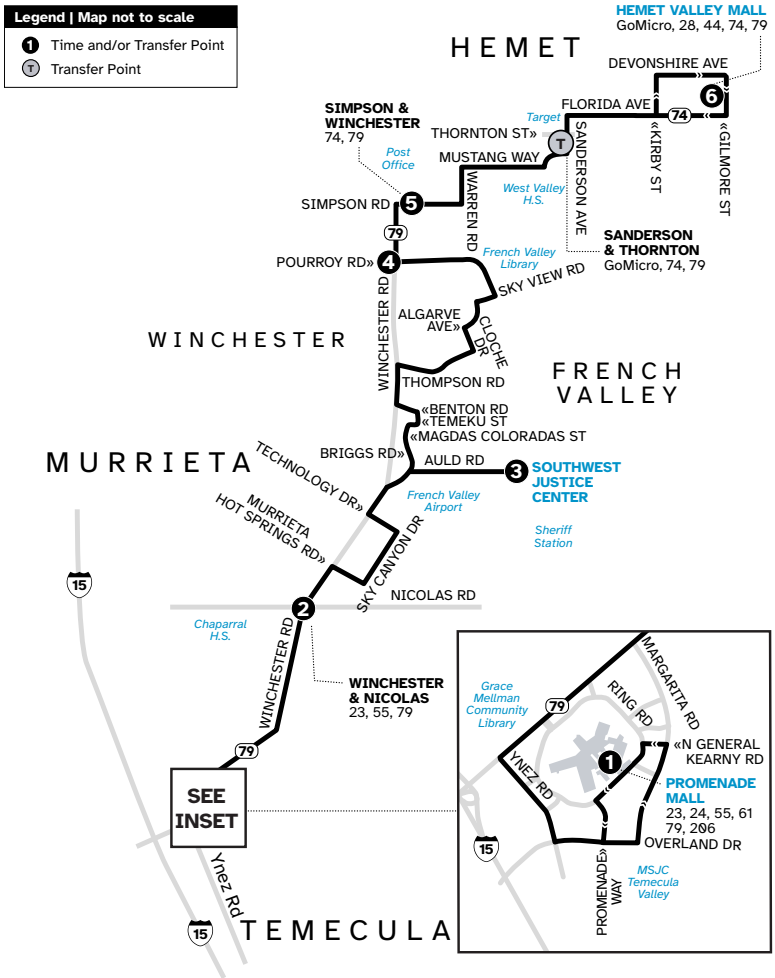
Stay safe by using a crosswalk whenever possible and waiting until you can clearly see traffic.

NUNCA CAMINE EN FRENTE DE UN AUTOBÚS PARA CRUZAR LA CALLE

Manténgase seguro utilizando el paso de peatones siempre que sea posible y esperando hasta que pueda ver claramente el tráfico.

79 HEMET - WINCHESTER - TEMECULA

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



79 NORTHBOUND TO HEMET VALLEY MALL | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
5:48	5:57	6:06	6:17	6:27	6:49
7:17	7:26	7:39	7:51	8:01	8:24
8:45	8:54	9:06	9:18	9:28	9:53
10:05	10:17	10:32	10:44	10:55	11:20
11:40	11:53	**12:08**	**12:20**	**12:30**	**12:55**
1:04	**1:15**	**1:29**	**1:41**	**1:51**	**2:15**
2:48	**3:02**	**3:18**	**3:36**	**3:47**	**4:16**
4:16	**4:30**	**4:46**	**5:04**	**5:16**	**5:42**
6:01	**6:14**	**6:28**	**6:43**	**6:54**	**7:18**
7:21	**7:31**	**7:44**	**7:57**	**8:08**	**8:32**
8:32	**8:41**	**8:53**	**9:06**	**9:17**	**9:37**

79 SOUTHBOUND TO TEMECULA | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate
S = Operates when school is in session only.

	HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
	6	5	4	3	2	1
	4:28	4:47	4:58	5:13	5:28	5:38
	5:55	6:15	6:26	6:41	6:55	7:07
	7:00	7:23	7:37	7:53	8:15	8:30
S	8:01	8:26	8:37	8:57	9:12	9:27
	8:35	8:59	9:10	9:25	9:40	9:55
	10:04	10:28	10:39	10:54	11:09	11:24
	11:30	11:55	**12:06**	**12:22**	**12:37**	**12:54**
	1:08	**1:35**	**1:46**	**2:02**	**2:17**	**2:34**
	2:35	**3:02**	**3:13**	**3:30**	**3:46**	**4:06**
	4:28	**4:55**	**5:06**	**5:22**	**5:37**	**5:51**
	5:52	**6:18**	**6:29**	**6:44**	**6:57**	**7:11**
	7:28	**7:52**	**8:03**	**8:18**	**8:30**	**8:42**

79 NORTHBOUND TO HEMET VALLEY MALL | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	WINCHESTER & NICOLAS	SOUTHWEST JUSTICE CENTER	WINCHESTER & POURROY	SIMPSON & WINCHESTER	HEMET VALLEY MALL
1	2	3	4	5	6
7:20	7:27	7:38	7:48	7:58	8:20
8:35	8:42	8:53	9:05	9:15	9:37
10:10	10:20	10:32	10:44	10:54	11:18
11:30	11:40	11:52	**12:05**	**12:15**	**12:42**
1:00	**1:10**	**1:22**	**1:35**	**1:45**	**2:09**
2:23	**2:34**	**2:47**	**3:00**	**3:10**	**3:34**
3:48	**3:59**	**4:11**	**4:24**	**4:34**	**4:58**
5:15	**5:25**	**5:37**	**5:50**	**6:00**	**6:25**
6:41	**6:51**	**7:03**	**7:16**	**7:26**	**7:51**

79 SOUTHBOUND TO TEMECULA | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

HEMET VALLEY MALL	SIMPSON & WINCHESTER	WINCHESTER & POURROY	SOUTHWEST JUSTICE CENTER	WINCHESTER & NICOLAS	PROMENADE MALL
6	5	4	3	2	1
6:49	7:09	7:19	7:33	7:46	7:58
8:30	8:50	9:00	9:14	9:27	9:40
9:47	10:09	10:20	10:35	10:48	11:04
11:28	11:54	**12:05**	**12:20**	**12:34**	**12:50**
12:52	**1:16**	**1:27**	**1:42**	**1:56**	**2:12**
2:20	**2:44**	**2:54**	**3:08**	**3:21**	**3:35**
3:46	**4:10**	**4:20**	**4:34**	**4:47**	**5:01**
5:15	**5:39**	**5:49**	**6:04**	**6:17**	**6:31**
6:35	**6:59**	**7:10**	**7:25**	**7:37**	**7:51**

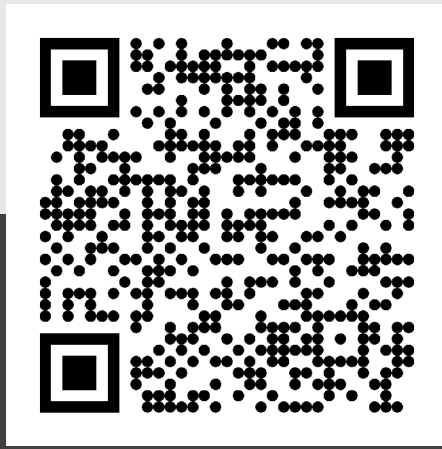
SPEAK UP!

SEE | SAY

SOMETHING | SOMETHING

FOR AN EMERGENCY, CALL 9-1-1.

Use this QR Code to report any non-emergency suspicious activity or behavioral concerns on any RTA bus.



¡LEVANTE SU VOZ!

VER | DECIR

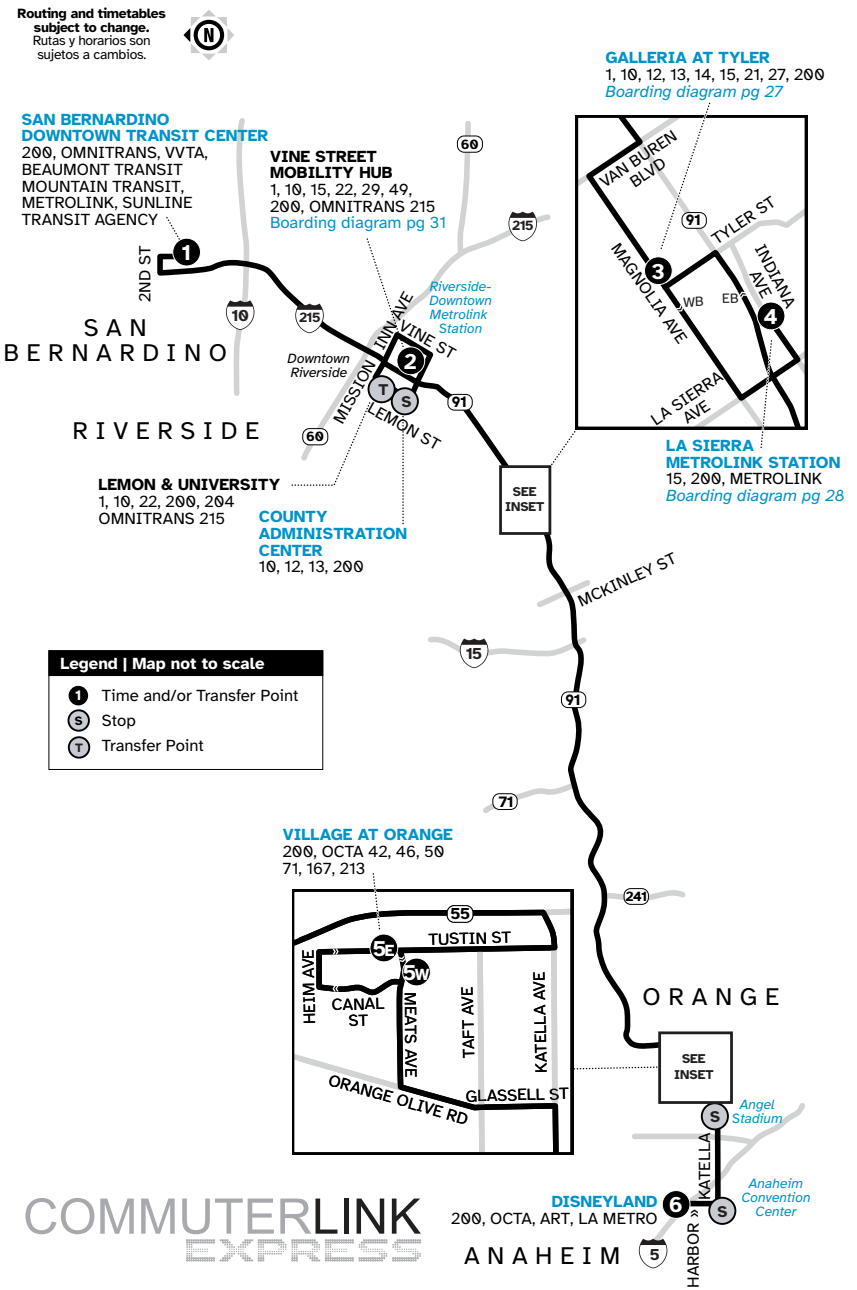
ALGO | ALGO

EN CASO DE EMERGENCIA, LLAME AL 9-1-1.

Utilice este código QR para informar cualquier inquietud que no sea de emergencia en cualquier autobús de RTA.

200 SAN BERNARDINO - RIVERSIDE - ANAHEIM

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.



200 WESTBOUND TO ANAHEIM | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5W	6
3:50	4:16	4:29	4:38	5:11	5:33
4:45	5:11	5:24	5:33	6:25	6:50
6:15	6:45	6:58	7:09	8:03	8:28
7:20	7:50	8:06	8:15	8:51	9:16
8:20	8:50	9:06	9:15	9:51	10:16
9:34	10:04	10:20	10:29	11:05	11:30
11:12	11:45	**12:03**	**12:12**	**12:48**	**1:13**
1:00	**1:33**	**1:51**	**2:00**	**2:36**	**3:01**
2:19	**2:52**	**3:11**	**3:21**	**3:57**	**4:24**
4:05	**4:41**	**5:00**	**5:10**	**5:46**	**6:13**
6:00	**6:29**	**6:46**	**6:56**	**7:29**	**7:56**
7:20	**7:47**	**8:02**	**8:12**	**8:43**	**9:08**
8:10	**8:37**	**8:52**	**9:00**	**9:31**	**9:56**

200 EASTBOUND TO SAN BERNARDINO | WEEKDAYS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
6	5E	4	3	2	1
5:59	6:27	7:06	7:14	7:41	8:00
7:18	7:48	8:25	8:33	8:57	9:14
8:54	9:24	10:01	10:09	10:35	10:52
9:45	10:15	10:52	11:00	11:26	11:43
10:42	11:12	11:49	11:57	**12:23**	**12:40**
11:56	**12:26**	**1:03**	**1:11**	**1:42**	**1:59**
1:39	**2:09**	**2:56**	**3:06**	**3:37**	**4:01**
3:27	**4:00**	**5:08**	**5:18**	**5:49**	**6:13**
5:01	**5:38**	**6:33**	**6:42**	**7:07**	**7:24**
6:47	**7:17**	**7:59**	**8:08**	**8:31**	**8:48**
8:22	**8:48**	**9:24**	**9:33**	**9:56**	**10:13**
9:35	**10:01**	**10:37**	**10:44**	**11:07**	**11:24**
10:28	**10:54**	**11:27**	**11:34**	**11:54**	12:11

200 WESTBOUND TO ANAHEIM | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

SAN BERNARDINO DOWNTOWN TRANSIT CENTER	VINE STREET MOBILITY HUB	GALLERIA AT TYLER	LA SIERRA METROLINK STATION	MEATS & TUSTIN	DISNEYLAND
1	2	3	4	5W	6
6:00	6:25	6:45	6:53	7:25	7:47
7:36	8:01	8:21	8:29	9:04	9:26
9:11	9:36	9:56	10:04	10:39	11:01
10:45	11:11	11:31	11:39	**12:17**	**12:41**
12:20	**12:46**	**1:06**	**1:14**	**1:52**	**2:16**
2:15	**2:41**	**3:01**	**3:09**	**3:47**	**4:11**
3:30	**3:55**	**4:15**	**4:23**	**4:59**	**5:23**
5:30	**5:55**	**6:15**	**6:23**	**6:57**	**7:21**
7:30	**7:55**	**8:13**	**8:21**	**8:53**	**9:15**

200 EASTBOUND TO SAN BERNARDINO | WEEKENDS

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate.

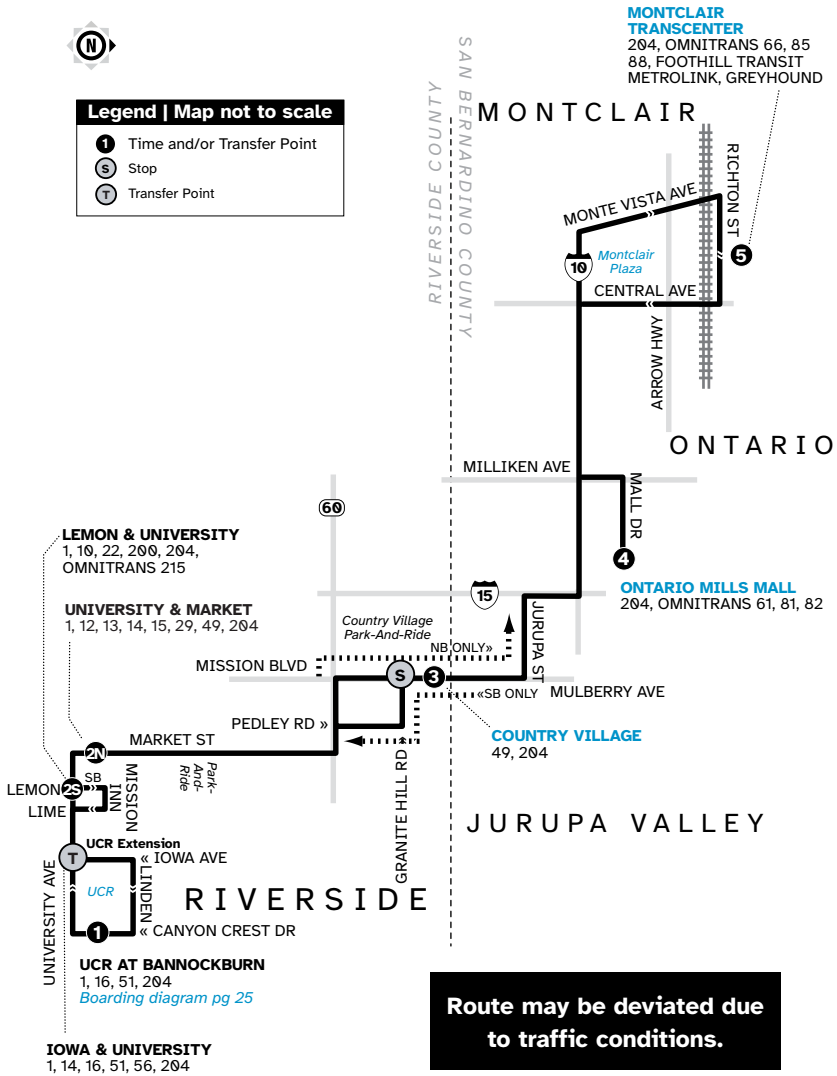
DISNEYLAND	VILLAGE AT ORANGE	LA SIERRA METROLINK STATION	GALLERIA AT TYLER	VINE STREET MOBILITY HUB	SAN BERNARDINO DOWNTOWN TRANSIT CENTER
6	5E	4	3	2	1
8:28	8:56	9:32	9:39	10:02	10:20
10:07	10:35	11:11	11:19	11:42	**12:00**
11:42	**12:10**	**12:46**	**12:55**	**1:18**	**1:36**
1:12	**1:40**	**2:18**	**2:27**	**2:50**	**3:08**
2:53	**3:21**	**3:59**	**4:08**	**4:31**	**4:49**
4:48	**5:16**	**5:54**	**6:02**	**6:25**	**6:43**
6:04	**6:29**	**7:07**	**7:15**	**7:38**	**7:56**
8:15	**8:40**	**9:14**	**9:21**	**9:44**	**10:02**
10:15	**10:40**	**11:13**	**11:19**	**11:38**	**11:56**


gomobile
RIVERSIDE TRANSIT AGENCY
10:41
gomobile
30 Day Veteran Local
Barcode Expires 05/12/25
10:51 AM
09:49
Total Fare: $30.00
30 Day Veteran Local
Period Pass
ID Card
Ticket Inform...
GENFARE
• buy passes
• pay your fare
• plan your trip
• get arrival times
• get service alerts
all on your phone!
Details at RiversideTransit.com/GoMobile

204 UCR - DOWNTOWN RIVERSIDE - ONTARIO MILLS MALL - MONTCLAIR TRANSCENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

1226

204 NORTHBOUND TO ONTARIO MILLS MALL & MONTCLAIR TRANSCENTER | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

UCR AT BANNOCKBURN	MARKET & UNIVERSITY	COUNTRY VILLAGE	ONTARIO MILLS MALL	MONTCLAIR TRANSCENTER
1	2N	3	4	5
—	5:13	5:27	5:43	6:04
The 5:13 a.m. trip will start service at the stop on University and Lemon at approximately 5:12 a.m.				
6:17	6:27	6:41	6:58	7:21
2:29	**2:43**	**2:59**	**3:20**	**3:43**
5:50	**6:04**	**6:20**	**6:38**	**7:00**

204 SOUTHBOUND TO DOWNTOWN RIVERSIDE & UCR | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

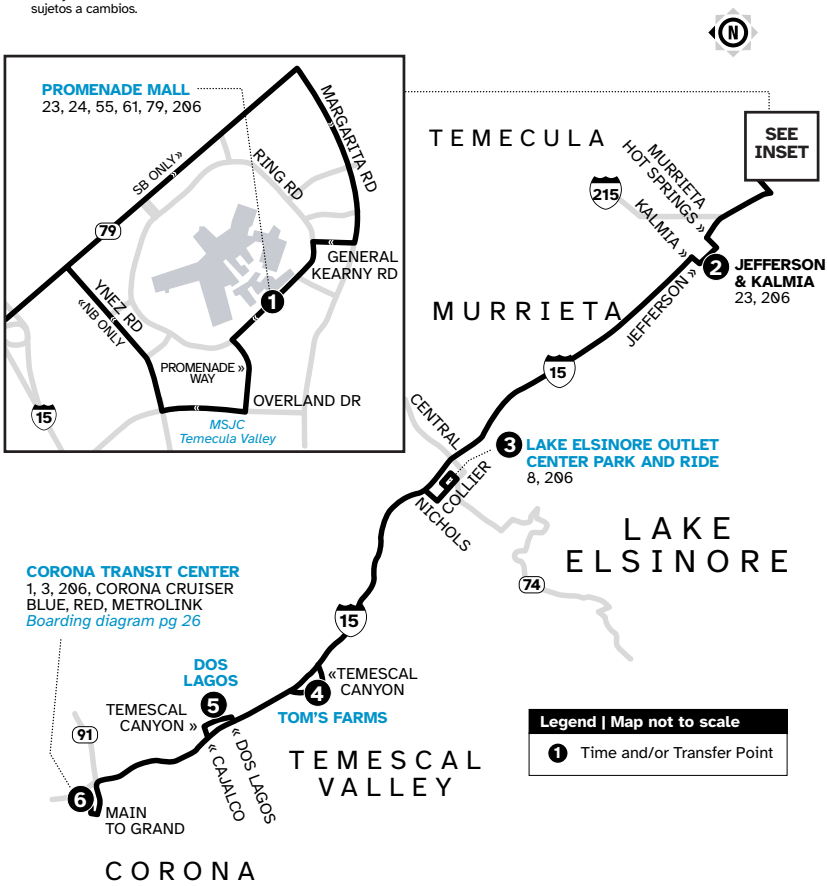
MONTCLAIR TRANSCENTER	ONTARIO MILLS MALL	COUNTRY VILLAGE	LEMON & UNIVERSITY	UCR AT BANNOCKBURN
5	4	3	2S	1
6:23	6:42	7:01	7:20	7:35
7:31	7:54	8:16	8:39	8:54
3:53	**4:24**	**4:47**	**5:20**	**5:39**
7:10	**7:32**	**7:51**	**8:10**	**8:25**

For Metrolink information, go to metrolinktrains.com or call 800.371.5465.

206 TEMECULA - MURRIETA - LAKE ELSINORE - CORONA TRANSIT CENTER

Routing and timetables subject to change.
Rutas y horarios son sujetos a cambios.

No service on weekends or: Memorial Day, Juneteenth, Independence Day, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day.



COMMUTERLINK EXPRESS

1228

206 NORTHBOUND TO CORONA TRANSIT CENTER | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

PROMENADE MALL	JEFFERSON & KALMIA	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	TOM'S FARMS	DOS LAGOS	CORONA TRANSIT CENTER
1	2	3	4	5	6
3:56	4:07	4:27	4:41	—	5:01
4:50	5:01	5:21	5:37	5:49	6:16
—	—	6:05	6:21	6:36	7:06
—	—	7:00	7:16	7:31	8:01
3:45	**4:02**	**4:25**	**4:40**	**4:49**	**5:09**

206 SOUTHBOUND TO TEMECULA | WEEKDAYS ONLY

A.M. times are in PLAIN, P.M. times are in BOLD | Times are approximate

CORONA TRANSIT CENTER	DOS LAGOS	TOM'S FARMS	LAKE ELSINORE OUTLET CENTER PARK-AND-RIDE	JEFFERSON & KALMIA	PROMENADE MALL
6	5	4	3	2	1
4:50	**—**	**5:22**	**5:40**	**6:00**	**6:17**
The 4:50 p.m. trip will wait for the 4:41 p.m. train, but no later than 5:00 p.m. before departing the Metrolink Station.					
5:50	**6:17**	**6:26**	**6:44**	**7:04**	**7:19**
The 5:50 p.m. trip will wait for the 5:30 p.m. and 5:41 p.m. trains, but no later than 6:00 p.m. before departing the Metrolink Station.					
6:50	**—**	**7:16**	**7:33**	**7:53**	**8:18**
The 6:50 p.m. trip will wait for the 6:30 p.m. and 6:41 p.m. trains, but no later than 7:00 p.m. before departing the Metrolink Station.					

WHAT'S NEW

AFFECTED ROUTES / RUTAS AFECTADAS: 3, 8, 9, 22, 23, 24, 28, 30, 31, 41, 44, 51, 55, 56, 61, 74 and 79

On May 10, 2026, the Riverside Transit Agency (RTA) adjusted several routes and trips to improve connections and maintain efficiency. This guide provided a preview of the changes so you could plan ahead. A full list of schedules was available in early May when RTA debuted its new Ride Guide at RiversideTransit.com. Questions or comments? Email us at comments@riversidetransit.com or call 951.565.5002.

El 10 de mayo de 2026, Riverside Transit Agency (RTA) ajustó varias rutas y viajes para mejorar las conexiones y mantener la eficiencia. Esta guía ofreció un avance de los cambios para que pudiera planificar con anticipación. La lista completa de horarios estuvo disponible a principios de mayo, cuando RTA publicó su nueva Ride Guide en RiversideTransit.com. ¿Tiene preguntas o comentarios? Envíenos un correo electrónico a comments@riversidetransit.com o llame al 951.565.5002.

ROUTE 3: The weekday and weekend schedules in both directions were adjusted to maintain efficiency.

RUTA 3: Los horarios entre semana y fin de semana en ambas direcciones se ajustaron para mantener la eficiencia.

ROUTE 8: The weekday schedule in both directions and the weekend counterclockwise schedule were adjusted to maintain efficiency.

RUTA 8: El horario entre semana en ambas direcciones y el horario de los fines de semana en sentido contrario a las agujas del reloj se ajustaron para mantener la eficiencia.

ROUTE 9: The weekday schedule in both directions and the weekend northbound schedule were adjusted to maintain efficiency.

RUTA 9: El horario entre semana en ambas direcciones y el horario de los fines de semana hacia el norte se ajustaron para mantener la eficiencia.

ROUTE 22: The weekday schedule in both directions and the weekend northbound schedule were adjusted to improve connections.

RUTA 22: El horario entre semana en ambas direcciones y el horario de los fines de semana hacia el norte se ajustaron para mejorar las conexiones.

ROUTE 23: The weekday and weekend schedules in both directions were adjusted to maintain efficiency.

RUTA 23: Los horarios entre semana y fin de semana en ambas direcciones se ajustaron para mantener la eficiencia.

ROUTE 24: The weekday and weekend schedules in both directions were adjusted to maintain efficiency.

RUTA 24: Los horarios entre semana y fin de semana en ambas direcciones se ajustaron para mantener la eficiencia.

ROUTE 28: The weekday westbound schedule was adjusted to improve connections.

RUTA 28: El horario entre semana hacia el oeste se ajustó para mejorar las conexiones.

ROUTE 30: The weekday and weekend schedules were adjusted to maintain efficiency.

RUTA 30: Los horarios entre semana y fin de semana se ajustaron para mantener la eficiencia.

ROUTE 31: The weekday schedule in both directions was adjusted to maintain efficiency.

RUTA 31: El horario entre semana en ambas direcciones se ajustó para mantener la eficiencia.

ROUTE 41: The weekday schedule in both directions was adjusted to maintain efficiency. The weekday eastbound trip departing Lasselle Street and Via De Anza at 3:50 p.m. and the weekday westbound trip departing Riverside University Health System - Medical Center at 7:25 a.m. were discontinued.

RUTA 41: El horario entre semana en ambas direcciones se ajustó para mantener la eficiencia. El viaje entre semana hacia el este que salió de Lasselle Street y Via De Anza a las 3:50 p.m., y el viaje entre semana hacia el oeste que salió de Riverside University Health System - Medical Center a las 7:25 a.m., se suspendieron.

ROUTE 44: The weekday clockwise schedule and the weekend schedule in both directions were adjusted to maintain efficiency.

RUTA 44: El horario entre semana en sentido de las agujas del reloj y el horario de los fines de semana en ambas direcciones se ajustaron para mantener la eficiencia.

ROUTE 51: The weekday schedule was adjusted to maintain efficiency.

RUTA 51: El horario entre semana se ajustó para mantener la eficiencia.

ROUTE 55: The weekday schedule was adjusted to maintain efficiency.

RUTA 55: El horario entre semana se ajustó para mantener la eficiencia.

ROUTE 56: The weekday schedule was adjusted to maintain efficiency.

RUTA 56: El horario entre semana se ajustó para mantener la eficiencia.

ROUTE 61: The weekday northbound schedule and the weekend schedule in both directions were adjusted to maintain efficiency.

RUTA 61: El horario entre semana hacia el norte y el horario de los fines de semana en ambas direcciones se ajustaron para mantener la eficiencia.

ROUTE 74: The weekday schedule in both directions and the weekend eastbound schedule were adjusted to maintain efficiency.

RUTA 74: El horario entre semana en ambas direcciones y el horario de los fines de semana hacia el este se ajustaron para mantener la eficiencia.

ROUTE 79: The weekday and weekend schedules in both directions were adjusted to maintain efficiency.

RUTA 79: Los horarios entre semana y fin de semana en ambas direcciones se ajustaron para mantener la eficiencia.

YOUTH RIDE FREE*

Anyone aged 18 and younger can ride for free on all RTA's fixed-route and GoMicro buses. No pass is needed—just show a valid school ID, RTA Youth ID or any state-issued ID verifying age.



* Offer ends December 31, 2026

Visit **RiversideTransit.com** or call us at **951.565.5002** to plan your trip.

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RTA
Riverside Transit Agency

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Kindness Counts

RTA

Appendix B:

Title VI Analysis

Implementation of Fare Promotions Program

As part of the Fiscal Year 2027 (FY27) Budget and Short-Range Transit Plan (SRTP), RTA is proposing to use Local Transportation Funds (LTF) and Fiscal Year 2025 (FY25) Low Carbon Transit Operations Program (LCTOP) funds to fund the Free Fares for Youth program. These funds will provide youth ages 18 and under with free rides from July 1, 2026 through June 30, 2027 on all fixed route and GoMicro buses. Of RTA's total service area population, 69 percent are minorities and 18 percent are low-income. In 2025, RTA conducted an Onboard Rider Survey which found that 89 percent of RTA riders identified as minorities and 72 percent as low-income. The survey also found that youth represent nearly 12 percent of RTA's ridership. Of the youth that ride, nearly 88 percent are minorities. Therefore, providing free fares for youth will greatly benefit minority and low-income populations in the service area. The Free Fares for Youth promo will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing free public transportation.

Fiscal Year 2026 Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles, or alignment.

In Fiscal Year 2026 (FY26), RTA made the following service changes:

- Route 1: Increased service to the Vine Street Mobility Hub to connect to Metrolink trains. Added a new weekday eastbound trip departing Smith Avenue and 6th Street at 10:45 p.m. and new westbound trips departing UCR at Bannockburn at 3:45 a.m. and 11:40 p.m. to provide earlier morning service and later evening service. Added new weekend eastbound trips departing Smith Avenue and 6th Street at 5:15 a.m. and 9:33 p.m. A new weekend westbound trip departing Blaine Street and Iowa Avenue at 5:08 a.m. and a new westbound trip departing UCR at Bannockburn at 9:30 p.m. was added to provide earlier morning service and later evening service.
- Route 8: A new weekday clockwise trip departing Highway 74 and Cambern Avenue at 1:50 p.m. and two new counterclockwise trips departing Highway 74 and Cambern Avenue at 5:00 a.m. and 3:35 p.m. were added to meet growing demand.
- Route 15: Improved weekday frequency from every 40 minutes to every 30 minutes.
- Route 19: Added a new weekend northbound trip departing the Perris Station Transit Center at 3:23 p.m.
- Route 24: Realigned the route to start (northbound trips) and end (southbound trips) service at bus stop 2571 on Redhawk Parkway and Via Rio Temecula.
- Route 27: Realigned the route to provide service along Coyote Bush Road, Krameria Avenue and Village West Drive. Bus stop 4571 on Van Buren Boulevard and Orange Terrace Parkway was discontinued.
- Route 41: Added a new eastbound trip departing Laselle Street and Via de Anza at 3:55 p.m. and a new westbound trip departing the Riverside University Health System - Medical Center at 7:25 a.m. to meet growing demand.
- Route 44: Added a new weekday counterclockwise trip traveling from Florida Avenue and Yale Street at 7:43 a.m. to Tahquitz High School and a new weekday clockwise trip traveling from Tahquitz High School at 3:48 p.m. to Florida Avenue and Yale Street.
- Route 51: Realigned the route to start and end service at UCR at Bannockburn.
- Route 61: Discontinued the weekday northbound trip departing the Quail Valley Fire Station at 7:25 a.m. and the southbound trip departing Encanto Drive and McCall Boulevard at 3:28 p.m.

- Route 10: Increased weekday and weekend service to the Vine Street Mobility Hub to connect to Metrolink trains. Weekday frequencies were improved from every 80 minutes to every 60 minutes, and weekend frequencies were improved from every 90 minutes to every 70 minutes. Added a new weekday eastbound trip departing Galleria at Tyler at 5:55 a.m. and a new westbound trip departing Big Springs Road and Watkins Drive at 5:40 a.m. to provide early morning service.
- Route 13: Added two new weekday eastbound trips departing Galleria at Tyler at 5:35 a.m. and 3:05 p.m. to connect with trains at the Hunter Park/UCR Metrolink Station and meet growing demand. A new westbound trip departing the Hunter Park/UCR Metrolink Station at 5:59 a.m. was added to provide earlier morning service. The 5:09 p.m. weekday eastbound trip departing from Galleria at Tyler was discontinued.
- Route 15: Added a new weekday westbound trip departing the Vine Street Mobility Hub at 9:05 p.m. to provide later evening service.
- Route 19: Added a new weekday northbound trip departing the Perris Station Transit Center at 4:35 a.m. to provide early morning service.
- Route 28: Adjusted the 11:50 p.m. weekday eastbound trip departing from Perris Station Transit Center to end at Florida and New Chicago avenues.
- Route 30: Added a new trip departing Orange Vista High School at 7:25 a.m. to meet growing demand.
- Route 41: The weekday eastbound trip departing Lasselle Street and Via De Anza at 3:50 p.m. and the weekday westbound trip departing Riverside University Health System - Medical Center at 7:25 a.m. is no longer in service.

In September 2025 and January 2026, one route hit the threshold of a major service change. The tables below show the changes in revenue miles and hours for each service change by route. Routes 10 and 15 have a greater than 25 percent change in revenue hours and/or revenue miles. Of those routes, only Route 10 serves a disproportionately higher percentage of low-income populations. All of the route changes being made are increases in service which will benefit the region. RTA's Title VI Policies define a disproportionate burden or disparate impact as an "adverse effect". Increasing service on these routes will benefit minority and low-income populations.

Of RTA's total service area population, 69 percent are minorities and 18 percent are low-income. In 2025, RTA conducted an Onboard Rider Survey which found that 89 percent of RTA riders identified as minorities and 72 percent as low-income. Therefore, increasing service on these routes will greatly benefit minority and low-income populations in the service area. Improving service on the routes listed will not pose a disparate impact or disproportionate burden on minority or low-income populations but rather benefit the region by providing increased service levels.

FY26 Service Changes - September 2025

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	JULY 1, 2025 - SEP 13, 2025			SEP 14, 2025 - JAN 10, 2026			Percent Change in RSH			JULY 1, 2025 - SEP 13, 2025			SEP 14, 2025 - JAN 10, 2026			Percent Change in RSM			Minority	Disparate	Low-income	Disproportionate
	Daily RSH Before Service Change			*Daily RSH After Service Change*						*Daily RSM Before Service Change*			*Daily RSM After Service Change*						%	Impact (Y/N)*	%	Burden (Y/N)*
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	238.18	155.48	155.48	248.05	168.45	168.45	4.14%	8.34%	8.34%	2,538.55	1,777.38	1,777.38	2,649.63	1,916.48	1,916.48	4.38%	7.83%	7.83%				
10	33.27	23.35	23.35	33.80	23.43	23.43	1.60%	0.36%	0.36%	377.78	274.75	274.75	377.78	274.75	274.75	0.00%	0.00%	0.00%				
11	23.93	18.68	18.68	23.88	18.68	18.68	-0.21%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.48	39.28	39.28	49.53	39.18	39.18	0.10%	-0.25%	-0.25%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	38.02	32.47	32.47	37.33	32.13	32.13	-1.80%	-1.03%	-1.03%	436.21	400.85	400.85	436.21	400.85	400.85	0.00%	0.00%	0.00%				
14	50.40	31.73	31.73	49.13	31.67	31.67	-2.51%	-0.21%	-0.21%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	66.22	40.78	40.78	89.03	40.90	40.90	34.46%	0.29%	0.29%	753.93	512.08	512.08	1,011.24	512.08	512.08	34.13%	0.00%	0.00%	78.06%	No	23.67%	No
16	105.17	64.75	64.75	105.05	64.03	64.03	-0.11%	-1.11%	-1.11%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.82	14.65	14.65	16.65	14.65	14.65	-0.99%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	159.83	106.90	106.90	159.13	107.22	107.22	-0.44%	0.30%	0.30%	1,982.90	1,417.16	1,417.16	1,982.90	1,433.55	1,433.55	0.00%	1.16%	1.16%				
20	55.67	38.77	38.77	55.60	38.37	38.37	-0.12%	-1.03%	-1.03%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	15.05	11.62	11.62	14.85	11.62	11.62	-1.33%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.00	40.25	40.25	57.10	40.13	40.13	0.18%	-0.29%	-0.29%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	37.82	32.58	32.58	41.18	33.93	33.93	8.90%	4.14%	4.14%	679.73	635.88	635.88	719.30	672.89	672.89	5.82%	5.82%	5.82%				
28	111.58	64.38	64.38	103.52	64.13	64.13	-7.23%	-0.39%	-0.39%	1,679.12	1,070.58	1,070.58	1,679.12	1,070.58	1,070.58	0.00%	0.00%	0.00%				
29	33.07	28.98	28.98	32.63	28.98	28.98	-1.31%	0.00%	0.00%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.90	26.43	26.43	33.90	26.57	26.57	0.00%	0.50%	0.50%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	58.93	42.22	42.22	58.47	42.22	42.22	-0.79%	0.00%	0.00%	1,433.42	992.37	992.37	1,433.42	992.37	992.37	0.00%	0.00%	0.00%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	12.00			12.08			0.69%			292.45			292.45			0.00%						
C/O Routes																						
3	37.40	13.45	13.45	37.88	13.45	13.45	1.29%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	47.83	43.50	43.50	54.65	44.20	44.20	14.25%	1.61%	1.61%	706.81	655.36	655.36	784.98	655.36	655.36	11.06%	0.00%	0.00%				
9	20.10	18.68	18.68	19.43	18.93	18.93	-3.32%	1.34%	1.34%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	38.00	31.68	31.68	38.52	31.85	31.85	1.36%	0.53%	0.53%	511.98	439.77	439.77	521.70	448.51	448.51	1.90%	1.99%	1.99%				
24	30.90	24.58	24.58	30.20	24.88	24.88	-2.27%	1.22%	1.22%	348.48	316.80	316.80	349.67	317.99	317.99	0.34%	0.38%	0.38%				
30	18.10	11.42	11.42	19.67	12.12	12.12	8.66%	6.13%	6.13%	225.97	156.33	156.33	225.97	156.33	156.33	0.00%	0.00%	0.00%				
31	41.52	35.32	35.32	42.97	35.32	35.32	3.49%	0.00%	0.00%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	16.82			19.17			13.97%			251.27			271.90			8.21%						
44 (Circulator)	45.22	31.70	31.70	47.43	31.70	31.70	4.90%	0.00%	0.00%	489.67	397.15	397.15	504.64	397.15	397.15	3.06%	0.00%	0.00%				
51	10.55			10.62			0.63%			111.05			111.05			0.00%						
55	5.55			5.55			0.00%			48.33			48.33			0.00%						
56	12.98			12.98			0.00%			115.45			115.45			0.00%						
61	53.08	36.07	36.07	50.35	35.92	35.92	-5.15%	-0.42%	-0.42%	760.14	601.37	601.37	742.80	601.37	601.37	-2.28%	0.00%	0.00%				
74	28.80	24.00	24.00	28.02	24.07	24.07	-2.72%	0.28%	0.28%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	35.48	24.70	24.70	33.90	25.10	25.10	-4.46%	1.62%	1.62%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 89% minority population and 26% low-income population to have a Title VI impact (based on RTA's 2025 Title VI Update).

FY26 Service Changes - January 2026

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	SEP 14, 2025 - JAN 10, 2026			JAN 11, 2026 - MAY 9, 2026			Percent Change in RSH			SEP 14, 2025 - JAN 10, 2026			JAN 11, 2026 - MAY 9, 2026			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*									
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	248.05	168.45	168.45	247.05	168.73	168.73	-0.40%	0.17%	0.17%	2,649.63	1,916.48	1,916.48	2,649.63	1,916.48	1,916.48	0.00%	0.00%	0.00%				
10	33.80	23.43	23.43	54.73	34.27	34.27	61.93%	46.23%	46.23%	377.78	274.75	274.75	538.04	358.69	358.69	42.42%	30.55%	30.55%	73.30%	No	26.09%	Yes
11	23.88	18.68	18.68	23.55	18.68	18.68	-1.40%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.53	39.18	39.18	49.38	39.67	39.67	-0.30%	1.23%	1.23%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	37.33	32.13	32.13	43.27	32.33	32.33	15.89%	0.62%	0.62%	436.21	400.85	400.85	471.56	400.85	400.85	8.10%	0.00%	0.00%				
14	49.13	31.67	31.67	48.77	31.73	31.73	-0.75%	0.21%	0.21%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	89.03	40.90	40.90	90.30	40.83	40.83	1.42%	-0.16%	-0.16%	1,011.24	512.08	512.08	1,026.16	512.08	512.08	1.48%	0.00%	0.00%				
16	105.05	64.03	64.03	105.72	63.88	63.88	0.63%	-0.23%	-0.23%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.65	14.65	14.65	16.60	14.65	14.65	-0.30%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	159.13	107.22	107.22	163.22	107.63	107.63	2.57%	0.39%	0.39%	1,982.90	1,433.55	1,433.55	2,002.16	1,433.55	1,433.55	0.97%	0.00%	0.00%				
20	55.60	38.37	38.37	56.03	38.92	38.92	0.78%	1.43%	1.43%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	11.62	11.62	14.85	11.62	11.62	0.00%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.10	40.13	40.13	57.27	40.15	40.15	0.29%	0.04%	0.04%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	41.18	33.93	33.93	42.30	33.57	33.57	2.71%	-1.08%	-1.08%	719.30	672.89	672.89	719.30	672.89	672.89	0.00%	0.00%	0.00%				
28	103.52	64.13	64.13	104.53	64.13	64.13	0.98%	0.00%	0.00%	1,679.12	1,070.58	1,070.58	1,691.30	1,070.58	1,070.58	0.72%	0.00%	0.00%				
29	32.63	28.98	28.98	31.92	29.13	29.13	-2.20%	0.52%	0.52%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
49	33.90	26.57	26.57	33.82	26.68	26.68	-0.25%	0.44%	0.44%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	58.47	42.22	42.22	60.42	42.22	42.22	3.34%	0.00%	0.00%	1,433.42	992.37	992.37	1,433.42	992.37	992.37	0.00%	0.00%	0.00%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	12.08			12.08			0.00%			292.45			292.45			0.00%						
C/O Routes																						
3	37.88	13.45	13.45	36.47	13.45	13.45	-3.74%	0.00%	0.00%	395.16	174.68	174.68	395.16	174.68	174.68	0.00%	0.00%	0.00%				
8	54.65	44.20	44.20	54.67	44.20	44.20	0.03%	0.00%	0.00%	784.98	655.36	655.36	784.98	655.36	655.36	0.00%	0.00%	0.00%				
9	19.43	18.93	18.93	20.20	18.93	18.93	3.95%	0.00%	0.00%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	38.52	31.85	31.85	38.25	31.35	31.35	-0.69%	-1.57%	-1.57%	521.70	448.51	448.51	521.70	448.51	448.51	0.00%	0.00%	0.00%				
24	30.20	24.88	24.88	30.07	24.93	24.93	-0.44%	0.20%	0.20%	349.67	317.99	317.99	349.67	317.99	317.99	0.00%	0.00%	0.00%				
30	19.67	12.12	12.12	20.75	11.57	11.57	5.51%	-4.54%	-4.54%	225.97	156.33	156.33	236.97	156.33	156.33	4.87%	0.00%	0.00%				
31	42.97	35.32	35.32	42.00	38.35	38.35	-2.25%	8.59%	8.59%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	19.17			18.85			-1.65%			271.90			271.90			0.00%						
44 (Circulator)	47.43	31.70	31.70	46.52	31.68	31.68	-1.93%	-0.05%	-0.05%	504.64	397.15	397.15	504.64	397.15	397.15	0.00%	0.00%	0.00%				
51	10.62			10.62			0.00%			111.05			111.05			0.00%						
55	5.55			5.55			0.00%			48.33			48.33			0.00%						
56	12.98			12.98			0.00%			115.45			115.45			0.00%						
61	50.35	35.92	35.92	50.05	36.87	36.87	-0.60%	2.65%	2.65%	742.80	601.37	601.37	742.80	601.37	601.37	0.00%	0.00%	0.00%				
74	28.02	24.07	24.07	30.40	24.15	24.15	8.51%	0.35%	0.35%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	33.90	25.10	25.10	33.90	25.33	25.33	0.00%	0.93%	0.93%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 89% minority population and 26% low-income population to have a Title VI impact (based on RTA's 2025 Title VI Update).

FY26 Service Changes - May 2026

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	JAN 11, 2026 - MAY 9, 2026			MAY 10, 2026 - JUNE 30, 2026			Percent Change in RSH			JAN 11, 2026 - MAY 9, 2026			MAY 10, 2026 - JUNE 30, 2026			Percent Change in RSM			Minority	Disparate	Low-income	Disproportionate
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*						%	Impact (Y/N)*	%	Burden (Y/N)*
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	247.05	168.73	168.73	245.95	168.73	168.73	-0.45%	0.00%	0.00%	2,649.63	1,916.48	1,916.48	2,649.63	1,916.48	1,916.48	0.00%	0.00%	0.00%				
3D				2.18			#DIV/0!						28.23			#DIV/0!						
10	54.73	34.27	34.27	54.88	34.27	34.27	0.27%	0.00%	0.00%	538.04	358.69	358.69	540.24	360.16	360.16	0.41%	0.41%	0.41%				
11	23.55	18.68	18.68	23.43	18.68	18.68	-0.50%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.38	39.67	39.67	49.62	39.67	39.67	0.47%	0.00%	0.00%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	43.27	32.33	32.33	41.28	32.33	32.33	-4.58%	0.00%	0.00%	471.56	400.85	400.85	471.56	400.85	400.85	0.00%	0.00%	0.00%				
14	48.77	31.73	31.73	48.92	31.73	31.73	0.31%	0.00%	0.00%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	90.30	40.83	40.83	90.90	40.83	40.83	0.66%	0.00%	0.00%	1,026.16	512.08	512.08	1,026.16	512.08	512.08	0.00%	0.00%	0.00%				
16	105.72	63.88	63.88	106.35	63.88	63.88	0.60%	0.00%	0.00%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.60	14.65	14.65	16.70	14.65	14.65	0.60%	0.00%	0.00%	198.37	187.14	187.14	198.37	187.14	187.14	0.00%	0.00%	0.00%				
19	163.22	107.63	107.63	164.67	107.63	107.63	0.89%	0.00%	0.00%	2,002.16	1,433.55	1,433.55	2,002.16	1,433.55	1,433.55	0.00%	0.00%	0.00%				
20	56.03	38.92	38.92	56.20	38.92	38.92	0.30%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	11.62	11.62	14.85	11.62	11.62	0.00%	0.00%	0.00%	146.41	133.10	133.10	146.41	133.10	133.10	0.00%	0.00%	0.00%				
22	57.27	40.15	40.15	58.03	40.20	40.20	1.34%	0.12%	0.12%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	42.30	33.57	33.57	41.48	33.57	33.57	-1.93%	0.00%	0.00%	719.30	672.89	672.89	719.30	672.89	672.89	0.00%	0.00%	0.00%				
28	104.53	64.13	64.13	104.52	64.08	64.08	-0.02%	-0.08%	-0.08%	1,691.30	1,070.58	1,070.58	1,691.30	1,070.58	1,070.58	0.00%	0.00%	0.00%				
29	31.92	29.13	29.13	33.05	29.13	29.13	3.55%	0.00%	0.00%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
41D				1.53			#DIV/0!						20.63			#DIV/0!						
49	33.82	26.68	26.68	33.90	26.68	26.68	0.25%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	60.42	42.22	42.22	60.67	42.22	42.22	0.41%	0.00%	0.00%	1,433.42	992.37	992.37	1,434.53	993.14	993.14	0.08%	0.08%	0.08%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	12.08			11.83			-2.07%			292.45			292.45			0.00%						
C/O Routes																						
3	36.47	13.45	13.45	31.17	13.57	13.57	-14.53%	0.87%	0.87%	395.16	174.68	174.68	338.71	174.68	174.68	-14.29%	0.00%	0.00%				
8	54.67	44.20	44.20	54.12	43.33	43.33	-1.01%	-1.96%	-1.96%	784.98	655.36	655.36	784.98	655.36	655.36	0.00%	0.00%	0.00%				
9	20.20	18.93	18.93	18.48	18.27	18.27	-8.50%	-3.52%	-3.52%	307.41	286.24	286.24	307.41	286.24	286.24	0.00%	0.00%	0.00%				
23	38.25	31.35	31.35	38.17	32.02	32.02	-0.22%	2.13%	2.13%	521.70	448.51	448.51	521.70	448.51	448.51	0.00%	0.00%	0.00%				
24	30.07	24.93	24.93	30.47	25.20	25.20	1.33%	1.07%	1.07%	349.67	317.99	317.99	349.67	317.99	317.99	0.00%	0.00%	0.00%				
30	20.75	11.57	11.57	19.50	11.63	11.63	-6.02%	0.58%	0.58%	236.97	156.33	156.33	236.97	156.33	156.33	0.00%	0.00%	0.00%				
31	42.00	38.35	38.35	42.17	36.55	36.55	0.40%	-4.69%	-4.69%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	18.85			15.70			-16.71%			271.90			230.64			-15.17%						
44 (Circulator)	46.52	31.68	31.68	48.55	32.32	32.32	4.37%	2.00%	2.00%	504.64	397.15	397.15	504.64	397.15	397.15	0.00%	0.00%	0.00%				
51	10.62			10.80			1.73%			111.05			106.28			-4.30%						
55	5.55			5.57			0.30%			48.33			48.33			0.00%						
56	12.98			13.22			1.80%			115.45			115.45			0.00%						
61	50.05	36.87	36.87	47.52	35.88	35.88	-5.06%	-2.67%	-2.67%	742.80	601.37	601.37	742.80	601.37	601.37	0.00%	0.00%	0.00%				
74	30.40	24.15	24.15	31.00	24.07	24.07	1.97%	-0.35%	-0.35%	470.55	431.25	431.25	470.55	431.25	431.25	0.00%	0.00%	0.00%				
79	33.90	25.33	25.33	34.43	25.50	25.50	1.57%	0.66%	0.66%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 89% minority population and 26% low-income population to have a Title VI impact (based on RTA's 2025 Title VI Update).

Fiscal Year 2027 Planned Service Changes

In order to comply with federal Title VI regulations, RTA must evaluate every service change to determine whether the changes are significant enough to warrant a Title VI review, and if so, whether the changes disproportionately affect low-income and minority communities. RTA defines a major service change as one that affects more than 25 percent of a route's revenue hours, revenue miles or alignment.

In FY27, RTA will discontinue several unproductive trips to create a stronger, more efficient system and will add new trips to provide later-evening service. If approved by the Board of Directors, RTA may begin implementing recommendations from the Our Vision Forward COA. RTA will also continue the Ohmio Pilot Project, which is being done in partnership with the City of Riverside, ATU and Ohmio, the autonomous vehicle manufacturer. The pilot project will move throughout Riverside with each service change.

The following service changes are planned for FY27. Implementation is contingent on ridership demand, funding and operator availability.

- July 2026 service changes:
  - Effective July 1, 2026, COFR service will be operated in-house by RTA community bus operators.

- September 2026 service changes:
  - Route 1: Add one late trip to both the eastbound and westbound directions on the weekends to increase span of service.
  - Route 9: The 5:50 a.m. weekend northbound trip departing Highway 74 & Cambern and the 6:35 a.m. weekend southbound trip departing Perris Station Transit Center will be discontinued.
  - Route 18: The 6:32 a.m. weekend northbound trip departing Moreno Valley Mall will be discontinued.
  - Route 21: The 8:46 p.m. weekday southbound trip departing Jurupa Valley/Pedley Metrolink Station will be discontinued.
  - Route 23: Realign the route to service the Kaiser facility in Wildomar.
  - Route 28: The 4:25 a.m. weekday eastbound trip departing Perris Station Transit Center will be discontinued.
  - Route 30: The 8:30 p.m. weekday trip departing Perris Station Transit Center will be discontinued.
  - Route 74: The 4:44 a.m. weekday westbound trip departing Hemet Valley Mall will be discontinued.

  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

- January 2027 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.

- May 2027 service changes:
  - Relocate the Ohmio Pilot Project to another location in the City of Riverside as approved by the RTA Board of Directors.
  - If approved by the Board, begin implementing recommendations from the Our Vision Forward study.

The table below shows the changes in revenue miles and hours for each route before (May 2026) and after the service change. No routes have a greater than 25 percent change in revenue hours and/or revenue miles and as a result, do not warrant a Title VI review. RTA also completes public outreach as part of the approval process for RTA's SRTP. The SRTP contains detailed information on the upcoming year's planned service changes. Outreach was predominantly done online through the website, RTA Reader, Rider News, press releases and social media. Customers are invited to comment on the proposals by phone, email, traditional mail or by attending the May Board of Directors meeting.

FY27 Planned Service Changes

Route Level Changes to Identify Major Service Changes*

Daily Numbers**

	Revenue Service Hours (RSH)									Revenue Service Miles (RSM)									Title VI Equity Analysis			
	MAY 10, 2026 - JUNE 30, 2026			MAY 9, 2027 - JUNE 30, 2027			Percent Change in RSH			MAY 10, 2026 - JUNE 30, 2026			MAY 9, 2027 - JUNE 30, 2027			Percent Change in RSM			Minority %	Disparate Impact (Y/N)*	Low-income %	Disproportionate Burden (Y/N)*
	Daily RSH After Service Change			*Daily RSH After Service Change*						*Daily RSM After Service Change*			*Daily RSM After Service Change*									
Route #	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**				
D/O Routes																						
1	245.95	168.73	168.73	247.05	172.13	172.13	0.45%	2.02%	2.02%	2,649.63	1,916.48	1,916.48	2,649.63	1,958.54	1,958.54	0.00%	2.19%	2.19%				
3D	2.18			2.18			0.00%			28.23			28.23			0.00%						
10	54.88	34.27	34.27	54.73	34.27	34.27	-0.27%	0.00%	0.00%	540.24	360.16	360.16	538.04	358.69	358.69	-0.41%	-0.41%	-0.41%				
11	23.43	18.68	18.68	23.55	18.68	18.68	0.50%	0.00%	0.00%	221.27	199.15	199.15	221.27	199.15	199.15	0.00%	0.00%	0.00%				
12	49.62	39.67	39.67	49.38	39.67	39.67	-0.47%	0.00%	0.00%	584.99	472.08	472.08	584.99	472.08	472.08	0.00%	0.00%	0.00%				
13	41.28	32.33	32.33	43.27	32.33	32.33	4.80%	0.00%	0.00%	471.56	400.85	400.85	471.56	400.85	400.85	0.00%	0.00%	0.00%				
14	48.92	31.73	31.73	48.77	31.73	31.73	-0.31%	0.00%	0.00%	626.71	430.14	430.14	626.71	430.14	430.14	0.00%	0.00%	0.00%				
15	90.90	40.83	40.83	90.30	40.83	40.83	-0.66%	0.00%	0.00%	1,026.16	512.08	512.08	1,026.16	512.08	512.08	0.00%	0.00%	0.00%				
16	106.35	63.88	63.88	105.72	63.88	63.88	-0.60%	0.00%	0.00%	1,085.55	724.30	724.30	1,085.55	724.30	724.30	0.00%	0.00%	0.00%				
18	16.70	14.65	14.65	16.60	13.88	13.88	-0.60%	-5.23%	-5.23%	198.37	187.14	187.14	198.37	175.91	175.91	0.00%	-6.00%	-6.00%				
19	164.67	107.63	107.63	163.22	107.63	107.63	-0.88%	0.00%	0.00%	2,002.16	1,433.55	1,433.55	2,002.16	1,433.55	1,433.55	0.00%	0.00%	0.00%				
20	56.20	38.92	38.92	56.03	38.92	38.92	-0.30%	0.00%	0.00%	818.67	604.69	604.69	818.67	604.69	604.69	0.00%	0.00%	0.00%				
21	14.85	11.62	11.62	14.20	11.62	11.62	-4.38%	0.00%	0.00%	146.41	133.10	133.10	139.95	133.10	133.10	-4.42%	0.00%	0.00%				
22	58.03	40.20	40.20	57.27	40.15	40.15	-1.32%	-0.12%	-0.12%	845.23	648.99	648.99	845.23	648.99	648.99	0.00%	0.00%	0.00%				
27	41.48	33.57	33.57	42.30	33.57	33.57	1.97%	0.00%	0.00%	719.30	672.89	672.89	719.30	672.89	672.89	0.00%	0.00%	0.00%				
28	104.52	64.08	64.08	103.22	64.13	64.13	-1.24%	0.08%	0.08%	1,691.30	1,070.58	1,070.58	1,665.19	1,070.58	1,070.58	-1.54%	0.00%	0.00%				
29	33.05	29.13	29.13	31.92	29.13	29.13	-3.43%	0.00%	0.00%	426.51	426.51	426.51	426.51	426.51	426.51	0.00%	0.00%	0.00%				
41D	1.53			1.37			-10.87%			20.63			20.63			0.00%						
49	33.90	26.68	26.68	33.82	26.68	26.68	-0.25%	0.00%	0.00%	356.95	334.64	334.64	356.95	334.64	334.64	0.00%	0.00%	0.00%				
200	60.67	42.22	42.22	60.42	42.22	42.22	-0.41%	0.00%	0.00%	1,434.53	993.14	993.14	1,433.42	992.37	992.37	-0.08%	-0.08%	-0.08%				
204D	10.93			10.93			0.00%			230.76			230.76			0.00%						
206D	11.83			12.08			2.11%			292.45			292.45			0.00%						
C/O Routes																						
3	31.17	13.57	13.57	31.17	13.57	13.57	0.00%	0.00%	0.00%	338.71	174.68	174.68	338.71	174.68	174.68	0.00%	0.00%	0.00%				
8	54.12	43.33	43.33	54.12	43.33	43.33	0.00%	0.00%	0.00%	784.98	655.36	655.36	784.98	655.36	655.36	0.00%	0.00%	0.00%				
9	18.48	18.27	18.27	19.43	17.17	17.17	5.14%	-6.02%	-6.02%	307.41	286.24	286.24	307.41	265.07	265.07	0.00%	-7.40%	-7.40%				
23	38.17	32.02	32.02	42.58	35.93	35.93	11.57%	12.23%	12.23%	521.70	448.51	448.51	576.70	498.51	498.51	10.54%	11.15%	11.15%				
24	30.47	25.20	25.20	31.75	25.18	25.18	4.21%	-0.07%	-0.07%	349.67	317.99	317.99	349.67	317.99	317.99	0.00%	0.00%	0.00%				
30	19.50	11.63	11.63	18.55	11.63	11.63	-4.87%	0.00%	0.00%	236.97	156.33	156.33	217.43	156.33	156.33	-8.25%	0.00%	0.00%				
31	42.17	36.55	36.55	42.30	36.63	36.63	0.32%	0.23%	0.23%	892.32	780.42	780.42	892.32	780.42	780.42	0.00%	0.00%	0.00%				
41	15.70			17.05			8.60%			230.64			245.70			6.53%						
44 (Circulator)	48.55	32.32	32.32	48.77	32.32	32.32	0.45%	0.00%	0.00%	504.64	397.15	397.15	504.64	397.15	397.15	0.00%	0.00%	0.00%				
51	10.80			10.98			1.70%			106.28			106.28			0.00%						
55	5.57			5.57			0.00%			48.33			48.33			0.00%						
56	13.22			13.22			0.00%			115.45			115.45			0.00%						
61	47.52	35.88	35.88	47.90	36.53	36.53	0.81%	1.81%	1.81%	742.80	601.37	601.37	742.80	601.37	601.37	0.00%	0.00%	0.00%				
74	31.00	24.07	24.07	29.88	24.07	24.07	-3.60%	0.00%	0.00%	470.55	431.25	431.25	451.44	431.25	431.25	-4.06%	0.00%	0.00%				
79	34.43	25.50	25.50	34.50	25.50	25.50	0.19%	0.00%	0.00%	586.74	459.01	459.01	586.74	459.01	459.01	0.00%	0.00%	0.00%				

*RTA defines a major service change as one that affects more than 25 percent of a revenue hours, revenue miles or alignment.

**To have a disparate impact on minority populations and a disproportionate burden on low-income populations, a route's population must be 20% higher than the system average. For RTA, a route would have to serve an 89% minority population and 26% low-income population to have a Title VI impact (based on RTA's 2025 Title VI Update).



RTA
Riverside Transit Agency

SunLine TRANSIT AGENCY







SHORT RANGE TRANSIT PLAN

ANNUAL REPORT FY27-29











SUNLINE TRANSIT AGENCY CELEBRATES 50TH ANNIVERSARY IN 2027

Fiscal Year 2027 marks the 50th anniversary of SunLine Transit Agency and represents a significant milestone in the Agency's history and an important focus throughout the year. Since its establishment in 1977, SunLine evolved into a nationally recognized leader in public transportation and clean fuel innovation, serving the mobility needs of the Coachella Valley while pioneering alternative fuel and zero-emission transit technologies.

The Agency's 50th anniversary provides an opportunity to celebrate five decades of service, innovation, and community partnership while recognizing the employees, riders, member agencies, and stakeholders who have contributed to SunLine's success. This milestone highlights the Agency's transformation from a traditional transit provider into an industry leader in hydrogen fuel cell and clean transportation initiatives.

FY27 will serve not only as a celebration of SunLine's accomplishments, but also as a reflection point to emphasize the Agency's vision for the future. Major initiatives underway—including the Workforce Training Center, new maintenance facility, zero-emission fleet investments, facility updates related to the state of good repair of its facilities, and modernization projects—represent the next chapter of SunLine's commitment to sustainability, operational excellence, and regional mobility.

As SunLine enters its next 50 years, the Agency remains focused on continuing to provide safe, reliable, innovative, and environmentally responsible transit services that improve quality of life throughout the Coachella Valley.

Title VI Policy Statement

Non-Discrimination Notice

SunLine Transit Agency (SunLine) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SunLine. For more information on SunLine's Title VI Program, the procedures to file a complaint, and the Title VI complaint form, contact (760) 343-3456, view more information on this page, or visit SunLine's administrative office at 32-505 Harry Oliver Trail, Thousand Palms, CA 92276. A complainant may file a complaint with SunLine by phone or mail using the contact information provided above, or directly with the Federal Transit Administration. Information about this program is provided in Spanish in the link in the next section. If information is needed in another language, contact (760) 343-3456.

SunLine's Title VI Program

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." (42 U.S.C. § 2000d.) SunLine's 2026-2028 Title VI Program provides information on how SunLine complies with Title VI, including the agency's Language Assistance Plan. For language assistance resources, please contact Customer Service at (760) 343-3451 or submit a request via our Contact Us page on the website. Customer Service will attempt to identify the customer's language and access the additional resources to enable clear communication.

Americans with Disabilities Act (ADA) Information

SunLine Transit Agency grants all citizens equal access to its transportation services.

Board of Directors

SunLine Transit Agency (STA) was formed as a Joint Powers Authority (JPA) on July 1, 1977, through an agreement between Riverside County and the cities of Coachella, Desert Hot Springs, Indio, Palm Desert, and Palm Springs. The JPA was later expanded to include Cathedral City, Indian Wells, La Quinta, and Rancho Mirage. SunLine is governed by a Board of Directors, consisting of one elected official from each member city and one Riverside County supervisor. STA's Governing Board is responsible for overseeing the agency's policies, budget, and strategic direction.

CATHEDRAL CITY	Nancy Ross
COACHELLA	Denise Delgado
DESERT HOT SPRINGS	Daniel Pitts
INDIAN WELLS	Bruce Whitman
INDIO	Glenn Miller
LA QUINTA	John Peña, Vice Chair
PALM DESERT	Karina Moreno
PALM SPRINGS	Grace Garner
RANCHO MIRAGE	Lynn Mallotto, Chair
RIVERSIDE COUNTY	V. Manuel Perez

SunLine Board of Directors Effective January 2026



Lynn Mallotto
Chair
Rancho Mirage



John Peña
Vice-Chair
La Quinta



Daniel Pitts
Desert Hot Springs



Grace Garner
Palm Springs



Karina Moreno
Palm Desert



Bruce Whitman
Indian Wells



Nancy Ross
Cathedral City



Glenn Miller
Indio



Denise Delgado
Coachella



V. Manuel Perez
Riverside County

Organizational Structure

SunLine's CEO/General Manager implements the Board of Directors' policy direction and provides strategic and operational leadership to the organization. The Executive Team supports the CEO/General Manager by supporting and developing STA staff, overseeing day-to-day business operations, and leading the implementation of Agency initiatives.

CHIEF EXECUTIVE OFFICER/GENERAL MANAGER	Mona Babauta
CHIEF FINANCIAL OFFICER	Luis Garcia
CHIEF SAFETY OFFICER	Bryan Valenzuela
CHIEF OF HUMAN RELATIONS	Tamara Miles
CHIEF TRANSPORTATION OFFICER	Isabel Vizcarra
CHIEF OF STRATEGIC ALIGNMENT	Greg Wildman
CHIEF MAINTENANCE OFFICER	Mark Perry
CHIEF OF CAPITAL PROJECTS	Walter Watcher

SunLine Executive Team



Mona Babauta
CEO/General Manager



Luis Garcia
Chief Financial Officer



Isabel Vizcarra
Chief Transportation Officer



Mark Perry
Chief Maintenance Officer



Tamara Miles
Chief of Human Relations



Bryan Valenzuela
Chief Safety Officer



Walter Watcher
Chief of Capital Projects



Greg Wildman
Chief of Strategic Alignment

1 System Overview & Service Profile

1.1 Description of Service Area

SunLine Transit Agency serves the eastern portion of Riverside County known as the Coachella Valley, extending from the San Gorgonio Pass in the west to the Salton Sea in the southeast. The Coachella Valley is located 120 miles east of downtown Los Angeles and 60 miles east of Riverside and San Bernardino. SunLine Transit Agency services a mix of 9 cities and 7 unincorporated urban, suburban and rural communities. It covers an area of approximately 1,120 square miles and includes several cities and unincorporated regions.



Geographic Size 1,120 square miles



Fixed Route Service Coverage 150 square miles



Paratransit Service Coverage 200 square miles[1]



9 JPA Member Cities SunLine provides service to Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage



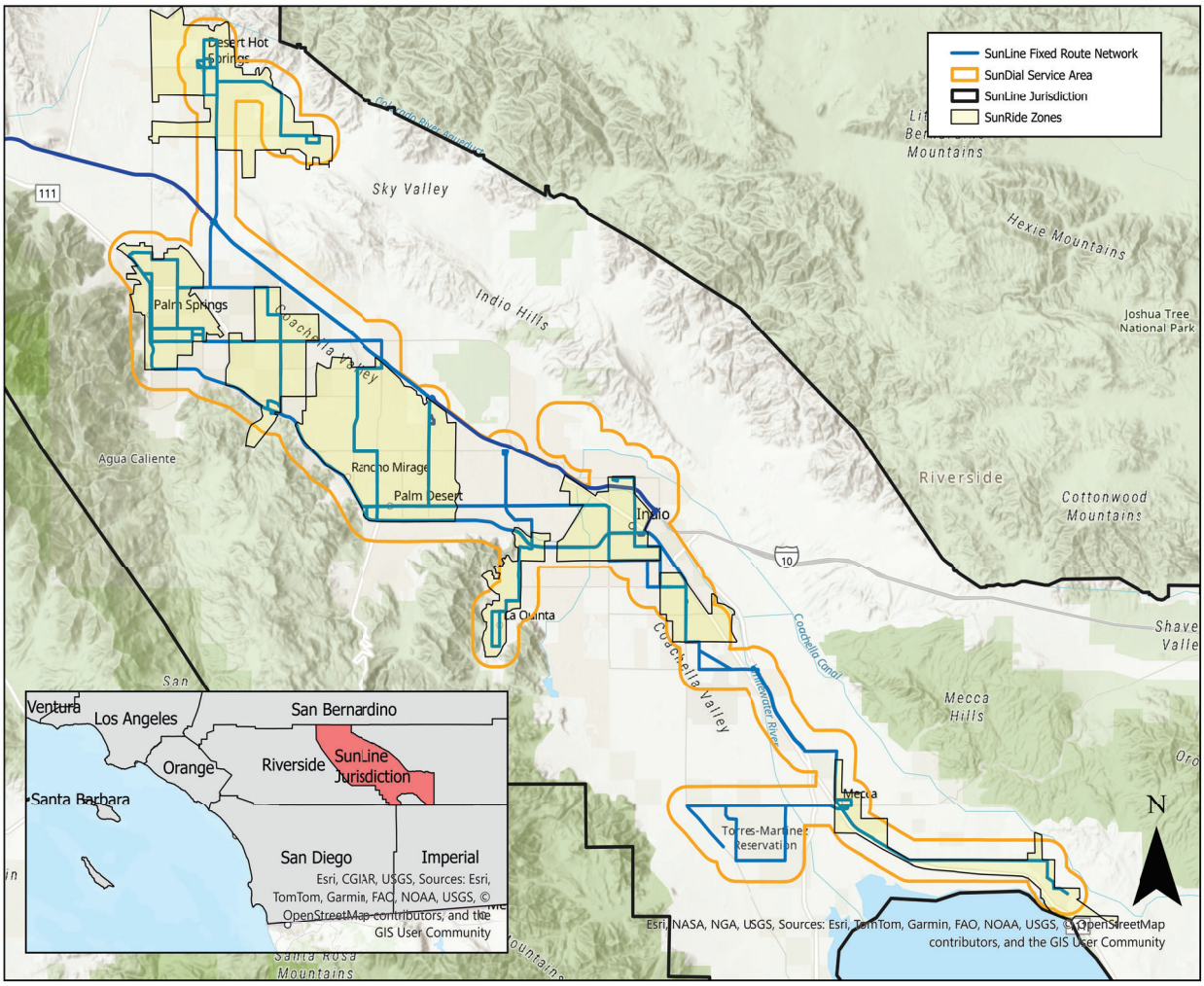
Unincorporated Communities SunLine provides service to the unincorporated county areas of Bermuda Dunes, Desert Edge, Mecca, North Shore, Oasis, Thermal, and Thousand Palms



Commuter Service Commuter express service is provided outside of the service area connecting the Coachella Valley to San Bernardino.

[1] The Federal Transit Administration describes the service area as a measure of access to transit service in terms of population served and area covered. The service area is determined using the Americans with Disabilities Act of 1990 (ADA) to identify the corridor surrounding routes three-quarters of mile on either side of SunLine's fixed-route services.

Figure 1.1 SunLine Service Area



1.2 Population Profile & Demographics

The Coachella Valley is home to a diverse population with a mix of urban, suburban, and rural communities. The population of the Coachella Valley is estimated to be 415,000 residents, with significant seasonal fluctuations due to tourism and “snowbirds” visits. The area is known for its large retiree population, as well as a mix of working families, students, and service industry workers. Here's an overview of the population profile:

1.2.1 General Coachella Valley Population Overview

- Total Population: Approximately 415,000 residents
- Population Density: Approximately 646 people per square mile

- Median Age: The median age in the Coachella Valley is 39.85 years
- Main Economic Drivers: Tourism, agriculture, hospitality, and retail
- Median Household Income: $73,572
- Poverty Rate: Approximately 13% of the population lives below the poverty line
- Primary Language: English; Spanish in Hispanic populations

1.2.2 Key Demographics of the Coachella Valley Population

- Older Adults and Retirees: Many retirees live in the Coachella Valley, particularly in cities like Palm Springs, which has a higher median age compared to other parts of California. This demographic relies heavily on accessible and convenient transit options.
- Low-Income Families & Agricultural Workers: The region is home to a significant number of low-income households and agricultural workers, particularly in areas like Mecca, Thermal, and Coachella, where transportation options are essential for access to employment, education, and healthcare.
- Tourism & Visitors: The area also serves tourists, with SunLine providing services to popular destinations, resorts, and entertainment venues, contributing to the region's tourism infrastructure.
- Seasonal Residents: The valley sees a large influx of tourists and seasonal residents, particularly in the winter months, drawn by the area's warm climate and leisure activities.

Table 1.1 SunLine Service Area Socioeconomic Profile (Source: 2024 American Community Survey 5-Year Estimates)

	Geography Total Population	Median Age	Median Income	Households		Population with a Disability		Population Below Poverty Level		Zero Auto Households	
				# of Households	Average Household Size						
SunLine Jurisdictions	414,944	39.85	$73,572.00	163,811	2.65	55,142	13.29%	53,514	12.90%	8,202	1.98%
Bermuda Dunes	7,971	41.1	$90,818.00	3,260	2.45	954	11.97%	826	10.36%	153	1.92%
Cathedral City	52,267	41.1	$73,572.00	18,979	2.75	6,267	11.99%	6,586	12.60%	955	1.83%
Coachella City	43,307	33.4	$68,596.00	12,473	3.47	3,560	8.22%	4,649	10.73%	534	1.23%
Desert Edge	3,778	63.7	$37,429.00	2,019	1.87	749	19.83%	1,237	32.74%	173	4.58%
Desert Hot	33,200	34.5	$52,761.00	11,379	2.92	4,724	14.23%	2,771	8.35%	822	2.48%
Indian Wells	4,871	67.9	$162,990.00	2,468	1.97	804	16.51%	571	11.72%	76	1.56%
Indio	91,950	38.6	$77,167.00	31,250	2.94	11,296	12.28%	9,678	10.53%	1,241	1.35%
La Quinta	38,707	53.3	$99,250.00	15,962	2.42	4,494	11.61%	3,714	9.60%	660	1.71%
Mecca CDP	7,184	32.3	$48,312.00	2,186	3.29	961	13.38%	1,145	15.94%	334	4.65%
North Shore CDP	3,515	33.7	$51,795.00	984	3.57	143	4.07%	464	13.20%	0	0.00%
Oasis CDP	4,051	26.4	$38,769.00	1,104	3.67	352	8.69%	664	16.39%	19	0.47%
Palm Desert	51,990	57.5	$77,513.00	24,690	2.11	8,600	16.54%	8,453	16.26%	958	1.84%
Palm Springs	45,070	58.5	$73,119.00	24,567	1.83	7,400	16.42%	8,916	19.78%	1,734	3.85%
Rancho Mirage	17,563	66.1	$107,364.00	9,003	1.95	3,161	18.00%	2,213	12.60%	425	2.42%
Thermal CDP	1,800	34.3	-	735	2.45	310	17.22%	549	30.50%	35	1.94%
Thousand Palms CDP	7,720	36.8	$77,000.00	2,752	2.81	1,367	17.71%	1,078	13.96%	83	1.08%

1.2.3 Key Demographics of SunLine Ridership

To delve deeper into the transportation needs of SunLine ridership, SunLine conducted an Onboard Rider Survey in 2025. This survey provided valuable insights into its fixed-route ridership, helping to understand who was riding the bus, where they were going, and why. The findings showed that:

- Vehicle Access: Nearly 80% of respondents reported not having access to a vehicle. When asked to list main reasons for using SunLine, the three most cited reasons were "Don't have a car," "Don't have a driver's license," and "Can't drive," with 51.8%, 21.5%, and 19.5% of respondents choosing those responses, respectively.
- Age: More than half of respondents were of working age (25 to 64 years old), and approximately 25% were under 25.
- Employment: 45% of respondents were employed, and about 21% were students.
- Racial Identity: Among respondents, 53% self-identified as Hispanic/Latino, 24% as White/Caucasian, and 11% as African American/Black.
- Languages: While 78% of respondents spoke English at home, 45% spoke another language, primarily Spanish. Other languages spoken include Arabic, American Sign Language, French, German, Greenlandic, Italian, Japanese, Korean, and Purepecha. Among respondents, 14% spoke English "less than 'very well" or "not at all."
- Income and Household: 27% of respondents lived alone. 57% of riders had an annual income of less than $50,000, with 44% earning less than $25,000.
- Use Frequency: 39% of riders rode SunLine 6-7 times per week.
- Trip Purpose: Work and school were the most commonly cited trip purposes, chosen by 35% and 16% of respondents, respectively.

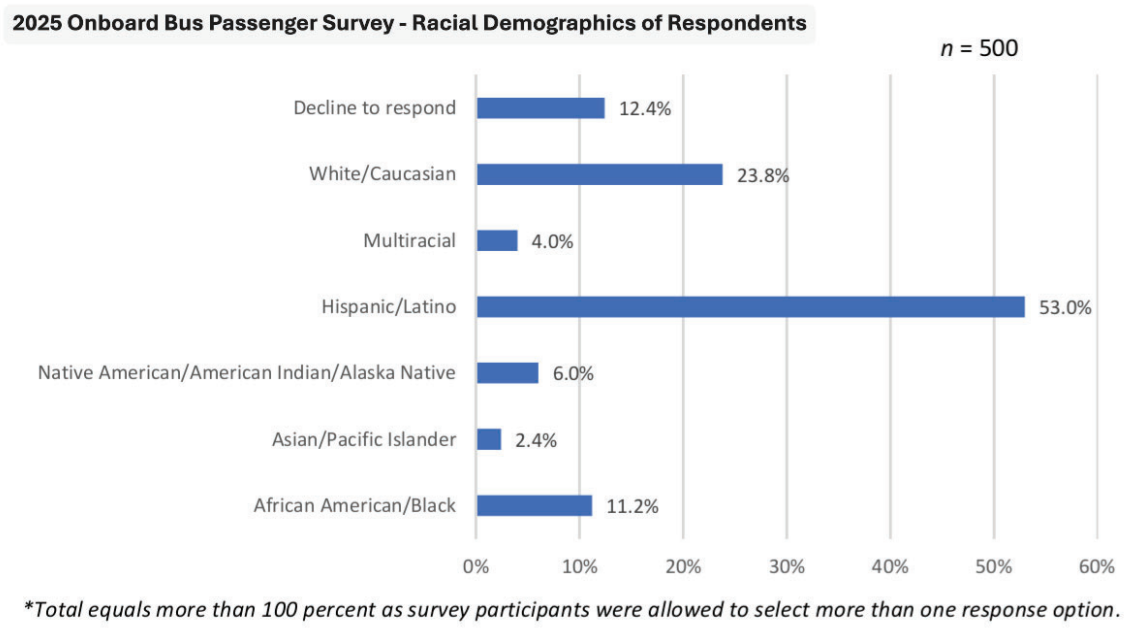


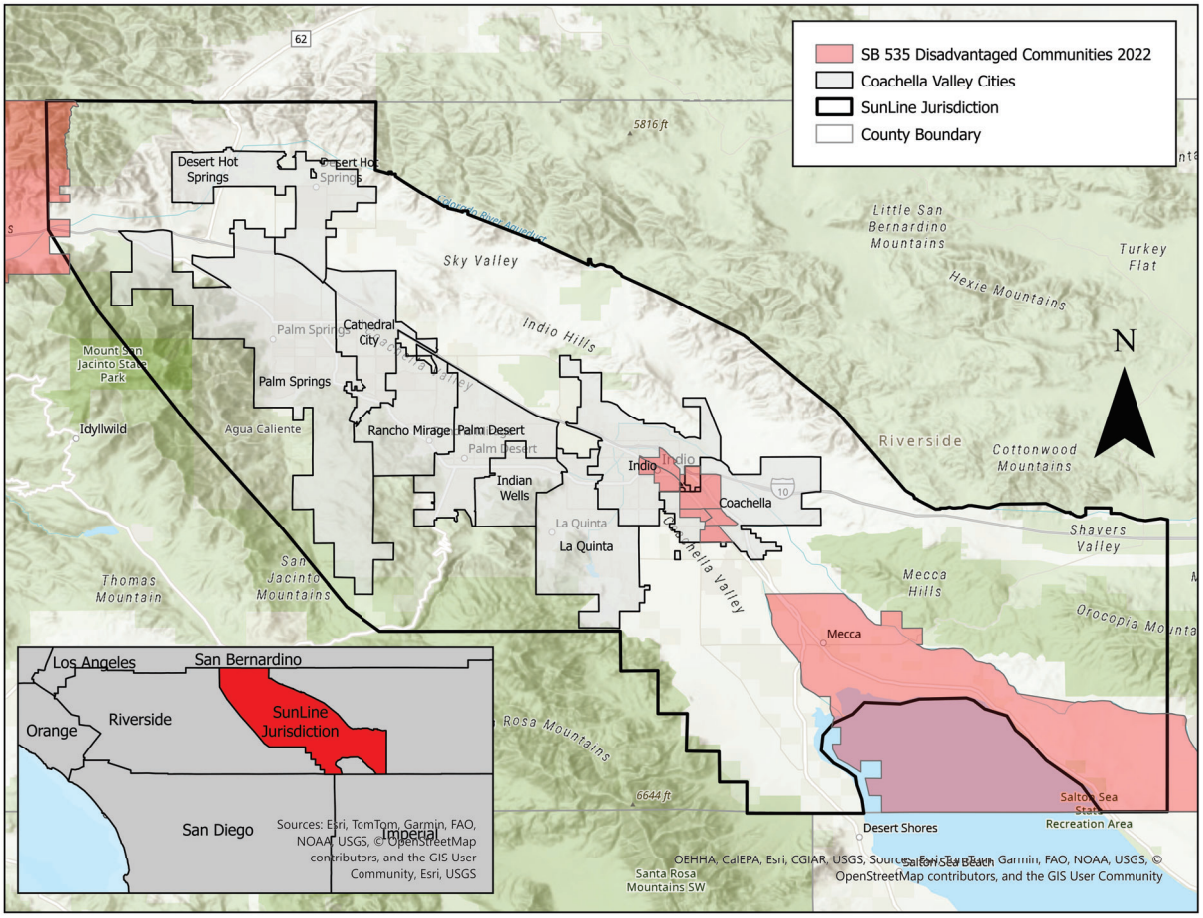
Figure 1.2 Race and Ethnicity of 2025 Survey Respondents

1.2.4 Disadvantaged Communities

SunLine Transit Agency provides service to areas identified as SB 535 Disadvantage Communities and/or Areas of Persistent Poverty. Disadvantaged communities in California are specifically targeted for investment of proceeds from the state's cap-and-trade program. Senate Bill 535 mandates that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that benefit disadvantaged communities. These investments are primarily aimed at improving public health, quality of life, and economic opportunities in the state's most burdened communities while also reducing pollution.

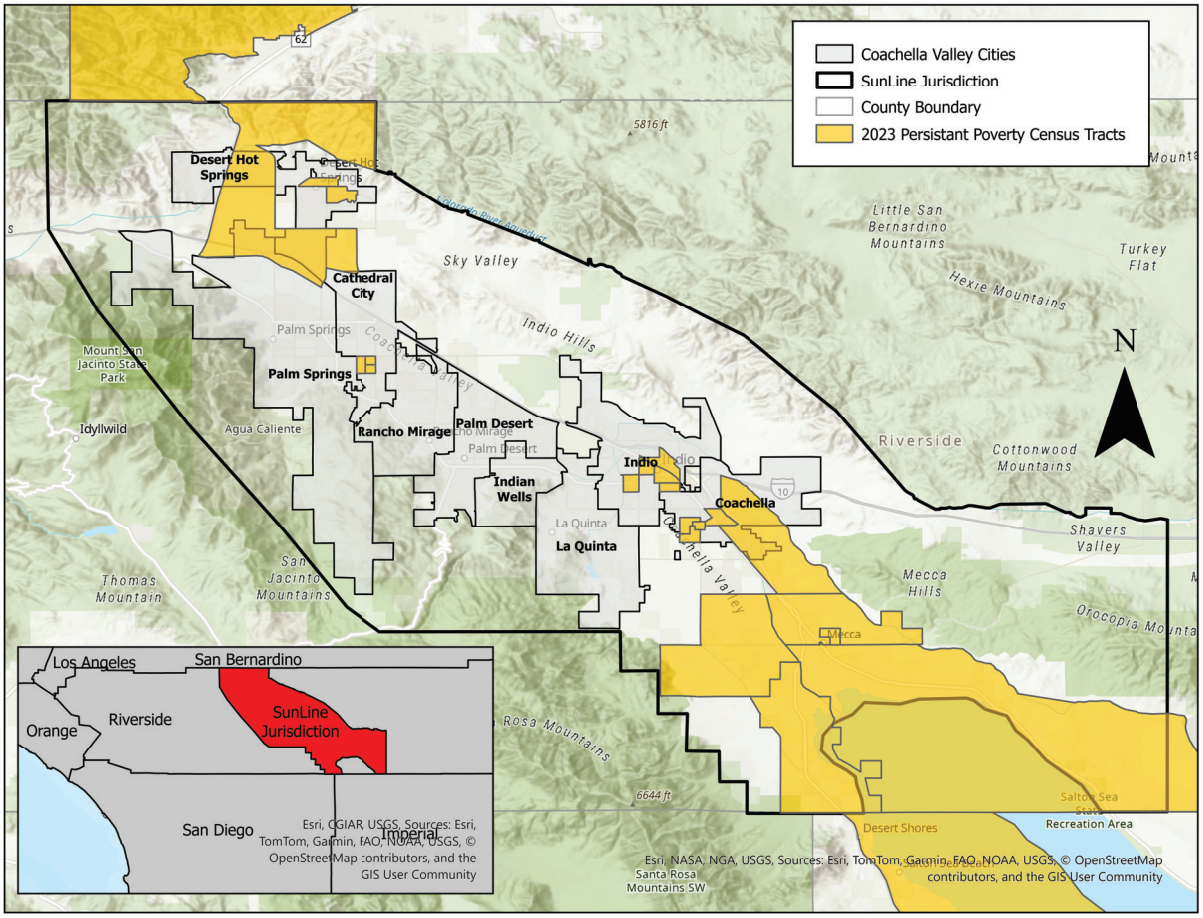
Disadvantaged communities are defined as the top 25 percent-scoring census tracts from the California Environmental Health Screening Tool (CalEnviroScreen). The Senate Bill 535 disadvantaged communities within the SunLine service area are illustrated in Figure 1.3.

Figure 1.3 Senate Bill 535 Disadvantaged Communities (Source: https://oehha.ca.gov/calenviroscreen/sb535)



In the past, several federal funding programs specifically targeted investment toward areas designated as Areas of Persistent Poverty or Historically Disadvantaged Communities. Current federal resources no longer include acknowledgement of Historically Disadvantaged Communities, which included Census tracts identified based on eight factors of socioeconomic disadvantage, tribal lands, and territories or possessions of the United States. Areas of Persistent Poverty include Census tracts with poverty rates of 20 percent or higher based on the 2014 to 2018 5-year American Community Survey, counties that have had poverty rates of 20 percent or higher in the 1900 and 2000 Decennial Censuses and the 2020 Small Area Income Poverty Estimates, and territories or possessions of the United States. Areas of Persistent Poverty in SunLine's service area are shown in Figure 1.4.

Figure 1.4 Areas of Persistent Poverty (Source: U.S. Department of Transportation (US DOT), 2023)



1.3 Description of Services

SunLine Transit Agency provides a range of public transportation services tailored to meet the needs of Coachella Valley ("Valley") residents and visitors. These services include the SunBus fixed-route system, the Route 10 Commuter Link, SunRide on-demand microtransit, and SunDial paratransit. Each service plays a crucial role in providing accessible and sustainable transportation options. Table 1.2 provides an overview and brief description of these services.

Table 1.2 Description of Services by Mode/Route (TABLE 1 RCTC OUTLINE)

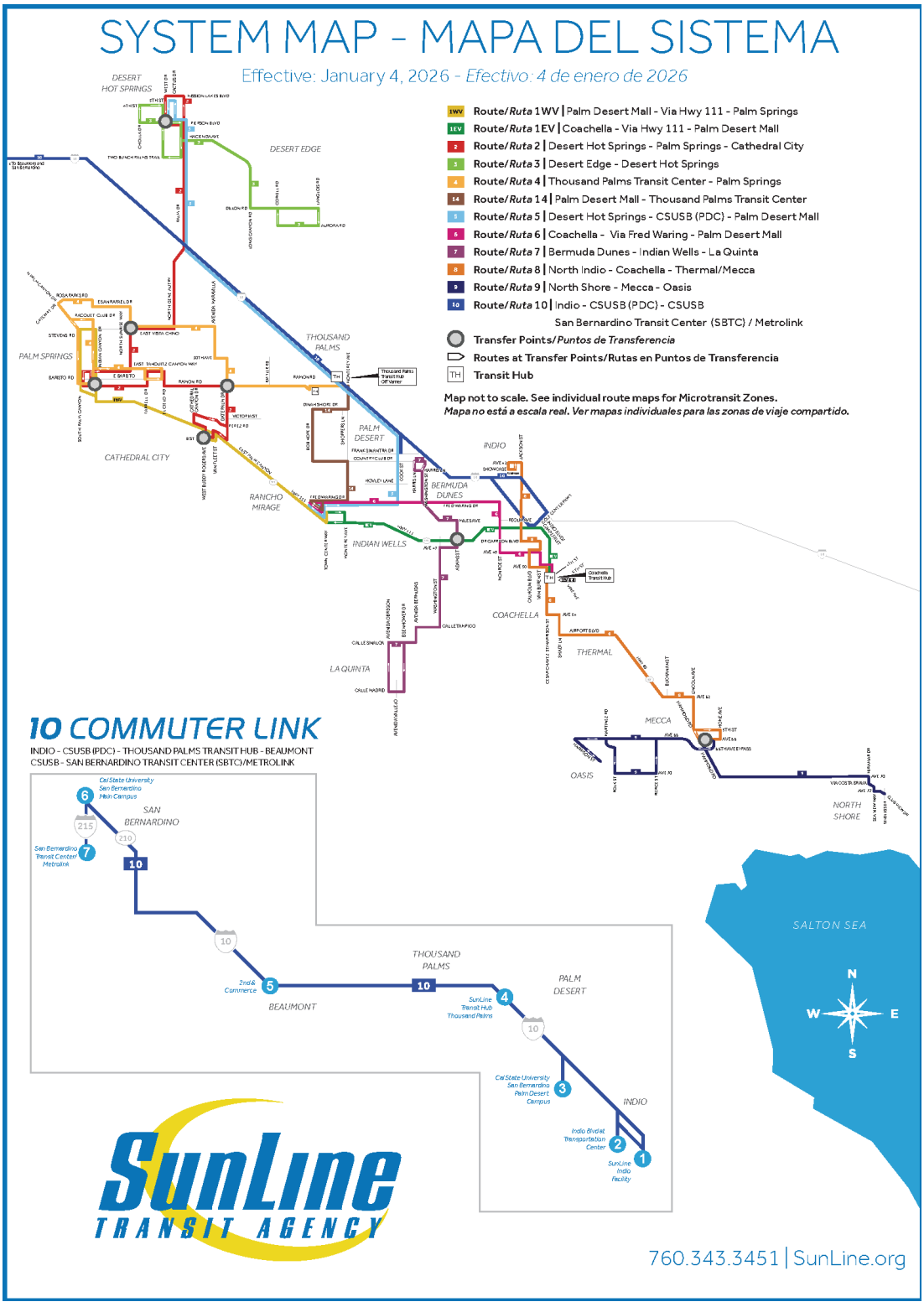
Route	Route Classification	Major Destinations	Cities/Communities Served	Connections
1WV	Trunk	Hospital, Medical, Shopping, Center of Employment, Training, and Schools	Palm Springs, Cathedral City, Rancho Mirage, and Palm Desert	1 EV, 2, 4, 5, 6, and 14
1EV	Trunk	Hospital, Medical, Shopping, College, Center of Employment, Training, and Schools	Palm Desert, Indian Wells, La Quinta, Indio and Coachella	1 WV, 5, 6, 7, 8, and 10 Commuter Link
2	Trunk	Shopping, Schools, Employment Center, Library, Senior Center, Medical, Social Security, Theaters, Airport, Court House and Social Services	Desert Hot Springs, Palm Springs and Cathedral City	1WV, 1EV, 3, 4, and 5
3	Feeder	Shopping Centers, Senior Center, Library, Community Center, City Hall, Medical and Schools	Desert Hot Springs and Desert Edge	2 and 5
4	Feeder	Shopping, Medical, Library, Social Services, Theaters, Schools, College, Medical and City Hall	Palm Springs, Cathedral City, Rancho Mirage, and Thousand Palms	1 WV, 2, 5 and 14
5	Feeder	Shopping, Senior Center, Library, Community Center, Schools, College, Medical, City Hall and University	Desert Hot Springs and Palm Desert	1WV, 1EV, 2, 3, 4, 6, 14 and 10 Commuter Link

6	Feeder	Shopping, School, Tennis Gardens, Workforce Development, Social Services, Medical & College	Palm Desert, Indian Wells, La Quinta, Indio, Bermuda Dunes and Coachella	1WV, 1EV, 5, 7, 8, and 14
7	Feeder	Shopping, Schools, Theaters, Tennis Gardens and Medical	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes	1EV and 6
8	Feeder	Shopping, School, Senior Center, DMV, Community Center, College, City Hall	Indio, Coachella, Thermal, and Mecca	1EV, 6, and 9
9	Feeder	School, Boys & Girls Club, Fire/Sherrif Station, Community Library	Mecca, North Shore, Oasis	8
14	Feeder	Shopping, Dept. of Veteran Affairs, Hospital, College, Theatre	Palm Desert, Rancho Mirage, Thousand Palms	1WV, 1EV, 4, 5, and 6

1.3.1 SunBus - Local Fixed Route Service

SunLine's SunBus network consists of eleven local routes that are divided into trunk routes and connector/feeder routes to enhance coverage and efficiency. The trunk routes—Routes 1EV, 1WV, and 2—serve the busiest corridors along Highway 111 in the Valley, offering frequent service. These routes facilitate connections between major cities, commercial hubs, and employment centers. On the other hand, the connector/feeder routes, which include Routes 3 through 14, provide access to lower-density areas. They link passengers to the trunk lines, ensuring connectivity throughout SunLine's service area. The SunBus system map is shown in Figure 1.5.

Figure 1.5 SunBus System Map



SunLine's SunBus routes run every day of the week year-round, except for Thanksgiving and Christmas Day. They are serviced by a fleet of eighty-eight fixed route buses powered by clean fuel, including Compressed Natural Gas (CNG), Hydrogen Fuel Cell Electric Buses (FCEB), and Battery Electric Buses (BEB). All fixed-route buses are equipped with free Wi-Fi, USB charging ports, air conditioning, wheelchair accessibility with securement systems, approximately thirty-two seats with standing options, and external bike racks. SunBus currently accepts fares in cash, mobile tickets, and issued paper passes.

Figure 1.6 SunLine Division I Fueling Station and Bus Yard



SunBus fixed-route service offers external connections to transportation options located outside of the service area, including Morongo Basin Transit, RidePV (hospital shuttle), Amtrak, Greyhound, and FlixBus. Furthermore, SunBus provides internal transfers to its Regional Express Service, the Route 10 Commuter Link.

1.3.2 Route 10 Commuter Link - Regional Express Service

SunLine offers the Route 10 Commuter Link, a regional express service designed to seamlessly connect the Coachella Valley with the Inland Empire. Introduced in July 2021, this service provides a direct, efficient, and affordable transit option for commuters, students, and travelers needing access to destinations beyond SunLine's local routes.

The Route 10 Commuter Link offers limited-stop service between CSUSB's Palm Desert and San Bernardino campuses, making it a valuable transportation option for students. Additionally, SunLine provides direct access to the San Bernardino Transit Center (SBTC), allowing riders to connect with Metrolink commuter rail and multiple regional transit providers, including the Riverside Transit Agency, Omnitrans, Victor Valley Transit Authority, and Mountain Transit. These connections enhance accessibility to job centers, educational institutions, and essential services throughout Southern California.

Figure 1.7 Commuter Link Regional Connections Map



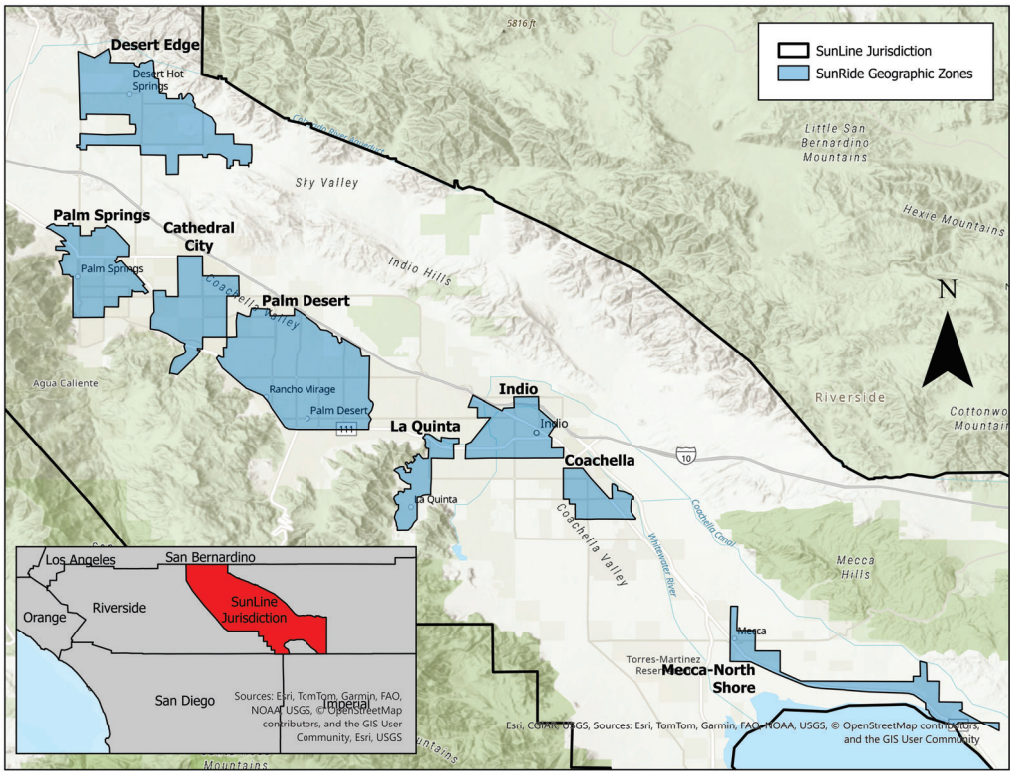
This route operates Monday through Friday and is serviced by CNG-powered MCI coaches. These buses offer Wi-Fi, reclining seats, and USB charging ports. Route 10 Commuter Link accepts fares in cash, mobile pass and is free for California State University San Bernardino students and faculty with valid CSUSB ID card.

1.3.3 SunRide - On-Demand Microtransit

SunLine offers SunRide, an innovative on-demand rideshare service designed to provide flexible and dynamic transportation solutions. SunRide functions as a first mile/last-mile connector, linking riders to the fixed-route network and other key destinations within the rider's city. Similar to other rideshare services, users in designated areas or "zones" can

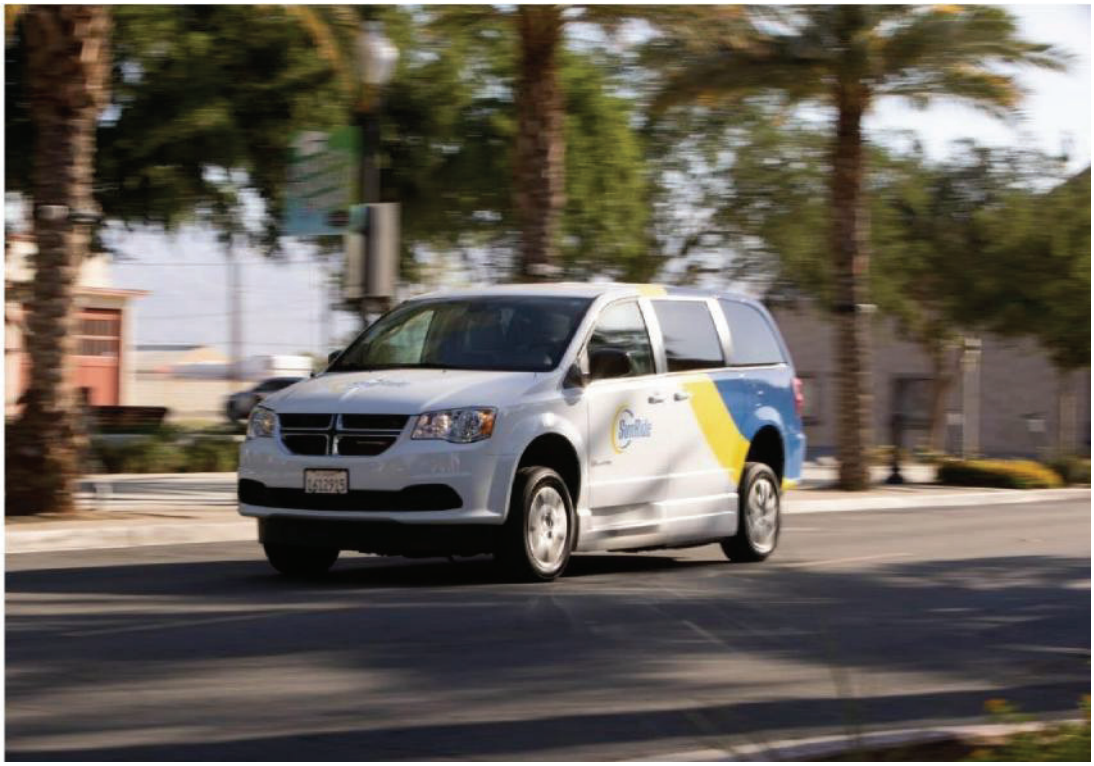
specify the details of their trips on a mobile application, and a vehicle is dispatched to deliver them to their destinations. SunRide's shared-ride service operates within eight designated zones across the Coachella Valley. The geo-fenced zones are located in Cathedral City, Coachella, Desert Hot Springs (including Desert Edge), Indio, La Quinta, Mecca-North Shore, Palm Desert, and Palm Springs. Figure 1.8 illustrates the eight geo zones and their service area.

Figure 1.8 SunRide Geographic Zones



SunRide trips can be booked in real-time using the mobile application, which is also called SunRide, or by calling customer service to speak with a representative. After setting the trip parameters in the SunRide app, the rider is matched with a driver and vehicle, along with a pickup time and estimated wait time. Payment for SunRide can be made directly through the app using a credit or debit card, or riders can choose to pay with cash, which they can give to the driver upon entering the vehicle. SunRide operates within the same fixed-route service hours, Monday through Friday, based on SunLine's available resources, such as the number of vehicles deployed in each zone.

Figure 1.9 SunRide Vehicle



1.3.4 SunDial - ADA Paratransit Service

SunLine also operates SunDial, a fully ADA-compliant paratransit service designed to provide accessible, shared-ride transportation for individuals who are functionally unable to use SunLine's fixed-route services, either permanently or under certain conditions. This origin-to-destination service ensures that passengers with disabilities or mobility challenges can travel safely and conveniently throughout the Coachella Valley. SunDial services are only available within 3/4 of a mile from all SunBus fixed routes. Riders who would like to utilize this service must complete SunLine's eligibility process and receive a SunDial ADA Certification ID Card. Riders of SunDial can utilize this service for transportation needs, including medical appointments, shopping, and social activities.

Figure 1.10 SunDial Vehicle



SunDial services require advance reservation for pick-up and can be scheduled up to seven days prior by calling SunLine's customer service. SunDial operates at the same times, days and frequency of local fixed routes service.

1.3.5 SunLine Regulatory Administration and Taxi Services

SunLine Services Group (SSG) is a joint powers agency formed in 1993 between Riverside County and cities in the Coachella Valley. While sharing administrative resources with SunLine Transit Agency (STA), SSG is distinctly authorized to regulate the operation of taxicab services in the Coachella Valley. The SunLine Regulatory Administration (SRA) is the division of SSG responsible for enforcing and implementing the taxicab service ordinance, which covers licensing and legal compliance. SRA plays an important role in fostering innovation and accessibility within the taxi industry.

SRA permits and monitors three taxi businesses currently operating in the region.

Table 1.3 Taxi Services in Coachella Valley

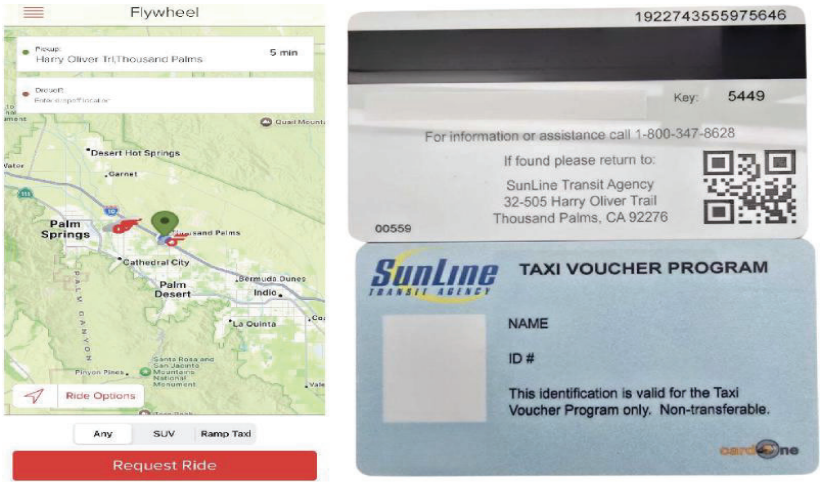
Taxi Businesses	Vehicles	Number of Drivers
City Cab	42	44
Coachella Valley Taxi	26	23
Palm Springs Taxi Service	26	36

As a result of a collaboration with taxi services, passengers can book e-hail trips using the Flywheel app, allowing them to request a cab, receive upfront pricing, and connect with the nearest available driver.

1.3.6 Taxi Voucher Program

To further enhance mobility options for seniors and persons with disabilities, SunLine offers a Taxi Voucher Program (TVP) through a matching funds program that subsidizes taxi trips throughout the Coachella Valley. The program is available to seniors (60+) and persons with disabilities. It is administered via a taxi smart card that functions similarly to a prepaid debit card. SunLine's Taxi Voucher Program provides a dollar-for-dollar match of up to $75 per month, allowing for a maximum of $150 every 30 days. The remaining funds from previous months are carried over until utilized. A key benefit of this program is that through SunLine's matching contribution, the amount available for cardholders to use on taxi trips is doubled, allowing for more taxi trips.

Figure 1.11 Flywheel Mobile Application and TVP Card



This program is serviced by all three (3) taxi businesses permitted to operate in the Coachella Valley. Riders can book a cab and pay their fare directly with the smart card or through the Flywheel app where their TVP card can be loaded as a payment method.

1.4 Description of Ridership, Revenue Miles, Revenue Hours

1.4.1 SunBus - Local Fixed Route Service

During fiscal year FY 2025, SunBus reported a total ridership of 2,702,449 passengers. Over 363 days of service, SunBus covered 2,695,415 revenue miles and operated for 183,361 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 1,903,882 passengers, 2,009,663 revenue miles, and 137,076 revenue hours.

1.4.2 Route 10 Commuter Link - Regional Express Service

During FY 2025, the 10 Commuter Link reported a total ridership of 37,513 passengers. Over 257 days of service, the Commuter Link covered 188,740 revenue miles and operated for 5,909 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 30,106 passengers, 138,525 revenue miles, and 4,371 revenue hours.

1.4.3 SunRide - On-Demand Microtransit

During FY 2025, SunRide reported total ridership of 24,923 passengers. In 259 days of service, SunRide vehicles covered 147,355 revenue miles and operated for 23,545 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 16,440 passengers, 132,534 revenue miles, and 8,152 revenue hours.

1.4.4 SunDial - ADA Paratransit Service

During FY 2025, SunDial reported a total ridership of 111,129 passengers. Over 363 days of service, SunDial vehicles covered 873,466 revenue miles and operated for 57,208 revenue hours. Ridership, revenue miles, and revenue hours for FY 2026 year-to-date (July 2025 – March 2026) are, respectively, 75,431 passengers, 597,024 revenue miles and 42,322 revenue hours.

1.4.5 Taxi and Taxi Voucher Program

During FY 2025, the total number of taxi trips generated in the Coachella Valley was 68,506 trips. The total number of trips taken utilizing the Taxi Voucher Program was 2,271 trips by 856 unique users.

1.5 Fare Structure and Programs

SunLine's fare structure differentiates prices based on the types of transit customers and services. The main fare categories include Adult, Youth, and Senior (60+)/Disabled. SunLine also manages several fare payment programs and partnerships throughout the Coachella Valley, extending to nearby college campuses. Accepted fare media include cash, issued paper passes, and mobile tickets (when available). SunLine's fares comply with the FTA's Half Fare rule for Senior (65+) and disabled travelers.

The last change in base fare was approved by the governing Board in 2002, raising the base fare from 75 cents to $1. A recommendation to eliminate the 25-cent transfer fare and incrementally raise the base cash fare to $1.50 was presented in 2011, but no implementation occurred.

Figure 1.12 shows the existing SunLine fare structure.

Figure 1.12 SunLine Fare Structure (Source: SunLine Transit Agency, Rider's Guide (January 2025))



1.5.1 Cash Fares / Single Ride Fare / Transfers

SunLine offers riders the lowest fares in the region. An adult can board the SunBus for $1 for a single ride or take the Route 10 Commuter Link to San Bernardino for $6. Both the fixed route and Route 10 Commuter Link services provide the option for single trip riders to

purchase a 25-cent transfer for unlimited rides on the fixed route within 2 hours of purchase. Transfers can only be purchased upon boarding and are valid only on the day they are issued.

The base cash fare for seniors, defined by SunLine as individuals 60 years of age or older, is 50 cents for all fixed-route services and $4 for the 10 Commuter Link. Individuals qualifying as ADA also pay a 50-cent cash fare on all fixed-route services. Medicare cards, Department of Motor Vehicles driver's licenses or senior ID cards, ADA certification cards, and SunLine Half Fare ID cards are accepted as proof of age or disability.

A discounted youth fare of 85 cents is available for children between the ages of 5 and 17 on fixed routes. Children who are 4 years old and younger ride free with a paid adult cash fare (maximum of two children). All cash fares must be paid with exact change, as operators do not carry coins.

1.5.2 Fare Passes

SunLine's SunBus currently offers several types of fare passes, shown in Figure 1.12. Day Passes can be purchased directly from bus operators, while all other passes must be obtained at designated SunLine pass outlets or through a mobile transit app (Token Transit and Transit App). Pass outlets are located throughout the service area for easy access by riders.

1.5.3 Fare Payment Programs

SunLine Transit Agency offers several fare payment programs designed to expand the agency's potential rider base and enhance the system's existing ridership. SunLine's fare payment programs include the Coachella Valley Employer Pass Program, Half-Fare Program, and Haul Pass Program.

1.5.3.1 Coachella Valley Employer Pass Program

The Coachella Valley Employer Pass incentive program allows businesses to sponsor 31-day fixed-route passes for their employees to travel to and from work. This program offers employees the opportunity to ride fixed-route services at no cost. Passes are purchased by each employer at a discounted price of $24 per pass and are valid for 31 consecutive days.

1.5.3.2 Half-Fare Program

Based on Federal Transit Administration (FTA) guidelines, SunLine offers riders who are 60 years of age or older, as well as individuals with disabilities, a half-fare on fixed route

services. To qualify for this program, applicants must present a current, non-expired government–issued photo identification, Medicare card, or SunLine ADA certification card.

1.5.3.3 Haul Pass

In support of student riders in the community, SunLine established the Haul Paul (HP) program to reduce transportation barriers to educational opportunities. SunLine's Haul Pass Program offers free fares for local fixed-route services to students of Coachella Valley high schools and College of the Desert (COD), as well as free fares for Route 10 Commuter Link to California State University San Bernardino faculty and students. To participate in the program, students must be enrolled and complete an application. Haul Passes are provided as 31-day paper passes (high school), mobile passes via Token Transit (high school & COD), and if applicable, students can utilize their active student ID (only CSUSB) when boarding.

1.5.4 Fare Payment Technology

SunLine provides a variety of fare payment options to meet the needs and preferences of its riders, including both cash and cashless methods.

1.5.4.1 Farebox

For payments on SunBus routes, the system uses electronic fareboxes. These fareboxes accept cash, coins, and pre-purchased passes, and they issue paper one-day and transfer passes as well.

1.5.4.2 Token Transit and Transit App

SunLine partners with both Token Transit and Transit App to offer cashless fare payment options through mobile applications. These apps enable riders to purchase and store fare media digitally on their smartphones, requiring a linked debit or credit card. Both apps are compatible with SunBus, Commuter Link, and SunDial services. Token Transit primarily acts as a platform for purchasing tickets and serves as the exclusive provider for the Haul Pass program. In contrast, Transit App not only allows fare purchasing but also provides features such as trip planning and bus tracking, thereby enhancing navigational assistance for riders.

1.5.4.3 SunRide Application

The SunRide service provides a dedicated mobile application, also called SunRide, which integrates trip planning and fare payment. Riders can link a debit or credit card for digital payments before pick-up or opt to pay in cash when boarding, as noted in the app.

1.5.4.4 Flywheel

For taxi services in the Coachella Valley, payments can be made through the Flywheel app. This app enables riders to book and pay for rides electronically using a linked debit card, credit card, or Taxi Voucher Program (TVP) card. Alternatively, riders can call to request a taxi and pay the driver in cash, credit card, or the TVP.

1.6 Revenue Fleet

1.6.1 Fixed Route

SunLine's fixed-route services are supported by a fleet of forty-six 40-foot and three 45-foot buses in service, along with thirty-nine vehicles in the contingency fleet. This fixed-route fleet includes CNG, hydrogen fuel cell (FCEB), and battery electric buses (BEB).

Figure 1.13 Fixed-Route Bus



Table 1.4 Motorbus Directly Operated (TABLE 1.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 Short Range Transit Plan

SunLine Transit Agency

Bus (Motorbus) / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2018	BYD	K9	35	4	40	EB	4		52,006	36,518	9,129
2012	EDN	AXCESS	37	1	40	HY	1		3,336	149	149
2014	EDN	AXCESS	39	1	40	HY	1		7,298	4,338	4,338
2014	EDN	AXCESS	37	1	40	HY	1		15,413	3,348	3,348
2014	EDN	AXCESS	37	1	40	HY	1		2,587	679	679
2015	EDN	AXCESS	37	0	40	HY	0		3,056	95,814	
2018	EDN	AXCESS	37	3	40	HY	3		65,633	29,657	9,885
2018	EDN	AXCESS	37	2	40	HY	2		50,979	5,099	2,549
2009	EDN	EZRider32'	29	2	32	CN	2		161,372	23,691	11,845
2020	MCI	D4500	40	2	40	CN	2		146,856	137,808	68,904
2021	MCI	D4500	57	1	45	DF	1		49,687	41,569	41,569
2022	MCI	D4500	57	1	45	CN	1		663	499	499
2007	NFA	C40LF	42	8	40	CN	8			118,986	14,873
2008	NFA	XCELSIOR C	39	9	40	CN	9		488,613	447,214	49,690
2008	NFA	XCELSIOR C	39	20	40	CN	20		1,114,532	778,042	38,902
2016	NFA	XCELSIOR C	39	6	40	CN	6		322,119	271,012	45,168
2020	NFA	XCELSIOR C	39	6	40	CN	6		361,537	258,353	43,058
2021	NFA	XCELSIOR C	39	4	40	CN	4		285,935	182,028	45,507
2018	NFA	XCELSIOR H	39	1	40	HY	1		3,056	1	1
2018	NFA	XCELSIOR H	39	5	40	HY	5		118,940	32,485	6,497
2021	NFA	XCELSIOR H	39	4	40	HY	4		104,977	58,012	14,503
2021	NFA	XCELSIOR H	39	6	40	HY	6		67,167	71,067	11,844
		Totals:	872	88			88		3,425,762	2,596,369	29,504

1.6.2 Paratransit

SunLine's SunDial paratransit service is supported by 39 CNG-powered vehicles.

Figure 1.14 Paratransit Cutaway



Table 1.5 Demand-Response Directly Operated (TABLE 1.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 1.1 - Fleet Inventory

FY 2024/25 Short Range Transit Plan

SunLine Transit Agency

Demand Response / Directly Operated

Year Built	Mfg. Code	Model Code	Seating Capacity	Lift and Ramp Equipped	Vehicle Length	Fuel Type Code	# of Active Vehicles FY 2023/24	# of Contingency Vehicles FY 2023/24	Life to Date Vehicle Miles Prior Year End FY 2022/23	Life to Date Vehicle Miles through March FY 2023/24	Average Lifetime Miles Per Active Vehicle As Of Year-To-Date (e.g., March) FY 2023/24
2020	ARB	Freedom	12	15	27	CN	15		52,524	396,184	26,412
2015	EDN	AEROTECH	12	1	22	CN	1		224,201	10,553	10,553
2016	EDN	AEROTECH	12	9	22	CN	9		237,032	161,824	17,980
2018	SPC	Senator	12	14	23	CN	14		149,946	303,721	21,694
		Totals:	48	39			39		663,703	872,282	22,366

1278

1.6.3 Fixed Route Fleet Age

The fixed route fleet is made up of 49 buses and supported with a contingency fleet of 39 CNG buses. The average age of the active fixed route fleet is 5.95 years. The contingency fleet is required to ensure service reliability as SunLine implements hydrogen fuel cell buses. New zero emission technologies present new challenges that require time and experience to understand. SunLine continues to replace buses in the fleet that have met their useful life.

Table 1.6 Fleet Age by Fuel and Vehicle Type

Bus Model	Number of Buses	Fuel Type	Bus Type
2014	3	Hydrogen	40' Heavy duty
2015	1	Hydrogen	40' Heavy duty
2018	10	Hydrogen	40' Heavy duty
2018	4	Electric	40' Heavy duty
2020	2	CNG	45' Over the road
2020	10	CNG	40' Heavy duty
2021	5	Hydrogen	40' Heavy duty
2022	1	Hydrogen	40' Heavy duty
2022	1	CNG	45' Over the road
2023	4	Hydrogen	40' Heavy duty
2024	8	Hydrogen	40' Heavy duty
Total	49		

1.7 Existing Transit Facilities and Bus Stop Amenities

SunLine Transit Agency operates out of two facilities located in the central northern and eastern ends of its Coachella Valley service area, as shown in Figure 1.15.

1.7.1 Operations and Administration Facilities

1.7.1.1 Division I – Thousand Palms

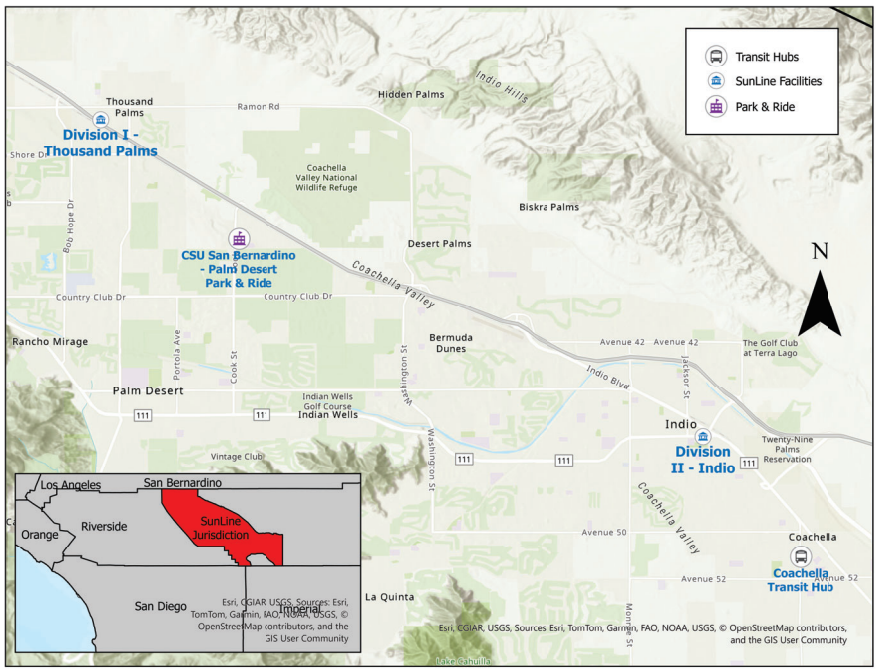
Division I, located at 32-505 Harry Oliver Trail in Thousand Palms, serves as the primary headquarters of SunLine Transit Agency for administrative, operations, maintenance, and facility management staff. Spanning 20.5 acres, Division I includes maintenance, operations, and administrative buildings, housing most of the agency's assets, including both revenue and non-revenue vehicles. Daily operations such as pull out/in, vehicle maintenance, dispatching, customer service, and training primarily take place at this

location. Additionally, Division I functions as the agency's main fueling center, equipped with hydrogen and CNG fueling dispensers and battery electric charging stations.

1.7.1.2 Division II – Indio

Division II, located on a 2.31-acre site at 83-255 Highway 111 in Indio, operates as a satellite facility for vehicle maintenance and storage. This division supports several vehicle maintenance operations and houses equipment for the Stops and Zones department, which is responsible for maintaining bus shelters and amenities. Division II also includes a public CNG fueling station, which also serves as a secondary fueling source for the agency's CNG fleet.

Figure 1.15 SunLine Operations and Administration Facilities, Transit Hub, and Park and Ride



1.7.2 Transit Hubs

SunLine Transit Agency maintains two transit hubs: one in Thousand Palms and the other in Coachella, as shown in Figure 1.15.

1.7.2.1 Thousand Palms Transit Hub

The Thousand Palms Transit Hub is conveniently located at 72420 Varner Road near Division I. The Thousand Palms Hub serves as both a transit boarding point and a park-and-ride for travelers along the CA I-10 Highway. This hub exclusively services SunLine's

regional express Route 10 Commuter Link, connecting riders to destinations in the eastern valley and cities outside our jurisdiction. This 74,487 square-foot transit hub features 84 parking spaces: 79 standard spaces and 5 ADA-accessible ones, offering riders amenities such as shade structures, seating, and restrooms.

Figure 1.16 Thousand Palms Transit Hub



1.7.2.2 Coachella Transit Hub

The Coachella Transit Hub, a project completed in 2024 in collaboration with the City of Coachella, is located at the corner of 4th Street and Cesar Chavez in Coachella. This hub was funded by the Affordable Housing and Sustainable Communities (AHSC) Grant to enhance transit accessibility to neighboring affordable housing and reduce greenhouse gas (GHG) emissions for the eastern valley communities. It serves Routes 1, 8, and 6 and acts as a connecting point for riders traveling to and from the far eastern side of the Coachella Valley (North Shore) to the rest of the valley and beyond. The newly constructed transit hub

is .86 acres, with amenities featuring shade structures, benches, a bicycle rack, a water fountain, and a 540 square foot building with a break room for bus operators.

Figure 1.17 Coachella Transit Hub



1.7.3 Park-and-Rides

Park-and-ride facilities offer convenient access to public transportation by providing free parking for commuters. The California State University, San Bernardino – Palm Desert (CSUSB-PD) Campus (see Figure 1.15) acts as a park-and-ride for SunLine customers, primarily benefiting students and staff traveling between the Palm Desert and San Bernardino campuses. Both locations are served exclusively by the 10 Commuter Link, although SunLine does not maintain these facilities.

1.7.4 Bus Stop Amenities

SunLine's bus system features 574 bus stops within the Coachella Valley service area, plus three additional stops in the partnering cities of Beaumont and San Bernardino. SunLine's Bus Stop Amenity standard ensures that all stops are equipped with a bench and waste container. Stops with an average of at least 10 daily passenger boardings will have a shelter if conditions permit, including conditions that are the responsibility of jurisdictional partners, such as sidewalk and curb infrastructure. All bus stops are installed according to

ADA requirements. Table 1.7 illustrates the number of stops and those with shelters by city or district.

Table 1.7 Bus Stop Shelters by City/District (Source: Trapeze)

City/District	Total Stops	Total Shelters	
		Count	Percent
Cathedral City	61	53	87%
Coachella	33	31	94%
Desert Hot Springs	48	31	65%
Indian Wells	15	13	87%
Indio	90	57	63%
La Quinta	52	35	67%
Palm Desert	53	43	81%
Palm Springs	120	93	78%
Rancho Mirage	33	24	73%
Riverside County unincorporated	69	28	41%
Thermal	8	2	25%
Oasis	10	3	30%
Mecca	17	8	47%
One Hundred Palms	3	2	67%
Thousand Palms	10	9	90%
North Shore	11	1	9%
Desert Edge	7	0	0%
Bermuda Dunes	3	3	100%
Total	574	408	71%
Outside Coachella Valley			
Beaumont	1	3	100%
San Bernardino	2	2	100%

1.8 Existing Coordination Between Transit Agencies

1.8.1 Federal Agency Partners

SunLine collaborates with and reports to the U.S. Department of Transportation (USDOT), specifically the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These agencies offer funding and technical assistance for various transportation projects.

1.8.2 State Agency Partners

SunLine collaborates with the California State Transportation Agency (CalSTA), which oversees transportation policies and programs across the state. Key departments within CalSTA include the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans). CTC and Caltrans manage vital programs such as the Active Transportation Program and the Low Carbon Transit Operations Program (LCTOP). The California Air Resources Board (CARB) and the California Energy Commission (CEC) are essential partners in SunLine's mission to reduce emissions and promote sustainable transportation. CARB sets air quality standards, while CEC advocates for the transition to 100% clean energy. These agencies run programs like the Clean Transportation Grant, which supports the adoption of zero-emission vehicles.

1.8.3 Regional and County Partners

Regional agency partners include the Southern California Association of Governments (SCAG), which is the metropolitan planning organization for the region, and the Coachella Valley Association of Governments (CVAG), the regional planning agency for the Coachella Valley. CVAG oversees the development and implementation of regional transportation projects such as the CV Link and CV Sync programs, and it plays a crucial role in managing roadway infrastructure within the valley.

The Riverside County Transportation Commission (RCTC), in addition to being an essential Regional Agency Partner, is a vital partner for SunLine. RCTC distributes funds from Measure A, a voter-approved sales tax, with 15% designated for public transportation in the Coachella Valley. Additionally, RCTC manages various funding programs, including the State of Good Repair (SGR) Program and the Transit and Intercity Rail Capital Program (TIRCP), which support improvements to transportation infrastructure.

1.8.4 Subregional Agency Partners

Subregional partners in the Inland Empire include agencies such as the Riverside Transit Agency (RTA), Omnitrans, Metrolink, Mountain Transit Authority, Victor Valley Transit Authority, City of Banning Transit, City of Beaumont Transit, and City of Corona Transit. Although direct service connections between SunLine and these agencies may be limited, operating within the same region creates opportunities for collaboration and information sharing, fostering a more interconnected transportation network throughout the Inland Empire.

1.8.5 Local Agency Partners

SunLine collaborates with several nearby transit agencies to enhance mobility options for riders. These agencies include Morongo Basin Transit, Palo Verde Valley Transit, OmniTrans, FlixBus, and Amtrak, which provide connecting services at shared stops within SunLine's service area and accept selected fare media.

1.9 Reference List of Prior or Existing Studies and Plans

SunLine's operations, performance, and service planning are guided by a series of studies aimed at better understanding its rider population, exploring the latest low-emission fuel technologies, improving facilities, and redesigning its network. These reports and studies have either been initiated by SunLine itself or mandated by federal and state agencies. In the past, these reports have also influenced the development of the Short-Range Transit Plan (SRTP).

- SunLine Transit Feasibility Study Hydrogen Station Expansion (January 2016)
- SunLine Transit Facilities Master Plan (November 2016)
- SunLine Transit Agency Transit Asset Management (September 2018)
- Network Study Report SunLine Transit Redesign & Network Analysis (February 2019)
- Zero Emissions Bus Rollout Plan (May 2020)
- SunLine Transit Agency Transit Asset Management (November 2022)
- SunLine Zero Emission Bus Rollout Plan (2025)
- Onboard Ridership Survey (2025)
  SunLine_2025_Onboard_Customer_Survey_Report.pdf
- SunLine Transit Strategic Plan (2025)
- Comprehensive Operations Analysis (Currently underway in 2026)

SunLine Transit Agency recognizes the significance of strategic investment in research and analysis to enhance services, respond to population growth, and meet federal mandates for the benefit of our community.

2 Existing Service and Route Performance

SunLine is the sole provider of public transportation in the Coachella Valley, located in Southern California. In the last fiscal year (July 2024 to June 2025), SunLine proudly transported 2,838, 501 passengers across its three transit modes, showcasing its commitment to effectively serving the community.

Figure 2.1 SunLine Family of Transit Services



SunLine Transit Agency's initiatives are guided by its clear mission and vision, which offer strategic direction.

Mission: Connecting people and improving life by taking you from where you are to where you want to be.

This direction is further influenced by the oversight and funding provided by the Riverside County Transportation Commission (RCTC). The RCTC serves as the regional transportation planning agency for Riverside County and is responsible for developing the regulatory standards for the Short-Range Transit Plan (SRTP). Preparing the SRTP and its supporting data enables RCTC to advocate for local, state, and federal funding to support SunLine's capital projects and transit operations.

RCTC also tracks performance metrics that evaluate the effectiveness and efficiency of SunLine's services, which are reviewed in the following sections.

2.1 Description of Key Performance Indicators

In January 2023, the Board of Directors approved the revised SunLine Service Standards Policy to provide Agency staff with direction regarding the planning, operation, and management of transit service in the Coachella Valley. The Service Standards Policy and accompanying metrics are intended to:

- promote continuous improvement of transit service

- provide regular updates on service performance
- meet federal requirements for monitoring Title VI of the Civil Rights Act
- avoid uninformed decision-making regarding the provision of service

These standards are further described later in this section.

2.1.1 Service Design Standards

SunLine Transit Agency developed a service standards policy to provide a framework for guidance of staff in the design, operation, and management of SunLine Transit Agency's transit services. The service standards policy objective is to promote the continuous improvement of transit service throughout the Coachella Valley and the maximization of mobility benefits to the community. Additionally, these service standards support agency efforts to meet Federal Title VI of the Civil Rights Act of 1964 requirements. SunLine Service Standards Policy was developed on 7/13/2013 and revised on 12/06/2023.

Service frequency and span of service can be revised where sustainable and where demand warrants increased frequency, performance measures can still be met, and when funding can sustain the frequency and span of service.

New routes may be implemented based on a weekday-only service, typically between the hours of 6:00 a.m. and 7:00 p.m., usually when there is a peak demand. During the implementation of new service, a trial period is allocated from 12 to 18 months (about 1 and a half years) as an opportunity to provide service adjustments before deciding to retain, expand, or eliminate the service. Table 2.1 lists the minimum service frequencies and spans.

Table 2.1 Service Frequency Standards

Frequency and Span by Service Type	Frequency of Service		Span of Service	
	Weekday	Weekend	Weekday	Weekend
Trunk bus routes	20 minutes peak 30 minutes off- peak	30 minutes	5:00 a.m. – 11:00 p.m.	5:00 a.m. – 11:00 p.m.
Local bus routes	30 minutes peak 60 minutes off- peak	60 minutes	5:00 a.m. – 7:00 p.m.	9:00 a.m. – 6:00 p.m.
Market-based services	Based on demand	Based on demand	Based on demand	Based on demand

2.1.1.1 Network Role

New services should be evaluated for their place in the overall transit network. Each new route in the network will have a unique role, whether it is facilitating transfers with existing services, introducing service coverage to a recent development, or providing connections between current routes and major destinations. While successful new routes connect with existing services, they should not duplicate existing service or compete for passengers.

2.1.1.2 Market Opportunities

There is a strong correlation between service performance, surrounding population, and employment densities. In other words, the more people with access to a route, the higher the route's potential ridership. Population-dense areas tend to coincide with mixed-use neighborhoods, walkable environments, and higher populations of transit-friendly constituencies such as students, seniors, zero-vehicle households, and low-income populations. The minimum population and employment density for the introduction of new all-day fixed route transit service is an average of 10 people/jobs per acre within a half mile of the proposed route.

A minimum threshold is considered supportive of fixed route service and should not be subjected to further analysis. Areas in this category that have unmet needs may be served by alternative options to fixed route service.

2.1.1.3 Unmet Mobility Needs

SunLine will strongly consider the mobility needs of transit-dependent populations when evaluating where to operate service. In assessing the area's demand for transit service, it is important to examine the presence of these demographic groups and identify any unmet needs.

2.1.1.4 Productivity vs. Coverage Target

The SunLine Board of Directors' goal is to capture choice riders and new riders and to expand transit market share. The Board is committed to investing in new operating plans that improve productivity and, when necessary, improve coverage. This is consistent with the Transportation Development Act of 1971 that established fiscal performance requirements of 20 percent of farebox recovery in urbanized areas and 10 percent in rural areas. To comply with this state mandate, and to improve effectiveness and efficiency, SunLine currently recommends the following policy for service deployment:

- Seventy percent of fixed-route service should be deployed in areas with higher population and employment densities where transit is able to meet productivity standards.

- Thirty percent of fixed-route service should be deployed to maintain coverage in areas where lower population and employment densities limit transit service productivity.

SunLine is in the process of completing a comprehensive operations analysis (COA). Through the COA, the agency is identifying stakeholder preferences for balancing coverage and productivity outcomes, so this direction may change in the near future.

2.1.1.5 Key Destinations

Key destinations likely to generate higher demand for transit service include major area schools, colleges, universities, hospitals, retail/commercial/entertainment centers with more than 10 people/jobs per acre, open residential communities, and those with relatively lower income and vehicle ownership levels.

2.1.2 Service Productivity Standards

Passengers per revenue hour and passengers per revenue trip are KPIs that measure service effectiveness, or productivity, based on ridership (passenger boardings) generated for each hour of revenue service for local and trunk routes and boardings per trip for market-based services operated (see Table 2.2).

Table 2.2 Passengers per Revenue Hour/Revenue Trip Standards

Service Tiers	Routes in Service Type	Passengers Per Revenue Hour Standard
Trunk routes	Routes 1EV, 1WV, 2	20
Local routes	Routes 3, 4, 5, 6, 7, 8, 9,	10
Market-based services	10 Commuter Link	10*

* Boardings per trip – is the productivity measure for market-based routes

2.1.3 Service Quality Standards

Service quality standards contribute to the reliability and consistency of service delivery. Customers may first be attracted to transit services based on headway and span. Choice riders may continue to use services because they know they can get to their destinations on time— unreliable service usually results in decreased ridership. Service quality standards are proposed to be measured using the following operational and passenger experience metrics:

- service scheduled speed (service quality)
- on-time performance (service reliability)
- runtime variance (service reliability)

- percent service completed (service reliability)
- miles between service interruption (service reliability)
- load standards (service comfort)
- average fleet age (service comfort)
- bus deployment standards

Each suggested metric is discussed in more detail below.

Service Scheduled Speed: Measures the route's scheduled service speed. The measure is calculated by dividing revenue miles by revenue hours for each route. This KPI monitors services needed to maintain reasonable speed to retain and grow ridership.

The target performance scheduled speed is 12.5 miles per hour (mph) for SunLine's transit system, as shown in Table 2.3.

Table 2.3 Service Scheduled Speed Standard

Service Mode	Service Speed - Weekdays	Service Speed - Weekends
Fixed-route bus	12.5 MPH	12.5 MPH

On-time Performance: This KPI measures service reliability as defined by adherence to the published service schedule. "On time" is when a trip departs at a time point within a range of 0 minutes early to 5 minutes late. For SunLine to achieve targeted on-time performance, service running times need to be calibrated regularly based on existing conditions. SunLine has a relatively uncongested operating environment, which helps support a high KPI for on-time performance. Some challenges to on-time performance are related to construction, heavy traffic, and passenger problems. On-time performance standards for fixed routes are at a target of 85 percent (Table 2.4).

Table 2.4 On-Time Performance Standard

Service Mode	On-Time Performance Standards
Fixed-route bus	85% (Excepting Major Detours)

Runtime Variance: Runtime is the time allotted in a transit schedule for a route to travel from one time point to another time point, or from beginning to end. Calibrating the runtime for the day of the week and hour of the day (for example, peak vs. non-peak) helps routes and the overall system adhere to or surpass the adopted on-time performance. It is

important to review runtime variance regularly because roadway traffic conditions are ever changing.

Percent Service Completed: Percentage of service completed is a metric established as of September 2017. The initial intention was to report the percentage of trips completed; however, because of limitations in the Avail ITS system, the percentage of revenue mileage completed is reported.

This KPI measures service reliability as defined by the percentage of miles completed daily. Three components are necessary to successfully complete scheduled service:

- daily availability of operators to meet service demands
- daily availability of fleet vehicles to meet service demands
- miles between service interruptions

The set standard for service completed is 99 percent by service mode, as seen in Table 2.5. The percentage of service completed for 2025 was 99 percent of the approved level of service, exceeding SunLine's minimum service standard.

Table 2.5 Service Completed Standard

Service Mode	Service Completed Minimum Standard
Fixed-route bus	99%

Miles between Service Interruptions: This KPI measures service reliability as defined by revenue miles between service interruptions, regardless of the cause. To meet this target, both avoidance of service interruptions through early identification (for example, planning for detours, proper fleet maintenance) and timely response to service interruptions that do occur are necessary. The set minimum target between service interruptions (road calls) is 5,000 miles, as seen in Table 2.6.

Table 2.6 Miles Between Service Interruptions Standard

Service Mode	Target Minimum Miles Between Service Interruptions (Road Calls)
Fixed-route bus	5,000

Load Standards: This service quality KPI establishes load standards for various vehicle types and is measured for each trip operated. While it may be acceptable for some riders to stand for short distances or time periods (for example, under 2 miles or 10 minutes)

during peak periods, it is expected that seating should be available for all riders during normal off-peak conditions (Table 2.7).

Table 2.7 Load Standards

Service Period	Maximum Consistent Load Factor
Peak	Average over 133% of seated load = 50 passengers
Off-peak	Average over 100% of seated load = 38 passengers

Average Fleet Age: The age of the vehicle fleet affects the performance and reliability of transit services and the attraction of customers. Adhering to the average fleet age requirement will ensure a consistently safe, reliable, and comfortable passenger experience (Table 2.8).

Table 2.8 Average Fleet Age Standard

Vehicle	Average Fleet Age
Standard transit bus	No greater than 10 years

Bus Deployment Policy: This policy specifies the kind of vehicle that should be used to operate individual routes. The type of vehicle deployed on a route depends primarily on ridership demand and trip loads (Table 2.9). Using incorrectly sized vehicles on routes can unnecessarily add operating cost to a route or result in overcrowding.

Table 2.9 Bus Deployment Standard

Route Type	Vehicle Type
Trunk bus routes	40’ bus
Local bus routes	32’ or 40’ bus based on ridership demand
Market-based services	MCI coach

2.1.4 Service Warrants

The Warrants Standards provide guidelines for the introduction of new services. They are a tool for judging when new service or service extensions are appropriate. A new fixed route or route extension could be introduced when the ridership forecasts based on population, school enrollment, or job density are sufficient to achieve minimum passengers per revenue hour standards by service type. To ensure the agency’s financial sustainability,

SunLine will introduce only those new services that operate above the lower-performing route quartile or with productivity that is within 15 percent of the system average.

Planning new services around these guidelines will help ensure the successful performance of new routes. Providing a set of guidelines for which areas warrant all-day fixed route service will help SunLine respond to future community requests for new service.

2.1.4.1 Evaluating New Services

New routes should be monitored to determine whether they are reaching the desired performance standards. The route should first be evaluated after 6 months to determine whether it meets more than two-thirds of its performance standards. New services not meeting the minimum standards at the end of an 18- to 24-month trial period are subject to corrective action or discontinuation.

In some cases, trial periods for new services may vary based on the requirements of grant funding. For example, if a grant provided 3 years of funding for a route that did not meet standards, this route may still be operated for the full 3-year period.

2.1.5 Paratransit Service Standards

2.1.5.1 Eligibility

- Any person with a disability who is unable to board, ride, or disembark from an accessible vehicle without the assistance of another person is eligible.
- Any person with a disability who has a specific impairment-related condition that prevents the person from traveling to or from a boarding/disembarking location is eligible.
- Certification is based on individual's functional ability to ride the fixed route system.
- Visitors qualified elsewhere in the United States may use the SunDial ADA service for up to 21 days per year and must then qualify locally.
- A maximum 21-day response period for the application and an appeals process exists.
- There is no limit to the number of trips a person can make. Reservations can be made up to 7 days in advance.
- A no-show policy exists for passengers who do not appear for their rides, with possible exclusion from SunDial service for a period of time in extreme cases.

SunLine's Eligibility Department processed 100 percent of completed applications within the 21-day target.

2.1.5.2 Access

- The agency must serve any origin and destination requests that are both within 0.75 miles of a fixed route corridor (excluding Commuter bus service) at the times and days of service when the fixed route is operating. Next-day service by reservation during regular business hours must be provided.
- The reservations call center accepts client reservations 7 days per week between 8:00 a.m. and 5:00 p.m. for next-day service.

2.1.5.3 Travel Time

- Trip pick-up time must be scheduled within 1 hour before or after the requested pick-up time. Trip length should be comparable to the time it would take to make the same trip by the fixed route service.

2.1.5.4 On-time Performance

- Trip pick up should consistently occur within a 30-minute window from the scheduled pickup time.
- On-time performance is in accordance with FTA Circular 4710.1 to perform equivalent to SunLine's fixed route service. Paratransit continues to meet and exceed this goal.

2.1.5.5 Capacity

- Subscription service is provided as a proportion of our total complementary paratransit service as long as it does not interfere with our capacity for demand trips.
- No more than 50 percent of the number of trips can be subscription. Going above this level could cause capacity constraints to serve our non-subscription riders.
- Staff ensures subscription trips are balanced with non-subscription trips to ensure adequate levels of service are provided on a daily basis.

2.1.5.6 Fares

- Fares charged may not exceed twice the non-discounted fare for the fixed-route network at the time of the trip.
- No fare is to be charged to personal care attendants where they are required.
- Companions pay the same ADA fare.
- SunDial fares are based on travel within one city or multiple cities. Within one city the fare is $1.50 per trip; travel within multiple cities is $2.00 per trip.

2.1.6 SunLine's Performance on Key Measures

Table 2.10 shows that SunLine is meeting half of the eight performance targets, including for farebox recovery. SunLine's actual FY 2025 3rd quarter farebox recovery ratio of 20.22% meets the FY 2025 target of greater than 17.49%.

Table 2.10 Year-to-Date FY 2025 Performance target report through 3rd quarter (TABLE 2A/2B RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.0 -- Service Provider Performance Measures Report

FY 2025/26 Short Range Transit Plan Review

SunLine Transit Agency

Data Elements	FY 2025/26 Plan	FY 2025/26 Target	FY 2025/26 Year to Date Through 3rd Quarter	Year to Date Performance Scorecard
Unlinked Passenger Trips	3,089,161			
Passenger Miles	23,831,760			
Total Actual Vehicle Revenue Hours	284,877.0			
Total Actual Vehicle Revenue Miles	4,120,598.0			
Total Actual Vehicle Miles	4,957,686.0			
Total Operating Expenses	$50,500,000			
Total Passenger Fare Revenue	$9,392,793			
Net Operating Expenses	$41,107,207			
Performance Indicators				
Mandatory:				
1. Farebox Recovery Ratio	18.59%	>= 17.49%	20.22%	Meets Target
Additional:				
1. Operating Cost Per Revenue Hour	$177.27	<= $189.48	$225.90	Fails to Meet Target
2. Subsidy Per Passenger	$13.31	>= $10.74 and <= $14.54	$16.21	Fails to Meet Target
3. Subsidy Per Passenger Mile	$1.72	>= $1.87 and <= $2.53	$2.06	Meets Target
4. Subsidy Per Hour	$144.30	>= $114.72 and <= $155.20	$180.22	Fails to Meet Target
5. Subsidy Per Mile	$9.98	>= $8.27 and <= $11.19	$12.34	Fails to Meet Target
6. Passengers Per Revenue Hour	10.84	>= 9.08 and <= 12.28	11.12	Meets Target
7. Passengers Per Revenue Mile	0.75	>= 0.65 and <= 0.89	0.76	Meets Target

Note: Targets reflect +/- 15%

Productivity Performance Summary:

Service Provider Comments:

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2.2

2.3 Description of SRTP Performance Report

SunLine is currently meeting all performance measures included in Table 2.11.

Table 2.11 FY 2026 Plan Performance Scorecard (TABLE 2.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 - Table 2.1 -- SRTP Performance Report

Service Provider: SunLine Transit Agency

All Routes

Performance Indicators	FY 2024/25 End of Year Actual	FY 2025/26 3rd Quarter Year-to-Date	FY 2026/27 Plan	FY 2026/27 Target	Plan Performance Scorecard (a)
Passengers	2,838,498	2,086,566	3,062,017	None	
Passenger Miles	16,347,918	16,445,892	25,888,983	None	
Revenue Hours	263,698.7	187,640.8	268,330.0	None	
Total Hours	288,403.6	208,957.7	295,209.0	None	
Revenue Miles	3,715,444.0	2,740,186.0	4,026,095.0	None	
Total Miles	5,025,832.2	3,298,978.3	4,729,459.0	None	
Operating Costs	$50,016,684	$42,387,341	$53,025,000	None	
Passenger Revenue	$12,879,310	$8,570,535	$9,885,576	None	
Measure-A Revenue				None	
LCTOP Revenue				None	
Operating Subsidy	$37,137,374	$33,816,806	$43,139,424	None	
Operating Costs Per Revenue Hour	$189.67	$225.90	$197.61	<= $230.93	Meets Target
Operating Cost Per Revenue Mile	$13.46	$15.47	$13.17	None	
Operating Costs Per Passenger	$17.62	$20.31	$17.32	None	
Farebox Recovery Ratio	25.75%	20.22%	18.64%	>= 0.2	Meets Target
Subsidy Per Passenger	$13.08	$16.21	$14.09	>= $13.78 and <= $18.64	Meets Target
Subsidy Per Passenger Mile	$2.27	$2.06	$1.67	>= $1.75 and <= $2.37	Better Than Target
Subsidy Per Revenue Hour	$140.83	$180.22	$160.77	>= $153.19 and <= $207.25	Meets Target
Subsidy Per Revenue Mile	$10.00	$12.34	$10.71	>= $10.49 and <= $14.19	Meets Target
Passengers Per Revenue Hour	10.76	11.12	11.41	>= 9.45 and <= 12.79	Meets Target
Passengers Per Revenue Mile	0.76	0.76	0.76	>= 0.65 and <= 0.87	Meets Target

a) The Plan Performance Scorecard column is the result of comparing the FY 2026/27 Plan to the FY 2026/27 Primary Target.

2.3.1 Ridership

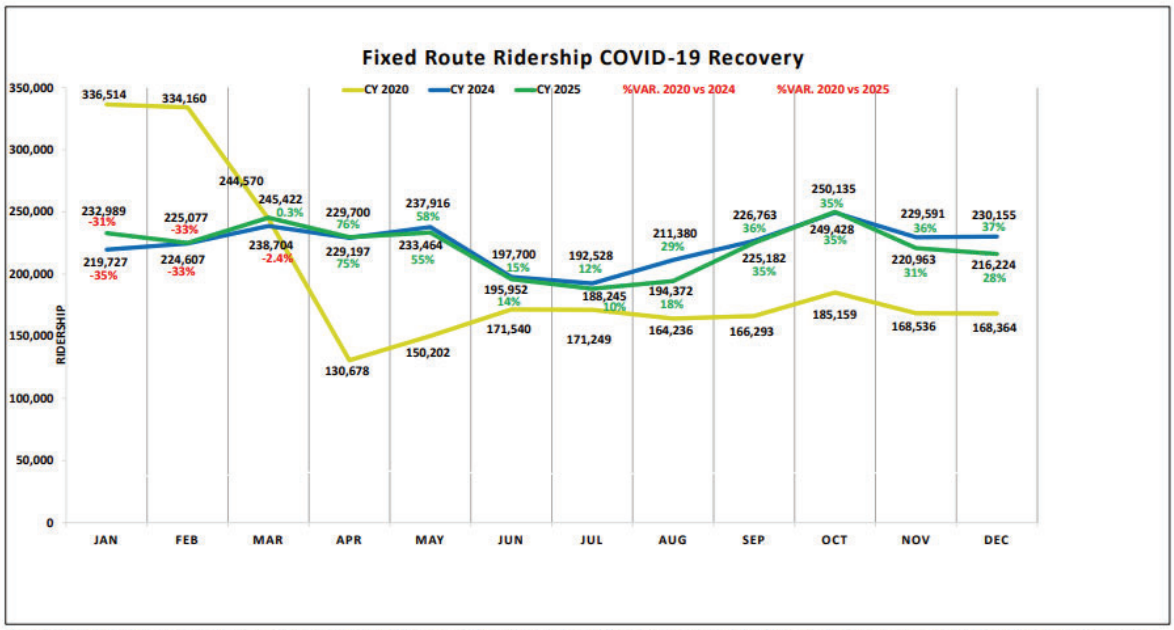
Ridership system-wide in FY 2025 for SunBus, SunDial, and SunRide was a total of 2,838, 501 boardings, an increase of 3.2 percent compared with FY 2024:

- SunBus ridership totaled 2,702,449, an increase of 116,661 rides or 4.5%, in comparison to FY 2024.
- SunDial ridership totaled 111,110, a decrease of 8,382 rides or 7%, in comparison to FY 2024.
- SunRide ridership totaled 24,923 an increase of 2,488 rides or 11%, in comparison to FY 2024.
- SolVan service was not continued in FY 2025 under SunLine Transit Agency, resulting in a net ridership loss of 23,739 in comparison to FY 2024.

2.3.1.1 Fixed-Route Ridership

The following figure shows SunLine's COVID-19 fixed route ridership recovery, comparing calendar years 2024 and 2025 to calendar year 2020. As shown, SunLine fixed-route ridership has increased from 2020 figures and has remained relatively steady between CY204 and CY2025. The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools, and entertainment venues due to the implementation of national and statewide public health policies. Variances are in red and green, close to their corresponding ridership number, and refer to variance between 2024 and 2025 and the baseline of 2020.

Figure 2.2 COVID-19 Impact on Fixed-Route Ridership and Subsequent Recovery CY 2024 & CY 2025 Comparison

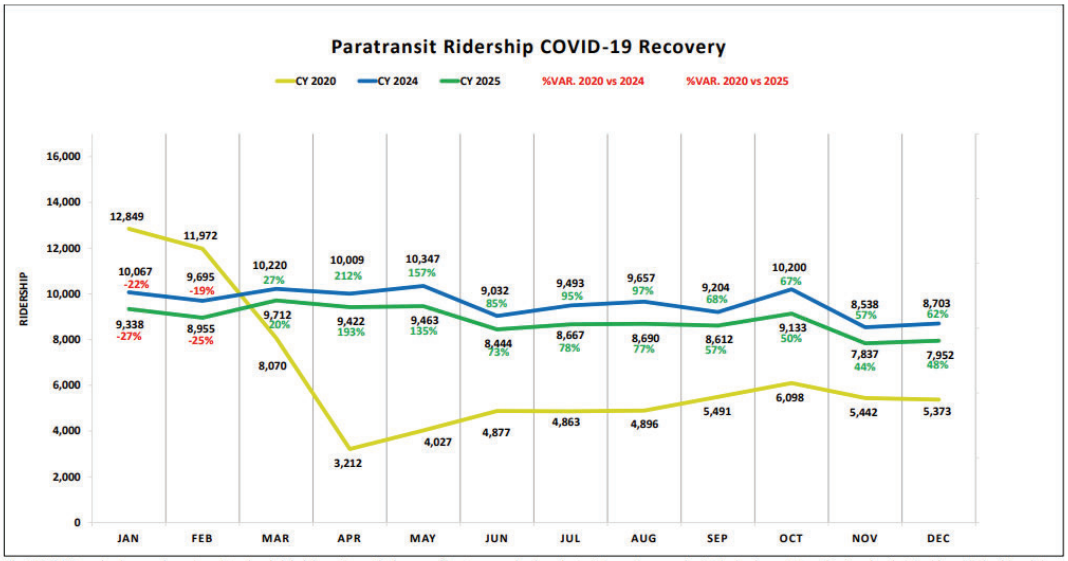


The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools and entertainment venues due to the implementation of national and statewide public health policies. Variances are in red close to their corresponding ridership number. 2024 and 2025 are referring to the baseline of 2020.
CY 2020 will remain on the chart since it is the baseline needed to compare ridership recovery for CY 2024 & CY 2025. CY 2021 - CY 2023 have been removed to reflect the two (2) most recent years in recovery.

2.3.1.2 Paratransit Ridership

The following figure shows SunLine's COVID-19 paratransit ridership recovery, comparing calendar years 2024 and 2025 to calendar year 2020. As shown, SunLine paratransit ridership has increased from 2020 figures but has decreased between CY204 and CY2025. Variances are in red and green, close to their corresponding ridership number, and refer to variance between 2024 and 2025 and the baseline of 2020.

Figure 2.3 COVID-19 Impact on Paratransit Ridership and Subsequent Recovery CY 2024 & CY 2025 Comparison

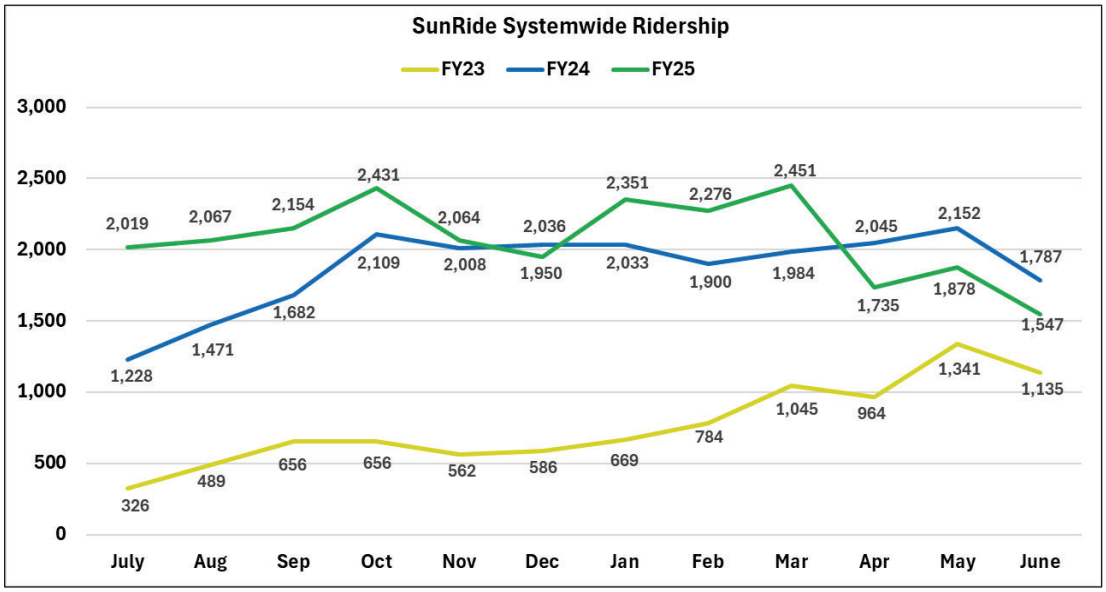


The COVID-19 pandemic caused a major national and global disruption with closures of businesses, schools and entertainment venues due to the implementation of national and statewide public health policies. Variances are in red close to their corresponding ridership number. 2024 and 2025 are referring to the baseline of 2020.
CY 2020 will remain on the chart since it is the baseline needed to compare ridership recovery for CY 2024 & CY 2025. CY 2021 - CY 2023 have been removed to reflect the two (2) most recent years in recovery.

2.3.1.3 SunRide Ridership FY 2023, 2024, and 2025 Comparison

As shown in the following figure, ridership on SunLine's microtransit service, SunRide, has increased since FY 2023, but decreased between FY 2024 and FY 2025.

Figure 2.4 SunRide Ridership FY2023-FY2025



2.4 Description of SRTP Service Summary

The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

Fixed Route Fleet Characteristics

SunLine's FY25/26 3rd quarter peak hour fleet of 19 represents only 22% of the FY25/26 planned peak hour fleet of 84. SunLine's planned peak hour fleet for FY26/27 is 80, less than the planned peak hour fleet for FY25/26 and significantly higher than SunLine's FY25/26 3rd quarter figures. For both excluded and non-excluded routes, peak hour fleets were much smaller than planned.

Fixed Route Financial Data

SunLine's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses, primarily related to on-site fuel (hydrogen and CNG) production. SunLine's planned total operating expense for FY26/27 are just over $2.5 million higher than planned figures for FY25/26. For both excluded and non-excluded routes, operating expenses were lower than planned.

SunLine's FY25/26 3rd quarter total passenger fare revenue is lower than the FY25/26 planned passenger fare revenue but within anticipated budget figures. SunLine's planned passenger fare revenue for FY26/27 is just under $600,000 more than planned figures for FY25/26. For excluded routes, passenger fare revenue was lower than planned, while non-excluded routes had higher than planned passenger fare revenue.

Fixed Route Operating Characteristics

SunLine's FY25/26 3rd quarter unlinked passenger trips represent 68% of the FY25/26 planned unlinked passenger trips. SunLine's planned unlinked passenger trips for FY26/27 are slightly lower than the planned unlinked passenger trips for FY25/26 and significantly higher than SunLine's FY25/26 3rd quarter figures.

There is a similar trend for all operating characteristics, with FY25/26 3rd passenger miles, vehicle revenue hours, vehicle revenue miles, and vehicle miles all lower than planned for FY25/26 and FY26/27. For both excluded and non-excluded routes, all operating characteristic figures were lower than planned.

Fixed Route Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, subsidy per passenger, subsidy per passenger mile, subsidy per revenue hour, and subsidy per revenue mile were

all higher than planned for FY25/26. For both excluded and non-excluded routes, all performance characteristic figures were higher than planned. Farebox recovery ratio and passengers per revenue hour were higher than planned as well. For excluded routes, farebox recovery ratio and passengers per revenue hour were higher than planned, while non-excluded routes had lower than planned figures. Passengers per revenue mile were on target overall but higher than planned for non-excluded routes and lower than planned for excluded routes.

Table 2.12 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary
FY 2026/27 Short Range Transit Plan
All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	28	21	84	19	80
Financial Data					
Total Operating Expenses	$45,699,601	$50,016,684	$50,500,000	$42,387,341	$53,025,000
Total Passenger Fare Revenue	$15,339,212	$12,879,310	$9,392,793	$8,570,535	$9,885,576
Net Operating Expenses (Subsidies)	$30,360,389	$37,137,374	$41,107,207	$33,816,806	$43,139,424
Operating Characteristics					
Unlinked Passenger Trips	2,505,327	2,838,498	3,089,161	2,086,566	3,062,017
Passenger Miles	20,444,720	16,347,918	23,831,760	16,445,892	25,888,983
Total Actual Vehicle Revenue Hours (a)	255,475.4	263,698.7	284,877.0	187,640.8	268,330.0
Total Actual Vehicle Revenue Miles (b)	3,668,859.0	3,715,444.0	4,120,598.0	2,740,186.0	4,026,095.0
Total Actual Vehicle Miles	4,275,252.7	5,025,832.2	4,957,686.0	3,298,978.3	4,729,459.0
Performance Characteristics					
Operating Cost per Revenue Hour	$178.88	$189.67	$177.27	$225.90	$197.61
Farebox Recovery Ratio	33.57%	25.75%	18.59%	20.22%	18.64%
Subsidy per Passenger	$12.12	$13.08	$13.31	$16.21	$14.09
Subsidy per Passenger Mile	$1.49	$2.27	$1.72	$2.06	$1.67
Subsidy per Revenue Hour (a)	$118.84	$140.83	$144.30	$180.22	$160.77
Subsidy per Revenue Mile (b)	$8.28	$10.00	$9.98	$12.34	$10.71
Passenger per Revenue Hour (a)	9.8	10.8	10.8	11.1	11.4
Passenger per Revenue Mile (b)	0.68	0.76	0.75	0.76	0.76

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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Table 2.13 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE) - Non-excluded Routes

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Non-Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	19	19	49	17	44
Financial Data					
Total Operating Expenses	$38,452,421	$41,211,903	$41,865,204	$34,927,298	$41,243,617
Total Passenger Fare Revenue	$15,125,330	$12,668,201	$7,754,598	$8,415,713	$7,648,885
Net Operating Expenses (Subsidies)	$23,327,091	$28,543,703	$34,110,606	$26,511,586	$33,594,732
Operating Characteristics					
Unlinked Passenger Trips	2,339,661	2,702,449	2,953,869	1,994,695	2,922,227
Passenger Miles	17,976,688	15,241,140	22,685,715	15,728,388	24,342,152
Total Actual Vehicle Revenue Hours (a)	165,026.8	182,944.3	219,285.0	137,166.9	189,079.0
Total Actual Vehicle Revenue Miles (b)	2,456,564.3	2,694,415.0	3,293,317.0	2,010,627.8	2,779,577.0
Total Actual Vehicle Miles	2,890,698.0	3,703,890.2	3,825,901.0	2,380,714.8	3,211,599.0
Performance Characteristics					
Operating Cost per Revenue Hour	$233.01	$225.27	$190.92	$254.63	$218.13
Farebox Recovery Ratio	39.34%	30.74%	18.52%	24.09%	18.54%
Subsidy per Passenger	$9.97	$10.56	$11.55	$13.29	$11.50
Subsidy per Passenger Mile	$1.30	$1.87	$1.50	$1.69	$1.38
Subsidy per Revenue Hour (a)	$141.35	$156.02	$155.55	$193.28	$177.68
Subsidy per Revenue Mile (b)	$9.50	$10.59	$10.36	$13.19	$12.09
Passenger per Revenue Hour (a)	14.2	14.8	13.5	14.5	15.5
Passenger per Revenue Mile (b)	0.95	1.00	0.90	0.99	1.05

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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Table 2.14 SRTP Systemwide Service Summary (TABLE 2.2 RCTC OUTLINE) - Excluded Routes

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine Transit Agency -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

Excluded Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	9	4	35	2	36
Financial Data					
Total Operating Expenses	$7,247,180	$8,804,781	$8,634,796	$7,460,043	$11,781,383
Total Passenger Fare Revenue	$213,882	$211,109	$1,638,195	$154,822	$2,236,691
Net Operating Expenses (Subsidies)	$7,033,298	$8,593,672	$6,996,601	$7,305,221	$9,544,692
Operating Characteristics					
Unlinked Passenger Trips	165,666	136,049	135,292	91,871	139,790
Passenger Miles	2,468,032	1,106,779	1,146,045	717,505	1,546,831
Total Actual Vehicle Revenue Hours (a)	90,448.6	80,754.4	65,592.0	50,473.9	79,251.0
Total Actual Vehicle Revenue Miles (b)	1,212,294.7	1,021,029.0	827,281.0	729,558.2	1,246,518.0
Total Actual Vehicle Miles	1,384,554.7	1,321,942.0	1,131,785.0	918,263.4	1,517,860.0
Performance Characteristics					
Operating Cost per Revenue Hour	$80.12	$109.03	$131.64	$147.80	$148.66
Farebox Recovery Ratio	2.95%	2.40%	18.97%	2.08%	18.98%
Subsidy per Passenger	$42.45	$63.17	$51.71	$79.52	$68.28
Subsidy per Passenger Mile	$2.85	$7.76	$6.10	$10.18	$6.17
Subsidy per Revenue Hour (a)	$77.76	$106.42	$106.67	$144.73	$120.44
Subsidy per Revenue Mile (b)	$5.80	$8.42	$8.46	$10.01	$7.66
Passenger per Revenue Hour (a)	1.8	1.7	2.1	1.8	1.8
Passenger per Revenue Mile (b)	0.14	0.13	0.16	0.13	0.11

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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Table 2.15 SRTP Fixed Route Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-BUS -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	19	19	49	17	45
Financial Data					
Total Operating Expenses	$38,452,421	$41,211,903	$41,865,204	$34,927,298	$42,593,670
Total Passenger Fare Revenue	$15,125,330	$12,668,201	$7,754,598	$8,415,713	$7,905,429
Net Operating Expenses (Subsidies)	$23,327,091	$28,543,703	$34,110,606	$26,511,586	$34,688,241
Operating Characteristics					
Unlinked Passenger Trips	2,339,661	2,702,449	2,953,869	1,994,695	2,927,527
Passenger Miles	17,976,688	15,241,140	22,685,715	15,728,388	24,783,642
Total Actual Vehicle Revenue Hours (a)	165,026.8	182,944.3	219,285.0	137,166.9	194,634.0
Total Actual Vehicle Revenue Miles (b)	2,456,564.3	2,694,415.0	3,293,317.0	2,010,627.8	2,881,711.0
Total Actual Vehicle Miles	2,890,698.0	3,703,890.2	3,825,901.0	2,380,714.8	3,316,726.0
Performance Characteristics					
Operating Cost per Revenue Hour	$233.01	$225.27	$190.92	$254.63	$218.84
Farebox Recovery Ratio	39.34%	30.74%	18.52%	24.09%	18.56%
Subsidy per Passenger	$9.97	$10.56	$11.55	$13.29	$11.85
Subsidy per Passenger Mile	$1.30	$1.87	$1.50	$1.69	$1.40
Subsidy per Revenue Hour (a)	$141.35	$156.02	$155.55	$193.28	$178.22
Subsidy per Revenue Mile (b)	$9.50	$10.59	$10.36	$13.19	$12.04
Passenger per Revenue Hour (a)	14.2	14.8	13.5	14.5	15.0
Passenger per Revenue Mile (b)	0.95	1.00	0.90	0.99	1.02

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

DAR Fleet Characteristics

SunDial's FY25/26 3rd quarter peak hour fleet of 1 is much lower than the FY25/26 planned peak hour fleet of 27. SunDial's planned peak hour fleet for FY26/27 is 30, more than the planned peak hour fleet for FY25/26 and significantly higher than SunDial's FY25/26 3rd quarter figures.

DAR Financial Data

SunDial's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses. SunDial's planned total operating expense for FY26/27 are just about $1.8 million higher than planned figures for FY25/26.

SunDial's FY25/26 3rd quarter total passenger fare revenue is only 9% of the FY25/26 planned passenger fare revenue. SunDial's planned passenger fare revenue for FY26/27 is under $400,000 more than planned figures for FY25/26.

DAR Operating Characteristics

SunDial's FY25/26 3rd quarter unlinked passenger trips represent 69% of the FY25/26 planned unlinked passenger trips. SunDial's planned unlinked passenger trips for FY26/27 are a little over 2,000 more than the planned unlinked passenger trips for FY25/26. There is a similar trend for all operating characteristics, with FY25/26 3rd passenger miles, vehicle revenue hours, vehicle revenue miles, and vehicle miles all lower than planned for FY25/26 and FY26/27.

DAR Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, subsidy per passenger, subsidy per passenger mile, subsidy per revenue hour, and subsidy per revenue mile were all higher than planned for FY25/26 and higher for FY26/27 planned, except for operating cost per revenue hour, where the FY25/26 3rd quarter data is lower than FY26/27 planned. FY25/26 3rd quarter actual farebox recovery ratio, passengers per revenue hour, and passengers were lower than planned for FY25/26 as well. FY25/26 3rd quarter actual farebox recovery ratio is lower and passengers per revenue hour are lower than FY26/27 planned, but passengers per revenue mile are on target.

Table 2.16 SRTP Paratransit Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-DAR -- SRTP Service Summary
FY 2026/27 Short Range Transit Plan
All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	27	1	30
Financial Data					
Total Operating Expenses	$7,247,180	$7,523,619	$7,309,796	$6,630,584	$9,106,330
Total Passenger Fare Revenue	$213,882	$138,672	$1,391,347	$124,471	$1,733,299
Net Operating Expenses (Subsidies)	$7,033,298	$7,384,946	$5,918,449	$6,506,113	$7,373,031
Operating Characteristics					
Unlinked Passenger Trips	119,492	111,110	109,861	75,431	111,698
Passenger Miles	1,194,752	1,106,147	1,064,666	717,505	1,016,452
Total Actual Vehicle Revenue Hours (a)	58,411.9	57,207.9	58,326.0	42,322.2	56,872.0
Total Actual Vehicle Revenue Miles (b)	866,842.1	873,466.0	745,902.0	597,024.0	850,971.0
Total Actual Vehicle Miles	1,039,102.1	1,065,235.0	1,045,273.0	735,102.0	1,073,151.0
Performance Characteristics					
Operating Cost per Revenue Hour	$124.07	$131.51	$125.33	$156.67	$160.12
Farebox Recovery Ratio	2.95%	1.84%	19.03%	1.88%	19.03%
Subsidy per Passenger	$58.86	$66.47	$53.87	$86.25	$66.01
Subsidy per Passenger Mile	$5.89	$6.68	$5.56	$9.07	$7.25
Subsidy per Revenue Hour (a)	$120.41	$129.09	$101.47	$153.73	$129.64
Subsidy per Revenue Mile (b)	$8.11	$8.45	$7.93	$10.90	$8.66
Passenger per Revenue Hour (a)	2.1	1.9	1.9	1.8	2.0
Passenger per Revenue Mile (b)	0.14	0.13	0.15	0.13	0.13

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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The following descriptions below refer to the FY2025/2026 actual third quarter data compared to the FY2025/2026 planned data and FY2026/2027 planned data.

Microtransit Fleet Characteristics

SunRide's FY25/26 3rd quarter peak hour fleet of 1 is lower than the FY25/26 planned peak hour fleet of 8. SunRide's planned peak hour fleet for FY26/27 is 5, less than the planned peak hour fleet for FY25/26 and higher than SunRide's FY25/26 3rd quarter figures.

Microtransit Financial Data

SunRide's FY25/26 3rd quarter total operating expenses are lower than the FY25/26 planned total operating expenses. SunRide's planned total operating expense for FY26/27 the same as planned figures for FY25/26.

SunRide's FY25/26 3rd quarter total passenger fare revenue is only 12% of the FY25/26 planned passenger fare revenue. SunRide's planned passenger fare revenue for FY26/27 the same as planned figures for FY25/26.

Microtransit Operating Characteristics

SunRide's FY25/26 3rd quarter unlinked passenger trips represent 65% of the FY25/26 planned unlinked passenger trips. SunRide's planned unlinked passenger trips for FY26/27 are about 2,600 less than the planned unlinked passenger trips for FY25/26. FY25/26 3rd quarter actual vehicle revenue hours, vehicle revenue miles, and vehicle miles were greater than FY25/26 planned figures and considerably less than FY26/27 planned figures.

Microtransit Performance Characteristics

For FY25/26 3rd quarter, actual operating cost per revenue hour, were lower than FY25/26 planned figures and higher than FY26/27 figures. FY25/26 3rd quarter actual farebox recovery ratio is considerably lower than FY25/26 and FY26/27 planned figures, and the subsidy per passenger is slightly higher than planned for both comparison years. FY25/26 3rd quarter actual subsidy per passenger mile, subsidy per revenue mile, passenger per revenue mile, and passenger per revenue hour are all lower than the planned FY25/26 figures, but passenger per revenue hour and passenger per both revenue hour and revenue mile are higher than planned for FY26/27.

Table 2.17 SRTP Microtransit Service Summary (TABLE 2.2 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.2 -- SunLine-MicroTransit -- SRTP Service Summary

FY 2026/27 Short Range Transit Plan

All Routes

	FY 2023/24 Audited	FY 2024/25 Audited	FY 2025/26 Plan	FY 2025/26 3rd Qtr Actual	FY 2026/27 Plan
Fleet Characteristics					
Peak-Hour Fleet	1	1	8	1	5
Financial Data					
Total Operating Expenses		$1,281,162	$1,325,000	$829,458	$1,325,000
Total Passenger Fare Revenue		$72,436	$246,848	$30,351	$246,848
Net Operating Expenses (Subsidies)		$1,208,726	$1,078,152	$799,107	$1,078,152
Operating Characteristics					
Unlinked Passenger Trips	22,435	24,927	25,431	16,440	22,792
Passenger Miles			81,379		88,889
Total Actual Vehicle Revenue Hours (a)	27,705.0	23,543.7	7,266.0	8,151.7	16,824.0
Total Actual Vehicle Revenue Miles (b)	118,035.0	147,355.0	81,379.0	132,534.2	293,413.0
Total Actual Vehicle Miles	118,035.0	256,499.0	86,512.0	183,161.4	339,582.0
Performance Characteristics					
Operating Cost per Revenue Hour		$54.42	$182.36	$101.75	$78.76
Farebox Recovery Ratio		5.65%	18.63%	3.66%	18.63%
Subsidy per Passenger		$48.49	$42.40	$48.61	$47.30
Subsidy per Passenger Mile			$13.25		$12.13
Subsidy per Revenue Hour (a)		$51.34	$148.38	$98.03	$64.08
Subsidy per Revenue Mile (b)		$8.20	$13.25	$6.03	$3.67
Passenger per Revenue Hour (a)	0.8	1.1	3.5	2.0	1.4
Passenger per Revenue Mile (b)	0.19	0.17	0.31	0.12	0.08

(a) Train Hours for Rail Modes. (b) Car Miles for Rail Modes.

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The transit routes and the cities or communities they serve are listed in the following table.

Table 2.18 Summary of Fixed Route Transit Services

Route	Cities/Communities Served
1WV	Palm Springs, Cathedral City, Rancho Mirage, Palm Desert
1EV	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
2	Desert Hot Springs, Palm Springs, and Cathedral City
3	Desert Hot Springs and Desert Edge
4	Palm Springs, Cathedral City, Rancho Mirage, Thousand Palms, and Palm Desert
5	Desert Hot Springs and Palm Desert
6	Palm Desert, Indian Wells, La Quinta, Indio, and Coachella
7	La Quinta, Palm Desert, Indian Wells, and Bermuda Dunes
8	Indio, Coachella, Thermal, and Mecca
9	Mecca and North Shore
10	Indio, Palm Desert, Beaumont, and CSUSB
14	Palm Desert, Rancho Mirage, Thousand Palms

The following tables show the current frequency and service spans, respectively, for each route.

Table 2.19 Frequency by Route

Route	Weekday	Weekend
	All Day	All Day
1WV	30	30
1EV	30	30
2	30	40
3	30	60
4	60	60
5	60*	No service
6	60*	No service
7	45	90
8	60	60
9	60	60
10	Select trips	No service
14	60	60

*Service runs 6:30 a.m. – 11:30 a.m. and 2:10 p.m. – 7:30 p.m.

Table 2.20 Service Spans by Route

Route	Weekday Span		Weekend Span	
	Start	Finish	Start	Finish
1WV	5:00 a.m.	10:42 p.m.	5:00 a.m.	10:42 p.m.
1EV	5:00 a.m.	11:03 p.m.	5:00 a.m.	11:03 p.m.
2	5:00 a.m.	10:33 p.m.	5:00 a.m.	10:33p.m.
3	6:45 a.m.	8:44 p.m.	6:45 a.m.	8:35 p.m.
4	6:10 a.m.	10:09 p.m.	6:10 a.m.	10:09 p.m.
5 (AM)	6:30 a.m.	11:26 a.m.	No service	No service
5 (PM)	2:10 p.m.	7:27 p.m.	No service	No service
6 (AM)	6:00 a.m.	11:46 a.m.	No service	No service
6 (PM)	2:00 p.m.	7:45 p.m.	No service	No service
7	5:10 a.m.	8:51 p.m.	5:10 a.m.	9:20 p.m.
8	5:30 a.m.	10:57 p.m.	5:30 a.m.	10:57 p.m.
9 (AM)	6:00 a.m.	9:45 a.m.	6:00 a.m.	9:45 p.m.
9 (PM)	2:00 p.m.	7:45 p.m.	2:00 p.m.	7:45 p.m.
10 (AM)	5:10 a.m.	2:13 p.m.	No service	No service
10 (PM)	12:40 p.m.	9:13 p.m.	No service	No service
14	5:40 a.m.	10:05 p.m.	5:40 a.m.	10:05 p.m.

2.5 Description of SRTP Service Performance

Table 2.21 SRTP Route Statistics (TABLE 2.3 RCTC OUTLINE) (PLACEHOLDER TABLE pending finalization of current period's table).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 2.3 - SRTP Route Statistics

SunLine Transit Agency -- 8

FY 2026/27

All Routes

Data Elements

Route #	Day Type	Peak Vehicles	Passengers	Passenger Miles	Revenue Hours	Total Hours	Revenue Miles	Total Miles	Operating Cost	Passenger Revenue	Measure-A Revenue	LCTOP Revenue
SUN-10 CL	All Days	2	44,123	367,545	6,186	7,003	194,497	224,564	$2,883,874	$494,296		
SUN-14	All Days	1	15,837	131,922	7,229	7,641	123,428	130,318	$1,673,559	$334,712		
SUN-17	All Days	1	5,300	441,490	5,555	5,693	102,134	105,127	$1,350,053	$256,544		
SUN-1EV	All Days	5	590,876	4,921,997	29,295	31,394	367,742	431,252	$5,538,179	$1,107,636		
SUN-1WV	All Days	5	507,839	4,230,299	29,313	30,911	347,385	385,783	$4,954,257	$990,851		
SUN-2	All Days	7	814,139	6,781,778	41,355	43,380	570,755	627,111	$8,053,409	$1,520,854		
SUN-200	All Days	1	1,896	15,794	127	268	2,722	6,867	$88,188	$14,578		
SUN-3	All Days	2	105,078	875,300	9,408	9,971	152,185	170,590	$2,190,729	$410,658		
SUN-4	All Days	4	251,053	2,091,271	16,111	16,651	206,663	218,547	$2,806,592	$550,907		
SUN-5	All Days	2	43,487	362,247	4,753	5,549	120,856	145,547	$1,869,122	$311,801		
SUN-500	All Days	1	772	6,431	76	151	1,186	3,076	$39,505	$7,781		
SUN-6	All Days	3	82,072	683,660	9,440	10,106	120,940	140,906	$1,809,527	$361,905		
SUN-7	All Days	2	99,673	830,276	9,646	9,989	127,301	137,924	$1,771,226	$354,245		
SUN-700	All Days	1	4,769	39,726	225	311	3,514	5,926	$76,097	$15,219		
SUN-701	All Days	1	7,686	64,024	182	299	2,750	5,936	$76,236	$15,247		
SUN-8	All Days	3	201,667	1,679,886	18,133	19,082	266,563	303,611	$3,898,993	$668,075		
SUN-800	All Days	2	81,638	680,045	691	1,501	14,436	36,468	$468,325	$93,665		
SUN-9	All Days	2	69,622	579,951	6,909	8,709	156,654	237,173	$3,045,799	$396,455		
SUN-DAR	All Days	30	111,698	1,016,452	56,872	68,780	850,971	1,073,151	$9,106,330	$1,733,299		
SUN-Micro	Weekday	5	22,792	88,889	16,824	17,820	293,413	339,582	$1,325,000	$246,848		
		80	3,062,017	25,888,983	268,330	295,209	4,026,095	4,729,459	$53,025,000	$9,885,576		

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Table 2.3 - SRTP Route Statistics

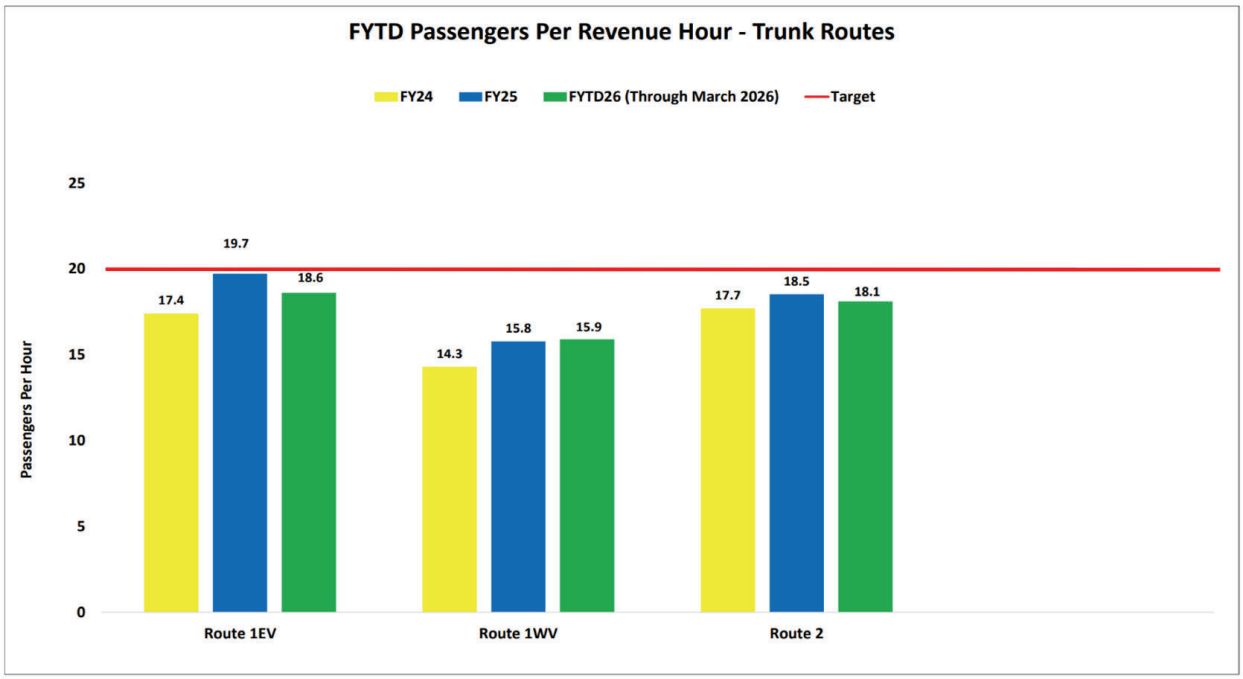
SunLine Transit Agency -- 8
FY 2026/27
All Routes

		Performance Indicators										
Route #	Day Type	Net Subsidy	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile	Cost Per Passenger	Farebox Recovery Ratio	Subsidy Per Passenger	Subsidy Per Passenger Mile	Subsidy Per Revenue Hour	Subsidy Per Revenue Mile	Passengers Per Hour	Passengers Per Mile
SUN-10 CL	All Days	$2,389,578	$466.19	$14.83	$65.36	17.13%	$54.16	$6.50	$386.29	$12.29	7.13	0.23
SUN-14	All Days	$1,338,847	$231.51	$13.56	$105.67	20.00%	$84.54	$10.15	$185.21	$10.85	2.19	0.13
SUN-17	All Days	$1,093,509	$243.03	$13.22	$254.73	19.00%	$206.32	$2.48	$196.85	$10.71	0.95	0.05
SUN-1EV	All Days	$4,430,543	$189.05	$15.06	$9.37	20.00%	$7.50	$0.90	$151.24	$12.05	20.17	1.61
SUN-1WV	All Days	$3,963,406	$169.01	$14.26	$9.76	19.99%	$7.80	$0.94	$135.21	$11.41	17.32	1.46
SUN-2	All Days	$6,532,555	$194.74	$14.11	$9.89	18.88%	$8.02	$0.96	$157.96	$11.45	19.69	1.43
SUN-200	All Days	$73,610	$694.39	$32.40	$46.51	16.53%	$38.82	$4.66	$579.61	$27.04	14.93	0.70
SUN-3	All Days	$1,780,071	$232.86	$14.40	$20.85	18.74%	$16.94	$2.03	$189.21	$11.70	11.17	0.69
SUN-4	All Days	$2,255,685	$174.20	$13.58	$11.18	19.62%	$8.98	$1.08	$140.01	$10.91	15.58	1.21
SUN-5	All Days	$1,557,321	$393.25	$15.47	$42.98	16.68%	$35.81	$4.30	$327.65	$12.89	9.15	0.36
SUN-500	All Days	$31,724	$519.80	$33.31	$51.17	19.69%	$41.09	$4.93	$417.42	$26.75	10.16	0.65
SUN-6	All Days	$1,447,622	$191.69	$14.96	$22.05	19.99%	$17.64	$2.12	$153.35	$11.97	8.69	0.68
SUN-7	All Days	$1,416,981	$183.62	$13.91	$17.77	19.99%	$14.22	$1.71	$146.90	$11.13	10.33	0.78
SUN-700	All Days	$60,878	$338.21	$21.66	$15.96	19.99%	$12.77	$1.53	$270.57	$17.32	21.20	1.36
SUN-701	All Days	$60,989	$418.88	$27.72	$9.92	19.99%	$7.94	$0.95	$335.10	$22.18	42.23	2.79
SUN-8	All Days	$3,230,918	$215.02	$14.63	$19.33	17.13%	$16.02	$1.92	$178.18	$12.12	11.12	0.76
SUN-800	All Days	$374,660	$677.75	$32.44	$5.74	20.00%	$4.59	$0.55	$542.20	$25.95	118.14	5.66
SUN-9	All Days	$2,649,344	$440.85	$19.44	$43.75	13.01%	$38.05	$4.57	$383.46	$16.91	10.08	0.44
SUN-DAR	All Days	$7,373,031	$160.12	$10.70	$81.53	19.03%	$66.01	$7.25	$129.64	$8.66	1.96	0.13
SUN-Micro	Weekday	$1,078,152	$78.76	$4.52	$58.13	18.63%	$47.30	$12.13	$64.08	$3.67	1.35	0.08
		$43,139,424	$197.61	$13.17	$17.32	18.64%	$14.09	$1.67	$160.77	$10.71	11.41	0.76

2.5.1 Productivity

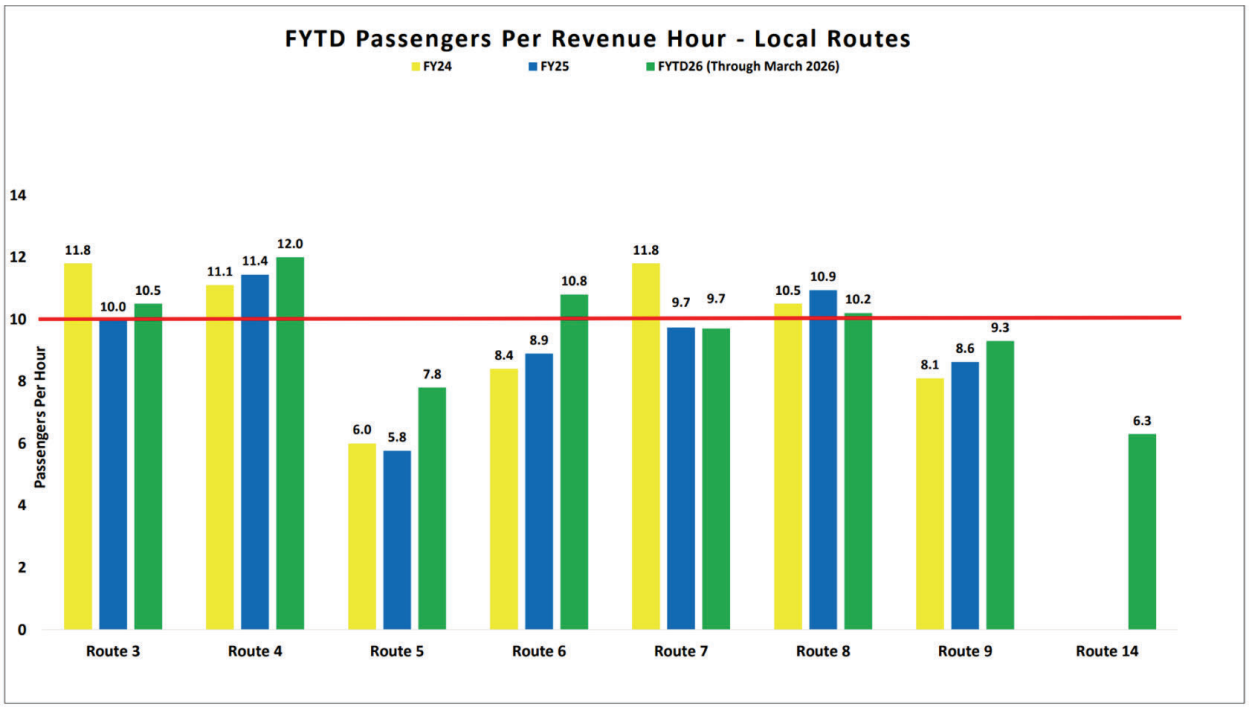
Trunk routes are highly traveled corridors serving a variety of trip purposes and connect a variety of regional destinations. Figure 2.5 indicates that none of the trunk routes (Routes 1EV, 1WV, and 2) met their performance standards in FY24, FY 25, or FY26 (through March 2026). The target for trunk routes is 20 passengers per revenue hour, based on the Board approved Service Standards Policy (B-190613).

Figure 2.5 FY 2024/2025 Trunk Routes Average Passengers per Revenue Hour



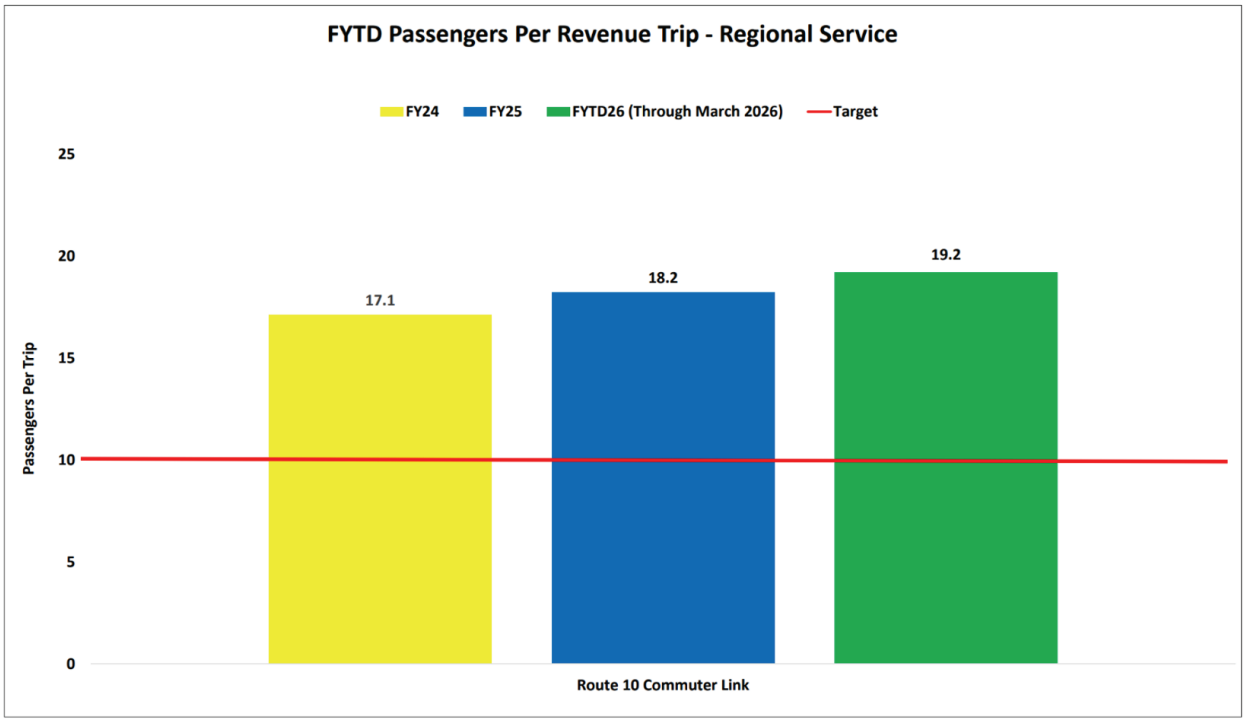
Local routes are secondary routes that connect to the trunk routes and supplement the SunBus network. Figure 2.6 indicates that four out of the seven local routes are meeting their performance standards goal for FY26 through March 2026. The target for local fixed routes is 10 passengers per revenue hour, based on the Board approved Service Standards Policy (B-190613).

Figure 2.6 FY 2024/2025 Local Routes Average Passengers per Revenue Hour



Route 10 Commuter Link service is currently meeting its goal based on the Board approved Service Standards Policy (B-190613), of 10 passengers per revenue trip (Figure 2.7).

Figure 2.7 FY 2024/2025 Market-Based Service Average Passenger per Revenue Trip



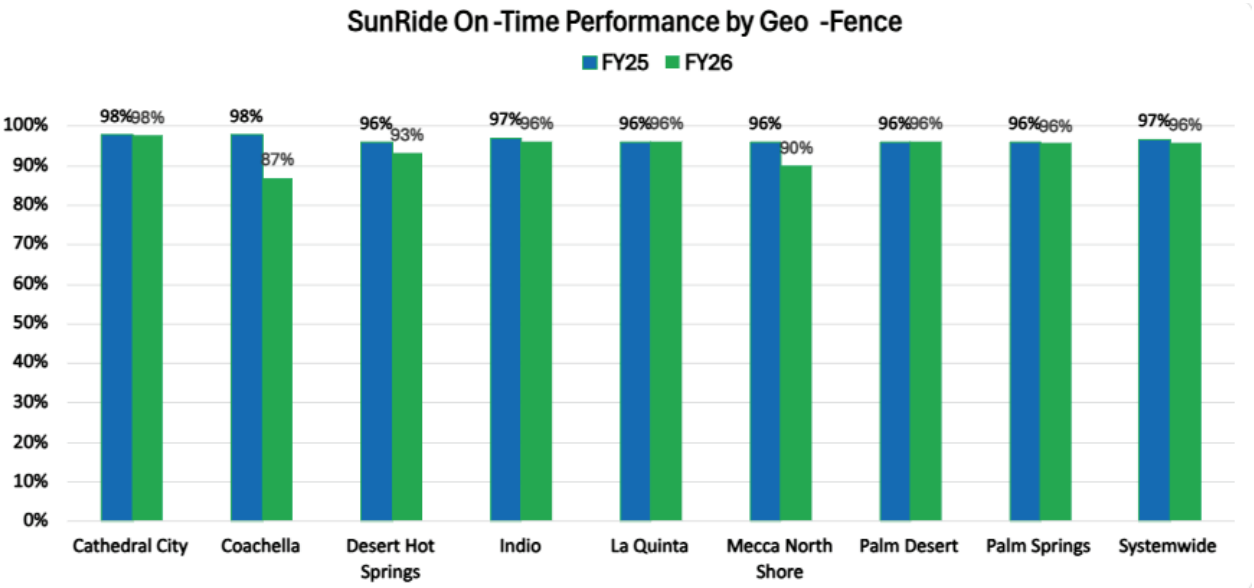
2.5.2 On-Time Performance

On-time performance is defined as a rider being picked up within 30 minutes of the scheduled pick-up time. The agency has established a performance goal of 85%.

SunLine Transit Agency does not have fully reliable on-time performance (OTP) data for SunBus or SunDial for FY2025 due to limitations with the CAD/AVL systems in place during that time. The agency was using the Avail (MyAvail) system, which experienced data gaps and inconsistencies. There were also multiple versions of the system that were not fully integrated, which affected data quality. During this same period, the agency began a temporary transition to the Swiftly platform. This transition also caused interruptions in data collection and reporting. As a result, large portions of FY2025 contain incomplete or unreliable OTP data. The agency is working toward a long-term solution and expects the GMV system to be fully implemented by FY2027. This system will support more accurate data collection and performance monitoring moving forward.

Figure 2.8 shows SunRide's on-time performance for FY 2025 and FYTD26. SunRide is meeting its 85% on-time performance target in all zones.

Figure 2.8 FY2024/2025 SunRide On-Time Performance



2.6 Productivity Improvement Efforts Underway

SunRide, a contracted transportation service provided by VIA, has grown as a microtransit program from connecting riders to fixed route service by bridging the first mile, last mile gap, to now include virtual stops within each geo-fence. Virtual stops consist of medical facilities, pharmacies, banks, grocery stores, educational facilities, and community services, such as libraries and senior centers. VIA/SunRide is in its second year as a turnkey solution. Performance metrics are regularly reviewed and analyzed to continuously improve how the service performs.

SunLine has partnered with Transit App to bring a universal solution to riders. Transit App is a globally used trip planning and payment app that brings convenience to riding public transit. Transit app's multiagency trip planning solution allows riders to identify new transit solutions out of the Coachella Valley and into the greater LA County region.

SunLine is conducting a Comprehensive Operational Analysis (COA) in FY 26/27 to evaluate and improve the effectiveness and efficiency of its transit network. This in-depth study will assess current rider needs and explore strategies to attract new riders. Key questions the COA will help answer include: Does my bus go where I need it to go? Does it operate when I need it? And does it come often enough to meet my needs? The results will guide future service planning to ensure SunLine's system is efficient, equitable, and responsive to the communities it serves.

2.7 Major Trip Generators

The 2025 SunLine Transit Agency Rider Survey identified the main transit trip generators in the Coachella Valley. The top destinations cited by respondents were The Shops at Palm Desert, followed by Collee of the Desert and CSUSB.

2.8 Recent Service Changes

SunLine typically implements service changes in January, May, and September in agreement with the MOU. These service changes are driven by experiences learned from previous adjustments, evolving passenger needs, assessments of service effectiveness, and other factors impacting service quality. The following table shows changes that occurred or are planned from FY24 through FY27.

Table 2.22 Recent, Planned, and Future Service Changes

Service Changes	
Date	Description
September 2024	September 2024 was when the Coachella Transit Hub was put into service. Other changes that occurred during this service change include: • Route 1EV: Running time shifted from midpoint to layover. Frequency set at 30 minutes, 7 days a week. • Route 1WV: Running time shifted from midpoint to layover. Frequency set at 30 minutes, 7 days a week. • Route 2: Running time shifted from midpoint to layover. Departure times shifted by -9 minutes to improve the north segment. Frequency 30 minutes, 7 days a week. • Route 3: Eastbound segment adjusted to depart 2 minutes earlier at Dillon & Corkill to improve passenger transfers at Palm & Hacienda. • Route 4 (Weekdays): Time adjustment and re-block during peak hours. All eastbound departures shifted 5 minutes later to allow connections with Route 2 southbound at Date Palm & Ramon. Added 4 minutes in both directions from Ramon/Date Palm to Dinah Shore/Shoppers Lane. • Route 5: Midpoint times adjusted northbound from Town Center/Hahn to Cook & Berger, adding up to 4 minutes to improve OTP. • Route 7: First two early trips shifted to better connect with Route 1EV at Highway 111 & Adams. • Routes 1EV, 6, and 8: Alignment change to serve the new Coachella

January 2025	SunLine implemented targeted schedule adjustments across several routes to improve transfer connectivity and on-time performance. Key changes included: • Route 1WV: Schedule adjusted to improve connections with Route 2 at Palm Canyon & Baristo. A new time point was added at that location. • Route 1EV: Middle-point improvements at Highway 111 and Adams Street to enhance service reliability. • Route 2: Running time added mid-schedule to improve transfers from Route 1WV at Indian Canyon and Ramon (approximately 10 minutes on one northbound trip per block). • Route 4: Schedule standardized across all seven days. A 4:00 PM trip was modified to serve Rancho Mirage High School students, and a new time point was added at Ramon & Sierra Del Sol for the 3:10 PM trip. • Route 7: First trip (5:15 AM) adjusted to connect with Route 1EV's early-morning transfer. • Tripper 200: Departure adjusted by one minute to assist the 7:30 AM trip. • Route 10 Commuter Link: A new stop was added at Indio Boulevard at the Transportation Center, providing improved access to the Indio Bus
May 2025	• Route 4: A new designated midpoint stop was added at the Thousand Palms Transit Hub, improving connectivity with Route 10. This change applied across weekday, Saturday, and Sunday schedules. • Route 1EV: A realignment was proposed to improve cycling efficiency and schedule reliability. Running times remained unchanged. • Route 7 (Southbound): Weekday departure times adjusted by -3 minutes at Washington & Fred Waring to improve connectivity with Route 1EV. Effective for trips between 7:00 AM and 5:19 PM.

Sept 2025	• Route 1WV: Eastbound trips adjusted at B Street to better align with Route 1EV at Town Center & Hahn. Evening time band (6:00–10:00 PM) adjusted to reduce layover slack. • Route 1EV: Departure time of the last trip delayed by 5 minutes to improve transfer coordination with Route 1WV. • Route 2: Time point relocated from Ramon & Indian to Palm Canyon & Baristo. Time bands adjusted by 2 minutes (10:40 AM – 6:00 PM) to improve connectivity with Route 1WV. • Route 6: Mid-route time point adjusted at Fred Waring & Washington due to unsafe westbound conditions at that intersection. • Route 8: Running times adjusted by 5 minutes to improve connections with Route 1EV at the Coachella Transfer Hub. Time point at 62nd Avenue & Buchanan Street removed to improve on-time performance. • Trippers 800/801/802/803: Realigned to reflect Desert Sands Unified School District's updated school schedule. Four separate tripper lines consolidated into a single Tripper 800. Wednesday PM trips adjusted to
Jan 2026	This service change included a significant restructuring to address on-time performance and fuel-cell vehicle range constraints. • Route 4 / New Route 14: Route 4 was shortened to operate between the Airport and the Thousand Palms Transit Hub. A new Route 14 was introduced to serve the Thousand Palms to Palm Desert corridor. This split improved OTP and reduced block mileage for fuel-cell fleet compatibility. • Thousand Palms Transit Hub: A dedicated midday refueling and vehicle exchange window was integrated at the TP Hub. Routes 4 and 14 were designated to interline at the TP Hub on weekends (Saturday and Sunday). • Route 6: Service hours extended to 6:00 AM – 8:00 PM Monday through Friday. Route 6 began interlining with Route 14 (previously interlined with Route 5). • Route 5: New operator independently maintaining existing time bands

Planned May 2026	• Route 1WV: B Street time point relocated. Eastbound trips delayed by 5 minutes. • Route 2: B Street time point relocated. Minor route trace modification. • Route 4: Weekend schedule timing updates. No alignment changes. • Route 5: Running time adjustments. Schedule restructured to address adherence issues. • Route 6: Schedule shifted to support Route 14 coordination. Two trips added.
Planned September 2026	• Assessing school trippers to improve operational issues • Evaluating whether service shall remain at B Street and Buddy Rogers or alignment of services to stay on the main Hwy 111 corridor • Complete evaluation for Route 14 for realignment to operate via Monterey instead of the Dinah Shore corridor
Planned January 2027	• Route 17 north of the freeway in Bermuda Dunes and Indio • Route alignment changes to serve the new College of the Desert/Palm Springs campus with Route 2 and potentially Route 4
Planned for May 2027	• Route planning, realignment efforts and expansion of service incorporating results of the SunLine: Rides Reimagined initiative (Comprehensive Operational Analysis, COA) once the analysis is finalized. Results will guide future service changes and a broader system redesign.

2.9 Community and Stakeholder Engagement

SunLine Transit Agency organizes annual events and actively participates in various community gatherings and outreach programs. These efforts are essential for fostering relationships not only with riders and community members but also with other organizations. Below is a list of key events hosted by SunLine, as well as those we attended in collaboration with other organizations from January 2025 to January 2026:

- Internal SunLine Events for Employees:
    - We Love our Employees

    - Roadeo
    - National Transit Employee Appreciation Day
    - Safety BBQ
    - Snow Cone Social
    - Around the World Potluck
    - Holiday Employee Breakfast
    - Holiday Party
- Salvation Army's Annual Veterans and Community Expo
- Professional Vehicle and Touch a Truck Days at Schools
- Community Outreach Events:
    - Migrant Resource Fair
    - Ability Sports Festival
    - Family Resource Fairs in Multiple Cities
    - Family Days in Multiple Cities
    - Día del Niño/Day of the Child Events
    - Earth & Arbor Day
- Annual Valley-Wide Employment Expo
- Healthy Desert, Healthy You Environmental Health Summit
- Parades:
    - President's Day Parade
    - Palm Desert Golf Cart Parade
- American Heart Association's Coachella Valley Heart & Stroke Walk
- Travel Trainings at Multiple Senior Centers and Youth Centers
- External SunLine Events:
    - SunLine's Pantry to the People
    - SunLine's Annual Pack the Bus
    - SunLine's Haunted Bus
    - SunLine's Annual Fill the Bus
    - SunLine's Student Art Contest

2.9.1 Access Advisory Committee

In June 1996, the Board of Directors established the Access Advisory Committee to assist staff in an advisory capacity on accessibility and senior mobility concerns. This input was

especially valuable in the early years as SunLine Transit Agency (SunLine) structured its fixed route and paratransit services to comply with ADA requirements.

As determined by the Board of Directors, the Committee serves as a vital forum for advising SunLine on the planning and implementation of its fixed-route and paratransit services. The Committee reviews, comments on, and provides feedback to SunLine staff in order to make transportation more accessible for everyone. Membership is designed to include individuals with diverse expertise and firsthand experience with SunLine's services, strengthening the Committee's ability to offer well-informed recommendations. The Committee complies with California's open meeting law, the Brown Act, and follows Robert's Rules of Order to ensure structured and effective discussions.

All members of the Committee serve at the pleasure of the SunLine Board of Directors and in a voluntary capacity. The Committee includes fifteen (15) seats. Any person living within SunLine's service area may be appointed to the Committee, and the Committee includes individuals who regularly utilize SunLine's transit services. Currently, five (5) of the fifteen (15) seats are filled.

3 Future Service Plans, Fare Changes, Capital Planning & Marketing

3.1 Planned Service Changes FY 2027 to FY 2029

Planned service for FY2027 to FY2029 beyond those presented in Table 2.22 will be guided by both ongoing operational improvements and longer-term planning efforts, including the comprehensive operational analysis (COA) being completed in FY2027. Current efforts focus on improving safety, efficiency, and overall system performance. This includes evaluating system operations and identifying opportunities to enhance service reliability, accessibility, and connectivity. Additional concepts under consideration include improving access to key destinations, enhancing walkability to transit, and coordinating with local partners on transit-supportive infrastructure. The agency is also exploring opportunities to strengthen regional connectivity where feasible. Changes beyond FY2026 will be identified after the completion of the comprehensive service analysis.

3.1.1 Fixed Route Future Service Changes

SunLine Transit Agency conducts a service change three times per year in accordance with the Collective Bargaining Agreement with the ATU Local 1277. These service changes go into effect on the first Sunday of January, May, and September and are described in Table 2.22 for FY2026/2027.

Planning staff, using feedback and input from Operations staff and the community, use the Service Change activity to adjust the fixed route system.

3.1.2 Comprehensive Operational Analysis

SunLine Transit Agency is undertaking a comprehensive operational analysis (COA) that will span FY 2026-2027. The primary objective of the COA is to evaluate existing service and provide strategic recommendations for the future design of the transit network. The findings and recommendations from the COA will serve as a critical planning tool, guiding staff in implementing service improvements and system changes that align with the agency's long-term goals and the evolving needs of the Coachella Valley community.

3.1.3 Fixed Route Service North of I-10

As development in the Coachella Valley continues to expand, the area north of I-10 has been identified as having a service gap. The proposal for a new fixed route, Route 17, aims

to connect the existing terminal points of Routes 7 and 8 in Bermuda Dunes and Indio, respectively. Introducing Route 17 will create a new connection between Bermuda Dunes and Indio, reduce overall travel time for passengers, open new destinations, and ultimately make the system more efficient and accessible. Implementing a new route is considered a Major Service Change and, therefore, requires a public engagement process and final approval from the Board of Directors.

3.1.4 Other Improvements

Operational improvements under evaluation and discussion include the following:

1. Relocating Route 2 away from B St. and Buddy Rogers while continuing to serve the stop with Route 1WV, without it functioning as a timepoint;
2. Enhancing airport access by relocating bus stops closer to terminals to improve walkability;
3. Coordinating with the College of the Desert on new transit stop development along Baristo, including the construction of sawtooth bus bays to support safe and efficient operations.
4. Exploring opportunities to expand Route 10 Commuter Link service to weekends to strengthen regional connectivity.

Additionally, Sunline is revising its ZEB plan (Zero Emission Bus) to align with available funding. The final revision is expected June of 2026 to meet Sunline's 2035 goal of zero emission buses.

3.1.5 SunRide Future Service Plans

SunLine and Via are conducting a comprehensive evaluation of the microtransit service to identify opportunities for improved efficiency, performance, and rider experience in line with SunLine’s Comprehensive Operational Analysis and service redesign. The review process includes collecting and analyzing service data, including ridership trends, wait times, trip fulfillment rates, and vehicle utilization. Feedback from riders, drivers, and staff will be gathered to inform a well-rounded assessment. The evaluation will also examine service coverage, accessibility, and how well the microtransit system integrates with SunLine’s fixed-route network. Key performance indicators such as cost per trip, shared ride percentage, and on-time performance will be analyzed against industry benchmarks. Based on the findings, SunLine and Via will develop targeted recommendations to enhance service delivery and ensure the system continues to meet the evolving needs of the

Coachella Valley. An ongoing monitoring plan will follow to measure progress and guide future improvements.

3.2 Future Marketing Plans, Studies, Promotion, or Programs to Promote Ridership

To support the initiatives outlined in the SRTP, the Marketing Department will focus on the following key areas:

- Help regain and build ridership among current, recent, and lapsed riders through seasonal campaigns
- Identify and drive ridership among new riders
- Build trust among stakeholders and the community to drive advocacy
- Communicate SunLine's efforts in maintaining and continuing to improve on-time performance
- Communicate SunLine's efforts and role in supporting job creation in the private sector, as well as for local businesses by highlighting how public transit helps connect people to employment opportunities and essential destinations
- Convey progress made in SunLine's clean fuels fleet initiatives
- Collaborate across departments to help improve customer experience for passengers and elevate SunLine's brand
- Explore new ways to engage with the community through various community outreach event opportunities and community partnerships

3.2.1 Advertising

By strategically utilizing SunLine's budget, we will develop and implement an advertising plan that maximizes available funds and incorporates innovative strategies. This plan will use various platforms, including digital, print, radio, streaming, and TV media. Additionally, the goal is to promote all key messaging through agency-owned and maintained advertising mediums, such as bus shelters, interior bus displays, and announcements.

3.2.2 Rider/Community Input

A strong marketing program incorporates a strategy for listening to constituents. SunLine will create and facilitate surveys to gather input regarding major service changes and how they are being received in the community. This provides the opportunity to learn about any issues that may need to be addressed. Data collected can be used with all appropriate departments to help improve the customer experience.

3.2.3 Public Relations

SunLine's public relations representatives will draft press releases to promote Agency initiatives. They will also pitch stories to the media to publicize key newsworthy items, coordinate media interviews, and follow up on media requests in a timely fashion.

3.2.4 Video Production

The Agency will continue to focus more on creating videos as marketing tools, in response to shifts in social media audience preferences. By developing an expanded library of video assets, SunLine will be able to drive greater engagement with its target markets, and those individuals will better retain the information shared through unique videos. The Marketing Department will also explore opportunities to produce longer video features, such as those created to recap the Student Art Contest event.

3.2.5 Internal Communications

Keeping employees informed about company initiatives and marketing efforts boosts morale and encourages their participation in the larger vision. To this end, SunLine will hold town hall meetings and has relaunched its internal newsletter, which features key stories and facts about the Agency's latest initiatives. In line with our strategic plan, a key component of the newsletter and town hall meetings is educating staff on how our Agency operates. Examples of topics include the different types of funding we receive, eligible uses for various funding sources, and how we gather data for planning our services. These efforts help enhance communication with the employee target audience segment, making SunLine Transit Agency an even better place to work.

3.2.6 Community Outreach

SunLine works with local organizations, businesses, government agencies, and non-profit organizations to promote SunLine programs and services. Community outreach involves grassroots organizations to identify unmet transit needs and build community-based marketing partnerships. Historically, SunLine invests in these relationships by participating in community events such as mobility workshops, food drives, school supply drives, fundraisers, parades, and special event activities and will continue to do so in the upcoming years.

3.2.7 Travel Training

Transportation offers us a sense of independence and opportunities to engage with our community. SunLine's Travel Training Program provides riders with the chance to learn how

to navigate a public transit system independently. To achieve this, SunLine offers group and one-on-one training virtually, in person, or aboard a fixed-route bus to build confidence and enable people to travel with ease. Travel training also includes onboard bus sessions for guide dogs assisting visually impaired individuals. In-person training sessions are held at senior centers, recreation centers, community centers, adult special needs schools, and aboard buses.

3.2.8 Transit Ambassador Program

The SunLine Transit Ambassador Program, known as TAP, empowers employees to expand SunLine's culture of customer service. TAP consists of a series of training sessions for SunLine employees that address crucial topics and everyday scenarios in public transportation services. A Transit Ambassador has completed this program and can assist passengers with their trip planning. Transit Ambassadors will assist the rider until they feel confident in navigating the SunLine system independently.

3.2.9 Free Ride Policy

SunLine Transit Agency will provide free rides on our local fixed-route system on the dates listed below:

- Month of November - Free riders for veterans only
- Holidays - Free rides for all on Election Day and from December 21, 2026, to January 1, 2027

SunLine Transit Agency's Marketing team is creating a set of guidelines to help staff determine whether additional days can be added or when requests for free rides can be accommodated.

3.3 Projected Ridership Growth (FY27-29)

Based on current trends and projections, the expected ridership growth is as follows:

- FY 2025 Actual: 2,840,203 boardings
- FY 2026 Projected: 2,752,157 boardings (3.10% decline)
- FY 2027 Projected: 2,823,713 boardings (2.6% growth)
- FY 2028 Projected: 2,914,354 boardings (3.21% growth)
- FY 2029 Projected: 3,045,500 boardings (4.50% growth)

Future ridership projections are based on several factors, including expected population growth because of the Valley's more affordable housing options, as well as the continued

high cost of fuel and other costs associated with vehicle ownership where public transit may be seen as a more affordable option.

Table 3.1. Highlights of the FY 2026/2027 Short Range Transit Plan

Type	FY2022/2023 Audited	FY2023/2024 Audited	FY2024/2025 Audited	FY2025/26 Estimated (Based on 3rd Qtr actuals and annualized)	FY2026/27 Planned
Systemwide ridership	2,698,531	2,505,327	2,838,498	2,086,566	3,086,925
Operating cost per revenue hours	$176.41	$178.66	$161.53	$222.35	$206.28

SunLine continues to monitor ridership trends, and with the completion of the comprehensive operations analysis in spring 2027, further adjustments may be made to optimize service levels, ensuring alignment with the evolving travel patterns in the Coachella Valley. Special attention will be given to high-growth areas, particularly those north and east of I-10, to provide sufficient transit coverage and accessibility.

3.4 Proposed Fare Structure Changes

Sunline's fare has remained changed since 2002. However, SunLine will be engaging its Board of Directors in discussion regarding conducting a fare study in FY2027/2028.

Additionally, the implementation of a contactless fare payment system through the Open Loop Validators Project aims to enhance the ease and convenience of fare payment and collection for riders. Regardless of whether the cost of a bus ride changes, the contactless payment system will allow riders to tap their debit or credit cards to pay on the bus, where cash or paper passes were previously the only options. This new system will include built-in features such as fare capping, automatically ensuring that riders receive the best fare during their travel.

3.5 Capital Improvement Planning

SunLine Transit Agency's commitment to serving the Coachella Valley has been bolstered by successfully securing competitive grants. These grants are essential for the Agency to

maintain its dedication to providing reliable transit services throughout the Coachella Valley. Additionally, these grants finance the capital projects that are crucial in supporting the Agency's aspiring goal of transitioning its entire fleet to zero-emission vehicles by 2035.

The D1 Backup Generator project is currently in progress, with expected completion in the fourth quarter 2026 . This project will enhance the connection to the Maintenance building with an automatic transfer switch and connect the Operations building to the backup generator. The D1 Pavement Replacement project, beginning spring 2026, involved a comprehensive replacement and improvement of asphalt and concrete surfaces on campus, providing greater safety and durability of traveled surfaces. Once completed, the Agency is better able to maintain its asphalt and concrete at its Thousand Palms, Division 1 in good condition. A&E for the Workforce Training Center project has been completed and is now in the permit approval phase. Groundbreaking for this project is anticipated to be toward the end of calendar year 2026. This facility will support workforce training in a classroom environment and a maintenance bay designed specifically for training on performing preventative maintenance and repairs on zero emission vehicles.

In addition, the CAD/AVL project is expected to be complete in the first quarter for SunLine's FY27. The update will improve the rider experience by providing real-time and accurate information regarding bus ETA, detours or service disruptions, and delays. The agency will benefit from improved key performance indicators (KPI), enabling the agency to make better data-informed decisions regarding route planning and management.

Over the next three years, SunLine will focus on several major projects aimed at improving transit reliability, modernizing infrastructure, advancing zero-emission technology, and strengthening long-term operational sustainability. Several projects are in the planning phase, indicating the Agency's commitment to future development. The Workforce Training Center Construction project will establish a facility focused on zero-emission bus technology, featuring a dedicated maintenance bay. The Planning Phase for the Microgrid project will investigate the development of a solar microgrid to lower fueling costs and enhance energy resilience for the Agency's zero-emission fleet. Similarly, the D2 Liquid Hydrogen Refueling Infrastructure project will prepare for the construction of a hydrogen fueling station in Indio, supporting the Agency's goal of achieving a 100% zero-emission fleet by 2035. The Open Loop Validators project will arrange for the procurement and installation of contactless fare payment equipment for the fixed-route fleet. Lastly, the A&E Maintenance Facility Building project will finance the preliminary design for replacing the significantly aged Maintenance Facility in Thousand Palms.

The Replacement Facility Building project will install a prefabricated structure for the Maintenance Facility department, offering essential storage, repair space, and office facilities. The Rolling Stock Procurement for Fuel Cell Buses and the Replacement of 14 Paratransit Vehicles projects will finance the acquisition of fuel cell buses and paratransit vehicles to replace aging CNG and hydrogen vehicles, advancing the Agency's zero-emission goals.

These projects reflect SunLine's commitment to modernizing its operations, investing in sustainable technologies, and enhancing services for the broader Coachella Valley community.

3.5.1 Capital Projects Planned in FY27

SunLine Transit Agency is planning several significant projects in FY27, focusing on improving technology, infrastructure, and fleet sustainability in the Coachella Valley.

Table 3.2 FY27 Planned Capital Projects

Project Name	Description	Status
Upgrade ITS (CAD/AVL System)	This project will replace the existing CAD/AVL system with a new and improved solution that will incorporate onboard hardware in the Agency's revenue and support vehicle fleet. The project will encompass the design, development, integration, and installation of the CAD/AVL system, including all necessary software and licensing requirements.	Implementation phase
Workforce Training Center Construction	This project aims to construct a facility that will support a workforce training program focused on advancing and adopting zero-emission bus technology in public fleets. This facility will also feature a dedicated maintenance bay for these types of vehicles.	Permitting and construction
Replacement Facility Building	This project will construct a prefabricated building for the Maintenance Facility department, offering storage, repair space, offices, a breakroom, and restrooms to support the Agency's daily upkeep of its facilities and bus shelters.	Project not started
A&E Maintenance Facility Building	This project will fund the development of preliminary design documents, utilizing architectural and engineering services, to replace the current significantly aged Maintenance Facility in Thousand Palms.	Planning phase
Planning Phase for Microgrid	This project supports the engineering and development of a solar microgrid infrastructure that will help lower fueling costs and is expected to improve the Agency's energy resilience for the daily deployment of its zero-emission transit fleet operations.	Planning phase

D2 Liquid Hydrogen Refueling Infrastructure	This project will construct a hydrogen fueling station at SunLine's Division II in Indio, enabling hydrogen fleet operations in the East Valley, reducing costs, and increasing service sustainability. This project will support the Agency's goal of a 100% zero-emission bus fleet by 2035.	Utility upgrade in progress
Open Loop Validators	This project will fund the procurement and installation of contactless fare payment validator equipment on SunLine's fixed-route fleet, including service agreements for the maintenance of the payment devices/equipment and the operation of the fare processing services.	Planning phase
Rolling Stock Procurement - Fuel Cell Buses	The procurement of these buses will replace CNG and older hydrogen fuel cell buses that have reached their useful life, furthering the Agency's efforts to achieve a fully zero-emission fleet by 2035.	Ongoing
D1 Backup Generator	This project will upgrade the existing connection to the maintenance building by converting it to an automatic transfer switch, and it will also connect the operations building to the backup generator.	Awarded and under construction
D1 Pavement Replacement	The project will allow the Agency to maintain the asphalt and concrete at its Thousand Palms division in a state of good repair.	Awarded and under construction
Safety and Security Upgrades	On-campus security camera upgrade to allow for comprehensive video coverage of D1 property. Security gate relocation and improvements – relocation of the south gate entrance to allow buses to queue for access to SunLine property off the public street. North gate improvements include relocation of the guard house to better control access and egress for vehicular traffic, as well as widening the entrance in accordance with new fire regulations to accommodate larger firefighting vehicles and equipment.	Both projects awarded and under construction.

A&E Workforce Training Center	This project funds preliminary design documents, including architectural and engineering services, for a training and maintenance facility. The facility will support a workforce training program for zero-emission bus technology in public fleets and include a maintenance bay for these types of vehicles.	Permitting Phase

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3.6 Long Term Vision (5 Years and Beyond)

For FY 2026 and beyond, the Agency has established a strategic priority to strengthen its emphasis on staff and professional development:

People & Workforce

Our commitment to people and workforce strategy emphasizes fostering a culture that aligns with our vision, growing and creating opportunities for staff to realize their fullest potential, and maintaining staffing levels to meet the needs of our organization and customers effectively.

In pursuit of that priority, the Agency has launched several initiatives to achieve its goals. Central to those initiatives is the development and implementation of Apprenticeship and Mentoring programs for maintenance mechanics and motor coach operators.

Staff is actively working with ATU Local 1277, California Transit Works (CTW), the local community college, and key stakeholders to establish maintenance and motor coach operator apprenticeship and mentor programs to support the recruitment and retention of frontline employees. The mentor program, launched in January 2026, involves pairing a new hire with a seasoned employee to support on-the-job training and integration into the team, which will complement formal apprenticeship training done in coordination with the local community college. Similar mentor and apprenticeship programs in other transit agencies within the State of California have helped recruit and retain talent, as well as served to reduce absenteeism, disciplinary actions, and turnover.

3.6.1 Maintenance Training Program

Staff is actively working with a consultant to build a training program for its vehicle maintenance staff. While the training program has an emphasis on the skills and competencies needed to maintain the fleet of hydrogen fuel cell buses (“HFCB”), the program scope ensures that its maintenance mechanics have the full range of skills and knowledge to perform not only preventative maintenance and repairs, but also to diagnose issues and implement a comprehensive plan of corrective action for all rolling stock. For the Agency to successfully grow and maintain its HFCB fleet, it needs to establish and maintain a training program that is specifically focused on staff’s immediate learning and development needs for the required skills and competences to maintain its fleet of advanced technology vehicles. Once implemented and proven successful, the Agency can offer to train others in the industry on FCEBs.

3.6.2 Career Ladders

SunLine Transit Agency is in the initial phases of formalizing, memorializing, and institutionalizing a comprehensive career ladder program outlining professional options within the Agency. Emphasizing that all employees should “stay curious” and pursue the many fascinating technical, operational, and administrative options available, career ladders illustrate the multitude of possibilities for career growth and advancement using both linear and divergent career pathways. The intent of this program is to emphasize that an employee’s original position on their initial date of hire may not necessarily be where they eventually find their occupational home.

3.6.3 Continued Leadership Training

The Agency purchases licenses for online training to continue its supervisory training programs for current and new supervisory staff. Newly hired or appointed supervisors/managers are assigned the 30-hour online training curriculum introduced in FY2024. Current managerial staff will tackle advanced leadership concepts through instructor-led and online curricula designed to develop insight into their personal qualities as it contributes to their ability to successfully manage and motivate staff, develop critical thinking and problem analysis skills, and instill the philosophy of continuous learning and improvement.

3.6.4 Succession Planning

In conjunction with career ladders, SunLine is developing an aggressive succession planning program to ensure it has a ready pool of potential leaders to ensure the continuity of leadership capability across the agency. The program’s objective is to provide both theoretical learning and experiential opportunities as well as practical application of skills learned to challenge the next generation of the Agency’s leaders to stretch beyond their current capabilities and develop the necessary skills and knowledge to assume leadership roles.

4 Financial Planning

The FY2027 financial planning process focused on prioritizing resources and alignment with the core strategic goal of regaining ridership and providing multimodal solutions. The team at SunLine brought their diverse insights to most effectively allocate resources to maintain essential services. The enclosed financial plan of the Agency is based on the best available financial projections and anticipated grants.

4.1 Operating and Capital Budget

In FY2027, SunLine will have an operating budget of $53,025,000 and a capital budget of $15,586,781 (Table 4 and 4A). The operating budget represents a 5% increase over FY2026 and encompasses costs such as driver salaries, administrative salaries, fuel, insurance premiums, and other overhead costs required to run day-to-day operations. The available funding will be used effectively and efficiently in the accomplishment of organizational objectives. The operating budget will ensure that the Agency continues to offer safe and reliable transportation to Coachella Valley residents.

The FY 27 capital budget fluctuates from year to year and includes a decrease of 57% from FY26 primarily due to a decrease in anticipated competitive grants. The Capital Improvement Program for FY2027 focuses on continuing SunLine's investment in replacing aging infrastructure and equipment. SunLine's Capital Program represents a unique opportunity to make long term investments in SunLine's operational capabilities, energy strategies, and regulatory compliance by conforming with the California Air Resources Board's Innovative Clean Transit mandate.

Table 4.1 Summary of Funds Requested for FY26/27 (TABLE 4.0 RCTC OUTLINE)

Table 4.0 - Summary of Funding Requests - FY 2026/27

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC [1]	5307 IC ARPA OB [2]	5307 IC OB [3]	5311 [4]	5311(f) [5]	5339 COMP [6]	5339 RS [7]	CARB	CEC Funds	CMAQ	CMAQ OB [8]	FARE [9]	INT	LCTOP OB	LCTOP PUC99313 [10]
1. Operating Assistance -	$50,601,799	$2,111,902	$207,000	$4,161,120	$439,003								$1,791,893			
2. SunRide Ride Share Program -	$1,325,000											$112,604	$25,000			
3. Commuter Link 10 -	$723,201					$300,000										
4. Haul Pass Program -	$300,000														$300,000	
5. Taxi Voucher Program -	$75,000															
Sub-total Operating	$53,025,000	$2,111,902	$207,000	$4,161,120	$439,003	$300,000	$0	$0	$0	$0	$0	$112,604	$1,816,893	$0	$300,000	$0

Capital

Project	Total Amount of Funds	5307 IC [1]	5307 IC ARPA OB [2]	5307 IC OB [3]	5311 [4]	5311(f) [5]	5339 COMP [6]	5339 RS [7]	CARB	CEC Funds	CMAQ	CMAQ OB [8]	FARE [9]	INT	LCTOP OB	LCTOP PUC99313 [10]
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-27-11	$1,014,661															$880,536
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-27-01	$859,968	$0														
Buildings and Facilities - Solar Microgrid to Hydrogen - SL-26-01	$-6,141,598															
Buildings and Facilities - Workforce Training Center - SL-27-05	$4,700,973	$1,207,319		$14,730				$86,454								
Bus Rehabilitation - SL-24-15	$-120,000															
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	$-165,530															
Communication and ITS - IT Projects - SL-27-02	$528,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-27-03	$284,000															
Maintenance Facility (Construction) - SL-27-06	$8,784,478															
Project Management and Administration - SL-27-07	$250,000															
Public Hydrogen Fueling Station - SL-27-10	$1,014,750															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-27-09	$1,959,179	$1,268,400														$0
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-27-08	$3,060,000						$3,060,000									
SunLine Property Expansion / Solar Farm Phase I 20-06 - SL-20-06	$-275,000															
Vehicle Systems - Openloop Contactless Fare Payment System - SL-27-04	$200,000															
Vehicle Systems - Vehicle Equipment - SL-26-19	$-50,000															
Sub-total Capital	$15,903,881	$2,475,719	$0	$14,730	$0	$0	$3,060,000	$86,454	$0	$0	$0	$0	$0	$0	$0	$880,536
Total Operating & Capital	$68,928,881	$4,587,621	$207,000	$4,175,850	$439,003	$300,000	$3,060,000	$86,454	$0	$0	$0	$112,604	$1,816,893	$0	$300,000	$880,536

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Table 4.0 - Summary of Funding Requests - FY 2026/27

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	LCTOP PUC99314 [11]	LTF [12]	LTF-OB [13]	MA SPT [14]	OTHR LCL [15]	SB 125 TIRCP GF [16]	SB 125 TIRCP GF OB [17]	SB 125 TIRCP GGRF OB [18]	SGR PUC99313 [19]	SGR PUC99314 [20]	STA - OB [21]	STA PUC99313 [22]	STA PUC99314 [23]		
1. Operating Assistance -	$50,601,799		$31,650,218		$7,200,000	$3,040,663										
2. SunRide Ride Share Program -	$1,325,000		$1,187,396													
3. Commuter Link 10 -	$723,201		$242,201			$181,000										
4. Haul Pass Program -	$300,000															
5. Taxi Voucher Program -	$75,000		$37,500			$37,500										
Sub-total Operating	$53,025,000	$0	$33,117,315	$0	$7,200,000	$3,259,163	$0	$0	$0	$0	$0	$0	$0	$0		

Capital

Project	Total Amount of Funds	LCTOP PUC99314 [11]	LTF [12]	LTF-OB [13]	MA SPT [14]	OTHR LCL [15]	SB 125 TIRCP GF [16]	SB 125 TIRCP GF OB [17]	SB 125 TIRCP GGRF OB [18]	SGR PUC99313 [19]	SGR PUC99314 [20]	STA - OB [21]	STA PUC99313 [22]	STA PUC99314 [23]		
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-27-11	$1,014,661	$134,125														
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-27-01	$859,968			$100,000									$382,968	$377,000		
Buildings and Facilities - Solar Microgrid to Hydrogen - SL-26-01	$-6,141,598							$-5,219,548	$-922,050							
Buildings and Facilities - Workforce Training Center - SL-27-05	$4,700,973						$1,820,986			$1,083,198	$139,324		$228,962	$120,000		
Bus Rehabilitation - SL-24-15	$-120,000											$-120,000				
CNG Paratransit Vehicles (10) RIV210616 - SL-24-08	$-165,530											$-165,530				
Communication and ITS - IT Projects - SL-27-02	$528,000			$175,000								$50,000	$303,000			
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-27-03	$284,000											$120,000		$164,000		
Maintenance Facility (Construction) - SL-27-06	$8,784,478						$2,642,880	$5,219,548	$922,050							
Project Management and Administration - SL-27-07	$250,000												$185,991	$64,009		
Public Hydrogen Fueling Station - SL-27-10	$1,014,750												$1,014,750			
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-27-09	$1,959,179	$0											$690,779			
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-27-08	$3,060,000															
SunLine Property Expansion / Solar Farm Phase I 20-06 - SL-20-06	$-275,000			$-275,000												
Vehicle Systems - Openloop Contactless Fare Payment System - SL-27-04	$200,000											$165,530	$34,470			
Vehicle Systems - Vehicle Equipment - SL-26-19	$-50,000											$-50,000				
Sub-total Capital	$15,903,881	$134,125	$0	$0	$0	$0	$4,463,866	$0	$0	$1,083,198	$139,324	$0	$2,840,920	$725,009		
Total Operating & Capital	$68,928,881	$134,125	$33,117,315	$0	$7,200,000	$3,259,163	$4,463,866	$0	$0	$1,083,198	$139,324	$0	$2,840,920	$725,009		

Table 4.0 - Summary of Funding Requests - FY 2026/27

SunLine Transit Agency

Original

FY 2026/27 Projected Funding Details		
5307 IC	$2,111,902	[1] SunLine applies $2,111,902 of FY2026 FTA Section 5307 apportionment for operating assistance and $962,579 capital assistance for the Workforce Training Project. Total funds applied $3,074,481
5307 IC ARPA OB	$207,000	[2] Section 5307 ARPA Left over funds
5307 IC OB	$4,161,120	[3] Left over from FY 25
5311	$439,003	[4] Funding to support rural section of Fixed Route service routes. Operating assistance to cover driver wages & benefits, fuel and maintenance, insurance and administrative cost
5311(f)	$300,000	[5] Funds for Inter-city Route 10 (supports connections between urban and rural areas)
CARB	$0	
CEC Funds	$0	
CMAQ OB	$112,604	[8] CMAQ left over funds CA-95-X327
FARE	$1,816,893	[9] Revenues from Fixed Route and Paratransit, Farebox, Employer pass, In-house passes, Outlet passes, mobile ticketing sales, SunRide Cash fares, and others
LCTOP OB	$300,000	
LCTOP PUC99313	$0	[10] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LTF	$33,117,315	[12] LTF/TDA Operating Assistance for FY2027
MA SPT	$7,200,000	[14] Measure A funds $7,200,000 as operating assistance for Paratransit and senior/disabled services
OTHR LCL	$3,259,163	[15] Local funds from advertising revenue, emission credits, CNG fuel sales, Taxi Smart, Interest revenue, insurance recoveries, and others
Total Estimated Operating Funding Request	$53,025,000	
5307 IC	$2,475,719	[1] SunLine applies $2,111,902 of FY2026 FTA Section 5307 apportionment for operating assistance and $962,579 capital assistance for the Workforce Training Project. Total funds applied $3,074,481
5307 IC OB	$14,730	[3] Left over from FY 25
5339 COMP	$3,060,000	[6] Discretionary grant for the purchase of 15 Paratransit Vehicles
5339 RS	$86,454	[7] Section 5339 UZA operating assistance for FY2025
CMAQ	$0	
INT	$0	
LCTOP PUC99313	$880,536	[10] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LCTOP PUC99314	$134,125	[11] Funds applied for Indio Liquid Hydrogen Fueling Station Project
LTF-OB	$0	[13] LTF Funds reallocated to cover funding of Maintenance Upgrade & Equipment Project $100,000 and IT Projects $175,000
SB 125 TIRCP GF	$4,463,866	[16] Funds allocated to Workforce Training Center -$1,820,986 & Maintenance Building Project - $2,642,880.
SB 125 TIRCP GF OB	$0	[17] Funds reallocated from Solar Microgrid to Maintenance Building Project $5,219,548
SB 125 TIRCP GGRF OB	$0	[18] Funds reallocated from Solar Microgrid to Maintenance Building Project $922,050
SGR PUC99313	$1,083,198	[19] Funds applied for the Workforce Training Center Project $139,324
SGR PUC99314	$139,324	[20] Funds applied for the Workforce Training Center Project $1,083,198
STA - OB	$0	[21] Reallocation of various left over balances of STA funds to cover IT Projects $50,000, Specialized Tools & Equipment $120,000 and Openloop Contactless Fare Payment System $165,530.
STA PUC99313	$2,840,920	[22] State Transit Assistance funds to cover the following projects; Workforce training center - $228,862, IT projects - $303,000, Project Management and Administration - $185,991, Public Hydrogen Fueling Station - $1,014,750, Purchase of Hydrogen Fuel Electric Buses (additional funding P1) - $916,890, and Open Loop Contactless Fare Payment System - $34,470.
STA PUC99314	$725,009	[23] State Transit Assistance Funds to cover the following projects; - Maintenance Upgrade & Equipment - $377,000, Workforce Training Center - $120,000, Specialized Tools & Equipment - $164,000 and Project Management & Administration - $64,009.
Total Estimated Capital Funding Request	$15,903,881	
Total Funding Request	**$68,928,881**	

Table 4.2 Summary of Funds Requested for FY27/28 (TABLE 4.0 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.0 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
1. Operating Assistance -	$53,253,049	$4,186,807	$2,101,369			$439,003				$1,791,893		$34,470,490		$7,222,824		$3,040,663
2. Sunride Rideshare Program -	$1,325,000									$25,000		$1,300,000				
3. Commuter Link 10 -	$723,201						$300,000					$242,201				$181,000
4. Haul Pass Program -	$300,000										$300,000					
5. Taxi Voucher Program -	$75,000											$37,500				$37,500
Sub-total Operating	$55,676,250	$4,186,807	$2,101,369	$0	$0	$439,003	$300,000	$0	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$544,727			$0												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000															
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000							$5,100,000								
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,687,500	$1,200,000		$150,000												
Communication and ITS - IT Projects - SL-28-03	$300,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000															
Project Management and Administration - SL-28-06	$300,000															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000							$5,100,000								
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056														$0	
Safety and Security - Safety Enhancements - SL-28-08	$150,000															
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$100,000	$0														
Sub-total Capital	$17,037,283	$1,200,000	$0	$150,000	$0	$0	$0	$10,200,000	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating & Capital	$72,713,533	$5,386,807	$2,101,369	$150,000	$0	$439,003	$300,000	$10,200,000	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

FY 2027/28 Projected Funding Details	
Total Estimated Operating Funding Request	$55,676,250

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Table 4.0 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	SGR PUC99313	STA PUC99313	STA PUC99314												
1. Operating Assistance -	$53,253,049															
2. Sunride Rideshare Program -	$1,325,000															
3. Commuter Link 10 -	$723,201															
4. Haul Pass Program -	$300,000															
5. Taxi Voucher Program -	$75,000															
Sub-total Operating	$55,676,250	$0	$0	$0												

Capital

Project	Total Amount of Funds	SGR PUC99313	STA PUC99313	STA PUC99314												
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$544,727		$419,718	$125,009												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000		$750,000													
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000	$1,000,000														
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,687,500		$337,500													
Communication and ITS - IT Projects - SL-28-03	$300,000		$300,000													
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000		$200,000													
Project Management and Administration - SL-28-06	$300,000		$300,000													
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000		$300,000	$600,000												
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056	$0	$905,056	$0												
Safety and Security - Safety Enhancements - SL-28-08	$150,000		$150,000													
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$100,000		$100,000													
Sub-total Capital	$17,037,283	$1,000,000	$3,762,274	$725,009												
Total Operating & Capital	$72,713,533	$1,000,000	$3,762,274	$725,009												

Table 4.0 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

FY 2027/28 Projected Funding Details	
5307 IC	$4,186,807
5307 IC OB	$2,101,369
5311	$439,003
5311(f)	$300,000
CRP	$0
FARE	$1,816,893
LCTOP PUC99313	$300,000
LTF	$36,050,191
MA SPT	$7,222,824
OTHR LCL	$3,259,163
5307 IC	$1,200,000
5307 RS	$150,000
5307 RS OB	$0
5339 COMP	$10,200,000
LTF - Deferred Revenue	$0
OTHR FED	$0
SGR PUC99313	$1,000,000
STA PUC99313	$3,762,274
STA PUC99314	$725,009
Total Estimated Capital Funding Request	$17,037,283
Total Funding Request	**$72,713,533**

Table 4.3 Summary of Funds Requested for FY28/29 (TABLE 4.0 RCTC OUTLINE)

Table 4.0 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314
1. Operating Assistance -	$56,036,862	$4,986,807	$974,313	$439,003			$1,791,893		$37,436,903	$7,367,280	$3,040,663				
2. SunRide Ride Share Program -	$1,325,000						$25,000		$1,300,000						
3. Commuter Link 10 -	$723,201				$300,000				$242,201		$181,000				
4. Haul Pass Program -	$300,000							$300,000							
5. Taxi Voucher Program -	$75,000								$37,500		$37,500				
Sub-total Operating	$58,460,063	$4,986,807	$974,313	$439,003	$300,000	$0	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$0	$0	$0	$0

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-29-10	$1,882,353					$1,600,000								$157,344	$125,009
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-29-01	$500,000												$500,000		
Buildings and Facilities - Office Furniture & Equipment - SL-29-02	$100,000													$100,000	
Communication and ITS - IT Projects - SL-29-03	$574,313	$174,313												$400,000	
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-29-04	$200,000													$200,000	
Project Management and Administration - SL-29-06	$200,000													$200,000	
Revenue Vehicles - Bus Rehabilitation - SL-29-08	$152,553												$152,553		
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-29-07	$5,600,000					$4,760,000								$240,000	$600,000
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-29-11	$2,500,000											$1,000,000		$1,500,000	
Safety and Security - Safety Enhancements - SL-29-09	$150,000													$150,000	
Transit Shelters and Amenities - Bus Stop Improvement - SL-29-05	$200,000													$200,000	
Sub-total Capital	$12,059,219	$174,313	$0	$0	$0	$6,360,000	$0	$0	$0	$0	$0	$1,000,000	$652,553	$3,147,344	$725,009
Total Operating & Capital	$70,519,282	$5,161,120	$974,313	$439,003	$300,000	$6,360,000	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$1,000,000	$652,553	$3,147,344	$725,009

Table 4.0 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

FY 2028/29 Projected Funding Details	
5307 IC	$4,986,807
5307 IC OB	$974,313
5311	$439,003
5311(f)	$300,000
FARE	$1,816,893
LCTOP PUC99313	$300,000
LTF	$39,016,604
MA SPT	$7,367,280
OTHR LCL	$3,259,163
Total Estimated Operating Funding Request	$58,460,063
5307 IC	$174,313
5339 COMP	$6,360,000
SGR PUC99313	$1,000,000
SGR-OB PUC99313	$652,553
STA PUC99313	$3,147,344
STA PUC99314	$725,009
Total Estimated Capital Funding Request	$12,059,219
Total Funding Request	**$70,519,282**

See Appendix A for 4.0A.

Table 4.4 Fare Revenue Calculation (TABLE 4.0B RCTC OUTLINE, consistent with RCTC Commission Farebox Recovery Policy 03/12/2008)

#	Revenue Sources included in Farebox Calculation	Actuals from FY2024/25 Audit	FY2025/26 Estimated	FY2026/27 Plan
1	Farebox Revenue	1,441,865	1,816,893	1,816,893
2	Measure A	8,238,000	7,000,000	7,200,000
3	Interest	31,621	30,000	30,000
4	Other Revenues	2,956,717	3,229,163	3,229,163
	Total Revenue (1-15)	$12,668,203	$12,076,056	$12,276,056
	Total Operating Expense	$42,672,673	$50,500,000	$53,025,000
	Farebox Recovery Ratio	29.69%	23.91%	23.15%

4.2 Funding Plans to Support Proposed Operating and Capital Program

For FY2027, funding plans for the proposed operating and capital programs are primarily funded with a mixture of federal, state, and local funding for a total of $68,611,781. Operating costs for FY27 are planned to increase by $2,525,000 or 5%. The increase in operating costs is primarily related to wages and fuel costs. Capital expenditures programmed for FY27 represent a 57% decrease compared to FY26. The reduction is primarily related to anticipated competitive grants.

Operating expenditures for FY28 and F29 represent 5% increases for each fiscal year. Capital expenditures identify Agency needs but also reflect potential competitive awards for SunLine to pursue.

Table 4.5 Summary of Funds Requested in FY 2027/28 (TABLE 4.1 RCTC OUTLINE)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Table 4.1 - Summary of Funding Requests - FY 2027/28

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
1. Operating Assistance -	$53,253,049	$4,186,807	$2,101,369			$439,003				$1,791,893		$34,470,490		$7,222,824		$3,040,663
2. Sunride Rideshare Program -	$1,325,000									$25,000		$1,300,000				
3. Commuter Link 10 -	$723,201						$300,000					$242,201				$181,000
4. Haul Pass Program -	$300,000										$300,000					
5. Taxi Voucher Program -	$75,000											$37,500				$37,500
Sub-total Operating	$55,676,250	$4,186,807	$2,101,369	$0	$0	$439,003	$300,000	$0	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5307 RS	5307 RS OB	5311	5311(f)	5339 COMP	CRP	FARE	LCTOP PUC99313	LTF	LTF - Deferred Revenue	MA SPT	OTHR FED	OTHR LCL
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-28-01	$650,000			$150,000												
Buildings and Facilities - Office Furniture & Equipment - SL-28-02	$750,000															
Buildings and Facilities - Solar Covered Parking - SL-28-10	$6,100,000							$5,100,000								
Buildings and Facilities - Utility Storage Building - SL-28-05	$1,500,000	$1,200,000														
Communication and ITS - IT Projects - SL-28-03	$300,000															
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-28-04	$200,000															
Project Management and Administration - SL-28-06	$332,227															
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-07	$6,000,000							$5,100,000								
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-28-09	$905,056														$0	
Safety and Security - Safety Enhancements - SL-28-08	$150,000															
Transit Shelters and Amenities - Bus Stop Improvement - SL-28-11	$150,000	$0														
Sub-total Capital	$17,037,283	$1,200,000	$0	$150,000	$0	$0	$0	$10,200,000	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating & Capital	$72,713,533	$5,386,807	$2,101,369	$150,000	$0	$439,003	$300,000	$10,200,000	$0	$1,816,893	$300,000	$36,050,191	$0	$7,222,824	$0	$3,259,163

FY 2027/28 Projected Funding Details	
Total Estimated Operating Funding Request	$55,676,250

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Table 4.6 Summary of Funds Requested in FY 2028/29 (TABLE 4.2 RCTC OUTLINE)

Table 4.2 - Summary of Funding Requests - FY 2028/29

SunLine Transit Agency

Original

Operating

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314	
1. Operating Assistance -	$56,036,862	$4,986,807	$974,313	$439,003			$1,791,893		$37,436,903	$7,367,280	$3,040,663					
2. SunRide Ride Share Program -	$1,325,000						$25,000		$1,300,000							
3. Commuter Link 10 -	$723,201				$300,000				$242,201		$181,000					
4. Haul Pass Program -	$300,000							$300,000								
5. Taxi Voucher Program -	$75,000								$37,500		$37,500					
Sub-total Operating	$58,460,063	$4,986,807	$974,313	$439,003	$300,000	$0	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$0	$0	$0	$0	

Capital

Project	Total Amount of Funds	5307 IC	5307 IC OB	5311	5311(f)	5339 COMP	FARE	LCTOP PUC99313	LTF	MA SPT	OTHR LCL	SGR PUC99313	SGR-OB PUC99313	STA PUC99313	STA PUC99314	
Buildings and Facilities - Indio Liquid Hydrogen Station - SL-29-10	$1,882,353					$1,600,000								$157,344	$125,009	
Buildings and Facilities - Maintenance Upgrade & Equipment - SL-29-01	$500,000												$500,000			
Buildings and Facilities - Office Furniture & Equipment - SL-29-02	$100,000													$100,000		
Communication and ITS - IT Projects - SL-29-03	$574,313	$174,313												$400,000		
Maintenance Equipment - Specialized Tools and Fueling Equipment - SL-29-04	$200,000													$200,000		
Project Management and Administration - SL-29-06	$200,000													$200,000		
Revenue Vehicles - Bus Rehabilitation - SL-29-08	$152,553												$152,553			
Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses - SL-29-07	$5,600,000					$4,760,000								$240,000	$600,000	
Revenue Vehicles - Purchase of Paratransit Vehicles - SL-29-11	$2,500,000											$1,000,000		$1,500,000		
Safety and Security - Safety Enhancements - SL-29-09	$150,000													$150,000		
Transit Shelters and Amenities - Bus Stop Improvement - SL-29-05	$200,000													$200,000		
Sub-total Capital	$12,059,219	$174,313	$0	$0	$0	$6,360,000	$0	$0	$0	$0	$0	$1,000,000	$652,553	$3,147,344	$725,009	
Total Operating & Capital	$70,519,282	$5,161,120	$974,313	$439,003	$300,000	$6,360,000	$1,816,893	$300,000	$39,016,604	$7,367,280	$3,259,163	$1,000,000	$652,553	$3,147,344	$725,009	

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4.3 Regulatory and Compliance Requirements

4.3.1 Americans with Disabilities Act

SunLine complies with ADA guidelines by providing a 100 percent accessible revenue service fleet for fixed route transit services and ADA paratransit vehicles. As funding becomes available, SunLine continues to make bus stop improvements to ensure accessibility. Staff also coordinate with developers and contractors regarding construction projects to include bus stop improvements when the opportunity arises.

4.3.2 Disadvantaged Business Enterprise

SunLine's most recent Disadvantaged Business Enterprise (DBE) program and goals were submitted to FTA in July 2025 and has an expiration date of September 2027.

4.3.3 Equal Employment Opportunity

SunLine complies with federal regulations pertaining to employment and submits its Equal Employment Opportunity (EEO)-4 report annually to the U.S. Equal Employment Opportunity Commission (EEOC) and its EEO/Affirmative Action Program to FTA every 4 years, or as major changes occur in the workforce or employment conditions. The most recent EEO-4 report was submitted to the EEOC and certified in February 2024. The most recent EEO/Affirmative Action Program was revised and submitted to FTA in April 2024. The next update to the EEO/Affirmative Action Program is due to the FTA in March 2028.

4.3.4 Title VI

Title VI protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. SunLine's Title VI report was submitted to FTA in December 2025 and has an expiration date of October 2028.

4.3.5 Transportation Development Act

The Transportation Development Act provides two major sources of funding for public transportation: the LTF and STA. RCTC commissioned Michael Baker International to conduct the Triennial Performance Audit as required by the Transportation Development Act; recommendations from the auditors are referenced in section VI of that document. The full report is available on SunLine's website located at: https://www.sunline.org/about/boards-and-committees#reports

Table 4.7 Actions to Comply with Recent Triennial Performance Audit Recommendations (TABLE 4.5 RCTC OUTLINE)

Audit Recommendations	Action Taken and Results
Continue addressing maintenance facility conditions, particularly during summer months.	New swamp coolers installed in the existing facility in FY26. Entering into the design and A&E phase for new maintenance facility.
Improve grant financial management	This recommendation aligns with *an* assessment previously identified by SunLine staff. The agency will continue to pursue funding and opportunities to advance investment in this area.

4.3.6 Federal Transit Administration Triennial Review

In accordance with regulations, SunLine completed an FTA Triennial Audit site visit in 2023 and has fully complied with all closeout and post-review documentation. The Agency is conducting the 2026 review in June 2026.

4.3.7 National Transit Database

To keep track of the industry and provide public information and statistics as growth occurs, FTA's National Transit Database records the financial, operating, and asset conditions of transit systems. Staff submit monthly reports and a yearly report which is used for funding formulas.

4.3.8 Alternative Fuel Vehicles

In alignment with SunLine's Board-approved Alternative Fuel Policy, all revenue vehicles in the fleet use CNG, electric, or hydrogen fuel. This fleet mix is also compliant with Resolution No. 00-018, Emissions Standard Requirement for the Acquisition of Urban Transit Buses with Federal, State or Local Funds, was approved by the RCTC Commission on October 11, 2000. The current active fleet consists of 10 CNG buses, 32 hydrogen electric fuel cell buses, four (4) battery electric buses, three (3) CNG coaches, 39 CNG paratransit vehicles, and 44 non-revenue CNG, gas and electric vehicles, including general support cars and truck.

4.4 Capital Project Status

Table 4.8 summarizes the status of SunLine's existing capital projects and remaining funding as of March 2025.

Table 4.8 Open Project List (TABLE 4.6 RCTC OUTLINE)

Project Name	SRTP Capital Project	Project Element	Funding Category	Beg to End - Project Timeline	Total Project Cost	Programmed Funds (not including current FY)	FY## Programmed Funds	Unfunded Balance as of current FY
Replacement Fixed Route CNG 40ft buses (12)	26-13	1	2	01/01/2026-06/30/2028	19,259,020	17,980,285		1,278,735
Replacement Paratransit CNG Vehicles (14)	26-14	1	1	01/01/2026-06/30/2028	3,765,558	3,765,558		0
Non-Revenue Vehicles	21-11,24-08,26-11	2	1	12/1/2025-12/31/2027	679,396	679,396		0
A&E & Construction New Maintenance Building	25-10,25-11,27-06	4	2	7/1/2025-12/31/2030	33,446,527	27,762,505		5,684,022
A&E & Construction Workforce Training Center	18-08,20-07,21-06,24-16,26-04	4	2	7/1/2024-12/31/2028	8,542,026	7,144,031		1,397,995

A&E & Construction Microgrid	21-01,22-06,23-05,25-11	4	1	7/1/2025-12/31/2030	8,542,952	8,542,952		0
Expansion Public Hydrogen Station	24-06	4	2	7/1/2025-12/31/2030	8,935,250	8,935,250		0
Liquid Hydrogen Refueling Infrastructure	22-11,24-02	4	1	7/1/2022-12/31/2027	1,007,390	1,007,390		0
Div 1 Back-Up Generator	20-11,23-03,26-05	4	1	7/1/2025-06/30/2027	2,350,103	2,350,103		0
Indio Station Utility Upgrade	22-10,23-01,25-02	4	1	4/1/2024-12/31/2027	2,106,439	2,106,439		0
A&E & Construction Indio Liquid Hydrogen Fueling Station	21-07,23-03,24-06.24-09,26-03	4	2	7/1/2026-12/30/2029	7,798,231	7,798,231		0
Solar Covered Parking & EV Charging Infrastructure	26-01	4	2	TBD	12,098,240	900,000		11,198,240
Security Fence Upgrade	21-09,21-14,22-02,22-08,24-11,25-05	4	1	7/01/2025-12/31/2026	831,462	831,462		0
Asphalt & Concrete Upgrade	22-03,23-02,24-17	4	1	7/1/2025-6/30/2027	2,139,800	2,139,800		0
Replacements Two (2) CNG Dispensers	22-04	4	1	7/1/2025-12/31/2026	431,000	431,000		0
Utility Storage Building	26-07	4	2	TBD	1,600,000	100,000		1,500,000

Fuel Management POS System Upgrade	24-12,25-02,25-08,26-10	4	1	7/1/2025-12/31/2026	360,000	360,000		0
Bus Rehabilitation (10)	22-09,23-07	9	1	7/1/2024-6/30/2027	5,032,316	5,032,316		0
Radio System Upgrade	23-09,25-11,25-13	3	1	7/1/2025-12/31/2027	4,674,812	4,674,812		0
Open Loop Contactless Payment System	26-18	3	2	1/1/2026-12/31/2027	842,768	642,768		200,000
Bus Stop Improvements	22-08,23-12,24-14,25-04,26-17	6	1	7/1/2025-12/31/2027	918,359	918,359		0
Surveillance Camera Upgrade	21-13	5	1	7/01/2025-6/30/2027	310,598	310,598		0
Comprehensive Operational Analysis	25-14	11	1	7/01/2025-6/30/2027	369,601	369,601		0
Software Expansion	23-11	5	1	7/01/2025-6/30/2027	531,358	531,358		0
Information Technology Projects	21-12,23-06,20-02,26-08,-26-09	5	1	7/01/2025-6/30/2027	666,957	666,957		0
Transit Asset Management	15-12	5	1	7/01/2025-6/30/2027	53,549	53,549		0
Fare Collection Modernization Study	24-19	11	1	TBD	69,000	69,000		0
Maintenance Facility	24-20	11	1	TBD	130,000	130,000		0

Modernization (Study)								
Site Selection Study	24-20	11	1	7/01/2025-6/30/2027	70,000	70,000		0
Civil Survey	24-21	11	1	7/01/2025-6/30/2027	90,038	90,038		0
Facility Maintenance & Equipment Upgrade	23-02,23-10	4	1	7/01/2025-6/30/2027	374,806	374,806		0
Boardroom Equipment Upgrade	23-02	4	1	7/01/2025-6/30/2027	130,333	130,333		0
Timekeeping Software	22-13	5	1	7/01/2025-12/31/2026	40,454	40,454		0
Specialized Tools (3 CNG Dispensers)	24-15	5	2	7/01/2026-12/31/2027	297,000	178,850		118,150
Brake Training Board	22-11	3	1	7/01/2025-6/30/2027	45,000	45,000		0
Safety Projects	26-16	10	1	03/01/2026-6/30/2027	100,000	100,000		0
Low No Emission Training	22-11	3	1	7/01/2025-6/30/2029	443,704	443,704		0
Utility Golf Carts	26-07	9	1	03/01/2026-6/30/2027	50,000	50,000		0
H1 Ride Cutaway Bus	23-15	1	1	7/01/2024-12/31/2027	68,952	68,952		0
SunRide Microtransit Expansion	24-17	1	1	07/01/2024-12/31/2028	20,576	20,576		0

Project Management & Administration	26-12	4	1	07/01/2024-12/31/2028	240,000	240,000		0
Facility Improvements	19-12,19-13,21-07,24-13,25-02	4	1	07/01/2024-12/31/2028	156,162	156,162		0
Electrolyzer	20-14	4	1	07/01/2021-12/31/2026	549,878	549,878		
H2 Ride	22-25	1	1	07/01/2023-12/31/2026	33,556	33,556		
44					$130,203,171	$ 108,826,029	$ -	$ 21,377,142

Appendix A - Table 4A Capital Project Justification

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-20-06

FTIP No: Not Assigned - New Project

Project Name: SunLine Property Expansion / Solar Farm Phase I 20-06

Category: Buildings and Facilities

Sub-Category: Expansion

Project Description: Project to purchase land close to Thousand Palms facility.

Project Justification: The land purchase will help with future growth of the Agency to assist with SunLine's expanded zero emission program in solar and hydrogen related projects.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	-$275,000
Total		-$275,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		20-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-24-08

FTIP No: Not Assigned - New Project

Project Name: CNG Paratransit Vehicles (10) RIV210616

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine intends to use STA funds as additional funding to the Replacement of Paratransit Vehicles (10) project. The Replacement of Paratransit Vehicles (10) project of $1.86M was programmed in 2023 FTIP, RIV210616.

Project Justification: Additional funding for the Replacement of Paratransit Vehicles (10) project is needed due to increase in cost.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$165,530
Total		-$165,530

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-08	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-24-15

FTIP No: Not Assigned - New Project

Project Name: Bus Rehabilitation

Category: Bus

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: SunLine intends to use FY2024 STA funds for Bus Rehabilitation not limited to cosmetic work to improve bus appearance.

Project Justification: Due to extreme weather the buses deteriorate and this project will improve the appearance.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$120,000
Total		-$120,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-15	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-26-01

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Solar Microgrid to Hydrogen

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: Electric

Project Description: Continued funding related to solar panel and battery storage to support hydrogen equipment and increase renewable energy production.

Project Justification: Reduce cost of electricity associated with hydrogen production and act as resiliency to grid power.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF OB	FY 2026/27	-$5,219,548
SB 125 TIRCP GGRF OB	FY 2026/27	-$922,050
Total		-$6,141,598

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-22-06 (23)	
		SL-25-01	
		SL-26-01	
		SL-22-06 (23)	
		SL-25-01	
		SL-26-01	
		SL-22-06	
		SL-22-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-26-19

FTIP No: Not Assigned - New Project

Project Name: Vehicle Systems - Vehicle Equipment

Category: Support Vehicles

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: This project will fund the purchase and installation of new and replacement equipment for fixed-route and paratransit vehicles. Equipment includes: • Automatic Fare Collection (AFC) systems • Mobile Data Computers (MDCs) or Tablets • Automatic Vehicle Location (AVL) systems • Onboard security surveillance (cameras, DVRs) • ADA compliance upgrades (audio/visual annunciators, mobility securements) • Radios and communication units • Wi-Fi routers and signal boosters Activities include equipment procurement, configuration, installation, testing, and staff training.

Project Justification: Upgrading the fleet with modern technology improves service delivery, supports incident management , and ensures ADA compliance. Without this project, SunLine faces operational inefficiencies, service delays, data gaps, and increased safety risks due to outdated and unreliable equipment.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	-$50,000
Total		-$50,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
N/A		SL-26-19	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-01 **FTIP No**: Not Assigned - New Project

Project Name: Buildings and Facilities - Maintenance Upgrade & Equipment

Category: Maintenance

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: SunLine intends to fund various facility maintenance upgrade and purchase replacement equipment e. g Lift for buses, brake lathe, etc in Thousand Palms, Indio and Coachella, fencing, A&E & preliminary engineering services, demolition of old facilities, repaving, replacement of poles, replacement of shelters, bins, etc

Project Justification: This project is necessary for upgrading the aging facility and equipment at the various SunLine facility locations, including, HVAC, plumbing, electrical, others as needed.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	$100,000
STA PUC99313	FY 2026/27	$382,968
STA PUC99314	FY 2026/27	$377,000
Total		$859,968

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-25- 99	
		SL-26-07	
		SL-25- 99	
		SL-26-07	
		SL-25- 99	
		SL-26-07	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-02

FTIP No: Not Assigned - New Project

Project Name: Communication and ITS - IT Projects

Category: Communication and ITS

Sub-Category: Systems

Fuel Type: N/A

Project Description: Purchase of expansion and replacement IT equipment.

Project Justification: Required to replace aging equipment and support agency expansion.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LTF-OB	FY 2026/27	$175,000
STA - OB	FY 2026/27	$50,000
STA PUC99313	FY 2026/27	$303,000
Total		$528,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		24-61	
		SL-25-03	
		SL-26-09	
		24-61	
		SL-25-03	
		SL-26-09	
		24-61	
		SL-25-03	
		SL-26-09	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-03 **FTIP No**: Not Assigned - New Project

Project Name: Maintenance Equipment - Specialized Tools and Fueling Equipment

Category: Maintenance

Sub-Category: Replacement

Fuel Type: N/A

Project Description: SunLine intends to use STA funds for Specialized Tools and Fueling Equipment project.

Project Justification: To maintain the day-to-day uptime of the Agency's alternative fueling infrastructure program.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	$120,000
STA PUC99314	FY 2026/27	$164,000
Total		$284,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-12	$150K FY24 STA funds intended for Specialized Tools & Fueling Equipment
		SL-25-08	$50K FY25 STA funds intended for Fuel POS management system
		SL-26-10	$200K FY26 STA funds intended for Fuel POS management system
		SL-24-12	$150K FY24 STA funds intended for Specialized Tools & Fueling Equipment

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

		SL-25-08	$50K FY25 STA funds intended for Fuel POS management system
		SL-26-10	$200K FY26 STA funds intended for Fuel POS management system

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-04

FTIP No: Not Assigned - New Project

Project Name: Vehicle Systems - Openloop Contactless Fare Payment System

Category: Bus

Sub-Category: Systems

Fuel Type: N/A

Project Description: SunLine intends to fund the project, procurement of contactless fare payment validator equipment to be installed on SunLine's Fixed Route fleet, including service agreements for the payment devices/equipment and the fare processing services.

Project Justification: The procurement and installation of payment validators in the Fixed Route fleet represent a significant step toward enhancing efficiency, security, and the overall rider experience. These payment validators will offer advantages for both riders and the Agency, including improving the fare collection process, streamlining data collection, increasing security, and enhancing the riders' experience by providing additional payment options .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA - OB	FY 2026/27	$165,530
STA PUC99313	FY 2026/27	$34,470
Total		$200,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
N/A		SL-26-18	
N/A		SL-26-18	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-05

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Workforce Training Center

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The proposed project includes the planning, design, construction, and equipping of a Transit Workforce Training Center that will serve as a dedicated facility for training bus operators , maintenance technicians, dispatchers, and other transit personnel. The center will feature a combination of classroom space, simulation labs, safety training zones, and technical work bays, specifically designed to support the transition to zero-emission vehicle operations, improved safety performance, and professional development.

Project Justification: The development of the Transit Workforce Training Center is essential to address the evolving needs of the transit industry, particularly in the transition to zero-emission vehicles and advanced technologies. This center will support safety, operational efficiency, and workforce readiness through hands-on training and technology-driven learning environments. It will enable the agency to reduce service disruptions, improve safety outcomes, and provide long-term economic opportunities, especially for disadvantaged and underrepresented populations entering the transit workforce.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC	FY 2026/27	$962,579
5339 RS	FY 2026/27	$86,454
SB 125 TIRCP GF	FY 2026/27	$1,820,986
SGR PUC99313	FY 2026/27	$1,083,198
SGR PUC99314	FY 2026/27	$139,324
STA PUC99313	FY 2026/27	$228,962
STA PUC99314	FY 2026/27	$120,000
Total		$4,441,503

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	
		SL-26-04	

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SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-06

FTIP No: Not Assigned - New Project

Project Name: Maintenance Facility (Construction)

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Construction of a new maintenance facility in Thousand Palms.

Project Justification: The existing facility is beyond its useful life

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SB 125 TIRCP GF	FY 2026/27	$2,642,880
SB 125 TIRCP GF OB	FY 2026/27	$5,219,548
SB 125 TIRCP GGRF OB	FY 2026/27	$922,050
Total		$8,784,478

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026
		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026

		SL-25-10	$16M TIRCP funds intended for Construction of New Maintenance Building
		SL-26-49	Not programmed in FY2026

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-07 **FTIP No**: Not Assigned - New Project

Project Name: Project Management and Administration

Category: Planning/Feasibility

Sub-Category: Study

Project Description: SunLine intends to use State Transit Assistance Funds PUC 99313 to fund project consultants and administration expenses.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$185,991
STA PUC99314	FY 2026/27	$64,009
Total		$250,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-08

FTIP No: Not Assigned - New Project

Project Name: Revenue Vehicles - Purchase of Paratransit Vehicles

Category: Paratransit

Sub-Category: Replacement

Fuel Type: CNG

Project Description: SunLine intends to purchase replacement of CNG Paratransit Vehicles that have met their useful lives .

Project Justification: Vehicles need to be replace that passed their useful life per FTA guidelines .

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5339 COMP	FY 2026/27	$3,060,000
Total		$3,060,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
	RIV220509	SL-24-09	
	RIV220509	SL-24-09	
	RIV220509	SL-26-14	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-09 **FTIP No**: Not Assigned - New Project

Project Name: Revenue Vehicles - Purchase of Hydrogen Fuel Cell Electric Buses

Category: Bus

Sub-Category: Replacement

Fuel Type: Hydrogen

Project Description: SunLine intends to use the funds to fund the purchase of 12 hydrogen fuel cell electric buses. This project replaces 12 Model Year 2008 CNG buses with hydrogen fuel cell buses. This project is for the acquisition, deployment, and operation of these (8) new zero-emission transit buses. SunLine will deploy these new buses, some of which will service disadvantaged communities, providing cleaner, reduce pollutants and quieter transportation for local riders.

Project Justification: The existing buses being replaced have completed their useful life of 12 years and will be disposed of according to Federal regulations. SunLine will operate the buses on various routes throughout the Coachella Valley, servicing diverse, disadvantaged communities while significantly reducing greenhouse gas (GHG) emissions.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 IC	FY 2026/27	$1,268,400
STA PUC99313	FY 2026/27	$690,779
Total		$1,959,179

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-23	Purchase of one (1) hydrogen bus c/o AQMD
		SL-25-12	SGR Funds of $1.1M will cover the shortfall to purchase 12 replacements of 2008 CNG 40ft buses
		SL-26-13	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

		SL-24-23	Purchase of one (1) hydrogen bus c/o AQMD
		SL-25-12	SGR Funds of $1.1M will cover the shortfall to purchase 12 replacements of 2008 CNG 40ft buses
		SL-26-13	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-10

FTIP No: Not Assigned - New Project

Project Name: Public Hydrogen Fueling Station

Category: Vehicle Systems and Equipment

Sub-Category: Upgrade

Fuel Type: Hydrogen

Project Description: SunLine intends to use CMAQ Funds, Federal Earmarked funds and STA Funds for the Public Hydrogen Fueling Station. The Public Hydrogen Fueling Station project of $5.2M was programmed in 2023 FTIP, RIV221001 . The Congress appropriated $2.5M to SunLine in 2023 Community Project Funding aka Congressionally Direct Spending (C DS) funds for Expansion of Public Hydrogen Station Infrastructure project with reference Project ID#2023-CMPJ-025. SunLine will match 20% of State Transit Assistance Funds of $625K as required for these grants. Project Funding; Federal (80%) CMAQ Funds: $4,500,000 RIV221001 CPF: $2,500,000 STA Funds: $1,825,000 Total Project Cost: $8,825,000

Project Justification: This project will assist in offering fueling options to hydrogen consumer vehicles as well as it will serve the Agency.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2026/27	$1,014,750
Total		$1,014,750

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-24-06	

FY 2026/27 SRTP

SunLine Transit Agency

Table 4.0 A - Capital Project Justification

Original

Project Number: SL-27-11

FTIP No: Not Assigned - New Project

Project Name: Buildings and Facilities - Indio Liquid Hydrogen Station

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: Hydrogen

Project Description: SunLine intends to fund construction of Indio Liquid Hydrogen Fuuling Station for $6M. The project involves the planning, design, permitting, construction, project administration, and commissioning of a state-of-the-art LH2 fueling station located in SunLine's facility in Indio California. The station will be publicly accessible and capable of fueling hydrogen-powered transit buses, commercial trucks, fleet and public vehicles. Key infrastructure includes Cryogenic liquid hydrogen storage tank, high-capacity LH2 dispensers for rapid refueling, vaporization and pressure control systems, vacuum -jacketed transfer piping and advanced safety and control systems. The station will be designed to accommodate public access, including commercial and municipal fleet users. It will be constructed in accordance with federal, state, and local safety standards, and designed for future scalability as vehicle adoption increases.

Project Justification: The construction of a Liquid Hydrogen station in Indio is a strategic initiative that supports California's transition to clean energy, enhances regional transportation infrastructure, and positions the Coachella Valley as a leader in hydrogen technology.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
LCTOP PUC99313	FY 2026/27	$880,536
LCTOP PUC99314	FY 2026/27	$134,125
Total		$1,014,661

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		SL-26-03	
		SL-26-03	

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

SHORT RANGE TRANSIT PLAN

FISCAL YEARS 2026/27 - 2030/31



Approved June 2026

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GLOSSARY OF ACRONYMS

AA	Alternatives Analysis
BNSF	BNSF Railways
CMAQ	Congestion Mitigation & Air Quality Funds
CTC	County Transportation Commission
CVAG	Coachella Valley Association of Governments
ETC	Employer Transportation Coordinator
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
LRTS	Long Range Transportation Study
Metro	Los Angeles County Metropolitan Transportation Authority
MSRC	Mobile Source Air Pollution Reduction Review Committee
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PTC	Positive Train Control
PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDP	Service Development Plan
SJBL	San Jacinto Branch Line
SR	State Route
SRTP	Short Range Transit Plan
STA	State Transit Assistance Funds
TIRCP	Transit and Intercity Rail Capital Program
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

EXECUTIVE SUMMARY

The Riverside County Transportation Commission (RCTC or Commission) was established in 1976 by the State Legislature to oversee the funding and coordination of all public transportation services within Riverside County (County). The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County's 28 cities, and one non-voting member appointed by the Governor of California.

The Commission is one of 26 designated regional transportation planning agencies (RTPA) in the State of California (State). It is also one of the County Transportation Commissions (CTC) created under Public Utilities Code Section 130050. As the RTPA, it is required to set policies, establish priorities, and coordinate transportation activities among the County's various transit operators and local jurisdictions. The Commission approves the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities by strategically programming funds and administering grant programs. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Short-Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the countywide vanpool subsidy program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, serving the Western County area. The Commission is also leading the planning and project development efforts for the proposed Coachella Valley Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Coachella.

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years and is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2026, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner. These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans, bicycle, and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation and mitigating project impacts in the community.

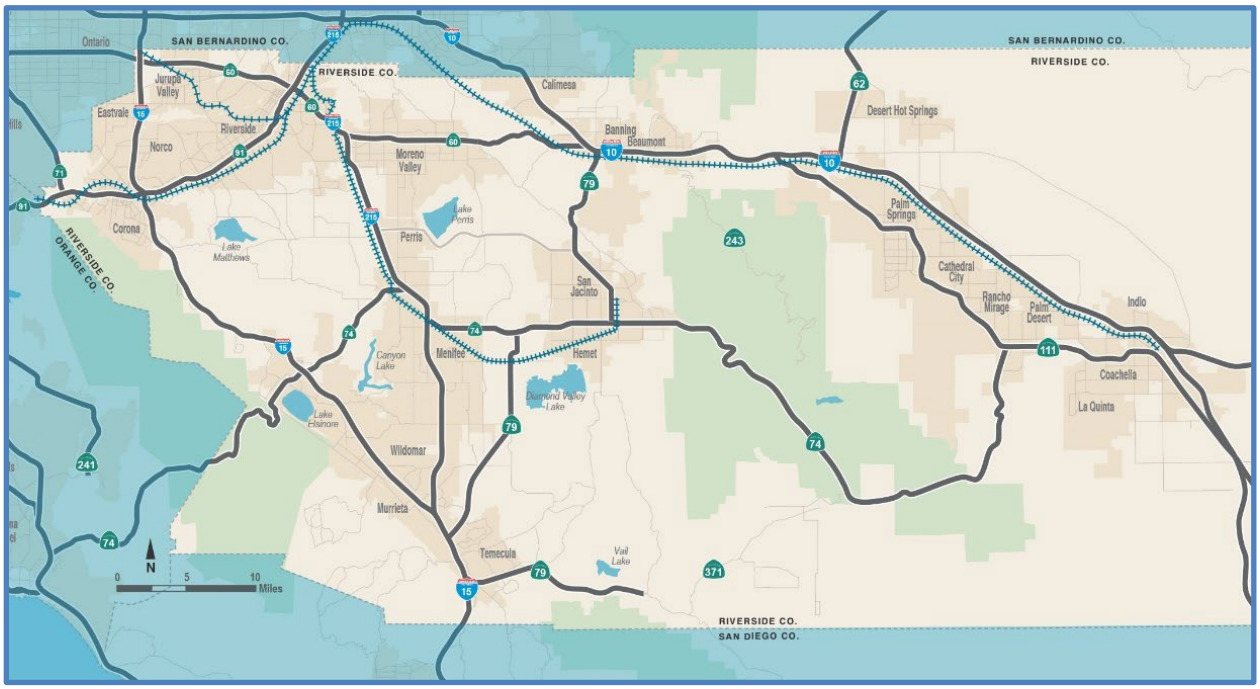
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

Riverside County is the fourth largest county in California with an area of 7,208 square miles, encompassing three subregions: Western, Coachella Valley, and Palo Verde, with a total of 28 cities and five (5) county district seats.

The Commission's commuter rail services are offered in Western County. In 2024, the Commission's vanpool program, previously serving Western County only, expanded to serve Eastern County and established VanClub as a countywide program. In the Coachella Valley, the Commission is directly involved with leading the planning and environmental phase of future rail services. Figure 1 illustrates the Western and Coachella Valley subregions where these transit programs take place.

Figure 1: Map of Service Area



1.2 Riverside County Demographics and Travel Characteristics

Riverside County is diverse in geography and demographics. Total population is estimated at 2.5 million (2024). The 2024 American Community Survey 5-Year Estimates provided the following population and employment trends in the County.

- ✓ 49% of households in the County are one and two-person households; 35% of households have four or more people.

- ✓ 18% of the County's residents are school-aged (kindergarten through 12th grade).
- ✓ 21% of the County population is 60 years and over and almost 15% is 65 years and over.
- ✓ 49% of the population is of Not Hispanic or Latino race while 51% is Hispanic or Latino of any race. Mexican, 44%; White alone, 31%; Black or African American alone, 6%; Asian alone, 7%; two or more races, 22%.
- ✓ 26% of households in the County have no worker present.
- ✓ More than one-third (33%) of households are one-worker households.
- ✓ Median family income in the County is $103,984.
- ✓ Countywide, almost 40% of households had incomes of $75,000 or less.
- ✓ 75% of the County's dwelling units are single-family.
- ✓ Education is the dominant industry in the County, representing 21% of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 34% of jobs.
- ✓ Unemployment in the County declined by 5% from 2014 to 2024, which was at a higher rate than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of –2%, -4%, and -2%, respectively, during the same period.

Commuter Travel Characteristics by Mode

The Commission's transit programs will continue to play significant roles in advancing mobility in the County by offering travel options that can compete with the convenience of an automobile. Analyzing mode share data provides insight into the travel modes with the greatest growth potential and provides perspective on how the County compares to neighboring counties.

For example, according to the 2024 American Community Survey 5-Year Estimates, 1% of commute trips occurred by public transportation in Riverside County. In comparison, the State and the national share is 3% and 3% respectively. Most counties in the Southern California region were below the State and national averages, except Los Angeles County at 4%.

Carpooling in Riverside County on the other hand is about 11% of the commute trips, which is one of the highest in the southern California region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the potential that regional vanpool programs have in the region. Worked at Home was the third highest means of mode.

Table 1: Journey to Work by County, Southern California Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	88%	74%	76%	84%	85%	81%
Drove Alone	79%	65%	68%	73%	74%	70%
Carpooled	**9%**	**9%**	**9%**	**11%**	**11%**	**10%**
In 2-Person Carpool	6%	7%	6%	8%	8%	7%
In 3-Person Carpool	1%	2%	1%	2%	2%	2%
In 4-Or-More Person Carpool	1%	1%	1%	1%	2%	1%
Workers Per Car, Truck, or Van	1%	1%	1%	1%	1%	1%
Public Transportation	**0%**	**4%**	**1%**	**1%**	**1%**	**1%**
Walked	3%	2%	2%	1%	1%	2%
Bicycle	0%	1%	1%	0%	0%	0%
Taxicab, Motorcycle, or Other Means	2%	2%	2%	1%	1%	1%
Worked at Home	7%	17%	19%	12%	11%	16%

Source: U.S. Census 2024 American Community Survey 5-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and supports transit programs across Riverside County, including commuter rail services in Western County, rail planning efforts in the Coachella Valley, and a countywide vanpool program.

Western Riverside County Programs:

- Commuter Rail (Metrolink) – Operated by the Southern California Regional Rail Authority (SCRRA), of which RCTC is a member agency. This program includes the operation and maintenance of nine (9) Metrolink stations, as well as capital projects for rehabilitation and system expansion.

Coachella Valley Program:

- Coachella Valley Rail Project – RCTC is leading the planning and environmental phases of this proposed rail service, which aims to expand passenger rail connectivity to the Coachella Valley.

Countywide Program:

- Vanpool (VanClub) – A countywide program that provides eligible vanpools commuting to worksites in Riverside County with a subsidy to offset the cost of a vanpool lease.

Further details on each program, including service profiles, existing routes, performance metrics, and future capital planning, can be found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

Planning, programming, and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional, and local levels. This section provides a summary of key partner agencies and their responsibilities with which RCTC collaborates.

Federal Agency Partners

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing the State's transportation issues. Of its nine major divisions, two have substantial intersection with RCTC's operations. The California Department of Transportation (Caltrans) as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways and is a major funding partner for transit services and projects throughout the County. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Regional Agency Partners

As the RTPA, RCTC represents the Riverside County subregion and assists the Southern California Association of Governments (SCAG) in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans

maintained by the South Coast Air Quality Management District. RCTC is also responsible for submitting projects to SCAG for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), Ventura County Transportation Commission (VCTC), and RCTC. Metrolink is the premier commuter rail system in Southern California connecting communities on a 546 route-mile network.

RCTC is also a voting member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority (JPA). The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. LOSSAN is a forum for the transportation and regional agencies along the corridor to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. LOSSAN does not pay for the operation of any of the passenger rail services within the corridor but is a means to help coordinate operations and planning.

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including LA Metro, OCTA, SBCTA, VCTC, and the San Diego Association of Governments (SANDAG).

These intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

Subregional Agency Partners

RCTC works with two primary subregional agencies. The Western Riverside County Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the County.

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both

subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

Both agencies administer the Transportation Uniform Mitigation Fee programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

Tribal Governments

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the County.

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven (7) bus operators:

✓ City of Banning Transit (Banning Connect)
✓ City of Beaumont Transit (Beaumont Transit)
✓ City of Corona Transit Services (Corona Cruiser)
✓ City of Riverside Special Transportation Services (Riverside Connect)
✓ Palo Verde Valley Transit Agency (RidePV)
✓ Riverside Transit Agency (RTA)
✓ SunLine Transit Agency

1.5 RCTC Multimodal Facilities

RCTC-Owned Metrolink Stations

The Commission owns and maintains nine (9) stations in Riverside County out of the 67 Metrolink stations in southern California. These stations are served by three (3) Metrolink lines: Inland Empire – Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL), and are located in Western County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designated park & rides to encourage rideshare.

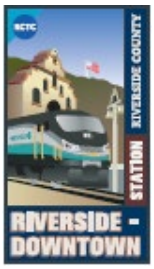
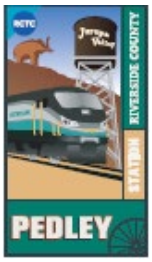
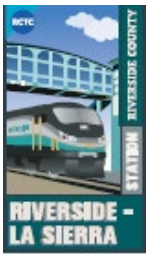
Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County

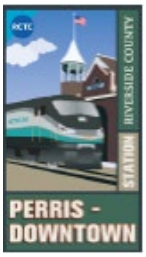
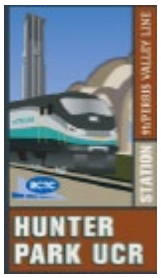
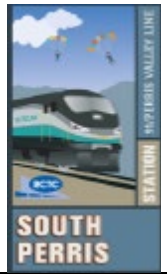


The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC), which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 30 years, the Commission has invested more than $185.0 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over $250.0 million more to the Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and include property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 **Riverside Downtown** 4066 Vine Street, Riverside	Rail: 91/PVL Line, IEOC Line, Riverside Line, Amtrak Bus: RTA, Amtrak, OmniTrans	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 26.5 acres In Service Date: June 1993
 **Jurupa Valley-Pedley** 6001 Pedley Road, Jurupa Valley	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces) Size: 4.5 acres In Service Date: June 1993
 **Riverside-La Sierra** 10901-A & B Indiana Avenue, Riverside	Rail: 91/PVL, IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 9.35 acres In Service Date: October 1995
 **Corona-West** 155 South Auto Center Drive, Corona	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 5.49 acres In Service Date: October 1995

 **Corona-North Main** 250 East Blaine Street, Corona	Rail: 91/PVL, IEOC Line Bus: RTA, Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 6.72 acres In Service Date: November 2002
 **Perris-Downtown** 121 South C Street, Perris	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces) Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)
 **Riverside-Hunter Park/UCR** 1101 Marlborough Avenue, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces) Size: 9.35 acres In Service Date: June 2016
 **Moreno Valley /March Field** 4160 Meridian Parkway, Riverside	Rail: 91/PVL Bus: RTA	2 Platforms with 2 boarding tracks Parking lot (476 spaces) Stairwell Size: 14.47 acres In Service Date: June 2016
 **Perris-South** 1304 Case Road, Perris	Rail: 91/PVL	Platform with boarding track Parking lot (801 spaces) Size: 40.57 acres In Service Date: June 2016

 **RDNOCC** 4344 Vine Street, Riverside	N/A	CCTV operations center Offices and meeting rooms Size: 3,000 square feet In Service Date: April 2016

RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SJBL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of $26.0 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights to serve its customers along the line.

Figure 3 is the SJBL corridor that extends 38.3 miles between Highgrove and San Jacinto within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

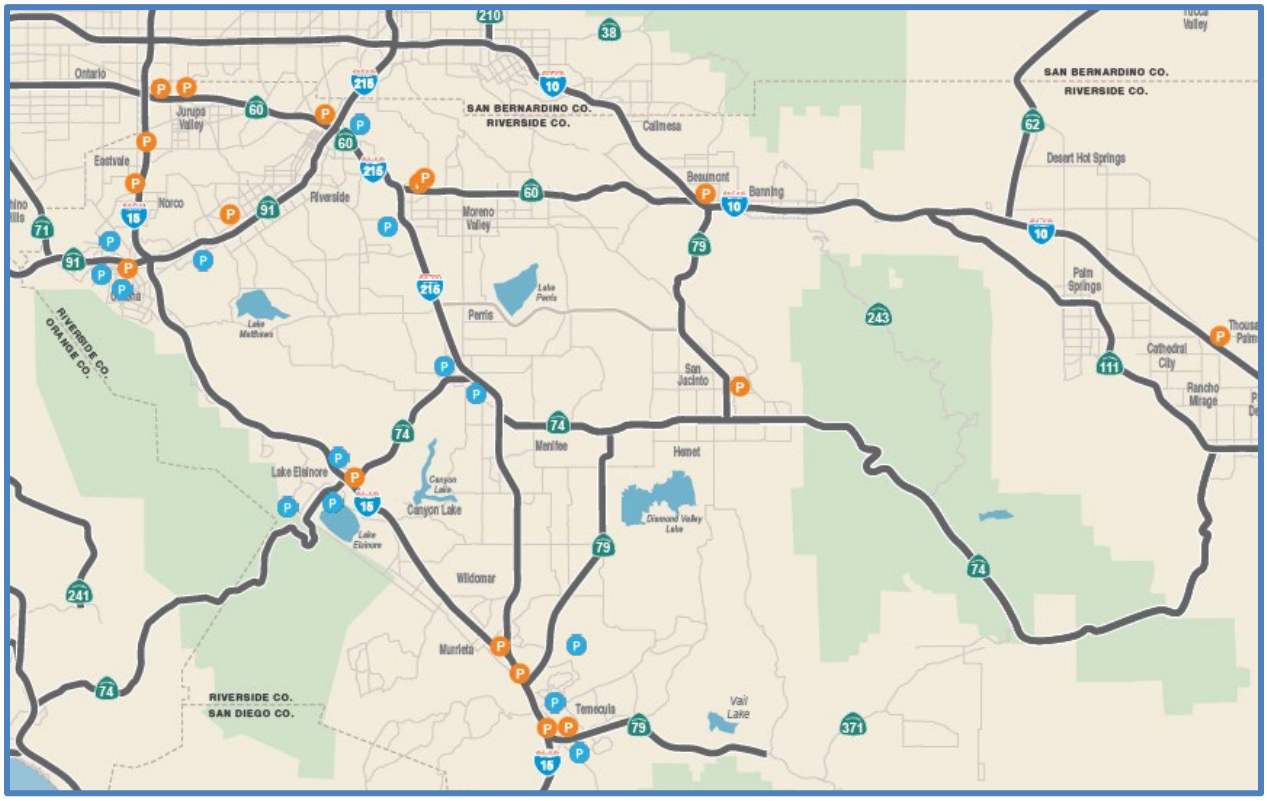
Figure 3: Map of San Jacinto Branch Line



Riverside County Park & Ride Locations

Park & ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park & rides help improve mobility and the efficiency of transportation investments. While some lots are provided by the state or cities, RCTC enhances capacity by offering 14 park & ride locations – six at train stations and eight through leased spaces from private property owners. These leases are structured as three-party agreements among the property owners, Caltrans, and RCTC, allowing flexibility to meet the dynamic needs of commuters. In total, there are 31 park & ride facilities in the county. Figure 4 presents a map of all park and ride facilities in the county, with RCTC supported sites shown in blue.

Figure 4: Map of Park & Ride Facilities, Riverside County



1.6 Previous Studies and Ongoing Plans

Previous studies and plans conducted by the Commission have been used as the building blocks for setting goals and priorities for transit projects and programs. The following is a list of the most notable and recently completed efforts that have guided the implementation of this SRTP.

- **Strategic Assessment (2016)** – This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the County's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of a Long-Range Transportation Study (LRTS) and Next Generation Rail Study.
- **Coachella Valley Rail Alternative Analysis (2016)** – The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.

- **Perris Valley Line Growth Study Market Assessment (2017)** – The assessment reviewed the commuter market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** – This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** - The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** – Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2021)** – The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 included further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and was completed in 2021.
- **Park & Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park & ride demand by better managing existing lots and identifying potential park & ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2024)** - The Traffic Relief Plan is an aspirational plan that identifies more than $30 billion in needed transportation projects and priorities

based on input from thousands of residents throughout Riverside County. The plan includes projects across seven categories including: public transportation, safe streets and roads, regional connections, active transportation, highway, environmental mitigation, and blowsand and floods. To complete the projects listed in the Plan, a mixture of federal, state, and local funding will be needed. The commission may also make a future decision to place a sales tax measure with an ordinance and expenditure plan for consideration and approval from Riverside County voters.

In addition, the Commission is undertaking the following studies and initiatives that will shape future goals and priorities.

- **Core Capacity Innovative Transit Study (CCITS)** – The study will be a 30-year vision of a fully integrated, public transportation network that uses advanced technology and infrastructure design to leverage and benefit multiple modes of travel. This includes a feasibility analysis for higher capacity services on three corridors, I-15, I-215, and the SR-74/San Jacinto Branch Line, and is expected to be completed in summer 2026.
- **Riverside County Grade Crossing Study 2006** – This study aims to develop a comprehensive inventory and assessment of the main line railroad crossings in the County, identifying the projects necessary to improve safety, reduce congestion, and support passenger rail expansion. The study is expected to be completed by the end of 2026.
- **Next Generation Strategic Transportation Demand Management (TDM) Plan** – This effort will develop an implementation-focused roadmap to modernize RCTC's TDM programs by expanding strategies beyond traditional work commutes, leveraging advanced mobility data to target high-impact opportunities, and strengthening integration with transit services. The plan will identify actionable, cost-effective strategies to reduce vehicle miles traveled (VMT), support mobility options for all trip types, and position RCTC's Mobility Services programs for the next phase of program delivery, with completion anticipated in fall 2027.

2.0 RIVERSIDE COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its mobility services portfolio by launching VanClub, a vanpool subsidy program for commuters traveling to worksites in Western County. In 2024, the program expanded to serve Eastern County, establishing VanClub as a countywide initiative.

VanClub supports long-distance commuters without access to transit by offering a subsidy of up to $600 per month to reduce the cost of a vanpool lease. In FY 2024/25, the average one-way VanClub trip distance exceeded 53 miles, totaling approximately 530 miles per workweek. Using the 2025 IRS standard mileage rate of $0.70 per mile to reflect the full costs of driving (fuel, maintenance, insurance, and depreciation), an individual driving alone would incur approximately $1,480 per month in driving costs. In comparison, the average VanClub participant's total monthly out-of-pocket costs, including vanpool lease (which includes maintenance and insurance) and fuel, were only $309 in FY 2024/25, resulting in savings of over 80% or more than $14,000 annually.

Vanpools are particularly effective in providing transportation options in areas that are difficult to serve by transit and can be an attractive amenity for employers to attract and retain employees. Additionally, vanpool programs help reduce traffic congestion and vehicle emissions by decreasing the number of single-occupancy vehicles on the road. In FY 2024/25, VanClub helped eliminate nearly 4.6 million vehicle miles of travel.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as "purchased transportation" by the FTA, where RCTC competitively procures for third-party vendor(s), who then provides a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance, and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The vendor then invoices RCTC for the monthly subsidy. For the FY 2024/25 reporting period, RCTC contracted with two types of vendors who provide vanpool vehicles to VanClub participants: private sector vendors (referred throughout as private leasing vendors), where RCTC is currently under contract with AVR Vanpool and Commute with Enterprise, and a public transit agency/vendor, the California Vanpool Authority ("CalVans").

Program Guidelines and Reporting Requirements

RCTC establishes the minimum program requirements and program guidelines which requires that a VanClub vanpool:

1. Transport commuters traveling to a worksite or a post-secondary educational institution.
2. The driver is counted as a commuter and is unpaid and all participants (including the driver) are volunteers;
3. Commute more than 30 miles round-trip each day;
4. Commute to an employer which must be located within Riverside County;
5. Commute at least 12 or more days during a calendar month period;
6. The ratio of riders to available seats, including the driver ("occupancy") must be at least 70% when a vanpool applies to the program and the vanpool must maintain a minimum occupancy rate of 50%; and
7. Permit RCTC to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats.



All vanpools that lease with private sector leasing vendor(s), apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. As a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD). Many of the CalVans' agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans vanpool activity entered into the NTD, is provided directly to RCTC.

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of $2 in additional FTA Section 5307 funding for every $1 invested/expended towards the ongoing subsidy program, two years after the reporting year.

Pricing Structure

The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups out of pocket costs, which are still accounted for and reported into the VanClub system and ultimately into the NTD.

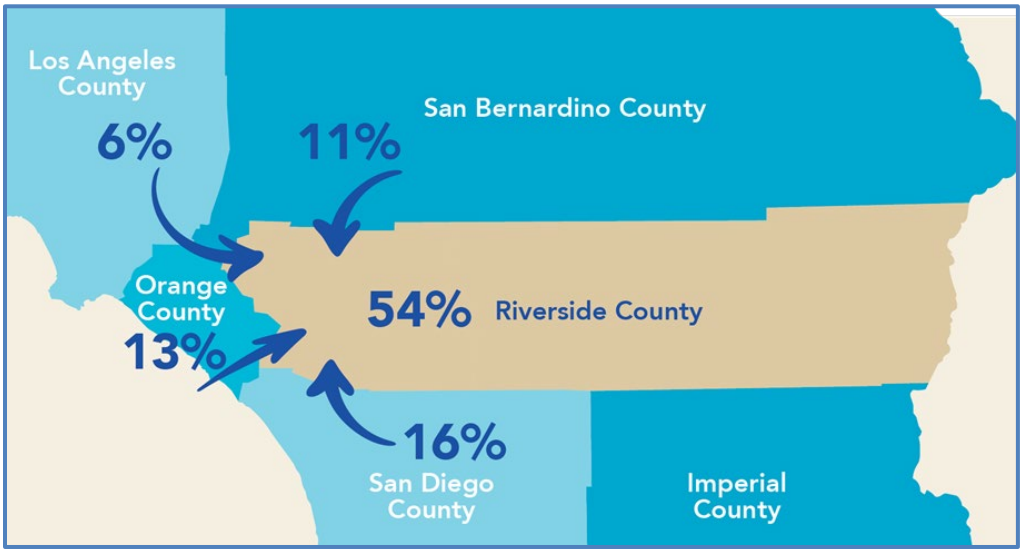
The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end into the VanClub online reporting system.

Travel Characteristics

VanClub was launched on May 1, 2018, with the program enrolling 49 vanpools by the end of June 2019. By March 2020, the number of vanpools approved and enrolled into the program was 80, however, due to COVID-19 impacts, the number of vanpools was reduced to 30.

As of March 2026, the program rebounded to 67 active vanpools (84% of pre-pandemic levels), six vanpools commute to worksites in the Blythe, three to Indio, 37 to Moreno Valley, seven to Norco, two to Palm Springs, one to Perris, one to Temecula, and ten to Riverside. Figure 5 reflects the originating locations of the current vanpools to show that 46% come from other counties and 54% are intra-county vanpools.

Figure 5: Map of Vanpool Origins Destined for Western Riverside County



Regional Coordination

Vanpool commute patterns in southern California frequently cross county lines, requiring regional coordination among CTCs. To support consistent program administration, the region's CTC established a coordinated approach in 2007 under which vanpool subsidies and National Transit Database (NTD) reporting are assigned based on the location of the employer. This employer-based approach also aligns with how the CTCs fulfill rideshare programs and services, thereby serving as a single point of contact for any employers' transportation and mobility needs.

IE Commuter Program Support

The IE Commuter program delivers comprehensive rideshare support to regional employers and their employees, helping shift travel from driving alone to sustainable transportation options such as teleworking, transit, vanpool, carpool, and active transportation. The program provides hands-on assistance, information tools, turnkey marketing campaigns, RideGuides, commuter benefits support, and incentives – all at no cost to employers and the employees.

Currently, there are nearly 300 IE Commuter employer partners (representing 2,357 worksites and approximately 652,781 employees), have signed partnership agreements to gain access to IE Commuter employer programs, services, and commuter incentives.

These employer partnerships play a critical role in identifying new vanpool opportunities. Through employee transportation surveys, conducted for large employers seeking compliance with local air quality mandates, valuable origin/destination and schedule data is collected. This data enables IE Commuter to generate personalized RideGuides, providing employees in search of a better commute, with available transit options and potential carpool or vanpool ridematches.

IE Commuter then collaborates with employer transportation coordinators and VanClub vanpool vendors to connect interested commuters with viable rideshare solutions and incentives, encouraging shifts to transit, carpooling, or vanpooling for a more efficient and cost-effective commute.

2.2 Vanpool Existing Performance

A review of regional vanpool programs indicates that vanpool formation is influenced by several external factors. Vanpool programs operate differently than traditional fixed-route transit and are strongly influenced by external market factors. There are several

key external forces which impact whether a vanpool program grows, declines or remains stagnant:

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion and commute distance, the more likely commuters will consider vanpooling; and,
4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Since program inception through February 2026, the vanpool program resulted in:

- 826,290 unlinked passenger trips;
- 8,186,568 VMT; and
- 198,931 vehicle revenue hours.

This vanpool activity resulted in the following:

- 26,253,674 VMT reduced;
- 9,925 tons of emissions reduced; and
- 69% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2024/25, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 54 miles, commuting 20.4 days each month;
- An average one-way fare of $7.93 per person per trip; and
- An average monthly out of pocket fare of $323.75.

2.3 Vanpool Service Enhancements

VanClub is a key component of RCTC's mobility services portfolio and supports regional mobility and transportation system efficiency through partnerships with commuters, employers, and regional agencies. These efforts help reduce congestion, lower VMT, and improve air quality. Key initiatives planned for FY 2025/26 and beyond focus on strengthening program effectiveness and supporting continued vanpool growth.

- *Regionalize the Rideshare/Vanpool Database and Enhancements:* Building on the Commission's 2023 transition to a regional rideshare and vanpool platform in partnership with CTC partners, future efforts will focus on leveraging the system to expand the commuter database and improve ridematching opportunities. Continued enhancements will support improved functionality and reporting to better support program administration, employer engagement, and increased participation in shared mobility options.

- *Maximize Employer Partnerships:* Given that the highest percentage of vanpool arrangements are formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the IE Commuter program serving Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation.

- *Expand Regional Engagement:* IE Commuter will expand engagement beyond its traditional employer focus to increase awareness of available mobility programs and position IE Commuter as a broader mobility resource. Increased awareness is expected to support participation across rideshare programs, including VanClub, by reaching potential users not connected through traditional employer channels.

2.4 Vanpool Projected Ridership Growth

During FY 2024/25, the VanClub program grew by 13 vehicles, representing approximately 30% growth. While hybrid work schedules continue to influence commute patterns and slow vanpool formation compared to pre-pandemic conditions, demand for cost-effective long-distance commute options remains strong. Through continued employer engagement and use of the regional rideshare platform, RCTC anticipates continued program growth, with vanpool participation projected to increase by approximately 34% between FY 2025/26 and FY 2026/27.

Effective July 1, 2023, RCTC increased the monthly subsidy from $400 to $600 to help offset inflation-related cost increases. Prior to this adjustment, individual vanpoolers faced rising expenses, such as lease rates and fuel costs, of up to 60% in the past several years. The increased subsidy has helped keep vanpooling a competitive alternative to driving alone. As part of the Mobility Services evolution, enhancements to the regional rideshare platform and an expanded engagement model are expected to strengthen ridematching opportunities. The Strategic TDM Plan, anticipated in 2027, will further identify vanpool opportunities and help focus future VanClub outreach. Together, these financial, engagement, and technology investments position

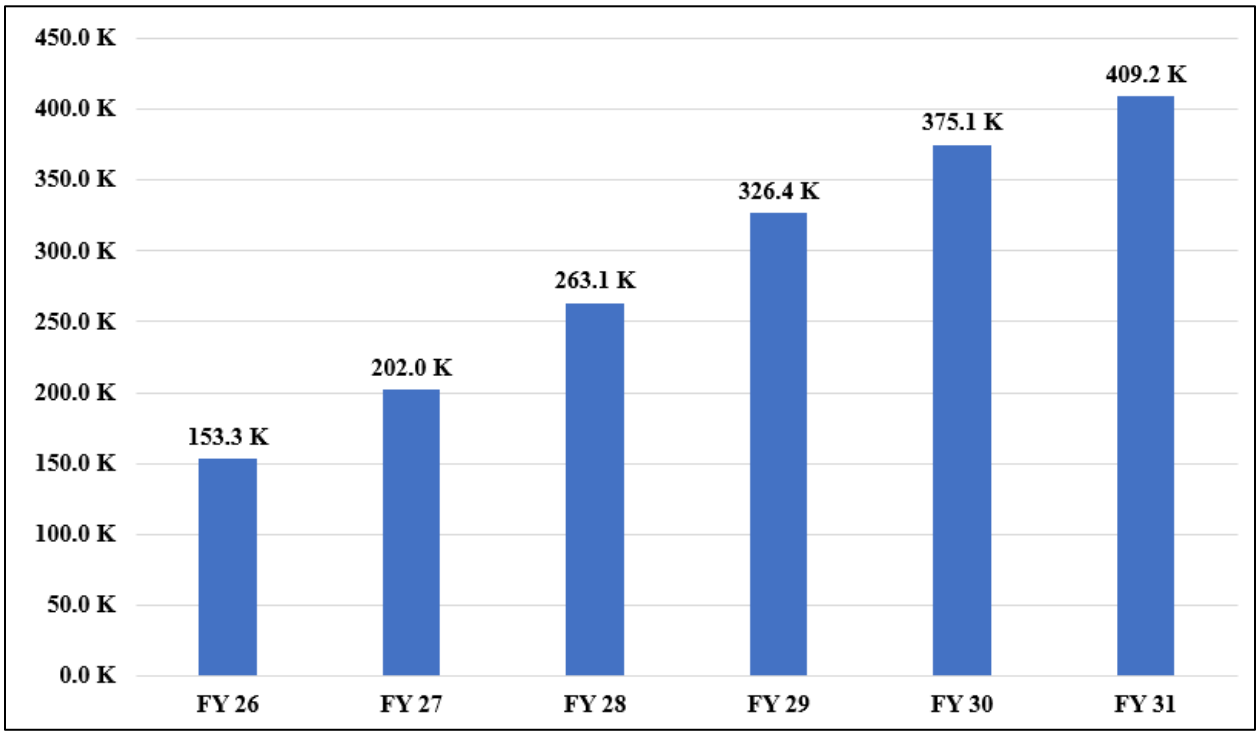
VanClub for continued growth and long-term program sustainability. Table 2.0 includes projections of the number of vanpools between FY 2025/26 to FY 2030/31.

Table 2.0: Projected No. of Active Vanpools, FY 2025/26 – 2030/31

Fiscal Year						
No. of Vanpools	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	70	94	118	143	155	167

Figure 6 illustrates the projected growth in vanpool ridership (unlinked passenger trips) anticipated based on the projected growth in active vanpools.

Figure 6: Projected Vanpool Ridership, FY 2025/26 – 2030/31



VanClub will continue to serve as a cost-effective strategy to reduce VMT while expanding affordable commute options for Riverside County's long-distance workforce.

2.5 Vanpool Capital Investments

The vanpool program does not expend any of its budget on capital outlays, due to the purchased transportation approach to delivering the program. RCTC contracts with

leasing vendors, who in turn purchase, own and maintain all vanpool vehicles, along with their administrative and maintenance facilities. The vanpool groups determine their pickup and drop off locations, as well as any interim stops between home and work. Thus, RCTC does not own or maintain any of the vanpool stop locations. As a result, all expenditures of the program are considered operating expenses and RCTC does not budget or expend funds on capital projects for vanpooling.

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in ongoing rail planning efforts to establish passenger rail service to the Coachella Valley.

3.1.1 Coachella Valley Rail Corridor Project

The Commission has been actively studying and pursuing passenger rail service from Los Angeles to the Coachella Valley for a long time, with the first study completed in 1991. In 2013, Caltrans completed their own planning study and included the corridor in the State Rail Plan. That same year, the Commission dedicated funding to initiate project development starting with the Alternatives Analysis, which was completed in 2016. The next step required extensive coordination with Caltrans and FRA to complete the Service Development Plan (SDP) and a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which was approved in 2022. Following that accomplishment, staff actively pursued funding to move into the next phases of project development. In 2023, the Coachella Valley Rail Project was included in FRA's new Corridor Identification and Development Grant Program. This program is designed as a pipeline of project development that will establish competitive intercity passenger rail projects across the country to make them eligible for future federal construction grants. This structured program requires the Coachella Valley Rail Project to revisit and update the initial SDP and extensively expand the analysis. This process is underway with hopes for completion by 2029. In parallel to the SDP update, staff is advancing a planning effort that includes CEQA and Pre-NEPA activities, including a station location and rail corridor feasibility study. The work completed here will set the stage for the Tier 2 Project Level Environmental Clearance. Both these will follow up on local efforts for station planning that have occurred in the cities of Indio, Palm Desert and Coachella.

Project Location

Figure 7 is a proposed map of the Coachella Valley Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 144-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Coachella.

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (76 miles from Colton to Coachella). Needed new rail infrastructure to achieve the project's on-time

performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

Two to five daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3 – 3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections would be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's IEOC Line at the Riverside – Downtown Station. Connections to Metrolink's San Bernardino Line could also be made with bus transfers.

Potential Facilities

The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five or six additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (upgraded station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)
- Coachella (new station and layover facility)

CV Rail Tier 2 Project Level Environmental Document:

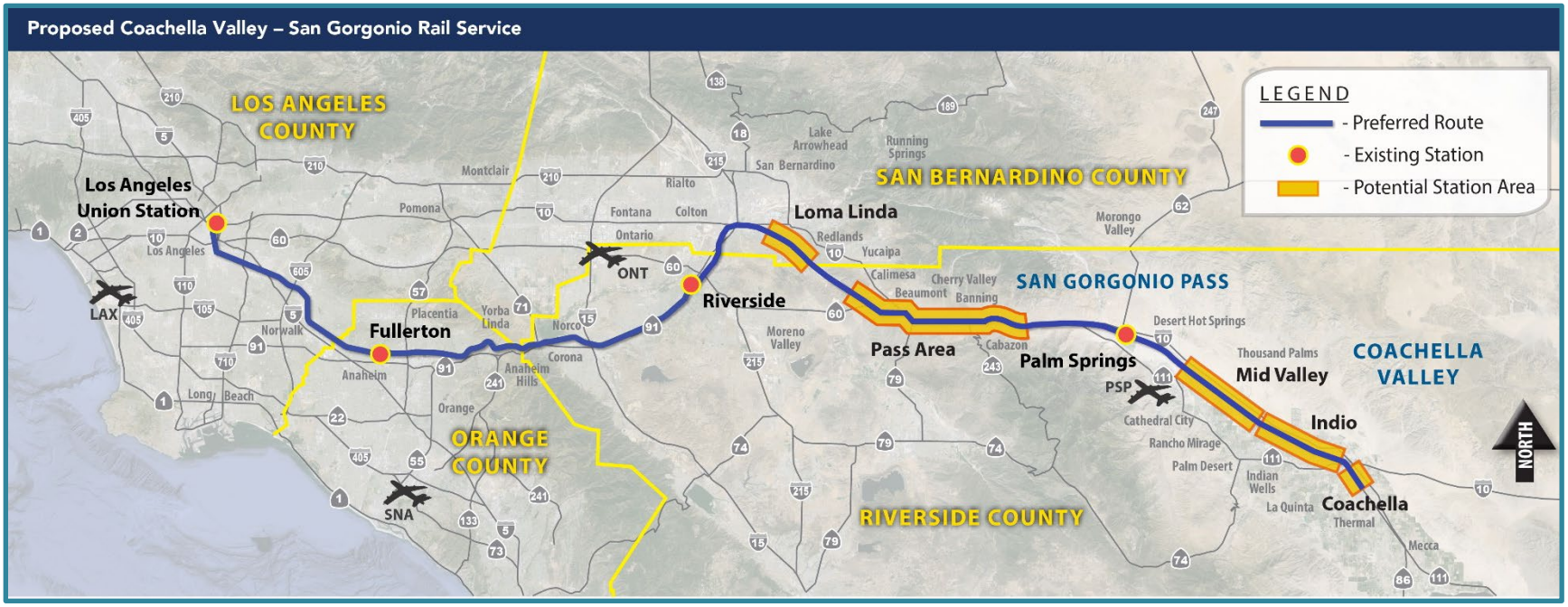
Project Status: Staff have identified and will allocate the funding necessary to advance the Tier 2 environmental document. The Request for Proposals for the Tier 2 was issued in August 2025, and the Commission approved the selected consultant in January 2026. The Tier 2 environmental document commenced in May 2026.

Project Cost Estimate: $80.7 million for Station Planning and Environmental (Tier 2 EIR/EIS)

Project Funding: Federal, State, and Local Funds

Project Completion: Tier 2 EIR/EIS began in 2026 and will take four to six years to complete.

Figure 7: Map of Proposed Coachella Valley Rail Corridor



COACHELLA VALLEY RAIL

TRANSFORMING TRAVEL

3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile

As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRA JPA. The other member agencies are SBCTA; LA Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board. In October 2022, Metrolink celebrated 30 years of service with 546 miles of track and 67 stations across the six counties. Metrolink provides service to the various counties with eight commuter lines, three of which serve Riverside County including the IEOC Line, Riverside Line, and 91/PVL Line. Figure 8 depicts the Metrolink Commuter Rail System Map.

Figure 8: Metrolink Commuter Rail System



IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 9. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is jointly funded by the Commission, SBCTA, and OCTA.

As of October 2024, the line operates 18 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Laguna Niguel/Mission Viejo Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station or the Oceanside Station.

The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside – Downtown and Irvine is approximately 83 minutes. RTA, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 35.1 miles.

Figure 9: Map of Metrolink IEOC Line



Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside–Downtown, Jurupa Valley/Pedley, Ontario – East, Pomona – Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 10. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 10 weekday trains between the Riverside – Downtown Station and LAUS. RTA, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 91 minutes, including dwell time at intermediate stations. The average trip length is about 38.8 miles.

Figure 10: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris – South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los

Angeles, and has a total of 12 stations, as depicted in Figure 11 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line, which is now rebranded as the "91/Perris Valley Line". The 91/PVL Line offers 14 weekday trains between the Perris – South Station and LAUS, with four roundtrips during peak hours. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 129 minutes. The average trip length is 44.3 miles.

Figure 11: Map of Metrolink 91/PVL Line



Metrolink Days of Operation

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced schedule on the IEOC and 91/PVL lines. Metrolink operates on a Sunday schedule on the following holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day.

3.2.2 Metrolink Fare Structure

Metrolink's fares are distance-based and calculated on the shortest driving miles between stations. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge for Monthly Passes is currently capped at 80 miles. Metrolink offers day passes

that are valid system-wide at a flat fare. All Metrolink fare products permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on select connecting transit operators and a reduced rate on others.

Ticket Types

Metrolink offers a variety of ticket types for different types of travelers. Ticket types are either single-day use or multiday use.

Single Day Use

- **One-Way** – A single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **SoCal Day Pass** – Valid for unlimited systemwide travel on a single day and expires at 3 am the following day. The price of the Day Pass is $15 on weekdays and $10 on Weekends and on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day
- **L.A. Zone Day Pass –** This $5 pass is valid only for travel between the Metrolink stations within the zone (it is valid for bus and rail transfers throughout L.A. County):
  - Burbank Airport North - (AV Line)
  - Burbank Airport South - (VC Line)
  - Burbank - Downtown
  - Cal State L.A.
  - Commerce
  - Glendale
  - L.A. Union Station
  - Montebello



Multi Day Use

- **5-Day Flex Pass –** Valid for travel between origin station and destination on five days within 30 days.
- **Monthly Pass –** Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

Multi-Line Option

Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PVL Lines. Tickets on the 91/PVL Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PVL

Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options

- **Ticket Vending Devices (TVDs**) – TVDs currently accept cash, card payments, and contactless payment including Apple Pay, Samsung Pay, and Google.
- **Mobile App** – Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quick Cards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** – One-way tickets can be purchased via Metrolink's ticket portal for printing at home. All other tickets can be purchased online and pushed to the Metrolink mobile app wallet.
- **Outlets** – Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.

Advance Purchase Ticket

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVD. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you choose to travel.

Discounted Fares

Everyday Discounts

- **Student/Youth** - 50% off all fare products (except the L.A. Zone Pass). Youths are ages 6 to 18. Students must present a valid Student ID to the fare inspector upon request.
- **Kids Ride Free on Weekends** – On weekends, up to three children ages 17 and under may ride for free with each paying adult.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare (50%).
- **Senior** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Seniors age 65 and older qualify for this discount.
- **Disabled/Medicare** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military/Veterans** - 10% off all fare products (except the L.A. Zone Pass).
- **Mobility-4-All** – Offers a 50% discount available to EBT-cardholders and can be combined with other discounts.

91/PVL Line Discount

The Metrolink Board approved a set of 91/PVL Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PVL Line Extension stations to stations outside of Riverside County will be sold as though Riverside – Downtown is the origin or destination. For example, a trip between Perris – South and LAUS will be the same price as a trip between Riverside – Downtown and LAUS. Fares connecting the 91/PVL Line Extension stations to stations within Riverside County are discounted 25%.

Loyalty Program

A Loyalty Program (SoCal Explorer) was initiated in 2020. This program includes:

- Points earned with each ticket purchase that can be redeemed for free tickets or merchandise.
- Other rewards for being a member, e.g., member-only sales, first notice of new products, extra discounts.

Existing Transfer Agreements

The Commission has actively supported transit connections by establishing agreements with SCRRA and the regional transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. The Commission subsidizes half the fare while Metrolink subsidizes the other half. Transfer agreements are currently in place with RTA, Omnitrans, and the Corona Cruiser.



3.2.3 Metrolink Revenue Fleet

Metrolink has 40 revenue train sets in operation[1]. The Metrolink fleet is composed of 60 locomotives and 258 passenger cars (65 cab cars and 193 coach cars)[1]. Metrolink has upgraded most of its fleet of locomotives to operate new Tier 4 clean technology locomotives.

[1] Source: Metrolink Rail Fleet Management Plan FY2020-040

[2] Source: Metrolink is first passenger rail agency in the nation powered by renewable fuel. 2022. Metrolink News.



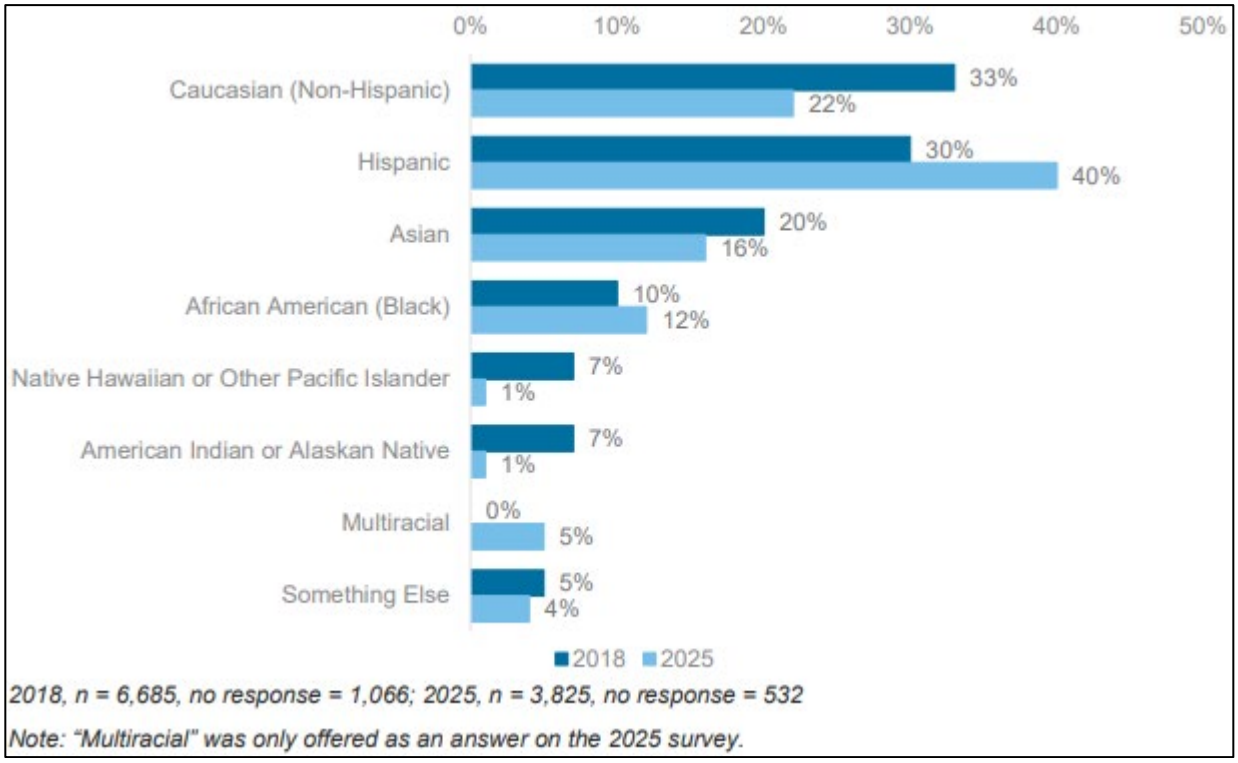
In April 2022, Metrolink announced that the agency was the first passenger rail agency in the nation to be powered by renewable fuel. The locomotives are powered by cleaner burning alternative made with recycled natural fats and vegetable oils[2]. According to Metrolink, the renewable product contains no petroleum fossil fuels and burns cleaner reducing pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80%[2].

3.2.4 Metrolink Rider Profile



Metrolink conducted an Onboard Survey in 2025 to update its understanding of rider demographics, travel behavior, and perceptions of service quality. The findings in Figure 12 highlight how racial demographics have shifted between 2018 and 2025. Hispanic riders now represent the largest share at 40%, followed by Caucasian riders at 22%, and Asian riders at 16%. These results reflect responses from passengers across Riverside, Orange, San Bernardino, Ventura, and Los Angeles counties.

Figure 12: Metrolink Share of Ridership by Race



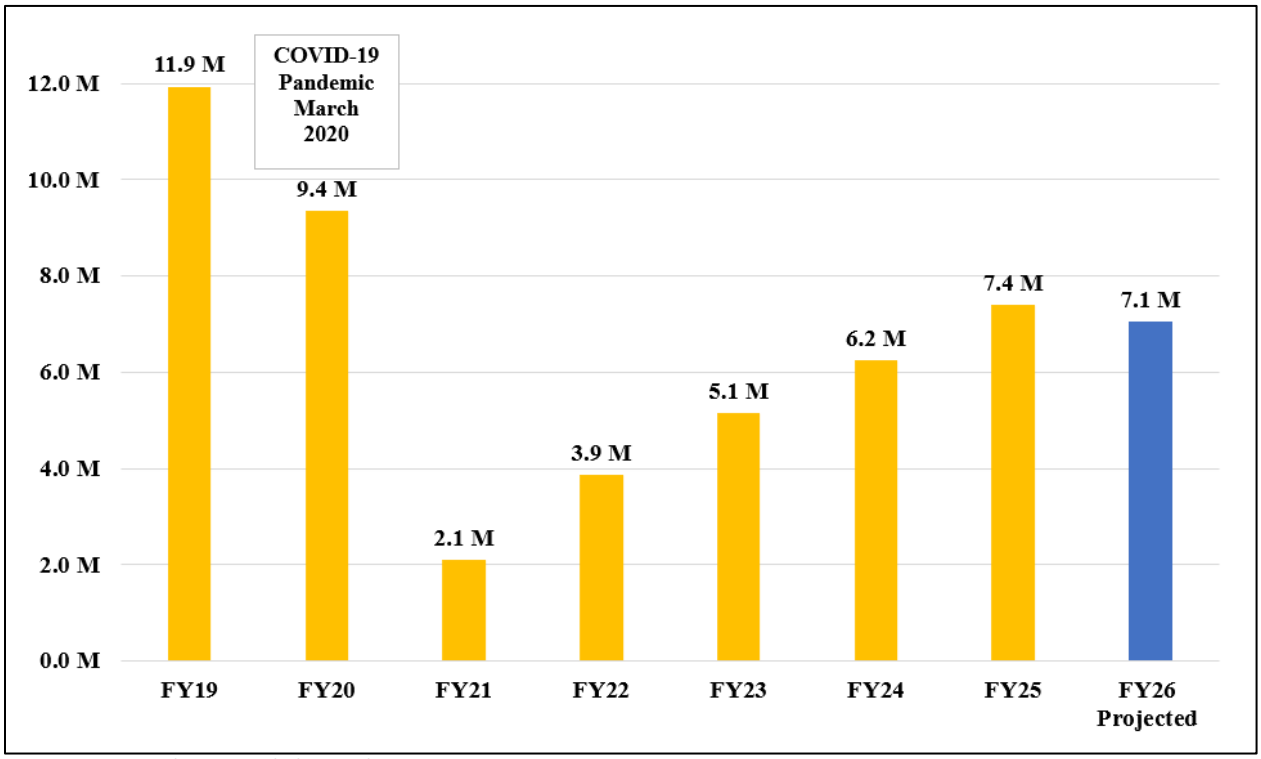
Source: Metrolink 2025 Onboard Survey Report

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at 11.9 million passengers. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued, causing ridership to decline a drastic 90% in less than one month. Ridership levels remained low for the duration of the pandemic.

Beginning in early 2022, pandemic restrictions began to lift, more people began returning to work, and demand for Metrolink service grew. In April 2022, Metrolink restored 21% of the service that was reduced to aid ridership recovery efforts. In October 2024, Metrolink introduced 32 new weekday trains, a nearly 23% systemwide service expansion, with more midday and late-evening options. Figure 13 shows the progress towards post-pandemic ridership recovery.

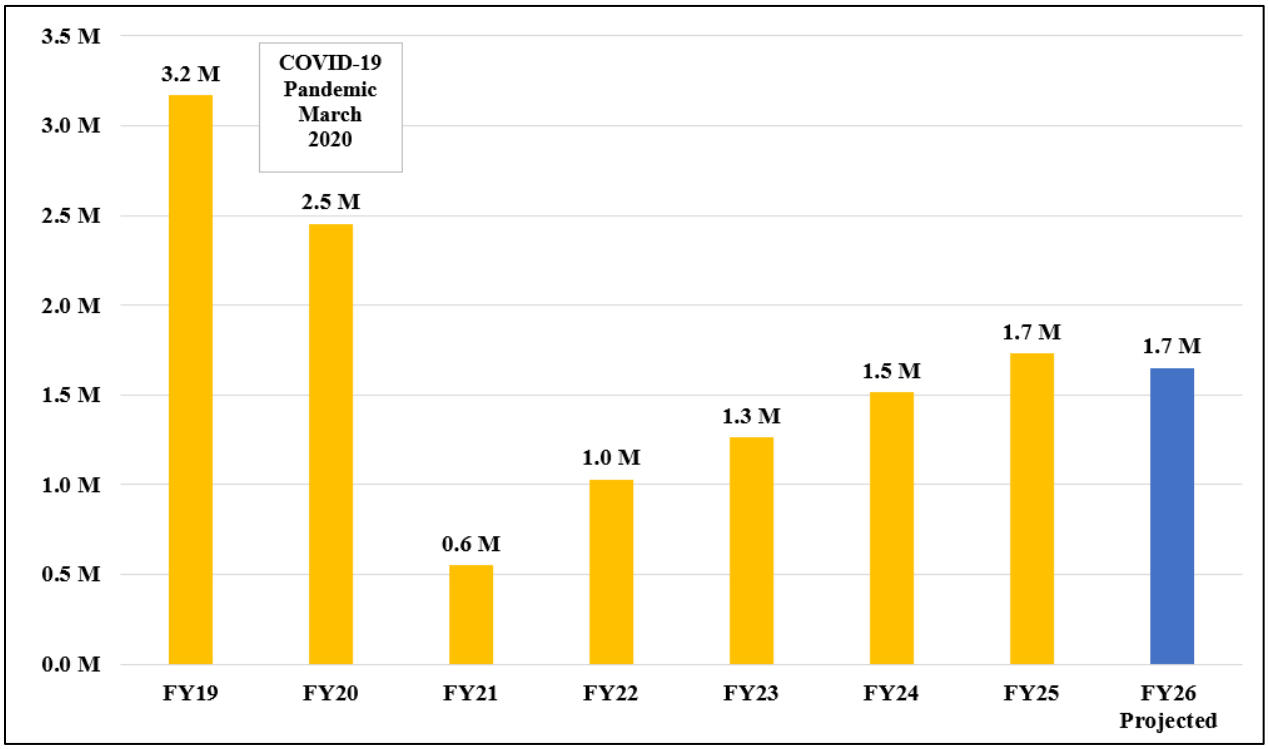
Figure 13: Metrolink Systemwide Annual Ridership
FY 2018/19 – 2025/26 (Millions)



Source: Year-to-date Metrolink Boarding Reports
*FY26 projected from Metrolink, January 2026.

Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) has increased year over year from FY21 through FY25, however, this is projected to decline in FY26 due to poor on time performance, mechanical issues, and a loss in student ridership attributed to the removal of a temporary free student fare promotion that ended in FY25.

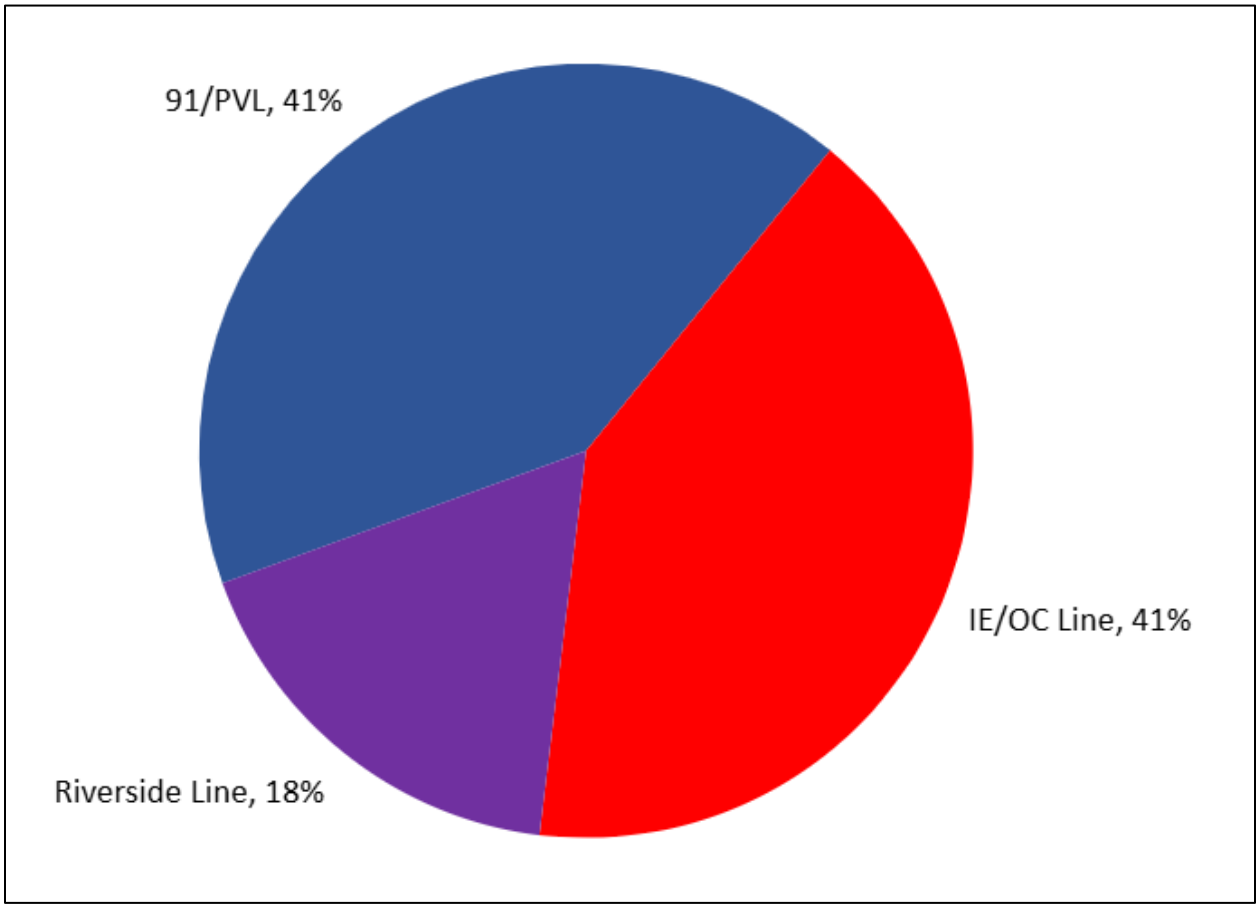
Figure 14: Total Ridership Riverside County Metrolink Lines
FY 2018/19 – 2025/26 (Millions)



Source: Year-to-date Metrolink Boarding Reports
*FY26 projected from Metrolink, January 2026.

Figure 15 illustrates that most passengers in the County take the IEOC (41%) and the 91/PVL (41%) and the remaining on the Riverside Line (18%). Based on the

Figure 15: Riverside County Total Ridership Distribution by Line

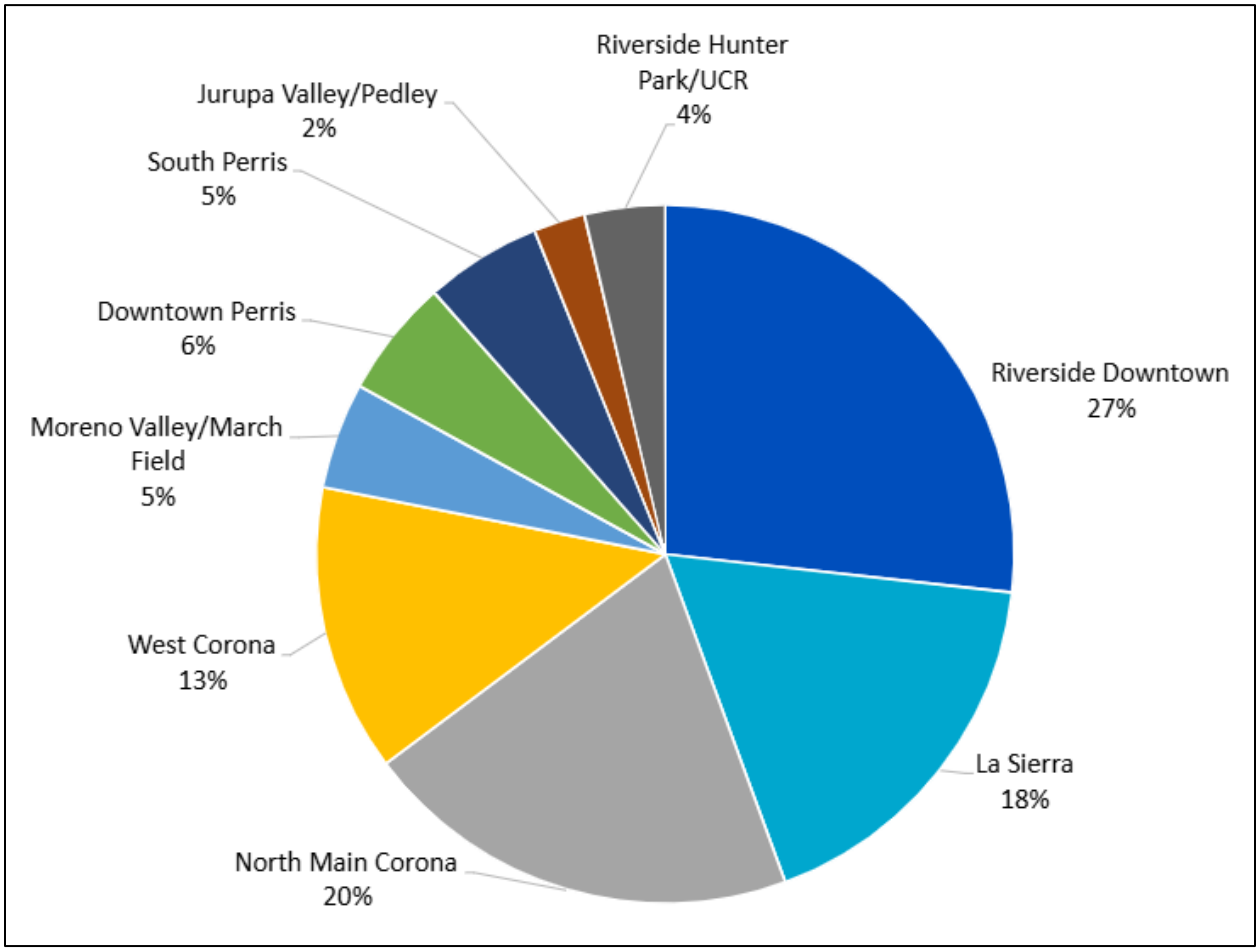


Source: Year-to-date Metrolink Boarding Reports

destinations of these lines, the data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

Based on passenger station data in Figure 16, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 16: RCTC Stations Passenger Distribution

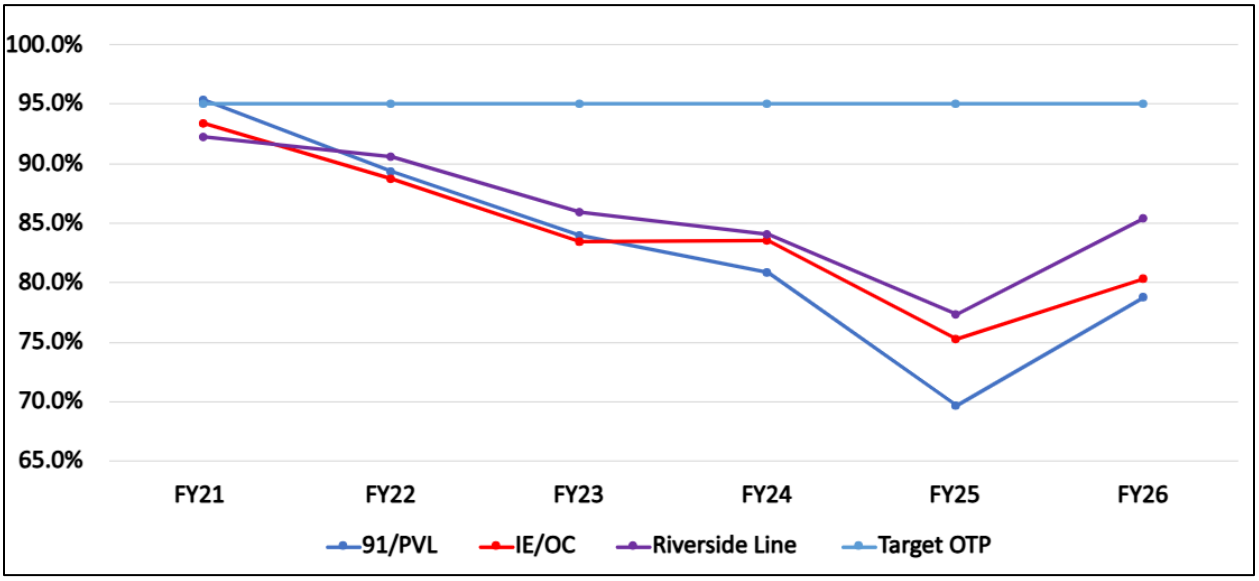


Source: 2026 Year-to-date Metrolink Boarding Reports

3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance (OTP). OTP and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted OTP is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact OTP are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 17 below shows that OTP declined in FY 2021/2022 for all three lines hovering around 90%. The decline continued into FY 2024/2025 but improved slightly in FY 2025/2026.

Figure 17: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

3.2.7 Metrolink Recent Service Changes

The most recent service changes took place in October 2024 and included the following modifications to the 91/PVL, Riverside, and IEOC lines.

- 91/PVL - Peak commuter trains were adjusted to be on an hourly schedule for ease of understanding. Two off peak trains were added from Perris-South to Los Angeles providing additional options for residents in Riverside County traveling into Los Angeles. Trains from Los Angeles into Riverside County received schedule adjustments to provide riders train options throughout the day, instead of having trains scheduled at peak hours only.
- Riverside Line – Four trains originating out of Downtown Riverside were rescheduled to an hourly schedule, with the earliest departure being scheduled 35 minutes earlier for early-morning work shifts. One afternoon train from Downtown Riverside into Los Angeles was discontinued. Similarly, four trains coming into Riverside County from Los Angeles were rescheduled to hourly schedules.
- IEOC - Two roundtrip trains were added to the IEOC line. Several trains were rescheduled to an hourly schedule, with several trains being scheduled throughout the day instead of at peak times only.

The October 2024 service change increased overall service by over 22% systemwide.

3.2.8 Metrolink Major Trip Generators

The predominant travel pattern of Riverside County Metrolink riders continues to be to major employer and education destinations in Orange, Los Angeles, and San

Bernardino counties. Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RCTC and Metrolink continue to work with local transit providers such as RTA and municipal operators such as Corona and Beaumont to increase awareness of available bus connections at Metrolink stations and free transfers between the systems.

3.2.9 Metrolink and RCTC Promotional Marketing and Outreach

Metrolink and RCTC work collaboratively to promote and market Metrolink services. Metrolink focuses on systemwide promotions and campaigns while RCTC supplements these efforts with more targeted outreach in the County. The following is a summary of these efforts.

Metrolink Initiated Promotions and Marketing Campaigns

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics. This includes marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides. Metrolink also has a successful Corporate Partnerships Program (CPP), which is incorporated into the Mobile App and has allowed the TVDs to redeem the Quick Cards. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts. Other partnerships and special event trains such as the Holiday Train have also been highly successful in increasing brand awareness and introducing new riders to commuter rail.

RCTC Initiated Outreach and Marketing Campaigns

RCTC further supports Metrolink's systemwide promotions and marketing campaigns in Riverside County with its on-going outreach program which aims to increase ridership on all Metrolink lines that serve Riverside County. The program's key elements include:

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Event Trains

The Commission has also continued to increase rail safety awareness which includes:

- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Information booths at community events
- Suicide Prevention Lifeline messaging near rail right-of-way
- Comprehensive outreach with high pedestrian activity such as the UCR community

RCTC also implemented a Free Rail Pass Program, branded as Experience Metrolink, in January 2025. This marketing campaign is a collaboration with SBCTA through the IE Commuter portal, allowing Riverside and San Bernardino County residents to sign up and be issued free passes for up to 90 days through the Metrolink's Mobile Ticketing Application. The program has introduced thousands of residents to Metrolink, many of whom had not previously used commuter rail, helping reduce vehicle trips while expanding mobility options. The program is funded with Low Carbon Transit Operations (LCTOP) funds and is estimated to last at least the next fiscal year, potentially longer depending on ticket distribution rates. This program has won several awards for its innovative approach.

3.2.10 Metrolink and RCTC Capital Improvement Plans

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink's Strategic Business Plan (2021) and Rehabilitation Plan (2020); RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

Metrolink Strategic Business Plan (2021) and Rehabilitation Plan (2020)

The 2020 Metrolink Rehabilitation Plan (MRP) reviewed the condition of Metrolink's key infrastructure assets. It identified the backlog of projects, included special projects such as rolling stock and facilities and the annual state of good repair needs to maintain status quo services. The focus of the plan for the next five years, includes the following:

- Continual Improvements for Positive Train Control (PTC);
- LAUS Improvements and New Maintenance and Layover Facilities;
- Station Maintenance;
- Rehab or Replacement of Locomotives;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Metrolink's Rehabilitation Plan is funded by member agencies through annual capital subsidies.

Metrolink Strategic Business Plan (SBP) and subsequent State of Good Repair Financial Plan identified business planning over the next 30 years. The SBP identified capital and state of good repair actions to address needs including:

- State of good repair and rehabilitation of assets such as track, structures, systems, Maintenance of way vehicles, rolling stock and facilities
- Capital programming and investments corridor-based projects such as additional tracks and signals, station works to improve customer experience, and equipment expansion that allows Metrolink to deploy more trains throughout the day.

Continual Improvements of PTC

PTC was a major technical undertaking to improve safety and operating elements across the system. The nearly $215.0 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015. Metrolink continues to improve this system and is implementing updates for PTC Version 2.0 through its capital program.

Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered and has received 40 Tier 4 locomotives. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.



RCTC Station Rehabilitation Program

The Commission owns and fully funds and maintains all the commuter rail stations in Riverside County. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside – Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside – La Sierra and Corona – West stations were added. Due to increasing demand, the Corona – North Main Station was added in 2002. In 2016, four new stations were added along the Perris Valley Line including Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown and Perris South. Over the years, the stations show their age and require preventative maintenance. The Commission takes pride in the commuter rail stations and intends to continue to invest significant resources to maintain a state of good repair which is vital for the rest of the public transportation network.

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station
- Elevator Rehabilitation at Corona – North Main, West Corona, Riverside - La Sierra and Riverside – Downtown Stations
- Flooring Replacement at Elevators – North Main, West Corona, Riverside Downtown, La Sierra
- Complete repainting of all structures at Moreno Valley/March Field
- Upgrades of all CCTV servers in preparation of AI camera installation at all stations
- Grass-turf conversion to decorative rock at Perris Downtown east parking lot
- Pavement rehabilitation at Riverside-Downtown, Riverside – La Sierra, Jurupa Valley/Pedley, West Corona, and Perris-South stations.
- Drought Tolerant landscaping upgrades at Riverside-Downtown, Jurupa Valley/Pedley, Riverside – La Sierra, Perris - South
- Upgraded ADA drop off/pick up and parking areas at – West Corona, Jurupa Valley/Pedley, Riverside – La Sierra, and Perris-South stations. Comprehensive painting of Jurupa Valley/Pedley, West Corona, La Sierra, and Riverside-Downtown, Corona - North, Construction of active transportation improvements, including pedestrian walkways at West Corona, Riverside Downtown, Perris-South and bicycle lane at Perris-South



Moreno Valley / March Field Station

Planned station improvements for the next five years are categorized into the following areas:

- Comprehensive painting of all station structures
- Pavement rehabilitation of station parking lots
- Conversion to thermoplastic pavement markings at all station intersections
- Replacement and upgrade of all signage to graffiti-resistant, anti-glare signage
- Conversion of all grass-turf to decorative rock at all stations
- Installation of doggie stations/pet waste stations
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, signs, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems – replacement, upgrades, and incorporation of AI software
- Drought tolerant landscaping upgrades
- Electrical Upgrades
- General building maintenance
- Enhancement of Station Security and Access Control

The total five-year program cost for FY 2021/22 – 2026/27 is estimated at $20.0 million and is funded by FTA and SB 1 State of Good Repair Program.

RCTC Rail Capital Infrastructure Projects

The Commission's focus for the next five years is to deliver projects that will improve Metrolink operational reliability and support service growth while incorporating the future needs identified in Metrolink's SCORE Program. Metrolink's SCORE Program is a $10.0 billion initiative to upgrade the regional rail system to meet the current and future travel demands. The program will be completed in multiple phases and will be led by member agencies or Metrolink.

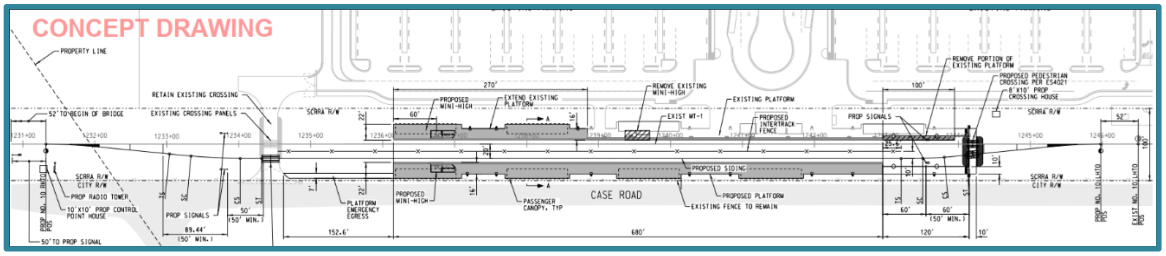
The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency which includes:

1. South Perris Station Expansion and 4th Layover Track Project (Design Complete, Construction award 2025)
2. Moreno Valley to Downtown Perris Double Track Project (Design Continue)
3. Mead Valley Station (Previously Ramona Station, Design Commenced)

1. South Perris Station Expansion and 4th Layover Track Project

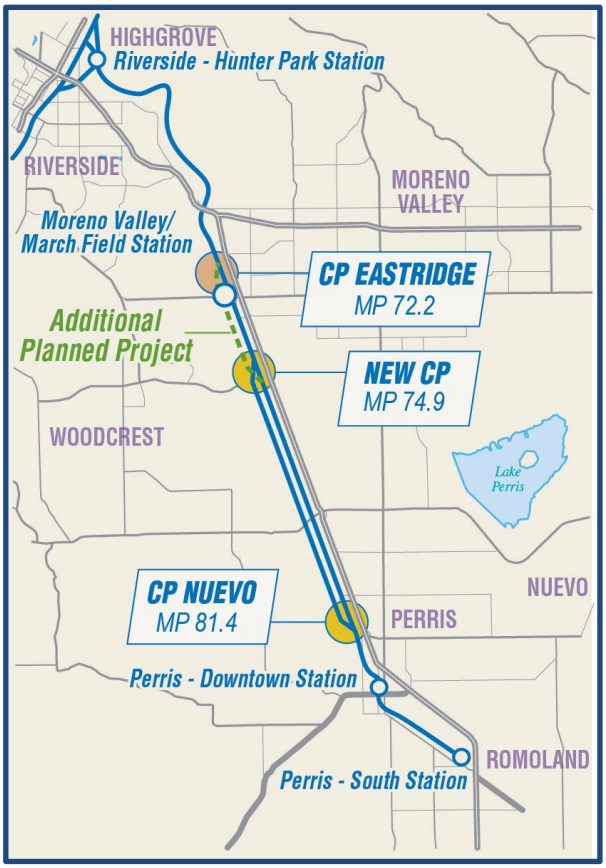
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through the station, starting east of the San Jacinto River, at MP 85.2, as well as an additional platform. An in-station pedestrian at-grade crossing would be included at the east end of the station platforms. The project would also include a fourth layover track at the South Perris layover facility at the existing layover facility between CP Mapes at MP 85.4 and MP 85.8. As currently designed, the existing layover facility retained the right-of-way to add an additional layover track to the facility in the future as more capacity becomes needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility. A grant for this project was received from the Transit Intercity Rail Capital Program, which is a competitive funding program.

Project Status: Construction Commenced
Project Cost Estimate: $40.0 million
Project Funding: TIRCP, STA, Measure A
Project Completion: Summer 2028



2. Moreno Valley to Downtown Perris Double Track Project

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley / March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

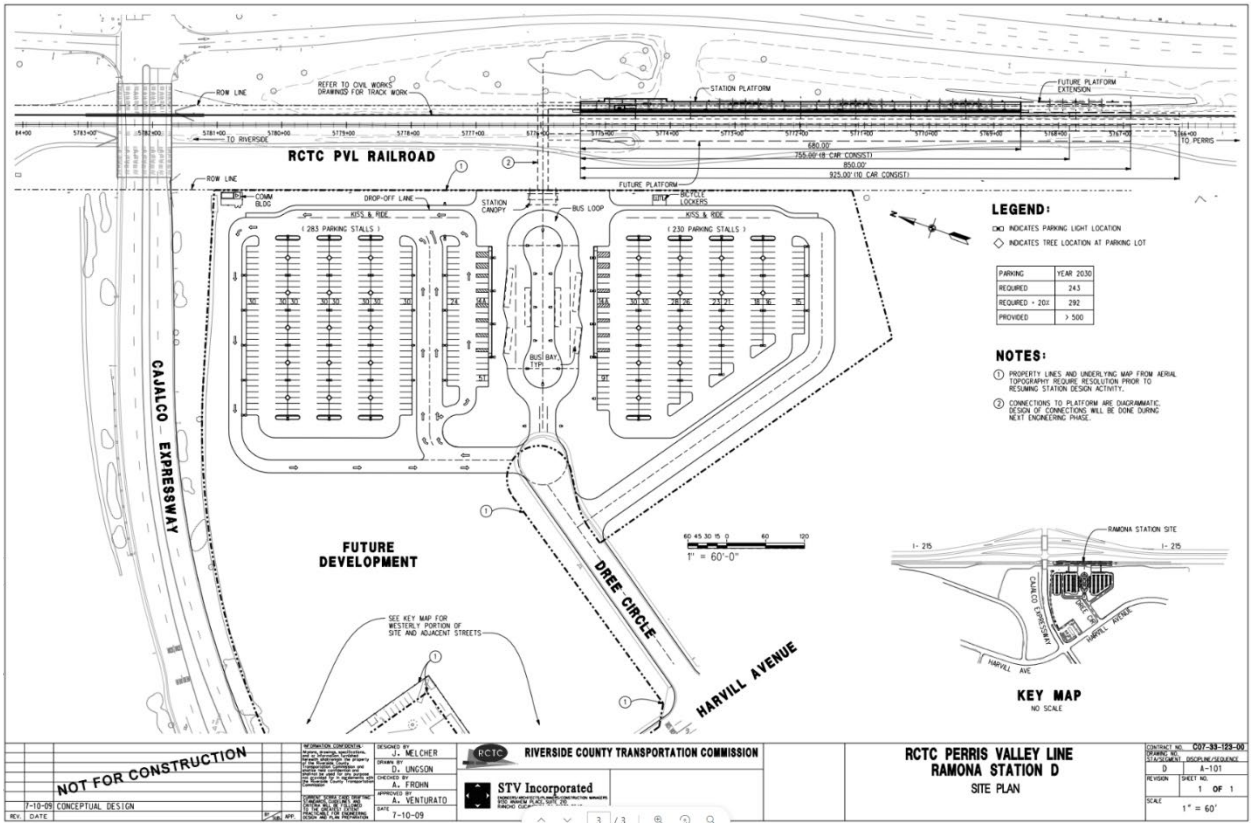


Project Status: Design
Project Cost Estimate: $80.8 million
Project Funding: TIRCP, FTA, STA, Transportation, Housing, & Urban Development (THUD),
Project Completion: Fall 2028

3. Mead Valley Station (Previously referred to as the Ramona Station)

During design of the Perris Valley Line, one of the station locations that was studied was the Mead Valley Station at the intersection of Cajalco Expressway and Harville Avenue. The station concept was taken to a 10% level of design and was deferred to future development due to project funding constraints. RCTC purchased the site for the future Mead Valley Station, and it currently is undeveloped. This station site is a critical multimodal connector, as it sits at the terminus of the Ramona Expressway which will connect to RCTC Mid County Parkway project and will allow for a direct connection to the I-215 at the Cajalco Expressway/Ramona Expressway interchange. The development of this station will allow a linkage between commuters coming from the east of Riverside and it will provide them with an alternative of driving North or South on the I-215.

Project Status: Design
Project Cost Estimate: $50.5 million
Project Funding: TIRCP, STA, Measure A
Project Completion: October 2029



3.2.11 Overview of Long-Term Rail Capital Investments

The Commission adopted Traffic Relief Plan is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.1 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.1: Long-Term Rail Capital Investments

Project	Type	Implementation
Railroad crossing safety improvements	Safety Improvements	On-going
Moreno Valley/March Field Station Pedestrian Bridge Project	Station Improvements	Mid 5-10 yrs
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Mid 5-10 yrs
Metrolink Rail Service: new 4th main track: and West Corona / Corona / La Sierra station improvements	Additional Track	Mid 5-10 yrs
Metrolink Station Parking Expansion Analysis	Parking	Mid 5-10 yrs
Metrolink Rail Service: new Riverside-La Sierra station parking structure	Parking	Mid 5-10 yrs
Metrolink Rail Service: new 3rd main track from Highgrove to Colton	Additional Track	Long > 10 yrs
Metrolink Rail Service: new low / zero-emission technology trains	Zero Emission	Long > 10 yrs
Coachella Valley Rail Service: new San Gorgonio Pass station	CV Rail Station	Long > 10 yrs
Perris-San Jacinto rail service: full development and implementation of track and facilities	San Jacinto Extension	Long > 10 yrs

4.0 FINANCIAL PLANNING

Transit services and capital projects are funded with a variety of federal, state, and local revenue sources. A summary of the formulaic and discretionary funding sources that the vanpool and rail programs are likely to be supported by are as follows:

Federal Programs

- FTA Section 5307 – Provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- FTA Section 5337 – Provides formula funding for capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.
- Congestion Mitigation Air Quality (CMAQ) Program –Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality and may be used for transit capital expenditures that have an air quality benefit. CMAQ funds are administered by FHWA and when awarded for use on transit projects are flexed to the FTA.
- Other Federal Programs may include funds from the FRA or other FTA discretionary grants for planning activities, pilot programs, and major capital investments.

State Programs

- Local Transportation Fund (LTF) – LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the State retail sales tax collected in each county.
- State Transit Assistance Fund (STA) - STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the State's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) – SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) - LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities.

LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.

- Transit and Intercity Rail Capital Program (TIRCP) - TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.
- Other state programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

- Measure A – Administered by RCTC, Measure A is a half-cent sales tax for transportation approved by the voters in 2009 for a 30-year period.
- Mobile Source Air Pollution Reduction Review Committee (MSRC) – MSRC has provided discretionary funding first mile/last mile bicycle and pedestrian improvements and for transportation demand management projects such as rideshare and special events to mitigate the impacts caused by mobile source emissions.
- Other local sources may include passenger fares, leases, or local agency or private partnerships.

4.1 Operating and Capital Budget – FY 2026/27

Total operating expenses for FY 2026/27 are estimated at $60.1 million, combined for the vanpool and rail programs, which represents an increase of about 2.2% from FY 2025/26.

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2026/27.

Total capital programming for FY 2026/27 is approximately $26.3 million and consists of $12.8 million for RCTC's Metrolink capital obligation, $6.5 million for CV Rail, $3.7 million for the PVL Double Track Project, $1.4 million for the Riverside Downtown Pedestrian Crossing Project, $1.1 million for station rehabilitation, and $0.9 million for the Mead Valley Station Project. Project descriptions and justifications for each capital project are found in Table 4.0A.

State and local revenues typically comprise the largest revenue sources and federal funds are maximized as much as possible. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

As of the writing of this report, the Metrolink operating budget was based on FY 2025/26 with a 5% escalation, and the capital budget was assumed to remain flat from FY2025/26. The full Metrolink budget is expected to be adopted by September 2025, with potential service changes. Accordingly, this SRTP will be amended when the Commission approves its Metrolink subsidies.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2027/28 – 2030/31. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail)
FY 2026/27 – 2030/31

	Fiscal Year (Millions)				
Total Operating	2026/27	2027/28	2028/29	2029/30	2030/31
	$60.1	$ 62.5	$ 66.1	$ 69.8	$ 73.3

Capital projects with committed funding will continue to move forward and staff will continue to seek discretionary funds for new capital projects. The Commission will also prioritize projects based on safety and maintenance to keep stations operating at optimal efficiency levels.

4.3 Regulatory and Compliance Requirements

The Commission is responsible for complying with state and federal regulatory provisions, in addition to undergoing performance reviews and audits. The following is a summary and status of major regulatory and compliance requirements.

Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form. In July 2022, the

Commission also adopted an ADA Self-Evaluation and Transition Plan in compliance with federal requirements.

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in May 2025 and will be valid through 2028.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted in March 2025.

Equal Employment Opportunity (EEO)

The EEO Program ensures that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under federal transit laws. FTA recipients are required to develop an abbreviated or full EEO program if the number of employees working on FTA-funded programs is over 50 or 100, respectively. Although the Commission is an equal opportunity employer, it is not required to fulfill this requirement.

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in June 2025 and all findings were addressed and closed.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's FY 2021/22 – 2023/24 TDA Triennial Audit found that it is in compliance with all TDA requirements. Two recommendations, which staff is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. Ensure city of Beaumont Transit completes and submits separate State Controller Reports for general public transit and for specialized services.
    - This recommendation was a carryover from the last triennial audit. Staff will continue to work with the operator to ensure that it is adhering to the proper financial reporting procedures.
2. Further the standardization and optimization of web-based data management across transit operators.
    - This is a new recommendation to support the development and standardization of a database management system to promote consistency, data quality, and clearer input and verification protocols for operators. The Commission currently utilizes TransTrack for transit operators and is under contract with the vendor to make improvements that will reduce manual data entry, enhance data collection and performance monitoring, and increase efficiency for both Commission and transit operator staff.

4.4 Status of Current Capital Projects

Table 4.6 below is a summary of the current capital projects that have received funding allocations from prior years to highlight the estimated timeline for completion, and the remaining unfunded balance.

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	SRTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost Estimates	Unfunded Balance
Riverside Downtown Pedestrian Crossing	27-5	Facilities/ Capital Upgrades	Fully Funded	07/2025 - 06/2027	$3,700,000	$0
Moreno Valley to Downtown Perris 2nd Track Project	23-3, 25-3, 26-5, 27-3	Facilities/ Capital Upgrades	Fully Funded	10/2023 – 09/2028	$80,800,000	$0
South Perris Station Expansion and 4th Layover Track Project	23-2, 26-3	Facilities/ Capital Upgrades	Fully Funded	10/2022 – 06/2028	$40,000,000	$0
CV Rail Tier 2 Environmental Study	24-1, 25-1, 26-1, 27-1	Facilities/ Capital Upgrades	Fully Funded	07/2024 – 07/2031	$80,600,000	$0
Mead Valley Station	26-4, 27-4	Facilities/ Capital Upgrades	Fully Funded	07/2025 – 09/2029	$50,500,000	$0

Table 4.0 - Summary of Funding Request - FY2026/27

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	STIP PPM	SB 125 OB	State Rail Assistance	Federal CPF	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																		
Metrolink Operating Subsidy & Preventative Maintenance[1]	$35,000,000				$900,000	$20,636,100	$10,463,900	$3,000,000										
Program Management and Support Rail Capital[2]	$7,143,400							$7,143,400										
Program Management and Support Rail Operations[3]	$3,653,600					$2,653,600						$1,000,000						
Station Operations and Maintenance	$11,796,600					$2,000,000		$9,796,600										
Vanpool																		
RCTC VanClub Operating Expenses	$2,464,969			$423,262				$294,900	$54,838	$119,500								$1,572,469
Sub-total Operating	$60,058,569	$0	$0	$423,262	$900,000	$25,289,700	$10,463,900	$20,234,900	$54,838	$119,500	$0	$1,000,000	$0	$0	$0	$0	$0	$1,572,469

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	STIP PPM	SB 125 OB	State Rail Assistance	Federal CPF	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																		
Rail Stations - Capital Rehabilitation - WC 27-1	$1,100,000														$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 27-2	$12,811,564	$1,729,158	$11,082,406															
Perris 2nd Track Moreno Valley to Downtown Perris - WC 27-3	$3,666,700							$2,816,700						$850,000				
Mead Valley Station - WC 27-4	$850,000													$850,000				
Riverside Downtown Pedestrian Crossing - WC 27-5	$1,361,700							$1,361,700										
Coachella Valley Rail																		
CV Rail Environmental/Service Development Plan - CV 27-1	$6,501,610										$59,100		$5,942,510				$500,000	
Sub-total Capital	$26,291,574	$1,729,158	$11,082,406	$0	$0	$0	$0	$4,178,400	$0	$0	$59,100	$0	$5,942,510	$1,700,000	$778,769	$321,231	$500,000	$0
Total Operating & Capital	$86,350,143	$1,729,158	$11,082,406	$423,262	$900,000	$25,289,700	$10,463,900	$24,413,300	$54,838	$119,500	$59,100	$1,000,000	$5,942,510	$1,700,000	$778,769	$321,231	$500,000	$1,572,469

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.
[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.
[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.1 - Summary of Funding Request - FY2027/28

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance[1]	$36,750,000				$900,000	$32,850,000	$3,000,000						
Program Management and Support Rail Capital[2]	$7,500,570						$7,500,570						
Program Management and Support Rail Operations[3]	$2,786,280					$2,786,280							
Station Operations and Maintenance	$12,386,430					$2,000,000	$10,386,430						
Vanpool													
RCTC VanClub Operating Expenses	$3,097,006			$545,628			$299,447	$70,692	$154,080				$2,027,159
Sub-total Operating	$62,520,286	$0	$0	$545,628	$900,000	$37,636,280	$21,186,447	$70,692	$154,080	$0	$0	$0	$2,027,159

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 27-1	$1,100,000									$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 27-2	$14,092,721	$1,902,074	$12,190,647										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 28-1	$350,000											$350,000	
Sub-total Capital	$15,542,721	$1,902,074	$12,190,647	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0
Total Operating & Capital	$78,063,007	$1,902,074	$12,190,647	$545,628	$900,000	$37,636,280	$21,186,447	$70,692	$154,080	$778,769	$321,231	$350,000	$2,027,159

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.2 - Summary of Funding Request - FY2028/29

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$38,587,500				$35,587,500	$3,000,000						
Program Management and Support Rail Capital[2]	$7,875,599					$7,875,599						
Program Management and Support Rail Operations[3]	$2,925,594				$2,925,594							
Station Operations and Maintenance	$13,005,752				$2,000,000	$11,005,752						
Vanpool												
RCTC VanClub Operating Expenses	$3,744,193			$670,137		$308,250	$86,823	$189,240				$2,489,743
Sub-total Operating	$66,138,637	$0	$0	$670,137	$40,513,094	$22,189,600	$86,823	$189,240	$0	$0	$0	$2,489,743

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 29-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 29-2	$15,501,993	$2,092,281	$13,409,712									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 29-1	$350,000										$350,000	
Sub-total Capital	$16,951,993	$2,092,281	$13,409,712	$0	$0	$0	$0	$0	$778,769	$321,231	$ 350,000	$0
Total Operating & Capital	$83,090,630	$2,092,281	$13,409,712	$670,137	$40,513,094	$22,189,600	$86,823	$189,240	$778,769	$321,231	$350,000	$2,489,743

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.3 - Summary of Funding Request - FY2029/30

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$40,516,875				$37,516,875	$3,000,000						
Program Management and Support Rail Capital[2]	$8,269,378					$8,269,378						
Program Management and Support Rail Operations[3]	$3,071,874				$3,071,874							
Station Operations and Maintenance	$13,656,039				$2,000,000	$11,656,039						
Vanpool												
RCTC VanClub Operating Expenses	$4,242,061			$762,350		$317,818	$98,770	$230,784				$2,832,339
Sub-total Operating	$69,756,227	$0	$0	$762,350	$42,588,749	$23,243,236	$98,770	$230,784	$0	$0	$0	$2,832,339

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 30-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 30-2	$17,052,193	$2,301,510	$14,750,683									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 30-1	$350,000										$350,000	
Sub-total Capital	$18,502,193	$2,301,510	$14,750,683	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0
Total Operating & Capital	$88,258,420	$2,301,510	$14,750,683	$762,350	$42,588,749	$23,243,236	$98,770	$230,784	$778,769	$321,231	$350,000	$2,832,339

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.4 - Summary of Funding Request - FY2030/31

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$42,542,719				$39,542,719	$3,000,000						
Program Management and Support Rail Capital[2]	$8,682,847					$8,682,847						
Program Management and Support Rail Operations[3]	$3,225,467				$3,225,467							
Station Operations and Maintenance	$14,338,841				$2,000,000	$12,338,841						
Vanpool												
RCTC VanClub Operating Expenses	$4,554,788			$823,541		$327,157	$106,699	$237,707				$3,059,684
Sub-total Operating	$73,344,663	$0	$0	$823,541	$44,768,186	$24,348,845	$106,699	$237,707	$0	$0	$0	$3,059,684

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 31-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 31-2	$18,757,412	$2,531,661	$16,225,751									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 30-1	$350,000										$350,000	
Sub-total Capital	$20,207,412	$2,531,661	$16,225,751	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0
Total Operating & Capital	$93,552,075	$2,531,661	$16,225,751	$823,541	$44,768,186	$24,348,845	$106,699	$237,707	$778,769	$321,231	$350,000	$3,059,684

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-1

FTIP No: Not Assigned - New Project

Project Name: Rail Stations - Capital Rehabilitation - FY 27

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Capital rehabilitation and maintenance including CCTV, electric upgrades, solar canopies, painting, pavement preservation, upgraded concrete sidewalks and ADA improvements, elevator replacements, lighting, landscaping, and fencing.

Project Justification: Rehabilitation is needed to improve station operational efficiencies and maintain a state of good repair
.

Project Schedule:

Start Date	Completion Date
July 2026	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$778,769
SGR PUC99314	FY 2026/27	$321,231
Total		$1,100,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-2

FTIP No: Not Assigned - New Project

Project Name: RCTC Metrolink Capital Obligation - FY 27

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: RCTC's annual capital assistance for maintenance, replacement, and rehabilitation projects of high-int ensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.

Project Schedule:

Start Date	Completion Date
July 2026	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2026/27	$1,729,158
5337 RS	FY 2026/27	$11,082,406
Total		$12,811,564

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-3

FTIP No: Not Assigned - New Project

Project Name: PVL 2nd Track Moreno Valley to Downtown Perris

Category: Rail - track

Sub-Category: Extension

Fuel Type: N/A

Project Description: In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from ControlPoint Eastridge (MP 72.2) to Control Point Nuevo (MP 81.4). Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete cross ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.

Project Justification: Expansion is needed to meet future rail service needs.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2026/27	$2,816,700
OTHR FED	FY 2026/27	$850,000
Total		$3,666,700

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 26-5	
		WC 26-5	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-4

FTIP No: Not Assigned - New Project

Project Name: Mead Valley Station

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The Project consists of environmental document revalidation, design, and construction of a new Metrolink station and mobility hub in Mead Valley on the 91/Perris Valley Line at Cajalco Expressway/Ramona Expressway, just west of Interstate 215. The station will provide a new access point to the Metrolink system between the existing Moreno Valley/March Field and Perris – Downtown stations to accommodate rising travel demand in the rapidly growing communities of Perris, San Jacinto, Hemet, and unincorporated Riverside, which face long commutes and limited transit options. The station will include bicycle lockers, bus bays, and rideshare parking to facilitate transit integration and promote multimodal travel via active transportation, transit, carpooling, and vanpooling. The Project will alleviate congestion on I-215 and reduce air pollution by shifting travelers from cars to rail travel and reducing the distance that existing riders need to travel to reach the nearest station.

Project Justification: The Project will advance important goals for the region. A new station will offer more transportation choices for an underserved community and will bring commuter rail, bus transit and local services together as part of a mobility hub. This location could also serve as a hub for transit-oriented development and additional economic growth.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR FED	FY 2026/27	$850,000
Total		$850,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 26-4	

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-5

FTIP No: Not Assigned - New Project

Project Name: Riverside-Downtown At Grade Crossing

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Develop study and plan forward to address PUC Comments on the existing At Grade Crossings at the Vine Street Side Station

Project Justification: To improve the grade crossing configuration

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2026/27	$1,361,700
Total		$1,361,700

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 24-4	

FY 2026/27 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-1

FTIP No: Not Assigned - New Project

Project Name: CV Rail Environmental/Service Development Plan

Category: Planning/Feasibility

Sub-Category: Study

Project Description: In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

Project Justification: This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

Project Schedule:

Start Date	Completion Date
May 2016	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SRA	FY 2026/27	$5,942,510
STA PUC99313	FY 2026/27	$500,000
STIP	FY 2026/27	$59,100
Total		$6,501,610

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-1	
		24-1	
		25-1	
		26-1	
		23-1	
		24-1	
		25-1	
		26-1	
		23-1	

		24-1	
		25-1	
		26-1	
	RIV151002	21-1	
	RIV151002	22-1	
	RIV151002	21-1	
	RIV151002	22-1	
	RIV151002	21-1	
	RIV151002	22-1	

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
5307 HS [1, 2, 3]	**$6,000,000**									$6,000,000	
5307 IC [2, 6]	**$4,587,621**										$4,587,621
5307 IC ARPA OB [2, 4, 5, 6]	**$207,000**										$207,000
5307 IC OB [2, 5, 6]	**$4,175,850**										$4,175,850
5307 LALB [2, 7]	**$200,000**									$200,000	
5307 MTM [2, 8]	**$7,000,000**									$7,000,000	
5307 RS [2, 9]	**$19,296,900**			$2,525,742	$1,562,000				$1,729,158	$13,480,000	
5310 OB [2, 5]	**$300,000**									$300,000	
5311 [2, 10]	**$1,465,339**					$294,666				$731,670	$439,003
5311(f) [2, 10]	**$300,000**										$300,000
5337 RS [2, 9]	**$11,082,406**								$11,082,406		
5339 COMP [2]	**$3,060,000**										$3,060,000
5339 HS [2, 3]	**$373,799**									$373,799	
5339 LALB [2, 7]	**$22,735**									$22,735	
5339 MTM [2, 8]	**$656,137**									$656,137	
5339 RS [2, 9]	**$1,086,454**			$0						$1,000,000	$86,454
5339 RS OB [2, 5, 9]	**$1,329,480**									$1,329,480	
AB 2766 [11]	**$25,000**			$25,000							
AHSC [12, 13]	**$7,159,595**									$7,159,595	
CMAQ [2, 15]	**$423,262**							$423,262			
CMAQ OB [2, 5, 15]	**$7,112,604**									$7,000,000	$112,604
FARE [11]	**$11,007,017**	$16,800	$118,735	$80,700	$285,900			$1,572,469		$7,115,520	$1,816,893
INT [11]	**$10,644**		$10,644								
LCTOP OB [5, 12, 17]	**$2,391,379**			$0		$91,379				$2,000,000	$300,000
LCTOP PUC99313 [12, 17]	**$1,792,536**			$0	$12,000				$900,000		$880,536
LCTOP PUC99314 [12, 17]	**$134,125**			$0							$134,125

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FY 2026/27 Transit Operator Funding Sources

Operating & Capital Projects

Funding Source	Fund Total	City of Banning	City of Beaumont	City of Corona	City of Riverside	Palo Verde Valley Transit Agency	RCTC CV Rail	RCTC VanClub	RCTC WRC Rail	Riverside Transit Agency	SunLine Transit Agency
LTF [12, 18]	**$150,363,157**	$3,010,200	$3,433,582	$2,073,957	$5,567,702	$1,830,000			$25,289,700	$76,040,701	$33,117,315
LTF-OB [5, 12, 18]	**$10,463,900**								$10,463,900	$0	$0
MA CA WR [11, 19]	**$294,900**							$294,900			
MA CR [11, 19]	**$24,118,400**								$24,118,400		
MA CTSA [11, 19]	**$1,250,000**									$1,250,000	
MA IB [11, 19]	**$2,995,423**		$245,423							$2,750,000	
MA SPT [11, 19]	**$7,200,000**										$7,200,000
OTHR FED [2]	**$1,950,000**								$1,700,000	$250,000	
OTHR LCL [11, 21]	**$8,260,700**	$36,000	$100,360	$38,000	$753,124	$50,000		$54,838		$3,969,215	$3,259,163
OTHR ST [12]	**$119,500**							$119,500			
SB 125 TIRCP GF [12, 22, 23,	**$16,984,087**	$489,413	$2,012,500		$3,112,744					$6,905,564	$4,463,866
SB 125 TIRCP GF OB [12, 22	**$1,000,000**								$1,000,000		$0
SB 125 TIRCP GGRF [12, 22	**$13,110,406**	$3,605,977	$2,012,500		$3,112,744	$2,966,440				$1,412,745	
SGR PUC99313 [12, 27]	**$4,359,174**	$67,477	$58,785	$109,835	$54,023	$74,032			$778,769	$2,133,055	$1,083,198
SGR PUC99314 [12, 27]	**$702,150**	$2,523	$3,857	$5,165	$5,977	$2,128			$321,231	$221,945	$139,324
SRA [12]	**$5,942,510**						$5,942,510				
STA PUC99313 [12, 28]	**$10,020,869**	$821,872	$187,540	$3,940,131	$598,036	$340,000	$500,000			$792,370	$2,840,920
STA PUC99314 [12, 28]	**$835,257**	$13,128	$20,072	$34,869	$31,104	$11,075					$725,009
STIP [12, 29]	**$59,100**						$59,100				
Grand Total	**$351,229,416**	**$8,063,390**	**$8,203,998**	**$8,833,399**	**$15,095,354**	**$5,659,720**	**$6,501,610**	**$2,464,969**	**$77,383,564**	**$150,094,531**	**$68,928,881**

[1] . As proposed in each transit operator's FY 2026/27 SRTP Table 4

[2] All funding sources are federal funds, administered by the Federal Transit Administration

[3] HS is for Hemet-San Jacinto UZA

[4] CARES is Coronavirus Aid, Relief, and Economic Security Act. CRRSAA is Coronavirus Response and Relief Supplemental Appropriations Act. ARPA is American Rescue Plan Act. These are all federal stimulus funds.

[5] OB is for Obligated Balance, funds that have been awarded in a prior year with a remaining balance

FY 2026/27 Transit Operator Funding Sources

Operating & Capital Projects

[6] IC is for Indio-Cathedral City UZA

[7] LALB is for Los Angeles-Long Beach-Anaheim UZA

[8] MTM is for Murrieta-Temecula-Menifee UZA

[9] RS is for Riverside-San Bernardino UZA

[10] Rural and Intercity Bus funds

[11] All funding sources are local funds

[12] All funding sources are state funding sources

[13] ASHC is Affordable Housing and Sustainable Communities

[14] CEC is California Energy Commission

[15] CMAQ is for Congestion Mitigation Air Quality Funds from the Federal Highway Administration flexed to FTA.

[16] CRP is for Carbon Reduction Program

[17] LCTOP is for Low Carbon Transit Operations Funds

[18] LTF is for Local Transportation Funds

[19] MA CR is Measure A Commuter Rail, MA SPT is Measure A Specialized Transit, MA CA is Measure A Commuter Assistance, MA IB is Measure A Intercity Bus, MA CTSA is Measure A Consolidated Transportation Services Agency.

[20] MSRC is Mobile Source Air Pollution Reduction Review Committee

[21] Other local revenues include but are not limited to advertising fees, compressed natural gas sales, low carbon fuel standard credits, and taxi voucher sales.

[22] GF is for General Funds and GGRF is for Greenhouse Gas Reduction Funds.

[23] SB 125 is for Senate Bill 125

[24] TIRCP is for Transit Intercity Rail Capital Program.

[25] ZETCP is for Zero-Emission Transit Capital Program.

[26] PTA is for Public Transportation Account

[27] SGR is for State of Good Repair

[28] STA is for State Transit Assistance

[29] STIP is State Transportation Improvement Program

RESOLUTION NO. 26-010

**RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
TO ALLOCATE LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE
FUNDS FOR THE FISCAL YEAR 2026/27**

WHEREAS, the Riverside County Transportation Commission is designated the regional entity responsible for the allocation of Local Transportation Funds and State Transit Assistance Funds within Riverside County; and

WHEREAS, the Riverside County Transportation Commission has examined the Short-Range Transit Plans submitted by the public transit operators and Transportation Improvement Program; and

WHEREAS, all proposed expenditures in Riverside County are in conformity with the Regional Transportation Plan; and

WHEREAS, the level of passenger fares is sufficient for public transit operator claimants to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as applicable; and

WHEREAS, the public transit operator claimants are making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the public transit operator claimants are making full use of federal funds available under the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the sum of the public transit operator claimant allocations from the Local Transportation Fund and State Transit Assistance Fund do not exceed the amount the public transit operator claimants are eligible to receive during the fiscal year; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and

WHEREAS, the public transit operators have made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244; and

WHEREAS, the public transit operator claimants are not precluded by any contract entered into on or after June 28, 1979, from employing part-time drivers or contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, public transit operators are in full compliance with Section 18081.1 of the Vehicle Code, as required in Public Utilities Code Section 99251.

NOW, THEREFORE BE IT RESOLVED by the Riverside County Transportation Commission to allocate Local Transportation Funds and State Transit Assistance Funds for FY 2026/27 as detailed in Attachment 9.

This resolution shall take effect immediately upon its passage.

APPROVED AND ADOPTED this 10th day of June, 2026.

Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 7O

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter & Motorist Assistance Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	San Bernardino County Transportation Authority Agreement for Bi-County Transportation Demand Management Program Administration

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Agreement No. 26-41-087-00 with the San Bernardino County Transportation Authority (SBCTA) for a three-year term to reimburse the Commission in an amount not to exceed $10,700,000 for the provision of rideshare, vanpool, and multi-modal programs implementation services provided by the Commission, on behalf of both agencies; and
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

As part of the 2009 Measure A Western County Public Transit program, the Commission implements Transportation Demand Management (TDM) strategies through its Commuter Assistance program to support congestion reduction and more efficient operation of the regional transportation system. TDM is a critical component of RCTC's Mobility Services portfolio and supports the Commission's broader mobility, congestion relief, air quality, and quality of life goals for Riverside County residents.

Since the 1990s, the Commission has partnered with SBCTA to deliver one of Southern California's most established and comprehensive bi-county commuter programs serving Riverside and San Bernardino County residents and employers. Strong intercounty travel patterns between the two counties provide the foundation for this longstanding coordinated Inland Empire effort, while also allowing both agencies to leverage shared resources and benefit from operational efficiencies.

TDM programs administered through this partnership include IE Commuter (IECommuter.org), an award-winning employer and commuter-focused rideshare program; the Commission's VanClub (VanClub.net) and SBCTA's SB Loop vanpool subsidy programs; and Experience Metrolink, a complimentary rail pass initiative launched in 2025. Recently recognized with awards from the Southern California Association of Governments and the California

Transportation Foundation, Experience Metrolink reflects the continued evolution of the Commission's Mobility Services efforts beyond a traditional employer and commute-focused model to support a broader range of trip types, positioning the program to influence overall travel behavior and deliver greater regionwide mobility benefits.

TDM Program Administration

Administration and outreach for this bi-county program is jointly coordinated and funded by the Commission and SBCTA and delivered through consultant services. The current consultant, WSP USA Inc., is responsible for program administration and outreach scope including:

- *IE Commuter* – Regional commuter assistance platform and public-facing program brand providing employer services, commuter resources, ridematching, incentives, and mobility information services.
- *Program Outreach* – Regional marketing, outreach, and public engagement efforts intended to increase awareness and consideration of Mobility Services programs and multimodal transportation options across a broad range of trip types. Efforts include digital advertising, social media, employer and community partnerships, events, and regional promotional campaigns.
- *Employer Services* – Turnkey commuter program support services for employers, including marketing assistance, incentives, workshops, event support, and South Coast AQMD Rule 2202 compliance assistance for regulated Inland Empire employers.
- *Rideshare Incentives* – Incentives designed to encourage use of sustainable commute options, including the $5/Day Rideshare Incentive program for eligible commuters.
- *Guaranteed Ride Home* – Emergency ride reimbursement services for commuters using rideshare or transit options in the event of unexpected overtime or personal emergencies.
- *Ridematching and Information Services* – Online trip planning tools, ridematching services, commuter resources, and customer support provided through IE Commuter, the 866-RIDESHARE call center, and web-based chat services.
- *Vanpool Subsidy Program* – Financial assistance programs supporting eligible vanpools traveling to Riverside and San Bernardino County worksites through the Commission's VanClub and SBCTA's SB Loop programs.
- *Telework Employer Assistance* – Employer support services, resources, and incentives intended to encourage and expand telework opportunities.
- *Experience Metrolink* – Administration, fulfillment, and outreach services supporting the complimentary rail pass program for Riverside and San Bernardino County residents.

This suite of commuter incentives, employer programs, and outreach is designed to reduce the number of single-occupant vehicle miles related to work commutes and to help improve regional mobility and air quality. In Fiscal Year 2024/25, IE Commuter employer partner activity alone resulted in an estimated reduction of approximately 205 million vehicle miles traveled (VMT) and 70,000 tons of pollutant emissions.

Building on this foundation, the Commission recently initiated development of a Next Generation Strategic TDM Plan to help guide the future of this bi-county TDM partnership.

Bi-County Next Generation TDM Planning and Implementation

In April 2026, the Commission approved an agreement with Alta Planning + Design for development of a Next Generation Strategic TDM Plan (Plan) for Riverside and San Bernardino counties. The Plan will serve as a blueprint for the future of regional Mobility Services and provide recommendations to modernize and expand the effectiveness and regional impact of TDM programs administered by RCTC and SBCTA. The effort will identify innovative strategies, emerging technologies, and program enhancements intended to improve regional mobility, reduce VMT across a broader range of trip types, support air quality goals, strengthen integration between TDM and transit services, and maximize the effectiveness of existing transportation infrastructure.

The Commission also approved several contracts to establish an on-call TDM consultant bench to provide flexible consultant support capacity for emerging program needs and anticipated Plan recommendations, including advancing near-term Mobility Services initiatives, supporting grant opportunities while the Plan is underway, and positioning both agencies to efficiently implement future recommendations as they are identified.

DISCUSSION

The total estimated cost to manage the bi-county TDM and Mobility Services program over the next three years is approximately $20.3 million. This includes approximately $13.3 million for ongoing TDM operations and related strategic planning activities, including operation of IE Commuter, VanClub, SB Loop, Experience Metrolink, and development of the Plan, as well as up to $7 million in special projects anticipated to be performed through the on-call TDM consultant bench.

Bi-county TDM program costs are generally shared evenly between the Commission and SBCTA, while agency-specific projects are funded solely by the respective agency. The current cooperative agreement with SBCTA will expire on June 30, 2026. Therefore, staff recommends approval of Cooperative Agreement No. 26-041-087 (Attachment 1) for a three-year term (FYs 2026/27 – 2028/29), beginning July 1, 2026, in the amount of $10.7 million for reimbursement to the Commission related to administration of TDM programs and services in San Bernardino County. The proposed agreement between SBCTA and the Commission was approved by SBCTA's Board of Directors on May 6, 2026.

FISCAL IMPACT:

All revenue pertaining to the recommendation is reflected in the draft FY 2026/27 budget.

Financial Information							
In Fiscal Year Budget:		Yes	Year:	FY 2026/27 FY 2027/28+	Amount:	Revenues - $2,533,600 $8,166,400	
Source of Funds:	SBCTA reimbursements				Budget Adjustment:		No
GL/Project Accounting No.:	**Revenues** 002111/002112/002127/002139/002182/002191/632113 41608 00000 0000 2630 41 41203						
Fiscal Procedures Approved:					Date:	05/21/2026	

Attachment: Draft Cooperative Agreement No. No. 26-41-087-00 Between SBCTA and RCTC for the Provision of Rideshare, Vanpool, and Muli-modal Programs Implementation

COOPERATIVE AGREEMENT NO. 26-1003452

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION

FOR

THE PROVISION OF RIDESHARE, VANPOOL AND MULTI-MODAL PROGRAMS

PROGRAM IMPLEMENTATION

This Cooperative Agreement ("Agreement") is made and entered into as of July 1, 2026 by and between the San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Riverside County Transportation Commission ("RCTC"), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a "Party" and collectively the "Parties".

RECITALS:

1. **WHEREAS,** the Parties operate a bi-county Rideshare program and Vanpool subsidy programs and jointly implement Transit and Multi-modal programs that reduce vehicle miles travelled (all of which together are hereinafter referred to as "PROJECT"); and

2. **WHEREAS**, RCTC has engaged and has the necessary resources to manage a Professional Services Consultant ("SERVICES CONTRACTOR") as set forth in Exhibit A, RCTC Services Contractor, to render services for the administration of the Parties' PROJECT; and

3. **WHEREAS**, RCTC has engaged and has the necessary resources to manage contractors providing miscellaneous Rideshare, Vanpool, Transit and Multi-modal specialty services, including but not limited to technical assistance related to General Transit Feed Specification, air quality and environmental emissions, transportation demand management ("TDM") analyses and studies, on-call TDM services, and National Transit Database ("MISCELLANEOUS SERVICES CONTRACTORS"), for the PROJECT; and

4. **WHEREAS**, the Parties will share costs equally for common services rendered through the PROJECT, while SBCTA will be solely responsible for services performed within San Bernardino County, and RCTC will be solely responsible for services performed within Riverside County; and

5. **WHEREAS**, SBCTA uses Congestion Mitigation and Air Quality ("CMAQ") funds for the PROJECT and may use these funds to reimburse RCTC; and

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6. **WHEREAS**, RCTC will comply with the applicable federal requirements as set forth in Exhibit B, Federal Flow Down Provisions; and

7. **WHEREAS,** the Code of Federal Regulations encourages grantees and subgrantees of federal funds, such as CMAQ funds, to enter into local intergovernmental agreements for procurement or use of common goods or services; and

8. **WHEREAS,** for the avoidance of doubt, the Parties to this Agreement acknowledge and agree that RCTC is not a subrecipient of federal funds from SBCTA, but is entering into a local intergovernmental agreement with SBCTA for procurement or use of common goods or services; and

9. **WHEREAS**, this Agreement defines the specific terms and conditions between the Parties only as they may relate to the subject matters and no other purpose; and

10. **WHEREAS**, the Parties will protect the Confidential Information received or accessible through the PROJECT, as described in Article 7 of this Agreement.

NOW THEREFORE, the Parties agree as follows:

ARTICLE 1. CONTRACT SERVICES

1.1 RCTC will manage work performed by the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTORS for the Parties' PROJECT.

1.2 RCTC shall assure that the SERVICES CONTRACTOR performs their required work within the Parties' budget set forth in Article 2 of this Agreement and Exhibit A, RCTC Services Contractor.

1.3 RCTC shall assure that the MISCELLANEOUS SERVICES CONTRACTORS perform their work within the Parties' budget set forth in Article 2 of this Agreement for work as agreed to in writing between the Parties'.

1.4 RCTC will notify SBCTA in writing and work collaboratively with SBCTA regarding changes to the contracts with the SERVICES CONTRACTOR and/or MISCELLANEOUS SERVICES CONTRACTORS that impact the PROJECT, including but not limited to changes to the Scope of Work, key personnel or pricing.

1.5 Each Party shall timely respond to the other Party on matters requiring coordination as set forth in this Agreement, or in the exhibits hereto. All references in exhibits to "SANBAG" or "San Bernardino Associated Governments" shall mean SBCTA.

ARTICLE 2. COMPENSATION

2.1 SBCTA shall pay RCTC on a cost-reimbursement basis, based upon invoices which delineate charges based on tasks identified in the scope of work for the SERVICES CONTRACTOR, as set forth in Exhibit A, RCTC Services Contractor, and for work as agreed to in writing between the Parties for MISCELLANEOUS SERVICES CONTRACTORS. All invoices shall be provided to SBCTA on a quarterly basis. All invoices will be delivered to and received by SBCTA no later than 60 days after the end of the calendar year quarter. SBCTA shall, within 30 days of receiving an invoice from RCTC, review the invoice and pay all approved charges thereon.

2.2 The Parties agree that SBCTA's total obligation to RCTC shall not exceed Ten Million, Seven Hundred Thousand Dollars ($10,700,000) for the services rendered through the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTOR.

2.3 It is agreed that in the event that either Party does not have sufficient funds to implement the PROJECT, either Party may terminate this Agreement as provided in Section 3.2 below. The terminating Party shall be responsible for any amounts required to cover its share of the costs of this Agreement in accordance with this Article 2 existing as of the date of Agreement termination.

2.4 SBCTA shall be responsible for obtaining cost reimbursements of CMAQ funds. SBCTA shall ensure that the CMAQ funds are used for authorized purposes in compliance with laws, regulations, and the provision of the terms in this agreement, and that performance goals are achieved.

2.5 RCTC shall maintain during the term of this Agreement and for three years from its expiration, or until the conclusion of all litigation, appeals or claims related to this Contract, whichever is longer, accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement by RCTC. Such records shall be made available for inspection during normal business hours by duly authorized representatives of SBCTA, SBCTA's auditors, Caltrans, Federal Highway Administration, and the United States Department of Transportation, so that SBCTA can comply with the Single Audit Act and OMB Circular No. A-133. In addition, the federal provisions set forth in Exhibit B, Federal Provisions, shall apply to this Agreement.

ARTICLE 3. TERM

3.1 This Agreement shall commence on July 1, 2026, and terminate on June 30, 2029, unless it is extended by a written amendment approved and signed by the Parties.

3.2 Either Party may terminate this Agreement by giving thirty (30) days written notice to the other for no or any reason. Said termination shall become effective on the 30th day following provision of such written notice. Pursuant to Article 2 of this Agreement, each Partys shall compensate the other Party for work performed up to the effective date of the termination.

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3.3. The Executive Directors of both SBCTA and RCTC shall have the authority in their sole discretion to give notice of termination on behalf of their respective agencies

ARTICLE 4. INDEMNIFICATION AND INSURANCE

4.1 It is understood and agreed that neither SBCTA nor any officer, official, employee, director, consultant, agent, member or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by RCTC under or in connection with any work authority or jurisdiction delegated to RCTC under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, RCTC shall fully defend, indemnify and save harmless SBCTA, and all its officers, officials, employees, directors, consultants, agents or volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RCTC or its contractors under or in connection with any work, authority or jurisdiction delegated to RCTC under this Agreement.

It is understood and agreed that neither RCTC nor any officer, official, employee, director, consultant, agent, or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by SBCTA under or in connection with any work authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless RCTC, and all its officers, officials, employees, directors, consultants, agents and volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement.

These indemnification obligations shall survive expiration or termination of this Agreement.

4.2 Without in any way affecting the indemnity provisions identified in this Agreement, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this Agreement and shall be written with at least the following limits of liability:

4.2.1 Professional Liability - Shall be provided in an amount not less than $1,000,000, per claim and $2,000,000 in the aggregate. The Parties shall secure and maintain this insurance or "tail" coverage provided throughout the term of this Agreement and for a minimum of three (3) years after Agreement completion.

4.2.2 Workers' Compensation - Worker's Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with $1,000,000 limits, covering all persons providing services on behalf of the respective Party and all risks to such persons under this Agreement.

4.2.3 Commercial General Liability - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than $5,000,000 per occurrence, combined single limit, and $5,000,000 in the aggregate written on an occurrence form.

4.2.4 Automobile Liability - To include owned, non-owned and hired automobiles, in an amount of not less than $5,000,000 per occurrence, combined single limit, and in the aggregate written on an occurrence form.

4.2.5 Network and Privacy Insurance (Cyber Liability) - Each Party shall carry, or shall cause its contractors to carry, Network and Privacy (Errors and Omissions) insurance in an amount of not less than $1,000,000 per claim and $1,000,000 in the annual aggregate, protecting itself and the other Party from the following exposures relating to the insuring Party or any of its contractors performance under the Agreement:

(i) the theft, dissemination and/or unauthorized disclosure or use of Confidential Information and personally identifiable information (not to be limited to bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and

(ii) the introduction of a computer virus into, or otherwise causing damage to, a computer, computer system, network or similar computer-related property and the data, software, and programs used herein.

If such insurance is maintained on an occurrence basis, the Parties or their contractors shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties or their contractors shall maintain such insurance for an additional period of three years following the end of the applicable Term.

4.2.6 Proof of Coverage - The Parties shall furnish certificates of insurance to each other evidencing the insurance coverage required above, prior to the commencement of performance of services hereunder, and such certificates shall include the other Party as an additional insured on all insurances except Workers' Compensation, Cyber Liability and Professional Liability. Prior to commencing any work, each Party shall furnish the other Party with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days' notice of such cancellation or nonrenewal to the other Party. If a Party's policy is cancelled for nonpayment of premium, the applicable Party shall provide the other Party ten (10) days' notice. The Parties shall

maintain such insurance from the time each Party commences performance of services hereunder until the completion of such Services. All certificates of insurance are to include the contract number and Project Manager's name.

4.2.7 Additional Insured - All policies of each Party, except for Workers Compensation, Cyber Liability and Professional Liability policies, shall contain endorsements naming the other Party and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out to the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for a Party to vicarious liability but shall allow coverage for the Party to the full extent provided by the policy.

4.2.8 Waiver of Subrogation Rights - Each Party shall require the carriers of the above required coverages to waive all rights of subrogation against the other Party, its officers, employees, agents, volunteers, contractors, and subcontractors. All general auto liability insurance coverage provided shall not prohibit a Party or its contractors, employees or agents from waiving the right of subrogation prior to a loss or claim. Each Party hereby waives all rights of subrogation against the other Party.

4.2.9 All policies required to be carried by a Party herein are to be primary and non-contributory with any insurance carried or administered by the other Party.

4.2.10 Certificates/Insurer Rating/Cancellation Notice -

(i) The Parties shall maintain and shall require their contractors to maintain such insurance from the time the Project commences until the Project is completed, except as may be otherwise required by this Section.

(ii) The Parties may legally self-insure, but shall require their contractors to place insurance with insurers having an A.M. Best Company rating of no less than A:VIII and licensed to do business in California.

(iii) The Parties and their consultants shall replace certificates, policies and endorsements for any insurance expiring prior to completion of the Project.

ARTICLE 5. RIGHTS OF SBCTA AND RCTC

The Executive Directors of both SBCTA and RCTC shall have full authority to exercise their respective entities' rights under this Agreement, subject to all applicable agency policies.

ARTICLE 6. OWNERSHIP OF MATERIALS/CONFIDENTIALITY/USE OF DATA

6.1 Ownership. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials developed, either created by or provided to the Parties in connection with the performance of this Agreement, ("Documents and Data") shall become the common property of SBCTA and RCTC in both electronic and hard copy formats. SBCTA and RCTC shall comply with all applicable state and

federal law with regard to use of such data, but shall not otherwise be limited in any way in their use of such data at any time, provided that any such use not within the purposes intended by this Agreement shall be at the respective Party's sole risk and provided that said Party shall hold harmless and indemnify the other Party against any damages resulting from such use, including the release of this material to third parties for a use not intended by this Agreement. Neither Party to this Agreement shall sell the data or other materials prepared under this Agreement without the written permission of both Parties.

6.2 Confidentiality. All Documents and Data not developed for the purpose of public disclosure or otherwise subject to public disclosure required by law, shall be held confidential by the Parties and shall not, without the prior written consent of the Parties, be used by either Party for any purposes other than the performance or operation of the PROJECT. Nor shall such materials be disclosed to any person or entity not connected with the performance or operation of the PROJECT. Nothing furnished to the Parties that is otherwise known to the Parties or is generally known, or has become known, to other rideshare agencies, organizations or businesses shall be deemed confidential. The Parties shall not use the other Party's name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of the other Party, except as otherwise part of the regular operation and advertisement of the PROJECT.

6.3 Use of Data. All Documents and Data, as defined above, shall be provided to the other Party in electronic media. Documents and Data in electronic media shall be provided in a form that will allow each Party to use, access, and manipulate the data to prepare reports and perform other PROJECT activities contemplated by this Agreement. Documents and Data shall be provided to each Party within 30 days, upon written notice of request.

ARTICLE 7. CONFIDENTIAL INFORMATION/NON-DISCLOSURE.

7.1 Confidential Information. "Confidential Information" shall include: all user names, passwords, or other log-in credentials used, provided, or accessible in connection with the PROJECT; all data or information accessible in connection with the PROJECT; all source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to the PROJECT; all personal information of rideshare and/or vanpool commuters, employers and their employees and others who participate in the PROJECT, including but not limited to a person's residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of carpooling or ridesharing programs and subject to California Penal Code Section 637.6, as well as names, biographical information, demographic information, use data, contact information, or similar personal information of participants; and any and all data, content, materials, documents and/or other information related to the PROJECT designated, from time to time, in writing by the Parties as Confidential Information.

7.2 Non-Disclosure. Except as required by law, both Parties shall hold the Confidential Information in confidence, shall take reasonable precaution to protect and keep the Confidential Information confidential, shall not disclose the Confidential Information to any person or party not specifically authorized in writing by the affected Party to receive the Confidential Information, and shall not use the Confidential Information for any purpose other than as necessary to operate the PROJECT. Further, neither Party shall disclose a participant's personal information, including but not limited to a participant's residence address, employment address or hours of employment, used for the purpose of assisting private entities in the establishment or implementation of ridesharing programs, to any other person or use such information for purposes other than as necessary to operate the PROJECT, without the prior written consent of the participant, as required by California Penal Code section 637.6. Parties shall limit access to the Confidential Information only to individuals who are directly involved in operation of the PROJECT, and shall further ensure that such individuals are legally bound to maintain the confidentiality of the Confidential Information on substantially the same terms as set forth herein. The foregoing restrictions on disclosure shall not apply to Confidential Information which is (a) already known by the recipient, (b) becomes, through no act or fault of the recipient, publicly known, (c) received by recipient from a third party without a restriction on disclosure or use, (d) independently developed by recipient without reference to the Confidential Information, or (e) is required by law, or process of law, to be disclosed.

7.3 Expiration. Immediately upon (a) the expiration of this Agreement, or (b) a request for termination by a Party, the other Party shall tum over to requesting Party all Confidential Information of or directly pertaining to the requesting Party, as identified in Articles 6.1 and 7.1, and all documents or media containing any such Confidential Information, and any and all copies or extracts thereof. The foregoing shall not be interpreted to require the Parties to remove Confidential Information from PROJECT databases to which each Party may be entitled a copy, nor to cease use of such information on termination of this Agreement, provided that such use is for operation of the Rideshare and/or Vanpool Programs.

The Parties recognize that, pursuant to this provision, a Party may request copies of or export files from PROJECT databases containing Confidential Information of commuters and employers participating in the PROJECT. The requesting Party shall be solely responsible for maintaining the confidentiality and security of such data, and shall indemnify the other Party, pursuant to Article 6.1 of this Agreement, for any claims arising out of use or retention of such data.

7.4 Key Personnel. The Parties shall designate key personnel ("Key Personnel") requiring web based access to the PROJECT. Key Personnel shall use the log-in information provided by SBCTA and/or RCTC and all Confidential Information only and strictly for the operation of the PROJECT, and shall not disclose or share such log-in information, or any other Confidential Information, whether or not employed by or in any way associated with either Party, who has not been specifically approved in writing to receive such log-in information or other Confidential Information.

7.5 This Article 7 and all of its subparagraphs shall survive expiration or termination of the Agreement.

ARTICLE 8. INDEPENDENT CONTRACTOR

Nothing in this Agreement shall create an employment relationship between the Parties or between the Parties and any contractors contemplated by this Agreement. The contractors and subcontractors performing the PROJECT under this Agreement on behalf of RCTC shall at all times be under RCTC's exclusive direction and control.

ARTICLE 9. ATTORNEYS' FEES AND COSTS

If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Article 4, Indemnification and Insurance.

ARTICLE 10. CONSENT

Whenever consent or approval of any Party is required under this Agreement, that Party shall neither unreasonably withhold nor delay such consent or approval.

ARTICLE 11. INCORPORATION OF RECITALS

The recitals set forth above are true and correct and are incorporated by reference as though fully set forth herein.

----------SIGNATURES ARE ON THE FOLLOWING PAGE----------

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IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By:_____
Carolyn Schindler
Executive Director

Date:_____

APPROVED AS TO FORM

By:_____
Julianna K. Tillquist
General Counsel

Date:_____

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By:_____
Aaron Hake
Executive Director

Date:_____

APPROVED AS TO FORM

By:_____
Best, Best & Krieger, LLP
General Counsel

Date:_____

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Exhibit A

A. CAP Program Management and Performance

The Contractor is responsible for comprehensive program management, administration, and performance oversight of the Commuter Assistance Program (CAP). This includes coordinating all program elements, managing staff and resources, and ensuring services are delivered effectively, efficiently, and in alignment with RCTC's goals.

The Contractor shall implement a proactive, data-driven management approach that emphasizes accountability, continuous improvement, and measurable outcomes across all program components.

A.1 Program Administration

The Contractor is responsible for overall program administration, including management of personnel, contracts, and program resources to ensure successful delivery of all services.

The Contractor shall:

a. Manage and supervise all program staff, subcontractors, and support resources
b. Serve as the primary point of coordination with RCTC staff, including regular communication and issue resolution
c. Manage program scope, schedule, and budget to ensure timely and cost-effective delivery of services
d. Prepare and submit accurate monthly invoices, budget reports, and expenditure forecasts
e. Establish and maintain program documentation, standard operating procedures (SOPs), and administrative controls
f. Identify program risks and develop and implement mitigation strategies
g. Support coordination across all program elements to ensure integration between services (e.g., marketing, employer services, technology, incentives)
h. Ensure compliance with all applicable policies, funding requirements, and reporting standards

A.2 Program Performance Management & Reporting

The Contractor shall be responsible for actively managing program performance through tracking, analysis, and reporting of program activities and outcomes.

The Contractor shall:

a. Track, analyze, and report program performance across all services and program elements
b. Develop, maintain, and continuously improve performance dashboards and reporting tools
c. Conduct monthly, quarterly, and annual performance reviews with RCTC
d. Implement data quality assurance and quality control (QA/QC) procedures across all data systems and reporting processes
e. Identify trends, insights, and performance gaps and recommend corrective actions
f. Provide ongoing, actionable recommendations to improve program effectiveness, efficiency, and

return on investment (ROI)

Program Performance Measures

The Contractor shall track and report on program performance across multiple categories. Specific metrics and methodologies shall be refined and updated periodically in coordination with RCTC to reflect evolving program priorities, technologies, and services.

Performance categories shall include, but are not limited to:

- Employer Engagement and Participation
  - Number of participating employers, worksites, and employer partners
  - Number of employees represented through employer programs
  - Level and frequency of employer engagement
- Program Participation and Utilization
  - Participation levels across programs and services
  - Number of new and returning participants
- Program Outputs and Service Delivery
  - Volume and types of services delivered across program areas
  - Completion of key program activities and deliverables
  - Campaign and outreach performance metrics
- Participant Base and Engagement
  - Total program participants or users across platforms and services
  - Total active user accounts or engaged participants
  - Source of participant engagement (e.g., outreach, digital platforms, etc.)
- Digital Platform Activity
  - Website and platform usage and engagement metrics
  - Sources of engagement (e.g., search, campaigns, referrals, etc.)
  - User behavior and conversion metrics
- Customer Engagement and Support Activity
  - Volume and type of customer interactions (e.g. call center, email, chat, etc.)
  - Sources of customer inquiries (e.g., campaigns, 511, partner agencies)

The specific metrics, methodologies, and reporting formats shall be refined and updated periodically in coordination with RCTC to reflect evolving program priorities, technologies, and services.

Key Performance Indicators

The Contractor shall manage program performance to achieve established KPI targets and support RCTC's regional mobility goals.

Core KPIs shall include:

- Total program participants (commuters and travelers) and incentive participants
- Total participating employers, worksites, and employer partners
- Total program vehicle trips reduced
- Total program vehicle miles traveled (VMT) reduced

- Total emissions reduced (e.g., pounds or tons of pollutants)

The Contractor shall:

a. Monitor progress toward KPI targets on an ongoing basis
b. Identify performance gaps and implement corrective actions
c. Adjust strategies, resource allocation, and service delivery as needed to improve outcomes

Deliverables:

- Monthly Reports
- Quarterly Reports
- Annual Reports
- Performance Dashboards (updated regularly

B. **Marketing and Communications**

The Contractor shall develop, implement, and manage a comprehensive, data-driven Marketing and Communications program in support of the CAP. The Contractor shall be responsible for planning, executing, and optimizing outreach and engagement strategies that increase awareness, participation, and measurable adoption of TDM programs and services across commuter, employer, and broader traveler markets.

All marketing and communications activities shall be delivered under the IE Commuter brand and in coordination with RCTC and SBCTA. The Contractor shall represent the agencies in all public-facing communications and shall ensure consistency, accuracy, and quality across all messaging, materials, and outreach efforts.

B.1 Marketing and Communications Program

The Contractor shall provide comprehensive marketing and communications services to support CAP programs and initiatives. This includes strategic planning, digital platform management, content development, media planning and execution, public relations support, regional coordination, and event support. The Contractor shall utilize data-driven approaches and performance metrics to continuously improve outreach effectiveness and support program goals.

B.1.a Marketing and Communications Strategy

The Contractor shall develop and maintain a Marketing and Communications Strategy (Strategy) that serves as the guiding framework for all outreach and engagement activities. The Strategy shall be completed within three (3) months of Notice to Proceed and shall be updated on a regular basis (at minimum quarterly) to reflect program performance, changing conditions, and evolving priorities.

The Contractor shall:

a. Develop a comprehensive Strategy that defines program goals, communications objectives, and

target audiences
b. Conduct audience segmentation and develop personas and priority market profiles
c. Establish customer journey mapping and lifecycle engagement strategies to support awareness, consideration, and behavior change
d. Develop key messages and value propositions aligned with CAP programs and services
e. Identify multi-channel outreach strategies, including digital, in-person, and partner-based approaches
f. Define a digital engagement strategy, including website, email, social media, and related platforms
g. Develop a media approach, including budget allocation and campaign phasing
h. Establish a public relations strategy and content development approach to be executed in coordination with support from RCTC and SBCTA staff
i. Identify collateral and content needs to support program delivery
j. Develop a performance measurement framework, including key performance indicators (KPIs) tied to program outcomes
k. Establish a testing and optimization approach, including ongoing evaluation and refinement of campaigns and tactics

B.1.b Digital Platforms and User Experience

The Contractor shall support and manage CAP digital platforms, including IECommuter.org, VanClub.net, and RideTheLoop.com, as core tools for program awareness, engagement, and conversion. These platforms shall function as an integrated digital ecosystem that supports user registration, program participation, and ongoing engagement across rideshare, vanpool, and related mobility programs.

The Contractor shall:

a. Maintain and update program content across all digital platforms, including commuter, employer, and vanpool program information
b. Provide and maintain an ongoing list of recommendations to improve usability, accessibility, and overall user experience
c. Coordinate with platform provider(s) to develop scopes for recommendations and support implementation of enhancements
d. Support search engine optimization (SEO) and content optimization to improve visibility and user acquisition
e. Ensure consistency in branding, messaging, and user experience across all digital properties
f. Monitor web analytics and user behavior and provide recommendations to improve performance, engagement, and conversion rates
g. Identify opportunities to streamline user pathways across platforms and improve the overall customer journey
h. Recommend long-term platform improvements, including integration, consolidation, or enhancement of digital assets

B.1.c Content Development and Creative Services

The Contractor shall develop and maintain content and creative materials that support program awareness, engagement, and behavior change. Content shall be developed using a digital-first approach while maintaining the ability to produce print materials as needed.

The Contractor shall:

a. Develop and maintain a content strategy and editorial calendar aligned with program goals
b. Produce digital and print materials, including fact sheets, program overviews, employer toolkits, outreach materials, etc.
c. Develop case studies and success stories to highlight program impact and participant experiences
d. Produce multimedia content, including graphics, video, and other digital assets
e. Develop presentations and materials to support outreach and engagement activities
f. Ensure materials are accessible and available in multiple languages, as appropriate
g. Develop and maintain templates, branding elements, and design standards to ensure consistency across materials

B.1.d Public Relations and Communications

The Contractor shall develop and implement a public relations and communications program to support CAP initiatives and promote program successes.

The Contractor shall:

a. Develop articles, blog content, and/or success stories on a regular basis, alternating monthly between RCTC and SBCTA, for distribution through agency channels
b. Support media outreach and pursue earned media opportunities to increase program visibility
c. Coordinate with RCTC, SBCTA, and partner agency communications teams to align messaging and outreach efforts
d. Support development of communications materials for announcements, campaigns, and special initiatives
e. Identify, coordinate, and develop award submissions and supporting materials to recognize and promote CAP initiatives, partnerships, and program achievements

B.1.e Regional Marketing Communications Coordination

The Contractor shall coordinate with regional partners to support broader Southern California rideshare and traveler information efforts.

The Contractor shall:

a. Coordinate with LA Metro to support the regional commuter and employer newsletter (On The Go), including development of timely and relevant Riverside and San Bernardino County content and review of newsletter drafts for accuracy and effectiveness
b. Support SoCal 511 Traveler Information Services by reviewing content and ensuring Inland Empire representation, including providing timely news, alerts, and updates
c. Coordinate with regional partners to align messaging and leverage shared communication opportunities
d. Conduct outreach to employers and/or commuters in accordance with the Regional Rideshare Memorandum of Understanding (MOU) and Regional Rideshare Database Standard Operating Procedures (SOP) including coordination of messaging, campaigns, and data-related outreach activities.

B.2 Media Planning, Buying, and Optimization

The Contractor shall provide strategic media planning, buying, and optimization services to support CAP marketing campaigns and outreach efforts. Media activities shall be aligned with the Marketing and Communications Strategy and target audiences and shall be designed to maximize effectiveness and return on investment.

The Contractor shall:

a. Develop media strategies aligned with target audiences, including geographic and behavioral targeting approaches
b. Plan and execute media campaigns across appropriate channels, including digital, social, search, programmatic, out-of-home, and emerging platforms
c. Manage media budgets and optimize allocation based on performance
d. Monitor campaign performance and provide regular reporting and recommendations
e. Utilize advanced tactics, such as targeted advertising, retargeting, geofencing, and audience segmentation, as appropriate

B.3 Event Marketing and Support

The Contractor shall support marketing and outreach for events that promote CAP programs and services and engage employers, commuters, and the broader community.

The Contractor shall:

a. Kick-Off events in the spring and fall, and one (1) marketing workshop and support for one (1) regional marketing workshop effort
b. Support employer and strategic community events, workshops, and promotional activities
c. Staff on-site employer events and strategic community events, and related promotional activities
d. Assist with planning and execution of program-specific campaigns and recognition events
e. Coordinate event materials, logistics, and promotional items
f. Integrate events with digital outreach and marketing campaigns
g. Support lead capture and follow-up activities, as applicable
h. Conduct post-event evaluation and reporting to assess effectiveness, including participation and engagement metrics, and identify opportunities for improvements

Deliverables:

The Contractor shall provide deliverables in support of Marketing and Communications activities, including but not limited to strategy documents, content and creative materials, digital platform updates, media plans, campaign reporting, and event support materials. Deliverables shall be developed in coordination with RCTC and aligned with program priorities.

All deliverables shall be aligned with CAP performance metrics and shall, where feasible, demonstrate contribution to program outcomes such as increased participation, reduced vehicle trips, and reduced vehicle miles traveled.

C. Core Programs and Services Administration

The Contractor shall administer a comprehensive suite of TDM programs and services designed to

reduce single-occupant vehicle (SOV) travel, support a broad range of mobility options, and improve regional transportation system efficiency across Riverside and San Bernardino counties.

Programs shall serve employers, commuters, and travelers across all trip purposes, including commute, education, discretionary, and special event travel. The Contractor shall deliver services through an integrated, data-driven program model, leveraging the IE Commuter platform, customer relationship management (CRM) practices, and coordinated regional partnerships.

C.1 Information Services and Support

The Contractor shall provide comprehensive, multi-channel customer support and trip assistance services for employers, commuters, and travelers. These services shall function as a centralized resource for mobility information, trip planning, and program participation support.

The Contractor shall:

a. Maintain and staff the toll-free customer service number (1-866-RIDESHARE), including coordination with the 511 traveler information system for call transfers
b. Provide live operator support to answer phone calls and web chat inquiries from 7:00 AM to 5:00 PM on weekdays, excluding holidays, with after-hours voicemail or digital inquiry options and next-business-day response protocols
c. Provide support via multiple channels, including phone, email, web inquiries, IE Commuter, and other approved digital platforms
d. Provide trip planning assistance across modes, including carpool, vanpool, transit, biking, walking, and micromobility
e. Support IE Commuter account creation, updates, troubleshooting, and user navigation
f. Assist with ridematching, RideGuides (digital-first), incentive programs, and Guaranteed Ride Home (GRH) inquiries
g. Provide information on park-and-ride facilities, transit services, and regional mobility options
h. Maintain standardized response protocols, knowledge base materials, and escalation procedures

Deliverables:

- Monthly Customer Service Activity Report (calls, emails, web inquiries, etc.)
- Customer satisfaction metrics (if implemented)
- Documentation of customer service procedures and QA/QC protocols

C.2 Employer Services

Employer partnerships are a core component of the Program and provide an effective channel for delivering TDM services, programs, and incentives. The Contractor shall provide comprehensive employer services that support enrollment, retention, engagement, compliance, and measurable program outcomes across both Riverside and San Bernardino counties.

C.2.a Employer Outreach/ Program Enrollment

The Contractor shall engage, recruit, and enroll employer partners.

The Contractor shall:

a. Conduct outreach to new and existing employers, including those located within and outside the region with Inland Empire employees
b. Facilitate employer enrollment through Employer Partnership Agreements (EPAs) or approved digital onboarding processes
c. Tailor engagement strategies based on employer characteristics, including size, industry, workforce demographics, and commute patterns
d. Maintain accurate and auditable employer records within IE Commuter or CRM systems
e. Generate and track employer leads using referrals, events, business organizations, platform data, and external sources
f. Prioritize outreach using data and performance insights to maximize program impact

Deliverables:

- Employer outreach and enrollment tracking
- Employer database and participation records
- EPA or digital enrollment documentation

C.2.b Employer Average Vehicle Ridership (AVR) Transportation Survey Services

The Contractor shall administer employer transportation surveys and related services.

The Contractor shall:

a. Conduct AVR transportation surveys, prioritizing electronic deployment while supporting paper-based surveys as needed
b. Provide RideGuides, ridematching outputs, AVR reports, and post-survey analysis
c. Schedule and conduct pre- and post-survey consultations with employer representatives
d. Ensure data quality through validation, QA/QC procedures, and error-checking
e. Utilize IE Commuter to process survey data and generate reports, including STAR Reports
f. Minimize manual processes and leverage digital tools to improve efficiency and scalability, when available
g. Present survey results and support employers in developing employee engagement strategies
h. Provide technical assistance related to Rule 2202 compliance
i. Fulfill employer requests for marketing materials and program support
j. Provide staffing support for employer events, promotions, and outreach activities

Deliverables:

- Surveys processed and RideGuides generated
- AVR reports and post-survey analysis
- Survey consultation summaries
- Data and outreach tracking and reporting outputs

C.2.c Employer Development

The Contractor shall proactively engage employer partners to deepen participation, expand adoption of TDM strategies, and drive measurable improvements in program performance, including increased participation and reductions in vehicle trips, vehicle miles traveled (VMT), and emissions.

The Contractor shall:

a. Provide ongoing consultation and technical assistance to employer representatives
b. Develop customized strategies to increase participation in TDM programs
c. Establish participation goals and track employer performance
d. Support implementation of commute reduction strategies, including ridesharing, transit use, vanpooling, telework, and flexible work schedules
e. Provide employer marketing support and employee engagement strategies

Sustainable Transportation Action Report (STAR)

The Sustainable Transportation Action Report (STAR) is a data-driven employer report generated from transportation survey results that translates commute behavior into actionable insights. The STAR Report summarizes mode split, participation levels, and estimated trip, VMT, and emissions reductions, and provides tailored recommendations to help employers improve program performance and increase employee participation in TDM strategies.

The Contractor shall:

a. Coordinate with RCTC and SBCTA to generate and distribute Sustainable Transportation Action Reports (STAR Reports)
b. Support ongoing automation and integration of STAR Reports into program platforms
c. Use STAR Reports to provide actionable recommendations to employers

Employer Recognition Program

The Employer Recognition Program is designed to acknowledge and promote employers that demonstrate leadership, innovation, and measurable success in implementing TDM strategies. The program establishes clear performance-based criteria and recognizes employers through awards, public recognition, and promotional opportunities to encourage continued engagement and peer benchmarking across the region.

The Contractor shall:

a. Administer an Employer Recognition Program that recognizes employers demonstrating leadership and measurable success in TDM program implementation
b. Develop recognition criteria based on participation, trip reduction outcomes, and program engagement
c. Coordinate recognition activities, awards, and promotional opportunities

Employer Events

Employer Events are targeted engagement activities that provide education, recognition, and networking opportunities for employer representatives and Employee Transportation Coordinators (ETCs). These events support program participation, share best practices, and promote TDM strategies through workshops, recognition events, and outreach activities, delivered in both in-person and virtual formats as appropriate.

The Contractor shall:

a. Plan, organize, and implement employer engagement events, including but not limited to:
    - Earth Day Employer Recognition Event
    - Rideshare Week Kick-Off Event
    - Marketing Workshops (IE Commuter-hosted and regional)
    - On-site employer events
b. Coordinate logistics, speakers, materials, and event promotion
c. Support both in-person and virtual event formats
d. Track participation and evaluate event effectiveness

C.3 Commuter Programs

The Contractor shall administer commuter-focused programs designed to encourage adoption of alternative transportation options and reduce SOV travel.

C.3.a Rideshare Incentive Program

The $5/Day Rideshare Incentive provides up to $125 over a three-month period to commuters who switch from driving alone to eligible alternative transportation for their daily work commute.

The Contractor shall:

a. Market and administer incentive programs to eligible participants
b. Manage participant enrollment, eligibility verification, and approvals
c. Process incentive fulfillment using digital and physical methods (e.g., gift cards, platforms such as Tango or equivalent)
d. Maintain and update Standard Operating Procedures (SOPs) for program administration
e. Track participation, trip reduction, VMT reduction, and emissions impacts
f. Implement fraud prevention measures and maintain auditable records

Deliverables:

- Incentive participation and performance reports
- Incentive fulfillment and reconciliation tracking
- SOP documentation and updates
- Audit support documentation

C.3.b Monthly Rideshare Spotlight and Monthly Telework Spotlight

The Monthly Spotlights encourage continued participation by offering monthly prize opportunities for logging rideshare or telework activity.

The Contractor shall:

a. Conduct monthly drawings or recognition activities for rideshare and telework participants
b. Manage participant eligibility, selection, and prize fulfillment
c. Maintain and update SOPs for program administration
d. Coordinate with marketing efforts to highlight winners and program impacts

e. Translate participant activity into annualized trip, VMT, and emissions reductions for storytelling and reporting

Deliverables:

- Monthly program administration and reporting
- Prize fulfillment tracking
- Participant engagement summaries

C.3.c Guaranteed Ride Home (GRH) Program

The Contractor shall administer the regional GRH Program which Supports rideshare participants by providing reimbursable emergency transportation for unplanned circumstances, including overtime or personal emergencies. Eligible reimbursements include Transportation Network Company services, transit, or taxi trips.

The Contractor shall:

a. Enroll employers and participants into the GRH program
b. Process and track GRH trip requests and reimbursements
c. Maintain program database and records
d. Troubleshoot customer issues and document resolutions
e. Track and report program usage and outcomes
f. Ensure compliance with program guidelines and policies

Deliverables:

- GRH participation and usage reports
- Issue resolution tracking
- Program administration records

C.4 Vanpool Program Administration

Vanpool Programs support the formation and ongoing operation of shared commuter van services by providing financial subsidies, administrative support, and coordination with leasing vendors and regional partners. These programs are designed to reduce vehicle trips and VMT for longer-distance commutes while providing a cost-effective and reliable transportation option for participants. The Contractor shall provide comprehensive administration, management, and optimization of regional vanpool programs, including RCTC VanClub and SBCTA SB Loop.

The Contractor shall:

a. Administer vanpool program operations, including application intake, eligibility verification, onboarding, and account management
b. Coordinate with leasing vendors to manage vehicle delivery, maintenance, invoicing, and customer support
c. Administer and track subsidies, including validation and reconciliation
d. Support formation of new vanpools and retention of existing participants
e. Provide customer support across multiple channels

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f. Manage program data systems and ensure data integrity and reporting consistency
g. Prepare and submit required reports, including National Transit Database (NTD), State Controller's Office (SCO), and Short Range Transit Plan (SRTP) inputs
h. Maintain performance dashboards and track key metrics (e.g., participation, VMT reduction, cost efficiency)
i. Maintain and update Standard Operating Procedures (SOPs)
j. Support audits, compliance requirements, and continuous program improvement
k. The Contractor shall provide a dedicated Vanpool Program Administrator responsible for day-to-day program management and coordination with RCTC, SBCTA, vendors, and stakeholders.

Deliverables:

- Monthly program performance reports
- Financial reconciliation and invoice review
- NTD, SCO, and SRTP reporting support
- Audit support documentation
- SOP documentation and updates

D. Park & Ride Support Services

The Contractor shall support the planning, coordination, maintenance, and performance monitoring of park-and-ride facilities that enable and encourage carpool, vanpool, and transit use across Riverside and San Bernardino counties.

Park & Ride facilities are established through lease agreements, typically structured as three-party agreements between property owners, Caltrans, and the RCTC or the SBCTA. These facilities provide flexible, distributed access points that support rideshare formation, transit connectivity, and broader multimodal travel patterns.

The Contract shall:

a. Coordinate with RCTC, SBCTA, Caltrans, property owners, and partner agencies to support park-and-ride program activities, including new and existing locations
b. Support outreach and coordination efforts related to identifying, establishing, and maintaining park-and-ride facilities
c. Assist with lease coordination activities, including documentation support and communication with property owners, and support annual lease review and renewal processes, as directed
d. Maintain a comprehensive and current inventory of park-and-ride facilities, including location, number of spaces, ownership, lease status, utilization, and contact information
e. Ensure consistency and accuracy of park-and-ride information across IE Commuter, websites, maps, and program materials
f. Conduct periodic utilization counts (e.g., quarterly or as directed) and document facility conditions, including signage, striping, lighting, cleanliness, and accessibility
g. Identify capacity constraints, underutilization, operational issues, and opportunities for improvement
h. Identify and evaluate potential new park-and-ride locations based on commuter demand, employer needs, vanpool formation, transit access, and geographic service gaps
i. Utilize available data sources, including IE Commuter data and regional travel patterns, to support

planning and site identification

j. Support customer access to accurate park-and-ride information, including responding to inquiries and coordinating updates to program websites and tools
k. Coordinate with employer services, vanpool programs, and marketing efforts to promote park-and-ride usage and integration into trip planning and ridematching
l. Recommend improvements to park-and-ride data collection, utilization tracking, facility conditions, and program performance
m. Maintain organized and auditable documentation of park-and-ride facilities, lease status, and program activities

Deliverables:

- Park & Ride inventory and database updates
- Quarterly utilization count summaries and trend analysis
- Facility condition assessment reports
- Lease tracking and coordination support documentation
- Recommendations for new locations, improvements, and program enhancements
- Updates to customer-facing information (websites, tools, and materials)

E. Technical Systems and Data Management

The Contractor shall provide comprehensive technical systems management, data governance, and digital platform support to ensure the effective operation, integration, and performance of all systems supporting the Commuter Assistance Program (CAP). This includes oversight of regional rideshare database coordination, platform administration for rideshare and vanpool programs, and management of digital properties. The Contractor shall ensure systems are reliable, user-focused, and capable of supporting performance tracking, reporting, and continuous program improvement.

E.1 Regional Rideshare Database Coordination and Governance

The Contractor shall support coordination, governance, and quality assurance of the regional rideshare database in collaboration with regional partners and system vendors. The Contractor shall ensure the database operates effectively, maintains high data quality standards, and supports regional program coordination, reporting, and compliance.

The Contractor shall:

a. Coordinate with partner agencies and system vendors to ensure effective database operations, including ongoing system functionality, issue resolution, and enhancements
b. Support regional coordination activities, including meetings, communications, and inter-agency issue resolution
c. Maintain and update Standard Operating Procedures (SOPs), governance documentation, and supporting materials to reflect current practices and policies
d. Ensure compliance with established roles, responsibilities, and inter-agency governance protocols
e. Monitor and maintain data quality across employer, worksite, and participant records
f. Identify and resolve duplicate, incomplete, or inconsistent records in accordance with established

procedures

g. Execute SOP-compliant processes for record updates, merges, deletions, and other data maintenance activities
h. Implement and maintain regional data retention and lifecycle management policies, including data purge, archival, and documentation processes
i. Coordinate and document major data maintenance activities, including purges, merges, and archival efforts
j. Manage user access, roles, and permissions to ensure appropriate system use and data protection
k. Maintain confidentiality agreements and support periodic access reviews and audits
l. Support data security protocols and assist with incident response coordination, as needed
m. Develop and maintain standardized templates, guidance, and protocols, including branding and opt-out compliance requirements
n. Maintain accurate assignment and ownership of employer, worksite, and participant records across agencies
o. Coordinate records for multi-county employers and shared accounts to ensure consistency and avoid duplication
p. Resolve cross-agency data conflicts in accordance with established governance protocols
q. Recommend enhancements to database functionality, governance processes, and workflows to improve efficiency and performance
r. Support integration with related systems, including IE Commuter and other program platforms
s. Ensure availability, accessibility, and usability of data to support program monitoring, reporting, and performance management

E.2 Rideshare and Vanpool Platform Administration

The Contractor shall administer and support all platforms related to rideshare, vanpool, and incentive program delivery, including ridematching systems, vanpool program platforms, and associated tools.

The Contractor shall:

a. Coordinate with platform vendors to ensure system functionality, performance, and timely resolution of issues
b. Troubleshoot technical issues, including user access, system errors, and data discrepancies
c. Recommend and support implementation of system enhancements and upgrades to improve user experience, participation, and administrative efficiency
d. Assist in scope development, testing, and deployment of new features, modules, or system integrations
e. Ensure data integrity and consistency across platforms, including ridematching, incentive programs, and vanpool systems
f. Support integration and interoperability between platforms and third-party systems, as applicable
g. Configure and maintain system tracking and analytics to support accurate reporting of user activity and program performance
h. Support development and maintenance of dashboards and reporting tools to track KPIs and inform program management
i. Coordinate with regional partners to ensure alignment of platform functionality and data reporting, as applicable

E.3 Digital Properties and Content Management

The Contractor shall manage and maintain digital properties that support CAP programs, including IECommuter.org and any related program websites or digital tools.

The Contractor shall:

a. Maintain and update website content to ensure accuracy, consistency, and alignment with current programs, promotions, and policies
b. Ensure compliance with accessibility standards, including ADA and applicable WCAG guidelines
c. Maintain website functionality, performance, and security in coordination with hosting providers and IT stakeholders
d. Configure and maintain website analytics tools and tracking mechanisms to support performance monitoring and reporting
e. Monitor website performance, including uptime, page performance, and system functionality, and recommend technical improvements
f. Support integration of digital properties with program platforms, including ridematching systems and incentive tools
g. Coordinate with Marketing and Communications to ensure alignment between digital platforms, campaigns, and user experience
h. Maintain documentation of website structure, content standards, and system configurations

Deliverables:

- Monthly technical systems and platform performance report, including system status, issue tracking, and resolutions
- Data quality and governance documentation, including updates to procedures and standards
- Dashboard development and maintenance to support KPI tracking and program performance monitoring
- Website performance and analytics reports (technical metrics and tracking validation)
- Recommendations for system enhancements, integrations, or new technologies, as needed
- Updated system and platform documentation, including workflows and user guidance

F. Special Projects

F.1 Experience Metrolink Administration

Experience Metrolink is a Free Rail Pass Program that launched in 2025 and is intended to increase rail adoption across all trip markets while delivering measurable reductions in vehicle trips and VMT. The Contractor shall administer, operate, and continuously optimize the Experience Metrolink program, including pass distribution, customer experience, partner coordination, and performance tracking.*

The Contractor shall:

a. Manage end-to-end program operations including participant enrollment, eligibility verification, and benefit distribution, and maintain and update Standard Operating Procedures (SOPs)
b. Coordinate with platform providers (e.g., TripSpark) and transit partners (e.g., Metrolink), support platform enhancements, and ensure data integrity between systems
c. Provide customer support, resolve participant issues, and develop user guidance materials to

improve program usability
d. Track participation and usage, analyze performance, and recommend program adjustments to improve effectiveness and cost efficiency
e. Coordinate with Marketing and Communications efforts and provide program insights to inform outreach and campaign strategies
f. Prepare regular reports including participation, usage, trips reduced, VMT and emissions impacts, and cost efficiency metrics

F.2 Commuter Transit Trainer Administration

The Contractor shall implement, administer, and scale the Transit Trainer Program following initial concept development by a separate consultant. This includes transitioning program materials, piloting service delivery, refining the model, and advancing the program toward full deployment.

The Contractor shall:

a. Coordinate with the concept development consultant and Commission staff to transition program materials, participate in transition activities, and finalize SOPs and implementation approach
b. Design and implement a pilot phase including individual, group, and field-based training activities, and refine service delivery based on participant feedback
c. Deliver ongoing transit training services, maintain training materials, and manage participant intake and tracking processes
d. Coordinate with IE Commuter tools, incentive programs including Experience Metrolink, and employer services to support program integration
e. Coordinate with transit providers (e.g., Metrolink), employers, and community-based organizations and support targeted outreach efforts
f. Track participation, outcomes, and behavior change indicators and recommend program improvements and long-term program development strategies
g. Ensure accessible, multilingual, and inclusive program delivery
h. Provide regular reporting on transition status, pilot outcomes, participation, and overall program performance

F.3 Special Projects (General)

The Contractor shall provide flexible, on-call support for Special Projects to address emerging priorities, new initiatives, and time-sensitive efforts that support the Commission's Mobility Services and TDM objectives. Services may include program planning and implementation, pilot projects, grant support, data analysis, stakeholder coordination, and support for major regional initiatives or events (e.g., 2028 Summer Olympics), across both commute and non-commute trip markets.*

* Additional budget may be required to support expanded programs dependent on overall required level of effort.

AGENDA ITEM 7P

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Hanan Sawalha, Senior Management Analyst Brian Cunanan, Commuter & Motorist Assistance Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Agreements for Freeway Service Patrol Tow Truck Service

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Award Agreement No. 26-45-054-00 to Royal Coaches Auto Body and Towing, LLC (Royal Coaches) for Freeway Service Patrol (FSP) tow truck services on State Route 91 and State Route 60, Beat Nos. 4 and 8, for a five-year term, in the amount of $7,207,200, plus a contingency amount of $360,400, for a total amount not to exceed $7,567,600;
2) Award Agreement No. 26-45-085-00 to Carpe Carma, LLC (Pomona Valley Towing) for FSP tow truck services on State Route 60, Beat No. 7, for a five-year term, in the amount of $2,659,000, plus a contingency amount of $133,000, for a total amount not to exceed $2,792,000;
3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission; and
4) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for these services.

BACKGROUND INFORMATION:

In 1986, the Commission established itself as the Riverside County Service Authority for Freeway Emergencies (RC SAFE), following the 1985 passage of Senate Bill 1199. SAFEs were established statewide to provide roadside call box services and, when funds allow, other motorist assistance programs. RC SAFE is funded through a $1 vehicle registration fee collected from all vehicles registered in Riverside County. Initially, these funds were used solely for the call box program. As needs evolved and subsequent legislation broadened the allowable uses of SAFE revenue, RC SAFE expanded its services to include FSP and traveler information systems, creating a comprehensive motorist aid network in the county.

In 1990, California voters passed Proposition C to support transportation improvements and reduce traffic congestion. This led to the creation of the FSP program by Caltrans, which developed a Local Funding Allocation Plan to distribute state funds. Participating agencies must contribute a 25 percent local funding match; the Commission uses RC SAFE revenues to meet this requirement.

As the RC SAFE, the Commission partners with Caltrans and the California Highway Patrol (CHP) to manage the FSP program in Riverside County. The FSP provides roving tow truck services on designated freeway segments, called "beats", to quickly clear disabled vehicles and minor accidents, reducing congestion.

Tow service contracts are awarded through competitive bidding for each beat. Currently, two tow operators service nine beats during weekday peak commute hours: 6:00 - 8:30 a.m. and 1:30 - 6:00 p.m. (11:30 a.m. - 6:00 p.m. on Fridays). Some beats also offer midday and weekend service. A separate contract covers Express Lane FSP services on State Route 91 and Interstate 15, operating seven days a week. In Fiscal Year 2024/25, FSP performed nearly 59,000 assists in general-purpose lanes and nearly 2,600 assists in Express Lanes.

DISCUSSION:

The Commission has multiple tow service contracts for the ten beats in Western Riverside County (see map of FSP beats in Attachment 1). The current tow contracts for Beats 4, 7, and 8 will expire on January 3, 2027. To ensure that there are not any service disruptions, staff sought a competitive procurement to award tow contracts to qualified firms to cover FSP service areas comprised of three beats on State Routes 60 and 91, as summarized in the following table:

Contract FSP Service Area	Description of Service Area	Number of Tow Trucks
Beat 4	SR91 from Magnolia Ave to 60/91/215 Interchange	2 primary (+1 backup truck)
Beat 7	SR60 from Milliken St to Main St	2 primary (+1 backup truck)
Beat 8	SR60 from I215 at Alessandro Blvd to Theodore St	2 primary (+1 backup truck)

Procurement Process

Staff determined the weighted factor method of source selection to be the most appropriate for this procurement, as it allows the Commission to identify the most advantageous proposal with price and other factors considered. Non-price factors include elements such as qualifications of firm, personnel, and the ability to respond to the Commission's needs for FSP Services as set forth under the terms of the Request for Proposals (RFP) No. 26-45-054-00.

RFP No. 26-45-054-00 was released on March 4, 2026. The RFP was posted on the Commission's PlanetBids website, which is accessible through the Commission's website. Utilizing PlanetBids, emails were sent to 53 firms, 21 of which are located in Riverside County. Through the PlanetBids site, 12 firms downloaded the RFP. A pre-proposal conference was held on March 11, 2026.

Staff responded to all questions submitted by potential proposers prior to the March 25, 2026, clarification deadline. Four (4) firms submitted proposals for the Beat 7 contract service area prior to the 2:00 p.m. submittal deadline on April 15, 2026 – Pepe's Towing Service Inc. (Colton), Pomona Valley Towing (Pomona), Royal Coaches Auto Body and Towing (Baldwin Park), and Safeway Towing Services dba Bob's Towing (Rowland Heights). Of the four proposals submitted, all were deemed responsive and responsible. Two (2) firms submitted proposals for the Beats 4 and 8 contract service areas prior to the 2:00 p.m. submittal deadline on April 15, 2026 — Pepe's Towing Service Inc. (Colton) and Royal Coaches (Baldwin Park). Of the two proposals submitted, both were deemed responsive and responsible.

Utilizing the evaluation criteria set forth in the RFP, the proposals were evaluated and scored by an evaluation committee comprised of the CHP Inland Division, San Bernardino County Transportation Authority, and Commission staff.

For the price component, a dynamic tow rate was used, which adjusts quarterly based on changes in diesel fuel prices. This structure helps alleviate risks on the operator when fuel rates increase and also adjusts downwards to more favorable rates for the Commission when fuel prices are lower. As such, the RFP included a price proposal template asking bidders to submit rates that correspond to ranges of average diesel fuel prices, as shown below:

Price Proposal Table:	
Rate Level #	**Average Diesel Fuel Cost Per Gallon (per EIA)**
1	$0.01 - $2.99
2	$3.00 - $3.99
3	$4.00 - $4.99
4	$5.00 - $5.99
5	$6.00 - $6.99
6	$7.00 - $7.99
7	$8.00 - $8.99
8	$9.00 - $9.99
9	$10.00+

The average of the proposed hourly rates, across the nine rate levels, was used to determine the bidders' cost score.

Bidders submitted separate cost proposals for Beat No. 4, Beat No.7 and Beat No. 8 service areas. Proposals for each service area were evaluated independently by the evaluation committee. Based on the evaluation committee's assessment of the written proposals, the evaluation committee recommends awarding Agreement No. 26-45-054-00 (Attachment 2) to Royal Coaches for Beat 4 and 8 service areas and awarding Agreement No. 26-45-085-00 (Attachment 3) to Pomona Valley Towing for Beat 7 service area, as these firms submitted

responsive and responsible proposals and earned the highest total evaluation scores for the respective Beats. The recommended contract with Royal Coaches is for a five-year term, in the amount of $7,207,200, plus a contingency amount of $360,400 for a total amount not to exceed $7,567,600. The recommended contract with Pomona Valley Towing is for a five-year term, in the amount of $2,659,000, plus a contingency amount of $133,000 for a total amount not to exceed $2,792,000. Both contracts will begin on January 4, 2027, and expire on December 31, 2031.

The proposed five-year contract regular rates and evaluation rankings for all firms are presented in the following tables:

State Route 91 – Beat 4		
Firm	**Average Tow Rates:** Years 1-2 / Year 3-4 / Year 5	**Evaluation Ranking**
Royal Coaches	$150.00 / $155.00 / $160.00	1
Pepe's Towing Service	$253.29 / $273.29 / $293.29	2

State Route 60 – Beat 7		
Firm	**Average Tow Rates:** Years 1-2 / Year 3-4 / Year 5	**Evaluation Ranking**
Pomona Valley Towing	$134.20 / $138.20 / $146.20	1
Royal Coaches	$150.00 / $155.00 / $160.00	2
Bob's Towing	$146.99 / $146.99 / $146.99	3
Pepe's Towing Service	$253.29 / $273.29 / $293.29	4

State Route 60 – Beat 8		
Firm	**Average Tow Rates:** Years 1-2 / Year 3-4 / Year 5	**Evaluation Ranking**
Royal Coaches	$150.00 / $155.00 / $160.00	1
Pepe's Towing Service	$253.29 / $273.29 / $293.29	2

The rates above reflect the average rate across the nine-rate levels quoted. The actual hourly tow rate level applied (1 through 9) will be adjusted for each quarter based on the previous quarter's average cost of diesel fuel as reported by the United States Energy Information Administration (EIA), California No 2 Diesel Retail Prices (dollars per gallon).

FISCAL IMPACT:

There is no fiscal impact to this item for the current fiscal year. Funding for the services will consist of Caltrans and SAFE funds, and will be included in future fiscal years' budgets, beginning in FY 2026/27.

Financial Information							
In Fiscal Year Budget:		N/A	Year:	FY 2026/27+	Amount:	$10,359,600	
Source of Funds:	State of California, SAFE funds				Budget Adjustment:		No
GL/Project Accounting No.:		002173 81014 00000 0000 2010 45 81002					
Fiscal Procedures Approved:					Date:	05/21/2026	

Attachments:

1) Map of FSP Service Areas
2) Draft FSP Agreement No. 26-45-054-00 with Royal Coaches Auto Body and Towing, LLC
3) Draft FSP Agreement No. 26-45-085-00 with Carpe Carma, LLC dba Pomona Valley Towing

ATTACHMENT 1

Map of Freeway Service Patrol Service Areas, Western Riverside County



MODEL CONTRACT

Agreement No. 26-45-054-00

RIVERSIDE COUNTY TRANSPORTATION COMMISSION, ACTING AS THE RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES, FOR FREEWAY SERVICE PATROL FOR BEAT # 4 AND 8 WITHIN RIVERSIDE COUNTY WITH ROYAL COACHES AUTO BODY & TOWING

1. PARTIES AND DATE.

1.1 This Agreement is made and entered into as of _____ day of _____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("COMMISSION") acting as the RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ("SAFE") and ROYAL COACHES AUTO BODY & TOWING, a Corporation (referred to herein as "CONTRACTOR"). SAFE and CONTRACTOR are sometimes individually referred to herein as "Party" and collectively as "Parties".

1.2 The California Highway Patrol herein referred to as "CHP" and California Department of Transportation, herein referred to as "Caltrans" are hereby expressly designated as third-party beneficiaries of CONTRACTOR's performance under this Agreement.

2. RECITALS.

2.1 **WHEREAS**, COMMISSION is a California County Transportation Commission existing under the authority of Section 130050 et seq. of the California Public Utilities Code;

2.2 **WHEREAS**, COMMISSION is authorized, pursuant to Section 2550 et seq. of the California Streets and Highways Code, to act as SAFE for purposes of providing a motorist aid system, including provision of freeway service patrols;

2.3 **WHEREAS**, SAFE requires the services of a CONTRACTOR to provide the freeway service patrol professional services as described in the Scope of Services;

2.4 **WHEREAS**, SAFE has determined that CONTRACTOR is best qualified to perform the required services;

2.5 **WHEREAS**, the CONTRACTOR is able and willing to perform the required services under the terms and conditions of this Contract;

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2.6 **WHEREAS**, COMMISSION is the short range transportation planning agency for Riverside County, and programs federal, state, and local funds. COMMISSION has entered into a Memorandum of Understanding with Caltrans and CHP to fund peak period freeway service patrols on selected freeway segments in Riverside County; and

2.7 **WHEREAS**, Section 21718 (a) of the California Vehicle Code specifically authorized CHP to be responsible for freeway service patrols stopping on freeways for the purpose of rapid removal of impediments to traffic. Article 3, Section 91, of the Streets and Highways Code, states that Caltrans has responsibility to improve and maintain the state highways. Caltrans also has the responsibility for traffic management and removing impediments from the highways.

NOW, THEREFORE, for the consideration hereinafter stated, SAFE and CONTRACTOR agree as follows:

3. TERMS.

3.1 General Scope of Services. The purpose of the Freeway Service Patrol ("FSP") program is to provide for the rapid removal of disabled vehicles and vehicles involved in minor accidents from the freeway. Contractor promises and agrees to furnish to SAFE all labor materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately provide the FSP services ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state, and federal laws, rules and regulations, and the SOP manual (as defined below).

3.1.1. Contract Oversight. Caltrans and CHP will jointly oversee the Services. Both agencies will have responsibility for overseeing Service performance and ensuring that the CONTRACTOR abides by the terms of this Contract. CHP is responsible for dispatch services to incident locations within the CONTRACTOR's patrol limits. The dispatching will be done in accordance with this Contract. A Standard Operating Procedures ("SOP") manual will be given to the CONTRACTOR explaining the types of incidents to which his/her operators may be dispatched.

3.1.2 Beat Descriptions. The FSP will operate on selected freeway segments referred to herein as "beats". Each beat has specific turnaround locations and designated drop locations identified by the CHP. Exhibit "A" shows the specific limits, number of tow trucks, number of back-up trucks and hours of operation, and holidays for the CONTRACTOR's specific beat. SAFE reserves the right to add or delete holidays to the work schedule, provided that SAFE provides CONTRACTOR seven (7) days advanced notice of such addition or deletion. Travel time to and from the beat will be at the expense of the CONTRACTOR.

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3.1.3 Change Orders. At any time during the term of this Contract, SAFE reserves the right to adjust beat specifications to better accommodate demand for the Services, or availability of funding, at no cost to SAFE. Adjustments may include reduction in the hours of Services. SAFE may direct such adjustments during the course of this Contract through written change orders, signed by SAFE, setting forth any changes to Exhibit "A". Changes may include a change of the specified beat(s) to other beats that SAFE determines better serve the needs of SAFE, as well as changes to schedules and hours for the beats set forth in Exhibit "A". If warranted, as determined in SAFE's sole discretion, and during the hours of operation of the Services, the CONTRACTOR may be requested to temporarily reassign his/her FSP operators/trucks to locations outside the assigned beat. Such reassignments shall be at no cost to SAFE.

3.1.4. The SOP Manual. To promote a safe work environment and for the maintenance of professionalism, the most current version of the SOP manual shall, at all times, be followed by the CONTRACTOR and its vehicle operators. The SOP manual, as such manual may from time to time be amended, is incorporated into this Contract by reference. CONTRACTOR shall be notified and provided with a copy of any changes to the SOP manual. Drivers found not to be in compliance with FSP procedures, as set forth in the SOP manual or this Contract, may be suspended or terminated from the FSP program and the CONTRACTOR may be fined three (3) times the hourly Contract rate in one (1) minute increments until a replacement vehicle is provided (Driver and Truck must return to beat compliant with all FSP requirements), or fined for the entire shift at three (3) times the hourly rate at the discretion of the FSP Field Supervisors.

3.2 Equipment Requirements. CONTRACTOR shall comply with all equipment requirements outlined in the attached Exhibit "A".

3.3 Commencement of Services. The CONTRACTOR shall commence work upon receipt of a written Notice to Proceed from SAFE.

3.4 Term. The term of this Contract shall be for a period of five (5) years, from January 4, 2027 to December 31, 2031 unless earlier terminated as provided herein. SAFE shall also have the right to renew this Contract from one month up to a one (1) year term after the initial term by providing notice as provided below. SAFE must provide written notice to CONTRACTOR no less than ninety (90) days prior to the end of the applicable term, indicating its renewal of the Contract. CONTRACTOR shall complete the Services within the term of this Contract, and shall meet any other established schedules and deadlines. All applicable indemnification provisions of this Contract shall remain in effect following the termination of this Contract. The rates shall be as set forth in Exhibit "B" attached hereto and incorporated herein by reference.

3.5 SAFE's Representative. SAFE hereby designates the SAFE Executive Director or his or her designee, to act as its Representative for the performance of this Contract ("SAFE's Representative"). SAFE's Representative shall have the authority to act on behalf of SAFE for all purposes under this Contract. SAFE's Representative shall also review and give approval, as needed, to the details of CONTRACTOR's work as it progresses.

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CONTRACTOR shall not accept direction or orders from any person other than the SAFE's Representative or his or her designee.

3.6 CONTRACTOR'S Representative. CONTRACTOR hereby designates William Salazar, President to act as its representative for the performance of this Contract ("CONTRACTOR's Representative"). CONTRACTOR's Representative shall have full authority to act on behalf of CONTRACTOR for all purposes under this Contract. The CONTRACTOR's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Contract. CONTRACTOR shall work closely and cooperate fully with SAFE's Representative and any other agencies which may have jurisdiction over or an interest in the Services. CONTRACTOR's Representative shall be available to the SAFE staff at all reasonable times. Any substitution in CONTRACTOR's Representative shall be approved in writing by SAFE's Representative.

3.7 Substitution of Key Personnel. CONTRACTOR has represented to SAFE that certain key personnel will perform and coordinate the Services under this Contract. Should one or more of such personnel become unavailable, CONTRACTOR may substitute other personnel of at least equal competence upon written approval by SAFE's Representative. In the event that SAFE's Representative and CONTRACTOR cannot agree as to the substitution of the key personnel, SAFE shall be entitled to terminate this Contract for cause, pursuant to the provisions of Section 3.15. The key personnel for performance of this Contract are: William Salazar and Johnny Perez.

3.7.1 Availability of FSP Manager. Except in the case of unpreventable circumstances, the FSP Manager must be available at the CONTRACTOR's office for at least 50% of each Work Day to address time sensitive issues related to this Contract or the Services, including, but not limited to, FSP administrative responsibilities; SAFE, CHP, and Caltrans requests; driver matters; and truck maintenance issues. CONTRACTOR shall, within 24 hours, notify SAFE of each circumstance causing the FSP Manager not to be available as required herein. As used in this section, the term "Work Day" shall mean and refer to any day that FSP service is provided, during those hours of operation for Construction FSP.

3.8 Review of Work and Deliverables. All reports, working papers, and similar work products prepared for submission in the course of providing Services under this Contract may be required to be submitted to SAFE's Representative in draft form, and SAFE's Representative may require revisions of such drafts prior to formal submission and approval. In the event that SAFE's Representative, in his or her sole discretion, determines the formally submitted work product to be inadequate, SAFE's Representative may require CONTRACTOR to revise and resubmit the work at no cost to SAFE. Upon determination by SAFE that CONTRACTOR has satisfactorily completed the Services required under this Contract and within the term set forth in Section 3.4, SAFE shall give CONTRACTOR a written Notice of Final Completion. Upon receipt of such notice, CONTRACTOR shall incur no further costs hereunder, unless otherwise specified in the Notice of Completion.

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CONTRACTOR may request issuance of a Notice of Final Completion when, in its opinion, it has satisfactorily completed all Services required under the provisions of this Contract.

3.9 Appearance at Hearings. If and when required by SAFE, CONTRACTOR shall render assistance at public hearings or other meetings related to the performance of the Services.

3.10 Standard of Care: Licenses. CONTRACTOR represents and maintains that it is skilled in the professional calling necessary to perform all Services, duties and obligations required by this Contract. CONTRACTOR shall perform the Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. CONTRACTOR warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. CONTRACTOR further represents and warrants to SAFE that its employees and subcontractors have all licenses, permits, qualifications (including medical certification) and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Contract. CONTRACTOR shall perform, at its own cost and expense and without reimbursement from SAFE, any services necessary to correct errors or omissions which are caused by the CONTRACTOR's failure to comply with the standard of care provided for herein, and shall be fully responsible to SAFE for all damages and other liabilities provided for in the indemnification provisions of this Contract arising from the CONTRACTOR's errors and omissions. Any employee of CONTRACTOR or its subcontractors who is determined by SAFE to be uncooperative, incompetent, a threat to the adequate or timely completion of the Services, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to SAFE, shall be promptly removed from performing the Services by the CONTRACTOR and shall not be re-employed to perform any of the Services.

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3.11 Opportunity to Cure. SAFE may provide CONTRACTOR an opportunity to cure, at CONTRACTOR's expense, all errors and omissions which may be disclosed during performance of the Services. Should CONTRACTOR fail to make such correction in a timely manner, such correction may be made by SAFE, and the cost thereof charged to CONTRACTOR.

3.12 Inspection of Work. CONTRACTOR shall allow SAFE's Representative to inspect or review CONTRACTOR's performance of Services in progress at any time. SAFE/Caltrans/CHP also reserves the right to audit all paperwork demonstrating that CONTRACTOR participates in an employee alcohol/drug-testing program and the DMV Pull Notice Program.

3.13 Laws and Regulations. CONTRACTOR shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Services, including all Cal/OSHA requirements, and shall give all notices required by law. CONTRACTOR shall be solely liable for all violations of such laws and regulations in connection with Services. If the CONTRACTOR performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice

to SAFE, CONTRACTOR shall be solely responsible for all costs arising therefrom. CONTRACTOR shall defend, indemnify and hold SAFE, their officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Contract, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.14 Damage Complaints. Upon receiving a damage complaint from a motorist assisted by the CONTRACTOR, that the CONTRACTOR damaged their vehicle while lending assistance, the CONTRACTOR shall notify CHP immediately regarding the nature of the damage complaint and its disposition. The CONTRACTOR shall reply to the motorist by telephone within twenty-four (24) hours of receiving the damage complaint notification. If necessary, the CONTRACTOR shall send either his or her authorized representative or his or her insurance company representative to inspect the vehicle and complete an incident report within forty-eight (48) hours after receiving the damage complaint. If the investigation shows that damage to the vehicle could have been caused by the CONTRACTOR, the CONTRACTOR shall negotiate in good faith to try and resolve the issue and shall report to the CHP the result of the negotiations. All complaints shall be resolved within a reasonable period of time after being received.

3.14.1 Complaint Review Committee. The FSP Technical Advisory Committee ("FSP TAC") is composed of voting members from CHP, SAFE and Caltrans. Voting members of the FSP TAC are hereby designated as the members of the Damage Complaint Review Committee ("DCRC"). If the DCRC finds that justifiable complaints are not resolved within a reasonable time frame, it can recommend that payment to the CONTRACTOR in the amount of the damage claim may be deducted from the CONTRACTOR's monthly invoice.

3.15 Termination.

3.15.1 Notice; Reason. SAFE may, by written notice to CONTRACTOR, terminate this Contract, in whole or in part, including, without limitation, the geographical territory covered by this Contract, at any time by giving written notice to CONTRACTOR of such termination, and specifying the effective date thereof ("Notice of Termination"). Such termination may be for SAFE's convenience, due to lack of available funding for the Services, or because of CONTRACTOR's failure to perform its duties and obligations under this Contract, including, but not limited to, the failure of CONTRACTOR to timely perform Services pursuant to the Scope of Services described in Section 3, entitled "Terms," as well as Section 7 of the RFP. CONTRACTOR may not terminate this Contract except for cause.

3.15.2 Discontinuance of Services. Upon receipt of the written Notice of Termination, CONTRACTOR shall discontinue all affected Services as directed in the Notice of Termination, and deliver to SAFE all Documents and Data, as defined in this Contract, as may have been prepared or accumulated by CONTRACTOR in performance of the Services, whether completed or in progress.

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3.15.3 Effect of Termination For Convenience. If the termination is to be for the convenience of SAFE, SAFE shall compensate CONTRACTOR for Services fully and adequately provided through the effective date of termination as provided in the Notice of Termination. Such payment shall include a pro-rated amount of profit, if applicable, up through such effective date, but no amount shall be paid for anticipated profit on unperformed Services past such effective date. CONTRACTOR shall provide documentation deemed adequate by SAFE's Representative to show the Services actually completed by CONTRACTOR prior to the effective date of termination. This Contract shall terminate on the effective date of the Notice of Termination.

3.15.4 Effect of Termination for Cause. If the termination is for cause, CONTRACTOR shall be compensated for those Services which have been fully and adequately completed and accepted by SAFE as of the effective date of termination as provided in the Notice of Termination. In such case, SAFE may take over the work and prosecute the same to completion by contract or otherwise. Further, CONTRACTOR shall be liable to SAFE for any reasonable additional costs or damages incurred to revise work for which SAFE has compensated CONTRACTOR under this Contract, but which SAFE has determined in its sole discretion needs to be revised, in part or whole. Termination of this Contract for cause may be considered by SAFE in determining whether to enter into future contracts with CONTRACTOR.

3.15.5 Cumulative Remedies. The rights and remedies of the Parties provided in this Section are in addition to any other rights and remedies provided by law or under this Contract.

3.15.6 Procurement of Similar Services. In the event this Contract is terminated, in whole or in part, as provided by this Section, SAFE may procure, upon such terms and in such manner as it deems appropriate, services similar to those terminated.

3.15.7 Waivers. CONTRACTOR, in executing this Contract, recognizes that the Services may be terminated, in whole or in part, as provided in this Section. CONTRACTOR shall not be entitled to any damages including, but not limited to, any compensation for costs incurred to procure vehicles, meet the terms for providing the Services, or for any other costs or expenses, and shall be deemed to have waived any and all claims for damages, costs or expenses which may otherwise arise from SAFE's termination of this Contract, for convenience or cause, as provided in this Section.

3.15.8 Authorization to Terminate. The Executive Director of SAFE shall have the full authority and discretion to exercise SAFE's rights under this Section 3.15, entitled "Termination".

3.16 Trend Meetings. CONTRACTOR shall attend, or send a designated management-level representative, to all trend meetings (i.e., required FSP TAC meeting which meets every other month). These trend meetings will encompass focused and informal discussions concerning, but not limited to: scope, Services, schedule, current progress of Services, relevant cost issues, and future objectives. CONTRACTOR shall be responsible for having a representative attend all meetings (i.e., FSP TAC meetings) that has the ability to

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make management-level decisions on the behalf of the CONTRACTOR. If the CONTRACTOR cannot have a management-level representative at a meeting, CONTRACTOR shall notify SAFE and CHP prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR's contractual responsibility. Meetings are scheduled, and CONTRACTOR will be notified of such schedule, no later than three (3) working days prior to the meeting.

3.17 Fees and Payment.

3.17.1 Amount to be Paid. Subject to the provisions set forth below for Services satisfactorily performed hereunder, SAFE shall pay the CONTRACTOR on a fixed unit rate basis a ceiling price NOT TO EXCEED Seven Million, Two Hundred Seven Thousand, Two Hundred Dollars ($7,207,200).

3.17.2 Maximum Payment is the Ceiling Price. SAFE shall not be obligated to pay costs which exceed the ceiling price set forth above, except as provided in Sections 3.15 and 3.17.10. CONTRACTOR agrees to use its best efforts to perform the services and all obligations under this Contract within such ceiling price.

3.17.3 Hourly Rate; Break and Meal Periods. For its performance of the Services, the CONTRACTOR shall be paid for labor expended directly in the performance of the Services at the rates specified below. Payments shall be made monthly in arrears based on Services provided and allowable incurred expenses. The CONTRACTOR shall not be entitled to reimbursements for any expenses unless approved in advance in writing.

SCHEDULE OF HOURLY RATES

Hourly rates are set forth in Exhibit "B" attached hereto and incorporated herein by reference.

Hourly rates may be adjusted as set forth in Chapter 9, Violations/Penalties, of the FSP Standard Operating Procedures (SOP).

A) CONTRACTOR is responsible for compliance with all California labor laws related to break periods and meal periods including, but not limited to, compliance with Labor Code section 512. CONTRACTOR shall be solely responsible for any additional pay to which its drivers may be entitled for CONTRACTOR's failure to comply with the California labor law requirements.

B) During shifts that require drivers to be provided a 30-minute meal period break pursuant to Labor Code section 512, CONTRACTOR shall either make arrangements for another certified driver to provide Services during those breaks or not be compensated for each 30-minute meal period break during which Services are not provided. In no case shall CONTRACTOR be entitled to bill RCTC for time during which a driver is taking a meal period break.

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3.17.4 Payment Coverage. The compensation herein above specified will cover and include all applicable labor surcharges such as taxes, insurance and fringe benefits, as well as indirect costs, overhead, general and administrative expense, and profit.

3.17.5 Cost Principles.

A) CONTRACTOR agrees to comply with 2 CFR, Part 225, Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

B) CONTRACTOR agrees that 1) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual cost items, and 2) CONTRACTOR shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C) Any costs for which CONTRACTOR has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by CONTRACTOR to SAFE. Should CONTRACTOR fail to reimburse moneys due SAFE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, SAFE is authorized to intercept and withhold future payments due CONTRACTOR from SAFE or any third-party source, including, but not limited to, the State Treasurer, the State Controller, and the California Transportation Commission.

3.17.6 Fines. Fines for starting late; leaving early; taking more breaks than authorized; or being ordered out of service by a CHP, SAFE Representative or Caltrans supervisor for Contract infractions shall be deducted from the CONTRACTOR's monthly invoice at five (5) times the hourly rate, plus the loss of revenue for the down time. Fines may be further described in the attached Exhibit "A".

3.17.7 Accounting System. CONTRACTOR and its subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate expenditures by line item for the Services. The accounting system of CONTRACTOR and its subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

3.17.8 Invoices. Invoices for CONTRACTOR's Services shall be submitted monthly on forms approved by SAFE. Invoices will be routinely verified by CHP. To ensure prompt payment, most billing disputes may be resolved within ten (10) working days of written notice of dispute. However, at SAFE's discretion, reconciliation of disputed fines that sum to less than 2% of the months' Invoice may be corrected on the next month's Invoice to ensure prompt payment of the major portion of the invoice. Each Invoice shall include a cover sheet bearing a certification as to the accuracy of the statement signed by the

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CONTRACTOR's authorized officer. Invoices shall be mailed to SAFE's Contract Administrator at the following address:

Riverside County Service Authority for Freeway Emergencies
FSP Program
P.O. Box 12008
Riverside, CA
92502-2208
Attn: Brian Cunanan

3.17.8.1 Monthly Progress Reports. As part of its Invoice, CONTRACTOR shall submit a Monthly Progress Report, in a form determined by SAFE, which will cover the Invoice period and include spreadsheets showing hours expended for each day of the month per vehicle per beat, and the total for the term of the Contract to date. Submission of such Monthly Progress Report by CONTRACTOR shall be a condition precedent to receipt of payment from SAFE for each monthly Invoice submitted.

3.17.8.2 Payment Schedule. Invoice periods shall be based upon a calendar month, beginning with the first day of the month. SAFE shall reimburse CONTRACTOR for Services adequately provided under this Contract within thirty (30) days of receiving the current period invoice with no errors. If the Invoice is completed incorrectly by the CONTRACTOR it will delay payment. If SAFE fails to pay any amount owed to CONTRACTOR under this Contract within thirty (30) days after receipt of the invoice, CONTRACTOR may give SAFE a notice of failure to pay which shall set forth the invoice(s) and amount(s) which CONTRACTOR believes are thirty (30) days overdue. SAFE shall pay any undisputed invoice(s) and amount(s) within thirty (30) days of receipt of a notice of failure to pay.

3.17.9 Right to Audit. For the purpose of determining compliance with this Contract and other matters connected with the performance of CONTRACTOR's contracts with third parties, CONTRACTOR and its subcontractors shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to CONTRACTOR. SAFE, the State of California acting through the Department of Transportation or its duly authorized representative, the California State Auditor, or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and CONTRACTOR shall furnish copies thereof if requested.

3.17.10 Taxes. CONTRACTOR shall pay any sales, use, or other taxes, if any, attributable to the provision of the Services.

3.17.11 Travel and Subsistence. Payments to CONTRACTOR for travel and subsistence expenses claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under

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current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then CONTRACTOR is responsible for the cost difference and any overpayments shall be reimbursed to SAFE on demand.

3.17.12 Employment Adverse to the SAFE. CONTRACTOR shall notify SAFE, and shall obtain SAFE's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against SAFE during the term of this Contract.

3.17.13 Extra Work. At any time during the term of this Contract, SAFE may request CONTRACTOR to perform Extra Work. "Extra Work" shall mean any work which is determined by SAFE to be necessary for proper completion of the Services, but which the Parties did not reasonably anticipate would be necessary at the time of the execution of this Contract and was not included in the Scope of Services. Extra Work, if any, shall be reimbursed at the same hourly rate as identified in Section 3.17.3. CONTRACTOR shall not perform, nor be compensated for Extra Work without obtaining authorization in the form of a written Extra Work Order issued by SAFE's Representative. For instance, Construction FSP services as it relates to construction activity can be considered Extra Work. In the event an Extra Work Order is not issued and signed by SAFE's Representative, CONTRACTOR shall not provide such Extra Work. However, no compensation or reimbursement for Extra Work shall be paid if it is not authorized by SAFE and if the cumulative total of such Extra Work under the Contract exceeds $25,000. All Extra Work in a cumulative total in excess of $25,000 must be approved in advance by amendment to this Contract.

3.17.13.1 Extra Work Cancellation Policy. If a tow operator is scheduled for Extra Work and they are notified of a cancellation with **LESS than a 24 hour notice** – then the tow operator will be reimbursed for **three (3) hours** of the agreed upon contract hourly rate. *Note: The minimum of the three (3) hours should cover eight hours of the drivers' hourly wage.* Starting with "Less than a 24 hour cancellation notice" up to the time the tow operator is on the assigned Extra Work Beat, the "three contract hour cancellation rate" remains the same. Once the tow operator is on the Extra Work Beat, the cancellation policy changes.

If a tow operator begins the Extra Work (the truck is on the Beat) and is then notified that Extra Work has been cancelled, the FSP operator will be paid for the entire shift period **up to a maximum of eight (8) hours**. A shift period for this policy is defined as: the time period of the actual Extra Work shift assigned or for a maximum of eight (8) contract hours, whichever is less.

The supervising FSP CHP Officer for the Extra Work shift will make the final determination as to whether or not the tow operator will continue to work the Extra Work shift. Regardless, the tow operator will be reimbursed for the original shift period or a maximum or eight (8) hours, whichever is less.

3.17.14 Most Favored Customer. CONTRACTOR agrees that, throughout the term of this Contract, it shall not enter into any FSP services agreement with any government agency with whom it has either existing contractual relationship or has no

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contractual relationship that predates this Contract, pursuant to which CONTRACTOR agrees to charge FSP services fees less than those as indicated in this Contract for substantially the same level of FSP services contemplated by this Contract. Should SAFE establish that such lower fees have been agreed to by CONTRACTOR with another government agency, CONTRACTOR agrees to renegotiate the fees or to refund SAFE an amount equal to the difference between the fees indicated in this Contract and the fees charged to other government agency customer.

3.17.15 Mobilization Costs Payment. Intentionally Omitted.

3.18 Delay in Performance.

3.18.1 Excusable Delays. Neither Party shall be considered in default in the performance of its obligations to the extent that the performance of any such obligation is prevented or delayed by an Excusable Delay. Should CONTRACTOR be delayed or prevented from the timely performance of any act or Services required by the terms of the Contract by an Excusable Delay, Contractor's schedule for completion of tasks affected by such delay may be extended as set forth in Section 3.18.2. But in every case, CONTRACTOR's failure to perform must be reasonably beyond the control, and without the fault or negligence of the CONTRACTOR. Excusable Delays are acts of God or of the public enemy, acts or omissions of SAFE or other governmental agencies in either their sovereign or contractual capacities, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes or unusually severe weather.

3.18.2 Written Notice. If CONTRACTOR believes it is entitled to an extension of time due to conditions set forth in subsection 3.18.1, CONTRACTOR shall provide written notice to the SAFE within seven (7) working days from the time CONTRACTOR knows, or reasonably should have known, that performance of the Services will be delayed due to such conditions. Failure of CONTRACTOR to provide such timely notice shall constitute a waiver by CONTRACTOR of any right to an excusable delay in time of performance.

3.18.3 Mutual Contract. Performance of any Services under this Contract may be delayed upon mutual agreement of the Parties. Upon such agreement, CONTRACTOR's Schedule of Services (as defined in their Proposal) shall be extended as necessary by SAFE. CONTRACTOR shall take all reasonable steps to minimize delay in completion, and additional costs, resulting from any such extension.

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3.19 Status of CONTRACTOR/Subcontractors.

3.19.1 Independent Contractor. The Services shall be performed by CONTRACTOR or under its supervision. CONTRACTOR will determine the means, methods and details of performing the Services subject to the requirements of this Contract. SAFE retains CONTRACTOR on an independent contractor basis and not as an employee, agent or representative of the SAFE. CONTRACTOR retains the right to perform similar or different services for others during the term of this Contract. Any additional personnel performing the Services under this Contract on behalf of CONTRACTOR shall at all times be under CONTRACTOR's exclusive direction and control. CONTRACTOR shall pay all wages, salaries and other amounts due such personnel in connection with their performance of Services and as required by law. CONTRACTOR shall be responsible for all reports and obligations respecting such personnel, including but not limited to, social security taxes, income tax withholdings, unemployment insurance, disability insurance, and workers' compensation insurance.

3.19.2 Assignment or Transfer. CONTRACTOR shall not assign, hypothecate, or transfer, either directly or by operation of law, this Contract or any interest herein, without the prior written consent of SAFE. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. Notwithstanding the foregoing, SAFE may transfer or assign any and all of its rights and obligations under this Contract, including, without limitation the rights to terminate this Contract, as assigned, pursuant to Section 3.15 hereof.

3.19.3 Subcontracting. CONTRACTOR shall not subcontract any portion of the work or Services required by this Contract, except as expressly stated herein, including the Scope of Services, without prior written approval of the SAFE. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Contract. SAFE shall have no liability to any subconsultant(s) for payment for services under this Contract or other work performed for CONTRACTOR, and any subcontract entered into by CONTRACTOR pursuant to the conduct of services under this Contract shall duly note that the responsibility for payment for the technical services or any other work performed shall be the sole responsibility of CONTRACTOR.

3.20 CONTRACTOR will maintain an inventory of all non-expendable equipment, defined as having a useful life of at least two years and an acquisition cost of $500 or more, paid for with funds provided pursuant to this Contract.

3.21 Ownership of Materials and Confidentiality.

3.21.1 Documents & Data; Licensing of Intellectual Property. All plans, specifications, studies, drawings, estimates, materials, data, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings, spreadsheets, or data magnetically or otherwise recorded on computer diskettes, prepared by or on behalf of CONTRACTOR under this Contract ("Documents and Data"),

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shall be made available to SAFE at all times during this Contract and shall become the property of SAFE upon the completion of the term of this Contract, except that CONTRACTOR shall have the right to retain copies of all such Documents and Data for its records. Should CONTRACTOR, either during or following termination of this Contract, desire to use any Documents and Data, it shall first obtain the written approval of SAFE. This Contract creates a no-cost, nonexclusive, and perpetual license for SAFE to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in the Documents and Data which are prepared or caused to be prepared by CONTRACTOR under this Contract ("Intellectual Property"). CONTRACTOR shall require all subcontractors to agree in writing that SAFE is granted a no-cost, nonexclusive, and perpetual license for any Intellectual Property the subcontractor prepares under this Contract. CONTRACTOR represents and warrants that CONTRACTOR has the legal right to license any and all Intellectual Property prepared or caused to be prepared by CONTRACTOR under this Contract. SAFE shall not be limited in any way in its use of the Intellectual Property at any time, provided that any such use not within the purposes intended by this Contract shall be at SAFE's sole risk.

3.21.2 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to CONTRACTOR in connection with the performance of this Contract shall be held confidential by CONTRACTOR to the extent permitted by law, including, without limitation, the California Public Records Act, Government Code section 6250 et seq. Such materials shall not, without the prior written consent of SAFE, be used by CONTRACTOR for any purposes other than the performance of the Services as provided herein. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services, except as provided herein. Nothing furnished to CONTRACTOR which is otherwise known to CONTRACTOR or is generally known, or becomes known, to the related industry shall be deemed confidential. CONTRACTOR shall not use SAFE's name or insignia, photographs, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production, or other similar medium without the prior written consent of SAFE.

3.22 Indemnification. CONTRACTOR shall indemnify and hold SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, agents, contractors, consultants, employees, and volunteers free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of, or incident to, any acts, omissions, or willful misconduct of the CONTRACTOR, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services or this Contract, including without limitation, the payment of all consequential damages and other related costs and expenses. CONTRACTOR shall defend, at CONTRACTOR's own cost, expense and risk, any and all such aforesaid suits, actions, or other legal proceedings of every kind that may be brought or instituted against SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, agents, contractors, consultants, employees, and volunteers. CONTRACTOR shall pay and satisfy any judgment, award, or decree that may be rendered against SAFE, COMMISSION, CHP, Caltrans or their

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directors, officials, officers, agents, consultants, employees, and volunteers, in any such suit, action, or other legal proceeding. CONTRACTOR shall reimburse SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, agents, consultants, employees, and volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. CONTRACTOR's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the CONTRACTOR, SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, agents, consultants, employees, and volunteers.

3.23 Insurance.

3.23.1 Time for Compliance. CONTRACTOR shall not commence work under this Agreement until it has provided evidence satisfactory to SAFE that it has secured all insurance required under this section, in a form and with insurance companies acceptable to SAFE. In addition, CONTRACTOR shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.23.2 Minimum Requirements. CONTRACTOR shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the CONTRACTOR, its agents, representatives, employees or subcontractors. CONTRACTOR shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) General Liability: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) Automobile Liability: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) Workers' Compensation and Employer's Liability: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. CONTRACTOR shall maintain limits no less than:

(i) General Liability:

Per occurrence:	$2,000,000
Project Specific Aggregate:	$4,000,000
Products/Completed Operations:	$1,000,000
Personal Injury Limit:	$1,000,000

(ii) Automobile Liability: $1,000,000 per accident for bodily injury and property damage; and

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(iii) Workers' Compensation and Employer's Liability: Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of $1,000,000 per accident.

3.23.3 On-Hook Insurance & Garage Keepers Liability Coverage.

(A) CONTRACTOR shall maintain a policy of On-Hook Towing Insurance to include the care, custody or control exposure present while vehicles are being serviced roadside, on-hook, or in a storage yard for not less than one hundred thousand dollars ($100,000).

(B) CONTRACTOR shall maintain a policy of Garage Keepers Liability Insurance which shall include coverage for vehicles in the care, custody and control of the CONTRACTOR with limits of liability not less than $500,000 per occurrence for property damage.

3.23.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or CONTRACTOR shall provide endorsements on forms approved by SAFE to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent consultants coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from SAFE, COMMISSION, CHP, or Caltrans insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the

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ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the CONTRACTOR or for which the CONTRACTOR is responsible; and (2) the insurance coverage shall be primary insurance as respects SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the CONTRACTOR's scheduled underlying coverage. Any insurance or self-insurance maintained by SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, employees and agents shall be excess of the CONTRACTOR's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) CONTRACTOR certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against SAFE, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the CONTRACTOR.

(D) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to SAFE, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of SAFE, COMMISSION, CHP, and Caltrans (if agreed to in a written contract or agreement) before SAFE, COMMISSION, CHP or Caltrans own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

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(iv) CONTRACTOR shall provide SAFE at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the CONTRACTOR shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the CONTRACTOR shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to SAFE at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. CONTRACTOR shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. CONTRACTOR shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by CONTRACTOR, and any approval of said insurance by SAFE, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the CONTRACTOR pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, SAFE has the right but not the duty to obtain the insurance it deems necessary and any premium paid by SAFE will be promptly reimbursed by CONTRACTOR or SAFE will withhold amounts sufficient to pay premium from CONTRACTOR payments. In the alternative, SAFE may cancel this Agreement. SAFE may require the CONTRACTOR to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither SAFE, COMMISSION, CHP, Caltrans nor any of their directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

Each insurance policy required by this Agreement shall be endorsed to state that:

3.23.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by SAFE. If SAFE does not approve the deductibles or self-insured retentions as presented, CONTRACTOR shall guarantee that, at the option of SAFE, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects SAFE, its directors, officials, officers, employees and agents; or, (2) the CONTRACTOR shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense

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expenses.

3.23.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A: VIII, licensed to do business in California, and satisfactory to SAFE.

3.23.7 Verification of Coverage. CONTRACTOR shall furnish SAFE with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to SAFE. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by SAFE before work commences. SAFE reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.23.8 Subcontractor Insurance Requirements. CONTRACTOR shall not allow any subcontractors to commence work on any subcontract until they have provided evidence satisfactory to SAFE that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subcontractors shall be endorsed to name SAFE, COMMISSION, CHP and Caltrans as additional insureds using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by CONTRACTOR, SAFE may approve different scopes or minimum limits of insurance for particular subcontractors or subcontractors.

3.23.9 Review of Coverage. SAFE retains the right at any time to review the coverage, form and amount of insurance required herein and may require CONTRACTOR to obtain additional insurance reasonably sufficient in coverage, form, amount to provide adequate protection against the kind and extent of risk which exists at the time of change in insurance required.

3.23.10 Safety. CONTRACTOR shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the CONTRACTOR shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment, and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.24 Prohibited Interests.

3.24.1 Solicitation. CONTRACTOR maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working

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solely for CONTRACTOR, to solicit or secure this Contract. Further, CONTRACTOR warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for CONTRACTOR, any fee, percentage, brokerage fee, gift, or other consideration contingent upon or resulting from the award or making of this Contract. For breach or violation of this warranty, SAFE shall have the right to rescind this Contract without liability.

3.24.2 Conflict of Interest. For the term of this Contract, no member, officer or employee of SAFE, during the term of his or her service with SAFE, shall have any direct interest in this Contract, or obtain any present or anticipated material benefit arising therefrom.

3.24.3 Conflict of Employment. Employment by the CONTRACTOR of personnel currently on the payroll of SAFE shall not be permitted in the performance of this Contract, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays, or vacation time. Further, the employment by the CONTRACTOR of personnel who have been on SAFE payroll within one year prior to the date of execution of this Contract, where this employment is caused by, and or dependent upon, the CONTRACTOR securing this or related Contracts with SAFE, is prohibited.

3.25 Nondiscrimination; Equal Opportunity Employment. CONTRACTOR shall not deny any benefits of this Contract on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall CONTRACTOR unlawfully discriminate, harass, or allow harassment against any subcontractor, employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status.

Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, or termination. Employment and Housing Act (Gov. Code Section 12900 et seq.) and the applicable regulations promulgated thereunder (Cal. Admin. Code, Tit. 2, Section 7285.0 et seq.): The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Sec 12900, set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code, Sec 12900, set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code are incorporated into this Contract by reference and made a part hereof as if set forth in full. CONTRACTOR shall include the provisions of this Section in all of CONTRACTOR’s subcontracts with respect to work under this Agreement, unless exempted by the Regulations. CONTRACTOR shall also comply with all relevant provisions of SAFE's Minority Business Enterprise program, Affirmative Action Plan, or other related SAFE programs or guidelines currently in effect or hereinafter enacted.

3.26 Right to Employ Other CONTRACTORs. SAFE reserves the right to employ other CONTRACTORs in connection with the Services.

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3.27 Governing Law. The validity of this Contract and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by and construed with the laws of the State of California.

3.28 Venue. The Parties acknowledge and agree that this Contract was entered into and intended to be performed in Riverside County, California. The Parties agree that the venue for any action or claim brought by any Party will be the Central District of Riverside County. Each Party hereby waives any law or rule of court which would allow them to request or demand a change of venue. If any action or claim concerning this Contract is brought by any third party, the Parties agree to use their best efforts to obtain a change of venue to the Central District of Riverside County.

3.29 Time of Essence. Time is of the essence for each and every provision of this Contract.

3.30 Headings. Article and section headings, paragraph captions, or marginal headings contained in this Contract are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.31 Notices. All notices hereunder and communications regarding interpretation of the terms of this Contract or changes thereto shall be given to the respective Parties at the following addresses, or at such other addresses as the respective Parties may provide in writing for this purpose:

CONTRACTOR:
Royal Coaches Auto Body & Towing
14827 Ramona Blvd.
Baldwin Park, CA 91706
Attn: William Salazar

SAFE:
Riverside County Service Authority for Freeway Emergencies
FSP Program
P.O. Box 12008
Riverside, CA
92502-2208
Attn: Brian Cunanan

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Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. mail, first class postage prepaid, and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.32 Electronic Delivery of Agreement. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of the Agreement for all purposes.

3.33 Amendment or Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.34 Entire Contract. This Agreement contains the entire Agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, contracts or understandings.

3.35 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.36 No Waiver. Failure of CONTRACTOR to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

3.37 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless CONTRACTOR or the Services are not subject to the Eight-Hour Law. CONTRACTOR shall forfeit to SAFE as a penalty, $50.00 for each worker employed in the execution of this Agreement by him, or by any sub-consultant under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless CONTRACTOR or the Services are not subject to the Eight-Hour Law.

3.38 Subpoenas or Court Orders. Should CONTRACTOR receive a subpoena or court order related to this Agreement, the Services or the Project, CONTRACTOR shall immediately provide written notice of the subpoena or court order to the SAFE. CONTRACTOR shall not respond to any such subpoena or court order until notice to the SAFE is provided as required herein and shall cooperate with the SAFE in responding to the subpoena or court order.

3.39 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, and the obligations related to receipt of subpoenas or court orders, shall survive any such expiration or termination.

3.40 Counterparts. This Agreement may be signed in one or more counterparts, any one of which shall be effective as an original document.

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3.41 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

3.42 Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services. In the event the standards set forth in this Agreement conflict with the standards set forth in any exhibit hereto, the higher standard shall govern.

3.43 Attorneys' Fees and Costs. If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This paragraph shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Section 3.21, Indemnification.

3.44 Consent. Whenever consent or approval of any Party is required under this Contract, that Party shall not unreasonably withhold nor delay such consent or approval.

3.45 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

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[Signatures on following page]

SIGNATURE PAGE
TO AGREEMENT 26-45-054-00

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first herein written above.

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION
ACTING AS THE
RIVERSIDE COUNTY SERVICE
AUTHORITY FOR FREEWAY
EMERGENCIES

By: _____
Aaron Hake, Executive Director

ROYAL COACHES AUTO BODY & TOWING

By: _____

_____
Name

_____
Title

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP,
Counsel to the Riverside County
Service Authority for
Freeway Emergencies

Attest:

By: _____

Its: Secretary

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EXHIBIT A - SCOPE OF WORK

1.0 GENERAL INFORMATION

1.1 Background & Introduction

In 1986, the Commission established itself as the Riverside County Service Authority for Freeway Emergencies (RC SAFE) after the enactment of SB 1199 in 1985. The purpose of the formation of SAFEs in California was to provide call box services and, with excess funds, provide additional motorist aid services. Funding for RC SAFE is derived from a one dollar per vehicle registration fee on vehicles registered in Riverside County. Initially, these funds were used only for the call box program. As additional motorist aid services were developed, SAFE funds were also used to provide Freeway Service Patrol (FSP) and the Inland Empire 511 traveler information services as part of a comprehensive motorist aid system in Riverside County.

In 1990, Proposition C was passed to fund transportation improvements and to help reduce traffic congestion in California. From this, the FSP program was created by Caltrans, which developed the corresponding Local Funding Allocation Plan to distribute funds to participating jurisdictions. In addition to funding received from Caltrans, agencies are required to contribute a 25 percent local match. For the Commission, SAFE revenues are used to meet this match requirement.

The Commission, acting in its capacity as the SAFE, is the principal agency in Riverside County, in partnership with Caltrans and the California Highway Patrol (CHP), managing the FSP program. The purpose of the FSP program is to provide a continuously roving tow services patrol along designated freeway segments (referred to as beats) to relieve freeway congestion and facilitate the rapid removal of disabled vehicles and those involved in minor accidents on local freeways. Contracts to provide FSP tow service are competitively bid as needed for each beat.

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1.2 Project Description

The purpose of the FSP program is to provide a continuous roving patrol for the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. Where traffic conditions permit, safe removal of small debris will be required. Vehicle operators shall be responsible for clearing the freeway of automobiles, small trucks, and small debris. When and where conditions warrant, service may be executed on the freeway shoulders. Where conditions do not warrant, vehicle operators will remove the vehicles from the freeway to provide service. FSP vehicles shall continuously patrol their assigned beat, respond to CHP calls for Services, use the designated turnaround locations, and use the CHP identified designated drop locations.

FSP vehicle operators may be required to perform minor services such as change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators in a safe and efficient manner. Vehicle operators may spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be towed to a designated drop location identified by the CHP. The motorist can request the FSP vehicle operator to call the CHP Communications Center to request a CHP rotational tow or other services. FSP vehicle operators shall not be allowed to tow as an independent contractor from an incident that occurred during the FSP shift unless called as a rotation tow by CHP after the FSP shift has ended. If called as a rotation tow after a FSP shift, the vehicle operator must remove all FSP markings such as vests, uniforms, and magnetic vehicle signage.

There may be some instances where FSP operators may be requested to provide assistance to CHP officers. FSP operators shall follow the instructions of the CHP officer at the scene of any incident within the scope of the FSP program.

All FSP services shall be provided at no cost to the motorist. FSP vehicle operators shall not accept gratuities, perform secondary towing services, recommend secondary tows, or recommend repair/body shop businesses.

Freeway Service Patrol hours of operation are 6:00 a.m. to 8:30 a.m. and 1:30 p.m. to 6:00 p.m., Monday through Thursday; and 6:30 a.m. to 8:30 a.m. and 11:30 a.m. to 6:00 p.m. on Friday. Contractor vehicles shall be exclusively dedicated to the service during FSP service hours. All vehicle maintenance activities shall be conducted during non-service hours.

The FSP operates on selected freeway segments referred to as "Beats". Each Beat has specific turnaround locations and designated drop locations identified by the California Highway Patrol (CHP). The Scope of Services (Section 2.0) hereunder identifies the specific limits, number of tow trucks, number of back-up trucks, hours of operation, and tentative holidays on which the cost of each beat shall be based. RCTC reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the Contractor.

To be awarded a contract, a Contractor must have a tow facility within close proximity to the service area, have been in business as a tow service operator for a minimum of five (5) years, and have a minimum of one (1) full year experience working under contract/agreement and in good standing within the last three (3) years with any type of law enforcement agency.

A Contractor with no prior FSP experience shall be considered NEW and may only be awarded one FSP beat. A Contractor that has been terminated for cause from any FSP contract within the state shall not be eligible to participate in the Riverside County FSP program. A NEW Contractor, who remains in good standing, as determined by FSP management, may be considered for additional beat awards in future procurements. An existing Contractor that is not in good standing as determined by information received by the FSP management staff at the time of their proposal may, at the discretion of FSP management, be limited to the number of beats the Contractor is awarded, including not being awarded any beats.

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FSP Management Staff reserves the right to limit the number of beats awarded to one Contractor.

At any time during the contract's term, RCTC reserves the right to adjust Beat specifications and Beat hours to better accommodate demand for the service, or the availability of funding. These changes can occur during the course of the contract through written change orders. If warranted during the service hours of operation, the Contractor may be requested to temporarily reassign his/her FSP operators/trucks to locations outside its assigned Beat. Tow Operators may be permitted to do this only upon CHP and/or RCTC approval. FSP vehicle operators shall follow the instructions of the CHP officer at the scene of any incident within the scope of the FSP program.

The contract start date for Beats 4 and 8 shall be January 4, 2027. The first day of FSP service is Monday, January 4, 2027. This is a 5-year contract that expires on December 31, 2031.

If awarded a contract, the Contractor shall have one hundred eighty-eight (188) calendar days for Beats 4 and 8, after the notice of award (notice of award tentatively expected on or around June 10, 2026), in which to acquire the required equipment and hire and train vehicle operators. The Contractor shall have the appropriate number of primary and back-up trucks ready for equipment installation and CHP inspection no later than December 15, 2026. Any company that cannot meet the above-mentioned requirements shall not be awarded the contract(s).

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2.0 Beat Description/Summary

FSP operates on selected freeway segments referred to as "beats". Each beat has specific turnaround locations and designated drop locations identified by the CHP. The specific limits, number of tow trucks, number of back-up trucks and hours of operation, including the holiday schedule, are detailed below. SAFE reserves the right to add or delete holidays to the work schedule, provided that SAFE provides CONTRACTOR seven (7) days advanced notice of such addition or deletion. Travel time to and from the beat will be at the expense of the CONTRACTOR.

At any time, SAFE reserves the right to adjust beat specifications to better accommodate demand for the Services, or availability of funding. These changes can occur during the course of this Contract through written change orders. If warranted and during the hours of operation of the Services, the CONTRACTOR may be requested to temporarily reassign his/her FSP operators/trucks to locations outside the assigned beat.

FSP Beat #	Beat Description	One-Way Length in Miles	# Primary FSP Trucks in both AM and PM	# Backup FSP Trucks
4	SR91 from Magnolia Ave to 60/91/215 Interchange	11.0	2	1
8	SR60 I215 at Alessandro Blvd to Theodore St	8.8	2	1

2.1 Hours of Operation:

Monday through Thursday: 6:00 a.m. to 8:30 a.m., and from 1:30 p.m. to 6:00 p.m.
Friday: 6:00 a.m. to 8:30 a.m., and from 11:30 a.m. to 6:00 p.m.

Saturday & Sunday (Beats 4 and 8 only – 1 truck service): 10:00 a.m. to 6:00 p.m.

Each Beat requires at least one backup truck available at all times. **RCTC reserves the right to change Beat hours and operational requirements during the course of the contract.**

a. Total estimated service hours per vehicle/per year: 1,950

b. In addition to the above service hours, at the discretion of RCTC and CHP, additional service may be requested on certain "high traffic days" on/or following certain holidays (e.g. July 4th, Labor Day, and Memorial Day). Contractor will be notified at least one week prior to when this service is to be provided.

During FSP shifts that require a 30-minute meal period break to be provided pursuant to Labor Code section 512, the Contractor shall either make arrangements for another certified FSP driver to provide the contracted FSP coverage during those breaks or not be compensated for each 30-minute meal period break during which FSP service is not provided. In no case shall the Contractor be entitled to compensation from RCTC for time during which its FSP driver is taking a 30-minute meal period break, unless the Contractor has provided another driver to cover this 30-minute meal period break.

2.2 Holiday Schedule

Proposer shall submit its cost proposal for provision of the required FSP tow services five days each week, Monday through Friday, of each year during the contract term, except for the following ten (10) holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)

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5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 – varies)

3.0 FSP Management and Representatives

RCTC has entered into a Memorandum of Understanding with the California Department of Transportation (Caltrans) and CHP, in order to provide peak hour freeway service patrols on selected freeway segments for traffic mitigation, as well as air quality improvement within Riverside County. RCTC, Caltrans, and CHP will jointly oversee the service. RCTC serves as the contract administrator and funding partner; Caltrans provides oversight; and CHP is responsible for the daily operations and field supervision of the program.

Authority for FSP derives from (a) Section 21718 (A) of the California Vehicle Code, which allows FSP trucks supervised by the CHP to stop on freeways for the purpose of rapid removal of impediments to traffic, and (b) Article 3, Section 91, of the Streets and Highways Code, which states that Caltrans is responsible for traffic management and removing impediments from the highways, as well as improving and maintaining the state highways.

3.1 Standard Operating Procedures

The guidelines and policies of the FSP program, which promote a safe work environment and maintain a level of professionalism, are contained in the Standard Operating Procedures (SOP) manual developed by the CHP. The SOP and any updates to it are incorporated into the contract with RCTC, therefore, the Contractor and their vehicle operators are responsible to operate and adhere to the most recent version of the SOP at all times.

Contractor shall be held responsible for maintaining an updated SOP (latest version issued with the RFP), which is incorporated herein by reference. SOP revisions and updates shall be unilaterally issued by RCTC or CHP, as deemed necessary by CHP or the FSP Technical Advisory Committee, and all changes, revisions and updates to the SOP, if any, shall supersede all previous or existing SOPs. A copy of the SOP is included as part of the original RFP package and additional hard or soft copies can be provided to all interested parties upon request.

Vehicle operators or trucks found not to be in compliance with FSP procedures defined in the SOP may be penalized, suspended, and/or terminated from the FSP program and the company may also be assessed liquidated damages amounts for said violations as described herein. Liquidated damages are inclusive of other remedies at law and/or those described under the terms of the contract.
Refer to Proposal Pricing Form for further details on violations and penalties.

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4.0 Vehicles

4.1 Tow Truck Requirements

Primary and back-up FSP tow trucks shall be exclusively dedicated to the FSP program during FSP service hours of operation. They are not required to be exclusive during non-FSP hours. All vehicle maintenance activities shall be conducted during non-Service hours. When conducting the Services on a FSP shift, the CONTRACTOR's vehicle shall display all FSP markings and the vehicle operator shall wear a FSP uniform.

The FSP will utilize, at a minimum, Class A tow trucks with a minimum gross vehicle weight rating of 14,000 pounds, dual wheel chassis, and a four (4) ton recovery equipment rating. All trucks proposed for use in the FSP Program must be less than one (1) year old with a maximum of 50,000 miles on the chassis and working parts of the truck at the onset of the contract, free of any mechanical defects or physical damage and have a clear (non-salvage) title. Extenuating circumstances dictating departure from this specification should be at the consensus of the local FSP partners. The CHP, in conjunction with Caltrans or the regional transportation agency, should verify the original purchase dates to ensure compliance. Lastly the truck shall have seating capabilities for five (5) adults.

All FSP tow trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all local, state, and federal laws associated with that truck and as outlined in the RFP.

Each tow truck shall be equipped in accordance with the CHP's Freeway Service Patrol Manual and Standard Operating Procedures Manual and, at a minimum, shall include the following:

a. Equipment & Supplies (Required)

1. Wheel lift towing equipment, with a minimum lift rating of 4,000 pounds, with wheel lift extended. All tow equipment shall include proper safety straps.
2. Boom with a minimum static rating of 8,000 pounds.
3. Winch Cable - 8,000 pound rating on the first layer of cable.
4. Wire rope – 100ft., 3/8 inch diameter, 6 x19 or OEM specifications.
5. Two (2) Tow chains 3/8" alloy or OEM specs., J/T hook assembly.
6. Rubber faced push bumper.
7. Mounted spotlight capable of directing a beam both front and rear.
8. Amber warning lights with front and rear directional flashing capability, with on/off switch in cab.
9. Public address system.
10. Power outlets ("hot boxes"), front and rear mounted, with outlets compatible to 12-volt booster cables.
11. Heavy duty, 60+ amp battery.

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12. Radios with the ability to communicate with the Contractor's base office (Verizon).
13. Programmable scanners capable of scanning between the 39 and 48 MHz used by the CHP. Scanners need to be capable of scanning CHP Police frequencies, and must be mounted for safety concerns.
14. Suitable cab lighting.
15. Trailer hitch capable of handling a 1 7/8-inch ball and 2 inch ball.
16. One (1) 1 7/8-inch ball and one (1) 2 inch ball.
17. Rear work lights. (4)
18. Safety chain D-ring or eyelet mounted on rear of truck.
19. Motorcycle straps. (2)
20. Diesel fuel in plastic jerry cans. (5 gallons)
21. Unleaded gasoline in plastic jerry cans. (5 gallons)
22. Safety chains min. 5ft. min. 5/16" Alloy or OEM Spec. (2)
23. First aid kit (small 5" x 9"). (1)
24. Fire extinguisher aggregate rating of at least 4 B-C units. (1)
25. Pry bar - 36" or longer. (1)
26. Radiator water in plastic container. (5 gallons)
27. 4" x 4" x 48" wooden cross beam. (1)
28. 4" x 4" x 60" wooden cross beam. (1)
29. 24" wide street broom. (1)
30. Square point shovel. (1)
31. Highway flares 360 minutes min.
32. Cones 18" height, reflectorized with tape.
33. Hydraulic Floor Jack: 2-ton AND
34. 2-ton jack stand
35. Wheel chock
36. Four-way lug wrench (1 std.). (1)
37. Four-way lug wrench (1 metric). (1)
38. Rechargeable compressor or refillable air bottle, hoses and fittings to fit tire valve stems, 100 psi capacity. (1)
39. Flashlight and spare batteries. (1)
40. Flashlight and spare batteries or charger (1)
41. Tail lamps/stop lamps, portable remote with extension cord. (1 set)
42. Booster cables, 25 ft. long minimum, 3-gauge copper wire with heavy-duty clamps and one end adapted to truck's power outlets. (1 set)
43. Funnel, multi-purpose, flexible spout. (1)
44. Pop-Up dolly (with tow straps), minimum rating of 3,900 pounds portable for removing otherwise un-towable vehicles. (1)
45. Dolly steel pry bar (1)
46. 5-gallon can with lid filled with clean absorb-all. (1)
47. Empty trash can with lid (5 gallon). (1)
48. Lock out set. (1)
49. Safety glasses.

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b. Equipment & Supplies (Recommended)

50. Towing slings rated at 3,000 pounds minimum. **RECOMMENDED**
51. Sling crossbar spacer blocks. **RECOMMENDED** (2)

c. Tools (Required)

Each FSP truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required. The list may be supplemented at the Contractor's option and expense.

52. Screwdrivers--
    i. Standard-1/8", 3/16", 1/4", 5/16" (1 each, min).
    ii. Phillips head - #1 and #2 (1 each, min).
53. Needle nose pliers (1)
54. Adjustable rib joint pliers, 2" min. capacity (1)
55. Crescent wrench - 8" (1)
56. Crescent wrench - 12" (1)
57. 4 lb. hammer (1)
58. Rubber mallet (1)
59. Electrical tape, roll (1)
60. Duct tape, 20 yard roll (1)
61. Tire pressure gauge (1)
62. Mechanic's wire (roll) (1)
63. Bolt cutters (1)

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4.2 Tow Truck Appearance

FSP vehicles bearing the FSP title, logo, and vehicle identification number shall be painted white (includes the hood, fenders, doors, boom, and bed area – the entire truck is to be painted white). No trim is allowed. Lettering shall be in a blocked bold style parallel to the ground and shall be no less than 2 inches by 2 inches and no greater than 4 inches in height. Lettering can only be black in color (no other colors will be permitted). Letters shall be placed on the lower body of the truck toward the cab. Contractor's name on the boom is prohibited. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy may be discussed with CHP prior to implementing, as truck compliance with current state FSP standards is required. No other accessory equipment, signage, or advertisements (mud flaps, stickers, employment advertisement, and so forth) shall be mounted or installed without prior CHP approval. This includes, but is not limited to: bras or window tint.

It shall be the vehicle operator's responsibility to place detachable FSP markings on each vehicle during FSP service hours and to remove the detachable markings immediately upon completion of each shift. RCTC will supply each Contractor with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the Contractor shall

be responsible for the cost of the replacement markings. All FSP markings shall be returned at the termination of the contract. The cost of any RCTC and/or Caltrans/CHP supplied item and/or equipment not returned shall be deducted from the Contractor's final payment.

FSP markings, as well as vehicle numbers, shall be required on both sides of all trucks. The detachable markings (magnetic FSP signage) provided by RCTC, must be placed on the center of the driver and passenger doors of the vehicle. The vehicle operator shall be required to keep the title and logos clean, straight, and in readable condition throughout the FSP shift. The operator is also required to keep the magnetic signage flat (do not bend in any way), clean, and out of direct sunlight while being stored during non-FSP operational hours.

4.3 Vehicle Inspections

Prior to commencement of service, the CHP will inspect each vehicle designated for the FSP to ensure that it meets the vehicle specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the CHP. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and Contractor's base office.

Any unsafe, poorly maintained, or improperly equipped vehicle(s) shall be removed from service, and if discovered to be in such a condition during the shift said vehicle(s) shall be removed from service or repaired as directed by the CHP, and **the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments for the remainder of that shift, plus the loss of revenue for the down time.** Spare vehicles, also known as "back-ups", will be required to complete the shifts of vehicles removed from service. The Contractor will be required to have a spare FSP vehicle available for service for the duration of each and every FSP shift.

The vehicle operator shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory the required equipment prior to the start of each and every shift. The vehicle operator shall be required to complete a driver log, which is used to track the mileage. A shift inspection/inventory log shall be completed by the vehicle operator prior to the start of each shift and be available for inspection. Any item missing must be replaced prior to the start of the shift. All equipment stored on top of the truck shall be secured to the truck.

4.4 Spare/Back-Up Vehicles

The Contractor shall be required to have one FSP Certified Back-Up tow truck available per Beat during FSP service hours that is in full compliance with the agreement, unless otherwise authorized by RCTC and CHP in writing. During FSP service hours, the spare vehicle shall be kept at the Contractor's yard or staged adjacent to the assigned beat. The FSP Certified Back-Up tow truck should be used when a Certified Primary FSP tow truck is unavailable. The FSP Certified Back-Up tow truck shall meet the same requirements for equipment, set-up, and color as the Certified Primary FSP tow truck. It shall meet all the vehicle equipment

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specifications. Refer to Attachment H for further details on violations and penalties.

4.5 Vehicle Breakdown and Other Missed Service

The spare vehicle must be in service on the Beat within 45 minutes of the time a permanently dedicated vehicle is taken out of service for any reason. The Contractor shall not be paid for the time period that the contractually required trucks are not in service. **If a vehicle is not made available within the required 45-minute time period, the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments for every minute that exceeds the 45 minute replacement period until a certified FSP compliant spare/back-up vehicle is provided. If a truck is not ready due to breakdown at the start of a shift, the fine time will be calculated from the start of the shift until a replacement is placed into service. If the entire shift is missed, Contractor shall be fined for the entire shift at three (3) times the hourly rate times the total minutes for the affected shift.**

Vehicle maintenance shall be performed during non-FSP service hours. In addition, not having a certified FSP "spare or back-up" vehicle operator available is not an allowable excuse for not having a spare (back-up) vehicle on the beat within the 45-minute time period. If the Contractor does not have a dedicated or spare truck on the Beat because a certified FSP vehicle operator is not available, the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments until a certified FSP replacement vehicle operator is provided. If the entire shift is missed because a vehicle operator was not available, the Contractor shall be fined for the entire shift at three (3) times the hourly rate times the total minutes for the affected shift.

5.0 Communications Equipment and Computers

5.1 Communications Equipment

Each FSP vehicle shall be equipped with various communication devices that will enable the vehicle operator to communicate with the CHP Communications Center. All vehicles shall be equipped with an Automatic Vehicle Location (AVL) system, radios, and Data Collection Devices (DCD). The AVL system, radio, and DCD equipment shall be purchased, owned, and supplied by RCTC. RCTC shall select the equipment installation vendor.

The Contractor shall be responsible for maintaining the security of the vehicle communication equipment provided by RCTC. The Contractor shall be liable for any damage to the RCTC-owned communication equipment. The Contractor shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody, and control of the equipment. RCTC will deduct repair fees as well as the full replacement cost of any RCTC equipment due to improper use or negligence by the Contractor, from any payment due to the Contractor. RCTC-supplied vehicle communications equipment shall be returned in full working condition upon contract termination. The cost of any equipment not returned within a reasonable time period shall

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be deducted from the Contractor's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the Contractor and shall be installed (mounted) in all vehicles.

The Contractor is also required to use Verizon wireless cell phones with push-to-talk-plus capability, or equivalent, for communications with the CHP Communications Center and the CHP Field Supervisor. Wireless cell phones shall be purchased and maintained by the Contractor. The Contractor will also be responsible for all operating costs as well. In addition, tow operators are not permitted to take pictures, video, or capture any other images while performing FSP duties during FSP operational hours. These actions will not be tolerated and a vehicle operator may be terminated if it is discovered they are doing so.

In addition, any input of data into the DCD shall not be allowed while the vehicle is being operated/driven. Use of other devices while driving/operating a vehicle such as cell phones is prohibited by California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability for the driver of the disabled vehicle to hear instructions transmitted from the cab of the FSP vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

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5.2 Computer Equipment

The Contractor must have and maintain a desktop computer workstation with high-speed internet access and email to communicate with RCTC staff.

The Contractor must ensure that the DCD equipment is inspected and cleaned on a quarterly basis, or more frequently if needed. All DCD equipment should have the exterior protective case cleaned (protective outside case) and screen protector shall be inspected for functionality and serviceability. Worn items shall be immediately reported to RCTC.

All DCD equipment must be kept in a secure location. **During non-FSP operational hours, DCD equipment shall not be left in a tow vehicle or go home with a vehicle operator or anyone else.** All DCD equipment must be in a designated charging area at the tow operator's facility during non-FSP operational hours. The DCD equipment shall always have enough charge to complete each shift. In order to reduce instances of technology glitches, the DCD equipment shall be turned off/turned on at least once per week. DCD equipment is to be with the vehicle operator in their FSP truck during FSP operational hours. Any other location shall not be permitted.

The Contractor shall immediately report any issues with the workstation or the DCD equipment to the RCTC FSP Program Manager or one of the FSP CHP Officers. Contractor is directly responsible to ensure their computer workstation is operating and **has internet access at all times** – this is a contract requirement.

The Contractor shall provide access to the DCD equipment for RCTC staff, or their designated designee, at **any time** during the course of the Contract. **In addition, the Contractor shall also make the workstation available to RCTC, or its designee, 30 calendar days prior to the start of the new service.**

The Contractor shall provide an annual inspection report to RCTC indicating the status of all equipment. RCTC will provide the submittal form. Tow operators should consider the accurate completion and timely return of this form as part of their contract requirements.

5.3 Equipment Tampering

Tampering with FSP communication/tracking equipment so that it does not function properly to RCTC's specifications, and/or is disconnected or moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cables, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, disconnecting any connectors, Contractor/subcontractor unintentionally altering equipment or connections to equipment during vehicle maintenance or repair, or interfering with the operations of the equipment.

If tampering is suspected, FSP Management may conduct an inspection of the equipment on the Beat or the vehicle may be sent to a designated location determined by FSP Management.

1. If tampering is found while the vehicle is used during FSP operational hours, the vehicle operator and vehicle will be immediately taken out of service and the Contractor shall be fined in one (1) minute increments at three (3) times their hourly rate, until such time that the back-up truck is deployed. Please note that if tampering is discovered, the penalties (three times the hourly rate in one minute increments) shall begin immediately upon the discovery of the tampering. The normal 45-minute back-up truck time allowance will not be considered "non-penalty" time under these circumstances. The penalties shall begin immediately upon the tampering being discovered.

2. If the vehicle is suspected to have equipment that has been tampered with, it may be sent to a designated location determined by FSP Management and CHP for an inspection. If tampering is found, the Contractor will be retroactively fined three (3) times the hourly rate in one (1) minute increments from the time the tampering was first suspected. The penalties will continue until a certified FSP back-up truck is deployed. The normal 45-minute back-up truck time allowance will not be considered "non-penalty" under these circumstances.

Tampering Repairs

If tampering is discovered during FSP operational hours, the vehicle will be taken out of service and will remain out of service until the repair and the documentation can be completed by the FSP Program designated technician. FSP Management determines the designated technician. The transportation, labor, and repair costs will be the responsibility

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of the Contractor. Costs incurred to repair and document the equipment will be deducted from the Contractor monthly invoice.

Tampering Penalties
The Contractor will also be assessed a $250 fine (whether the tampering is discovered while on the Beat, or if it was suspected and later confirmed) per incidence on their monthly invoice. If it is determined that the vehicle operator tampered with the equipment, the vehicle operator will be suspended for a minimum of 30 days for the initial tampering offense and subject to termination from the FSP Program for any subsequent tampering violations.

6.0 Contractor Responsibilities

6.1 Appearance at Hearings

If and when required by SAFE, Contractor shall render assistance at public hearings or other meetings related to the performance of the Services.

6.2 Damage Complaints

Upon receiving a damage complaint from a motorist assisted by the Contractor, that the Contractor damaged their vehicle while lending assistance, the Contractor shall notify CHP immediately regarding the nature of the damage complaint and its disposition. The Contractor shall reply to the motorist by telephone within twenty-four (24) hours of receiving the damage complaint notification from CHP. If necessary, the Contractor shall send either his or her authorized representative or his or her insurance company representative to inspect the vehicle and complete an incident report within forty-eight (48) hours after receiving the damage complaint. If the investigation shows that damage to the vehicle could have been caused by the Contractor, the Contractor shall negotiate in good faith to try and resolve the issue and shall report to CHP the result of the negotiations. All complaints shall be resolved within a reasonable time-period after being received.

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6.3 Complaint Review Committee

The FSP Technical Advisory Committee ("FSP TAC") is composed of voting members from CHP, SAFE, and Caltrans. Voting members of the FSP TAC are hereby designated as the members of the Damage Complaint Review Committee ("DCRC"). If the DCRC finds that justifiable complaints are not resolved within a reasonable timeframe, it can recommend that payment to the Contractor in the amount of the damage claim may be deducted from the Contractor monthly invoice.

6.4 Trend Meetings

Contractor shall attend, or send a designated management-level representative, to all trend meetings (i.e. required FSP TAC meeting which meets every other month). These trend meetings will encompass focused and informal discussions concerning, but not limited to: scope, Services, schedule, current progress of Services, relevant cost issues, and future

objectives. Contractor shall be responsible for having a representative attend all meetings (i.e. FSP TAC meetings) that has the ability to make management-level decisions on the behalf of the Contractor. If the Contractor cannot have a management-level representative at a meeting, Contractor shall notify SAFE and CHP prior to the meeting. Management-level attendance at these meetings shall be considered part of the Contractor's contractual responsibility. Meetings are scheduled, and Contractor will be notified of such schedule, no later than three (3) working days prior to the meeting.

7.0 Vehicle Operators

7.1 Operator Qualifications and Performance

All potential vehicle operators shall be required to have a safe driving record and, at a minimum, a valid Class C driver's license. All vehicle operators shall be 18 years of age or older at the time of background check. Potential vehicle operators shall be subject to driving record and criminal background checks through the California Highway Patrol. Potential vehicle operators shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required Freeway Service Patrol equipment to provide safe and proper service. Any certified vehicle operator from other FSP areas will be evaluated on a case-by-case basis. All potential vehicle operators must be capable of demonstrating their tow operating abilities prior to formal CHP training, also known as proficiency testing.

Additionally, the vehicle operators will be required to exercise good, sound judgment in carrying out their duties. Vehicle operators shall be required to inform the CHP Communications Center any time they leave the assigned Beat. This includes breaks and replenishing expendable items, such as: gasoline, fire extinguisher, etc. The vehicle operator shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

FSP vehicle operators will be responsible for accurately entering the required data into DCD equipment every shift. Each FSP vehicle operator shall complete an inspection worksheet prior to the commencement of driving the tow truck and a mileage log prior to beginning service on the Beat. The FSP vehicle operator shall be required to complete an assist record for each incident. Each assist record should be accurate. Contractors or Operators providing false or misleading information to FSP Management shall be subject to disciplinary action and will be handled on a case-by-case basis.

FSP vehicle operators shall always complete the required procedures per the SOP when handling required forms. No duplicate survey numbers should be entered into the DCD equipment at any time. Vehicle operators are required to complete in their entirety the Release of Liability form and Damage Release form when applicable. These completed forms should be handed in to RCTC at a minimum every 60 days. If it is discovered that a vehicle operator has entered duplicate survey numbers, not properly completed the release forms, or not turned the release forms in timely, the Contractor may be subject to penalties as outlined in Proposal Pricing Form.

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CHP, Caltrans, and RCTC maintain strict drug and alcohol policies. Contractors shall have an alcohol and drug program that includes at a minimum, a drug and alcohol free workplace policy and an employee alcohol/drug-testing program. Any FSP vehicle operator found working under the influence of drugs or alcohol shall be immediately removed from the FSP program by the Contractor. The Contractor shall be responsible for providing a certified replacement vehicle operator for that vehicle.

The Contractor shall be an active participant in the **DMV Pull Notice Program**.

If a vehicle operator is convicted of a crime involving a stolen vehicle, stolen property, violence, drugs, or moral turpitude, fraud related to the towing business, or misdemeanor or felony driving while under the influence of alcohol or a drug, the Contractor shall permanently remove that vehicle operator from duties under the FSP program. If a vehicle operator is charged with any of the above crimes, the Contractor shall immediately suspend that vehicle operator from duties under this program pending the outcome of the criminal case. If the vehicle operator is not convicted, or is ultimately convicted of a lesser crime not described above, RCTC retains the right to have the Contractor remove that vehicle operator from the duties under the FSP program.

7.2 Operator Training

At the Contractor's expense, all company owners, FSP vehicle operators, and back-up vehicle operators shall be required to present a certificate of completion of a SHRP 2/TIMS training course and to complete the CHP two-day training program which costs approximately $50.00 per vehicle operator (fee is for the DL64 Tow Truck Driver Certificate and fingerprinting). Contractors shall pay all FSP operators and back-up vehicle operators for attending the training. No vehicle operator will be allowed to begin patrolling without meeting the requirements set forth in the SOP. Any vehicle operator who is found on patrol not meeting the requirements may be prohibited from further FSP service and the Contractor's contract may be terminated immediately.

Mandatory CHP refresher training classes shall be attended. A **minimum** of four (4) hours refresher training per year shall be required (at Contractor's expense). **Contractors shall pay all FSP vehicle operators and back-up vehicle operators for attending the required training.**

Vehicle operators will be required to utilize DCD equipment to input information about mileage, inspection, and each assist, which will include: location, vehicle make, model, license number, type of assistance provided, etc. Vehicle operators will be trained on using DCD equipment to enter data.

7.3 Operator Driving Record and Criminal History Check

As required by California Vehicle Code Section 2340, all applicants and owners are required to have a driver's license and criminal history check. Only after a completed CHP 234F is received and accepted by CHP, a driver's license and preliminary criminal history check will

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be performed.
The driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in this SOP (refer to Chapter 11, Annex A).

The preliminary criminal history check will consist of a preliminary background check to determine if the applicant meets the criteria for a California Tow Truck Driver Certificate as outlined in California Public Resources Code Section 5164, California Vehicle Code Section 13377 and the FSP Contract. In addition, RCTC or the CHP may, in its sole discretion, require an Employer to replace any vehicle operator or reject a potential vehicle operator who it determines is not suitable to represent the FSP Program with the public. If the applicant passes the preliminary criminal history check, the applicant shall submit to fingerprinting.

Driver's license and preliminary criminal history checks will be completed by CHP within ten (10) working days of the acceptance of a CHP 234F.

7.4 Vehicle Operator Uniform

It shall be the responsibility of the Contractor to provide the vehicle operator with specified uniforms, black protective toe boots, nameplate, gloves and other equipment. The equipment includes navy blue coveralls or navy blue shirts and pants. If coveralls are worn, they shall have a collar with a zip front. Optionally, drivers may wear a standard navy blue (long-sleeve only) uniform shirt, with a fluorescent orange (must be only 2.5" wide) trim, with a ½" silver reflective tape down the middle. This allowed reflective tape must be on both sleeves. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

Sleeves and pant legs shall be moderately tapered to avoid excessive fullness.

A safety vest with reflective stripes shall be worn and supplied by RCTC. RCTC will supply vests with the FSP logo patches already sewn on per CHP's required patch placement locations. A FSP logo patch is not required to be sewn on the navy blue FSP vehicle operator uniform.

A detachable brass or gold nameplate shall be worn with the first initial of the first name and full last name. Letters shall not exceed ½" tall. The nameplate shall be worn above the right chest pocket on the safety vest. The Contractor is responsible for obtaining FSP CHP approval of the driver nameplates, and the Contractor is responsible for the purchase and replacement of the FSP vehicle operator nameplate.

All FSP vehicle operators shall wear general duty black work boots with protective (steel or composite) toe.

During cold weather, a navy blue sweater or sweatshirt may be worn under the uniform shirt/coveralls. As an option, a navy blue jacket may also be worn, if it meets all the uniform specifications and is worn under the safety vest. Rain gear, if worn, shall be waterproofed

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material and navy blue or yellow in color.
Hats, if worn, shall be baseball-type caps and navy blue in color. An "FSP" logo patch may be sewn on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt under the vest.

Contractor should refer to the most current SOP to ensure they are following the most recent requirements. SOP revisions and updates shall be unilaterally issued by RCTC, as deemed necessary by RCTC management, and all changes, revisions and updates to the SOP, if any, shall supersede all previous or existing SOPs. A copy of the SOP is included as part of the original RFP package.

7.5 Local Office

The Contractor shall provide a local office for contract administration purposes. This office shall be staffed by either the Contractor or a person who has the authority to conduct business and make decisions on behalf of the Contractor. The office shall have business hours coinciding with Contractor's Beat(s) hours of operation. Through the Proposal document shown in the Contractor Representative Form, the Contractor shall designate representatives who will be available at the office during hours of operation to make decisions on behalf of the Contractor. The office shall be established within close proximity to the Contractor's Beat(s) and the County of Riverside. Also note in the Scope of Services, Section 4.4, **a backup vehicle and a certified FSP vehicle operator must be available within a 45-minute request of the Beat area.**

This requirement may also determine if the local office is close enough to satisfy the requirements under this section.

The Contractor shall also provide **telephone and email** through which he/she, or a responsible representative who has the authority to conduct business and make decisions on behalf of the Contractor, can be contacted during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine provided at the Contractor's expense, shall be available to log calls, take complaints, etc. **An email address that is monitored daily** shall be provided for notification purposes during operational and non-service hours. The Contractor will be responsible for having a company representative monitor and review messages/notices on a daily basis.

7.6 Remedies and Liquidated Damages

RCTC has a need to deal contractually with a range of failures by Contractors to meet contractual standards and requirements short of suspension or termination. Failure to meet contractual standards and requirements constitute a default under the contract and is subject to the various remedies provided in the contract, up to and including termination of the contract.

It is clear that any default that is related to service or contractor’s readiness for service will

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either degrade service or lead to the degradation of service. The failure to meet contractual standards and requirements, therefore, causes damages to the FSP program and its participants (RCTC, CHP and Caltrans) and to the public being served by the FSP program. Because of the public service nature of the mission of the FSP, described generally in the Standard Operating Procedures (SOP), to keep traffic and commerce flowing on the regional freeways, the damages arising from contractor's failure to meet the contractual standards and requirements are impractical or extremely difficult to ascertain on an individual basis.

The contract has therefore established a series of remedies to attempt to deal with a range of defaults. The most egregious default will result in suspension or termination. Lesser defaults will result in the assessment of liquidated damages. These lesser remedies have been described in the SOP as fines, violations or penalties. This is not a correct characterization of the intent of the remedies. The remedies arise because the contractor is in default and the FSP and the public it serves is damaged by that default. The remedies are to compensate FSP for its damages and to encourage compliance with performance requirements of the contract.

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Beat 4

TOTAL # OF TRUCKS: 3 (2 PRIMARY & 1 BACK-UP TOW TRUCK)

Table 1:

Regular Rate				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	$146.00	$151.00	$156.00
2	$3.00 - $3.99	$147.00	$152.00	$157.00
3	$4.00 - $4.99	$148.00	$153.00	$158.00
4	$5.00 - $5.99	$149.00	$154.00	$159.00
5	$6.00 - $6.99	$150.00	$155.00	$160.00
6	$7.00 - $7.99	$151.00	$156.00	$161.00
7	$8.00 - $8.99	$152.00	$157.00	$162.00
8	$9.00 - $9.99	$153.00	$158.00	$163.00
9	$10.00+	$154.00	$159.00	$164.00
Average Rate		$ $150.00	$ $155.00	$ $160.00

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Table 2:

Rates for Construction FSP / Extra Work Using Existing Vehicles				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	$161.00	$166.50	$172.00
2	$3.00 - $3.99	$162.00	$167.50	$173.00
3	$4.00 - $4.99	$163.00	$168.50	$174.00
4	$5.00 - $5.99	$164.00	$169.50	$175.00
5	$6.00 - $6.99	$165.00	$170.50	$176.00
6	$7.00 - $7.99	$166.00	$171.50	$177.00
7	$8.00 - $8.99	$167.00	$172.50	$178.00
8	$9.00 - $9.99	$168.00	$173.50	$179.00
9	$10.00+	$169.00	$174.50	$180.00
Average Rate		$ $165.00	$ $170.50	$176.00

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Beat 8

TOTAL # OF TRUCKS: 3 (2 PRIMARY & 1 BACK-UP TOW TRUCK)

Table 1:

Regular Rate				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	$146.00	$151.00	$156.00
2	$3.00 - $3.99	$147.00	$152.00	$157.00
3	$4.00 - $4.99	$148.00	$153.00	$158.00
4	$5.00 - $5.99	$149.00	$154.00	$159.00
5	$6.00 - $6.99	$150.00	$155.00	$160.00
6	$7.00 - $7.99	$151.00	$156.00	$161.00
7	$8.00 - $8.99	$152.00	$157.00	$162.00
8	$9.00 - $9.99	$153.00	$158.00	$163.00
9	$10.00+	$154.00	$159.00	$164.00
Average Rate		$ $150.00	$ $155.00	$ $160.00

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Table 2:

Rates for Construction FSP / Extra Work Using Existing Vehicles				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	**$161.00**	**$166.50**	**$172.00**
2	$3.00 - $3.99	**$162.00**	**$167.50**	**$173.00**
3	$4.00 - $4.99	**$163.00**	**$168.50**	**$174.00**
4	$5.00 - $5.99	**$164.00**	**$169.50**	**$175.00**
5	$6.00 - $6.99	**$165.00**	**$170.50**	**$176.00**
6	$7.00 - $7.99	**$166.00**	**$171.50**	**$177.00**
7	$8.00 - $8.99	**$167.00**	**$172.50**	**$178.00**
8	$9.00 - $9.99	**$168.00**	**$173.50**	**$179.00**
9	$10.00+	**$169.00**	**$174.50**	**$180.00**
Average Rate		**$ $165.00**	**$ $170.50**	**$176.00**

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MODEL CONTRACT

Agreement No. 26-45-085-00

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION, ACTING AS THE RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES,
FOR
FREEWAY SERVICE PATROL FOR BEAT # 7 WITHIN RIVERSIDE COUNTY
WITH CARPE CARMA LLC DBA POMONA VALLEY TOWING**

1. PARTIES AND DATE.

1.1 This Agreement is made and entered into as of _____day of _____, 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("COMMISSION") acting as the RIVERSIDE COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ("SAFE") and CARPE CARMA LLC DBA POMONA VALLEY TOWING, a Limited Liability Company (referred to herein as "CONTRACTOR"). SAFE and CONTRACTOR are sometimes individually referred to herein as "Party" and collectively as "Parties".

1.2 The California Highway Patrol herein referred to as "CHP" and California Department of Transportation, herein referred to as "Caltrans" are hereby expressly designated as third-party beneficiaries of CONTRACTOR's performance under this Agreement.

2. RECITALS.

2.1 **WHEREAS**, COMMISSION is a California County Transportation Commission existing under the authority of Section 130050 et seq. of the California Public Utilities Code;

2.2 **WHEREAS**, COMMISSION is authorized, pursuant to Section 2550 et seq. of the California Streets and Highways Code, to act as SAFE for purposes of providing a motorist aid system, including provision of freeway service patrols;

2.3 **WHEREAS**, SAFE requires the services of a CONTRACTOR to provide the freeway service patrol professional services as described in the Scope of Services;

2.4 **WHEREAS**, SAFE has determined that CONTRACTOR is best qualified to perform the required services;

2.5 **WHEREAS**, the CONTRACTOR is able and willing to perform the required services under the terms and conditions of this Contract;

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2.6 **WHEREAS**, COMMISSION is the short range transportation planning agency for Riverside County, and programs federal, state, and local funds. COMMISSION has entered into a Memorandum of Understanding with Caltrans and CHP to fund peak period freeway service patrols on selected freeway segments in Riverside County; and

2.7 **WHEREAS**, Section 21718 (a) of the California Vehicle Code specifically authorized CHP to be responsible for freeway service patrols stopping on freeways for the purpose of rapid removal of impediments to traffic. Article 3, Section 91, of the Streets and Highways Code, states that Caltrans has responsibility to improve and maintain the state highways. Caltrans also has the responsibility for traffic management and removing impediments from the highways.

NOW, THEREFORE, for the consideration hereinafter stated, SAFE and CONTRACTOR agree as follows:

3. TERMS.

3.1 General Scope of Services. The purpose of the Freeway Service Patrol ("FSP") program is to provide for the rapid removal of disabled vehicles and vehicles involved in minor accidents from the freeway. Contractor promises and agrees to furnish to SAFE all labor materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately provide the FSP services ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state, and federal laws, rules and regulations, and the SOP manual (as defined below).

3.1.1. Contract Oversight. Caltrans and CHP will jointly oversee the Services. Both agencies will have responsibility for overseeing Service performance and ensuring that the CONTRACTOR abides by the terms of this Contract. CHP is responsible for dispatch services to incident locations within the CONTRACTOR's patrol limits. The dispatching will be done in accordance with this Contract. A Standard Operating Procedures ("SOP") manual will be given to the CONTRACTOR explaining the types of incidents to which his/her operators may be dispatched.

3.1.2 Beat Descriptions. The FSP will operate on selected freeway segments referred to herein as "beats". Each beat has specific turnaround locations and designated drop locations identified by the CHP. Exhibit "A" shows the specific limits, number of tow trucks, number of back-up trucks and hours of operation, and holidays for the CONTRACTOR's specific beat. SAFE reserves the right to add or delete holidays to the work schedule, provided that SAFE provides CONTRACTOR seven (7) days advanced notice of such addition or deletion. Travel time to and from the beat will be at the expense of the CONTRACTOR.

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3.1.3 Change Orders. At any time during the term of this Contract, SAFE reserves the right to adjust beat specifications to better accommodate demand for the Services, or availability of funding, at no cost to SAFE. Adjustments may include reduction in the hours of Services. SAFE may direct such adjustments during the course of this Contract through written change orders, signed by SAFE, setting forth any changes to Exhibit "A". Changes may include a change of the specified beat(s) to other beats that SAFE determines better serve the needs of SAFE, as well as changes to schedules and hours for the beats set forth in Exhibit "A". If warranted, as determined in SAFE's sole discretion, and during the hours of operation of the Services, the CONTRACTOR may be requested to temporarily reassign his/her FSP operators/trucks to locations outside the assigned beat. Such reassignments shall be at no cost to SAFE.

3.1.4. The SOP Manual. To promote a safe work environment and for the maintenance of professionalism, the most current version of the SOP manual shall, at all times, be followed by the CONTRACTOR and its vehicle operators. The SOP manual, as such manual may from time to time be amended, is incorporated into this Contract by reference. CONTRACTOR shall be notified and provided with a copy of any changes to the SOP manual. Drivers found not to be in compliance with FSP procedures, as set forth in the SOP manual or this Contract, may be suspended or terminated from the FSP program and the CONTRACTOR may be fined three (3) times the hourly Contract rate in one (1) minute increments until a replacement vehicle is provided (Driver and Truck must return to beat compliant with all FSP requirements), or fined for the entire shift at three (3) times the hourly rate at the discretion of the FSP Field Supervisors.

3.2 Equipment Requirements. CONTRACTOR shall comply with all equipment requirements outlined in the attached Exhibit "A".

3.3 Commencement of Services. The CONTRACTOR shall commence work upon receipt of a written Notice to Proceed from SAFE.

3.4 Term. The term of this Contract shall be for a period of five (5) years, from January 4, 2027 to December 31, 2031 unless earlier terminated as provided herein. SAFE shall also have the right to renew this Contract from one month up to a one (1) year term after the initial term by providing notice as provided below. SAFE must provide written notice to CONTRACTOR no less than ninety (90) days prior to the end of the applicable term, indicating its renewal of the Contract. CONTRACTOR shall complete the Services within the term of this Contract, and shall meet any other established schedules and deadlines. All applicable indemnification provisions of this Contract shall remain in effect following the termination of this Contract. The rates shall be as set forth in Exhibit "B" attached hereto and incorporated herein by reference.

3.5 SAFE's Representative. SAFE hereby designates the SAFE Executive Director or his or her designee, to act as its Representative for the performance of this Contract ("SAFE's Representative"). SAFE's Representative shall have the authority to act on behalf of SAFE for all purposes under this Contract. SAFE's Representative shall also review and give approval, as needed, to the details of CONTRACTOR's work as it progresses.

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CONTRACTOR shall not accept direction or orders from any person other than the SAFE's Representative or his or her designee.

3.6 CONTRACTOR'S Representative. CONTRACTOR hereby designates Mary Lacy, FSP Manager, to act as its representative for the performance of this Contract ("CONTRACTOR's Representative"). CONTRACTOR's Representative shall have full authority to act on behalf of CONTRACTOR for all purposes under this Contract. The CONTRACTOR's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Contract. CONTRACTOR shall work closely and cooperate fully with SAFE's Representative and any other agencies which may have jurisdiction over or an interest in the Services. CONTRACTOR's Representative shall be available to the SAFE staff at all reasonable times. Any substitution in CONTRACTOR's Representative shall be approved in writing by SAFE's Representative.

3.7 Substitution of Key Personnel. CONTRACTOR has represented to SAFE that certain key personnel will perform and coordinate the Services under this Contract. Should one or more of such personnel become unavailable, CONTRACTOR may substitute other personnel of at least equal competence upon written approval by SAFE's Representative. In the event that SAFE's Representative and CONTRACTOR cannot agree as to the substitution of the key personnel, SAFE shall be entitled to terminate this Contract for cause, pursuant to the provisions of Section 3.15. The key personnel for performance of this Contract are: Mary Lacy, Marc A. Weiss, and Ed Carpinelli.

3.7.1 Availability of FSP Manager. Except in the case of unpreventable circumstances, the FSP Manager must be available at the CONTRACTOR's office for at least 50% of each Work Day to address time sensitive issues related to this Contract or the Services, including, but not limited to, FSP administrative responsibilities; SAFE, CHP, and Caltrans requests; driver matters; and truck maintenance issues. CONTRACTOR shall, within 24 hours, notify SAFE of each circumstance causing the FSP Manager not to be available as required herein. As used in this section, the term "Work Day" shall mean and refer to any day that FSP service is provided, during those hours of operation for Construction FSP.

3.8 Review of Work and Deliverables. All reports, working papers, and similar work products prepared for submission in the course of providing Services under this Contract may be required to be submitted to SAFE's Representative in draft form, and SAFE's Representative may require revisions of such drafts prior to formal submission and approval. In the event that SAFE's Representative, in his or her sole discretion, determines the formally submitted work product to be inadequate, SAFE's Representative may require CONTRACTOR to revise and resubmit the work at no cost to SAFE. Upon determination by SAFE that CONTRACTOR has satisfactorily completed the Services required under this Contract and within the term set forth in Section 3.4, SAFE shall give CONTRACTOR a written Notice of Final Completion. Upon receipt of such notice, CONTRACTOR shall incur no further costs hereunder, unless otherwise specified in the Notice of Completion.

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CONTRACTOR may request issuance of a Notice of Final Completion when, in its opinion, it has satisfactorily completed all Services required under the provisions of this Contract.

3.9 Appearance at Hearings. If and when required by SAFE, CONTRACTOR shall render assistance at public hearings or other meetings related to the performance of the Services.

3.10 Standard of Care: Licenses. CONTRACTOR represents and maintains that it is skilled in the professional calling necessary to perform all Services, duties and obligations required by this Contract. CONTRACTOR shall perform the Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. CONTRACTOR warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. CONTRACTOR further represents and warrants to SAFE that its employees and subcontractors have all licenses, permits, qualifications (including medical certification) and approvals of whatever nature that are legally required to perform the Services, and that such licenses and approvals shall be maintained throughout the term of this Contract. CONTRACTOR shall perform, at its own cost and expense and without reimbursement from SAFE, any services necessary to correct errors or omissions which are caused by the CONTRACTOR's failure to comply with the standard of care provided for herein, and shall be fully responsible to SAFE for all damages and other liabilities provided for in the indemnification provisions of this Contract arising from the CONTRACTOR's errors and omissions. Any employee of CONTRACTOR or its subcontractors who is determined by SAFE to be uncooperative, incompetent, a threat to the adequate or timely completion of the Services, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to SAFE, shall be promptly removed from performing the Services by the CONTRACTOR and shall not be re-employed to perform any of the Services.

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3.11 Opportunity to Cure. SAFE may provide CONTRACTOR an opportunity to cure, at CONTRACTOR's expense, all errors and omissions which may be disclosed during performance of the Services. Should CONTRACTOR fail to make such correction in a timely manner, such correction may be made by SAFE, and the cost thereof charged to CONTRACTOR.

3.12 Inspection of Work. CONTRACTOR shall allow SAFE's Representative to inspect or review CONTRACTOR's performance of Services in progress at any time. SAFE/Caltrans/CHP also reserves the right to audit all paperwork demonstrating that CONTRACTOR participates in an employee alcohol/drug-testing program and the DMV Pull Notice Program.

3.13 Laws and Regulations. CONTRACTOR shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Services, including all Cal/OSHA requirements, and shall give all notices required by law. CONTRACTOR shall be solely liable for all violations of such laws and regulations in connection with Services. If the CONTRACTOR performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice

to SAFE, CONTRACTOR shall be solely responsible for all costs arising therefrom. CONTRACTOR shall defend, indemnify and hold SAFE, their officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Contract, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.14 Damage Complaints. Upon receiving a damage complaint from a motorist assisted by the CONTRACTOR, that the CONTRACTOR damaged their vehicle while lending assistance, the CONTRACTOR shall notify CHP immediately regarding the nature of the damage complaint and its disposition. The CONTRACTOR shall reply to the motorist by telephone within twenty-four (24) hours of receiving the damage complaint notification. If necessary, the CONTRACTOR shall send either his or her authorized representative or his or her insurance company representative to inspect the vehicle and complete an incident report within forty-eight (48) hours after receiving the damage complaint. If the investigation shows that damage to the vehicle could have been caused by the CONTRACTOR, the CONTRACTOR shall negotiate in good faith to try and resolve the issue and shall report to the CHP the result of the negotiations. All complaints shall be resolved within a reasonable period of time after being received.

3.14.1 Complaint Review Committee. The FSP Technical Advisory Committee ("FSP TAC") is composed of voting members from CHP, SAFE and Caltrans. Voting members of the FSP TAC are hereby designated as the members of the Damage Complaint Review Committee ("DCRC"). If the DCRC finds that justifiable complaints are not resolved within a reasonable time frame, it can recommend that payment to the CONTRACTOR in the amount of the damage claim may be deducted from the CONTRACTOR's monthly invoice.

3.15 Termination.

3.15.1 Notice; Reason. SAFE may, by written notice to CONTRACTOR, terminate this Contract, in whole or in part, including, without limitation, the geographical territory covered by this Contract, at any time by giving written notice to CONTRACTOR of such termination, and specifying the effective date thereof ("Notice of Termination"). Such termination may be for SAFE's convenience, due to lack of available funding for the Services, or because of CONTRACTOR's failure to perform its duties and obligations under this Contract, including, but not limited to, the failure of CONTRACTOR to timely perform Services pursuant to the Scope of Services described in Section 3, entitled "Terms," as well as Section 7 of the RFP. CONTRACTOR may not terminate this Contract except for cause.

3.15.2 Discontinuance of Services. Upon receipt of the written Notice of Termination, CONTRACTOR shall discontinue all affected Services as directed in the Notice of Termination, and deliver to SAFE all Documents and Data, as defined in this Contract, as may have been prepared or accumulated by CONTRACTOR in performance of the Services, whether completed or in progress.

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3.15.3 Effect of Termination For Convenience. If the termination is to be for the convenience of SAFE, SAFE shall compensate CONTRACTOR for Services fully and adequately provided through the effective date of termination as provided in the Notice of Termination. Such payment shall include a pro-rated amount of profit, if applicable, up through such effective date, but no amount shall be paid for anticipated profit on unperformed Services past such effective date. CONTRACTOR shall provide documentation deemed adequate by SAFE's Representative to show the Services actually completed by CONTRACTOR prior to the effective date of termination. This Contract shall terminate on the effective date of the Notice of Termination.

3.15.4 Effect of Termination for Cause. If the termination is for cause, CONTRACTOR shall be compensated for those Services which have been fully and adequately completed and accepted by SAFE as of the effective date of termination as provided in the Notice of Termination. In such case, SAFE may take over the work and prosecute the same to completion by contract or otherwise. Further, CONTRACTOR shall be liable to SAFE for any reasonable additional costs or damages incurred to revise work for which SAFE has compensated CONTRACTOR under this Contract, but which SAFE has determined in its sole discretion needs to be revised, in part or whole. Termination of this Contract for cause may be considered by SAFE in determining whether to enter into future contracts with CONTRACTOR.

3.15.5 Cumulative Remedies. The rights and remedies of the Parties provided in this Section are in addition to any other rights and remedies provided by law or under this Contract.

3.15.6 Procurement of Similar Services. In the event this Contract is terminated, in whole or in part, as provided by this Section, SAFE may procure, upon such terms and in such manner as it deems appropriate, services similar to those terminated.

3.15.7 Waivers. CONTRACTOR, in executing this Contract, recognizes that the Services may be terminated, in whole or in part, as provided in this Section. CONTRACTOR shall not be entitled to any damages including, but not limited to, any compensation for costs incurred to procure vehicles, meet the terms for providing the Services, or for any other costs or expenses, and shall be deemed to have waived any and all claims for damages, costs or expenses which may otherwise arise from SAFE's termination of this Contract, for convenience or cause, as provided in this Section.

3.15.8 Authorization to Terminate. The Executive Director of SAFE shall have the full authority and discretion to exercise SAFE's rights under this Section 3.15, entitled "Termination".

3.16 Trend Meetings. CONTRACTOR shall attend, or send a designated management-level representative, to all trend meetings (i.e., required FSP TAC meeting which meets every other month). These trend meetings will encompass focused and informal discussions concerning, but not limited to: scope, Services, schedule, current progress of Services, relevant cost issues, and future objectives. CONTRACTOR shall be responsible for having a representative attend all meetings (i.e., FSP TAC meetings) that has the ability to

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make management-level decisions on the behalf of the CONTRACTOR. If the CONTRACTOR cannot have a management-level representative at a meeting, CONTRACTOR shall notify SAFE and CHP prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR's contractual responsibility. Meetings are scheduled, and CONTRACTOR will be notified of such schedule, no later than three (3) working days prior to the meeting.

3.17 Fees and Payment.

3.17.1 Amount to be Paid. Subject to the provisions set forth below for Services satisfactorily performed hereunder, SAFE shall pay the CONTRACTOR on a fixed unit rate basis a ceiling price NOT TO EXCEED Two Million, Six Hundred Fifty-Nine Thousand Dollars ($2,659,000).

3.17.2 Maximum Payment is the Ceiling Price. SAFE shall not be obligated to pay costs which exceed the ceiling price set forth above, except as provided in Sections 3.15 and 3.17.10. CONTRACTOR agrees to use its best efforts to perform the services and all obligations under this Contract within such ceiling price.

3.17.3 Hourly Rate; Break and Meal Periods. For its performance of the Services, the CONTRACTOR shall be paid for labor expended directly in the performance of the Services at the rates specified below. Payments shall be made monthly in arrears based on Services provided and allowable incurred expenses. The CONTRACTOR shall not be entitled to reimbursements for any expenses unless approved in advance in writing.

SCHEDULE OF HOURLY RATES

Hourly rates are set forth in Exhibit "B" attached hereto and incorporated herein by reference.

Hourly rates may be adjusted as set forth in Chapter 9, Violations/Penalties, of the FSP Standard Operating Procedures (SOP).

A) CONTRACTOR is responsible for compliance with all California labor laws related to break periods and meal periods including, but not limited to, compliance with Labor Code section 512. CONTRACTOR shall be solely responsible for any additional pay to which its drivers may be entitled for CONTRACTOR's failure to comply with the California labor law requirements.

B) During shifts that require drivers to be provided a 30-minute meal period break pursuant to Labor Code section 512, CONTRACTOR shall either make arrangements for another certified driver to provide Services during those breaks or not be compensated for each 30-minute meal period break during which Services are not provided. In no case shall CONTRACTOR be entitled to bill RCTC for time during which a driver is taking a meal period break.

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3.17.4 Payment Coverage. The compensation herein above specified will cover and include all applicable labor surcharges such as taxes, insurance and fringe benefits, as well as indirect costs, overhead, general and administrative expense, and profit.

3.17.5 Cost Principles.

A) CONTRACTOR agrees to comply with 2 CFR, Part 225, Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

B) CONTRACTOR agrees that 1) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual cost items, and 2) CONTRACTOR shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C) Any costs for which CONTRACTOR has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by CONTRACTOR to SAFE. Should CONTRACTOR fail to reimburse moneys due SAFE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, SAFE is authorized to intercept and withhold future payments due CONTRACTOR from SAFE or any third-party source, including, but not limited to, the State Treasurer, the State Controller, and the California Transportation Commission.

3.17.6 Fines. Fines for starting late; leaving early; taking more breaks than authorized; or being ordered out of service by a CHP, SAFE Representative or Caltrans supervisor for Contract infractions shall be deducted from the CONTRACTOR's monthly invoice at five (5) times the hourly rate, plus the loss of revenue for the down time. Fines may be further described in the attached Exhibit "A".

3.17.7 Accounting System. CONTRACTOR and its subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate expenditures by line item for the Services. The accounting system of CONTRACTOR and its subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

3.17.8 Invoices. Invoices for CONTRACTOR's Services shall be submitted monthly on forms approved by SAFE. Invoices will be routinely verified by CHP. To ensure prompt payment, most billing disputes may be resolved within ten (10) working days of written notice of dispute. However, at SAFE's discretion, reconciliation of disputed fines that sum to less than 2% of the months' Invoice may be corrected on the next month's Invoice to ensure prompt payment of the major portion of the invoice. Each Invoice shall include a cover sheet bearing a certification as to the accuracy of the statement signed by the

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CONTRACTOR's authorized officer. Invoices shall be mailed to SAFE's Contract Administrator at the following address:

Riverside County Service Authority for Freeway Emergencies
FSP Program
P.O. Box 12008
Riverside, CA
92502-2208
Attn: Brian Cunanan

3.17.8.1 Monthly Progress Reports. As part of its Invoice, CONTRACTOR shall submit a Monthly Progress Report, in a form determined by SAFE, which will cover the Invoice period and include spreadsheets showing hours expended for each day of the month per vehicle per beat, and the total for the term of the Contract to date. Submission of such Monthly Progress Report by CONTRACTOR shall be a condition precedent to receipt of payment from SAFE for each monthly Invoice submitted.

3.17.8.2 Payment Schedule. Invoice periods shall be based upon a calendar month, beginning with the first day of the month. SAFE shall reimburse CONTRACTOR for Services adequately provided under this Contract within thirty (30) days of receiving the current period invoice with no errors. If the Invoice is completed incorrectly by the CONTRACTOR it will delay payment. If SAFE fails to pay any amount owed to CONTRACTOR under this Contract within thirty (30) days after receipt of the invoice, CONTRACTOR may give SAFE a notice of failure to pay which shall set forth the invoice(s) and amount(s) which CONTRACTOR believes are thirty (30) days overdue. SAFE shall pay any undisputed invoice(s) and amount(s) within thirty (30) days of receipt of a notice of failure to pay.

3.17.9 Right to Audit. For the purpose of determining compliance with this Contract and other matters connected with the performance of CONTRACTOR's contracts with third parties, CONTRACTOR and its subcontractors shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to CONTRACTOR. SAFE, the State of California acting through the Department of Transportation or its duly authorized representative, the California State Auditor, or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and CONTRACTOR shall furnish copies thereof if requested.

3.17.10 Taxes. CONTRACTOR shall pay any sales, use, or other taxes, if any, attributable to the provision of the Services.

3.17.11 Travel and Subsistence. Payments to CONTRACTOR for travel and subsistence expenses claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under

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current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then CONTRACTOR is responsible for the cost difference and any overpayments shall be reimbursed to SAFE on demand.

3.17.12 Employment Adverse to the SAFE. CONTRACTOR shall notify SAFE, and shall obtain SAFE's written consent, prior to accepting work to assist with or participate in a third-party lawsuit or other legal or administrative proceeding against SAFE during the term of this Contract.

3.17.13 Extra Work. At any time during the term of this Contract, SAFE may request CONTRACTOR to perform Extra Work. "Extra Work" shall mean any work which is determined by SAFE to be necessary for proper completion of the Services, but which the Parties did not reasonably anticipate would be necessary at the time of the execution of this Contract and was not included in the Scope of Services. Extra Work, if any, shall be reimbursed at the same hourly rate as identified in Section 3.17.3. CONTRACTOR shall not perform, nor be compensated for Extra Work without obtaining authorization in the form of a written Extra Work Order issued by SAFE's Representative. For instance, Construction FSP services as it relates to construction activity can be considered Extra Work. In the event an Extra Work Order is not issued and signed by SAFE's Representative, CONTRACTOR shall not provide such Extra Work. However, no compensation or reimbursement for Extra Work shall be paid if it is not authorized by SAFE and if the cumulative total of such Extra Work under the Contract exceeds $25,000. All Extra Work in a cumulative total in excess of $25,000 must be approved in advance by amendment to this Contract.

3.17.13.1 Extra Work Cancellation Policy. If a tow operator is scheduled for Extra Work and they are notified of a cancellation with **LESS than a 24 hour notice** – then the tow operator will be reimbursed for **three (3) hours** of the agreed upon contract hourly rate. *Note: The minimum of the three (3) hours should cover eight hours of the drivers' hourly wage.* Starting with "Less than a 24 hour cancellation notice" up to the time the tow operator is on the assigned Extra Work Beat, the "three contract hour cancellation rate" remains the same. Once the tow operator is on the Extra Work Beat, the cancellation policy changes.

If a tow operator begins the Extra Work (the truck is on the Beat) and is then notified that Extra Work has been cancelled, the FSP operator will be paid for the entire shift period **up to a maximum of eight (8) hours**. A shift period for this policy is defined as: the time period of the actual Extra Work shift assigned or for a maximum of eight (8) contract hours, whichever is less.

The supervising FSP CHP Officer for the Extra Work shift will make the final determination as to whether or not the tow operator will continue to work the Extra Work shift. Regardless, the tow operator will be reimbursed for the original shift period or a maximum or eight (8) hours, whichever is less.

3.17.14 Most Favored Customer. CONTRACTOR agrees that, throughout the term of this Contract, it shall not enter into any FSP services agreement with any government agency with whom it has either existing contractual relationship or has no

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contractual relationship that predates this Contract, pursuant to which CONTRACTOR agrees to charge FSP services fees less than those as indicated in this Contract for substantially the same level of FSP services contemplated by this Contract. Should SAFE establish that such lower fees have been agreed to by CONTRACTOR with another government agency, CONTRACTOR agrees to renegotiate the fees or to refund SAFE an amount equal to the difference between the fees indicated in this Contract and the fees charged to other government agency customer.

3.17.15 Mobilization Costs Payment. Upon issuance of a limited Notice to Proceed, a mobilization costs payment in the amount of Thirty Thousand Dollars ($30,000) will be made to CONTRACTOR to help offset pre-start-date costs ("Mobilization Payment"). CONTRACTOR shall pay back the Mobilization Payment in twelve (12) equal monthly installments to be deducted from CONTRACTOR's monthly invoice.

In the event of early termination, any unpaid portion of the Mobilization Payment will be withheld from final payment to the CONTRACTOR.

3.18 Delay in Performance.

3.18.1 Excusable Delays. Neither Party shall be considered in default in the performance of its obligations to the extent that the performance of any such obligation is prevented or delayed by an Excusable Delay. Should CONTRACTOR be delayed or prevented from the timely performance of any act or Services required by the terms of the Contract by an Excusable Delay, Contractor's schedule for completion of tasks affected by such delay may be extended as set forth in Section 3.18.2. But in every case, CONTRACTOR's failure to perform must be reasonably beyond the control, and without the fault or negligence of the CONTRACTOR. Excusable Delays are acts of God or of the public enemy, acts or omissions of SAFE or other governmental agencies in either their sovereign or contractual capacities, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes or unusually severe weather.

3.18.2 Written Notice. If CONTRACTOR believes it is entitled to an extension of time due to conditions set forth in subsection 3.18.1, CONTRACTOR shall provide written notice to the SAFE within seven (7) working days from the time CONTRACTOR knows, or reasonably should have known, that performance of the Services will be delayed due to such conditions. Failure of CONTRACTOR to provide such timely notice shall constitute a waiver by CONTRACTOR of any right to an excusable delay in time of performance.

3.18.3 Mutual Contract. Performance of any Services under this Contract may be delayed upon mutual agreement of the Parties. Upon such agreement, CONTRACTOR's Schedule of Services (as defined in their Proposal) shall be extended as necessary by SAFE. CONTRACTOR shall take all reasonable steps to minimize delay in completion, and additional costs, resulting from any such extension.

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3.19 Status of CONTRACTOR/Subcontractors.

3.19.1 Independent Contractor. The Services shall be performed by CONTRACTOR or under its supervision. CONTRACTOR will determine the means, methods and details of performing the Services subject to the requirements of this Contract. SAFE retains CONTRACTOR on an independent contractor basis and not as an employee, agent or representative of the SAFE. CONTRACTOR retains the right to perform similar or different services for others during the term of this Contract. Any additional personnel performing the Services under this Contract on behalf of CONTRACTOR shall at all times be under CONTRACTOR's exclusive direction and control. CONTRACTOR shall pay all wages, salaries and other amounts due such personnel in connection with their performance of Services and as required by law. CONTRACTOR shall be responsible for all reports and obligations respecting such personnel, including but not limited to, social security taxes, income tax withholdings, unemployment insurance, disability insurance, and workers' compensation insurance.

3.19.2 Assignment or Transfer. CONTRACTOR shall not assign, hypothecate, or transfer, either directly or by operation of law, this Contract or any interest herein, without the prior written consent of SAFE. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer. Notwithstanding the foregoing, SAFE may transfer or assign any and all of its rights and obligations under this Contract, including, without limitation the rights to terminate this Contract, as assigned, pursuant to Section 3.15 hereof.

3.19.3 Subcontracting. CONTRACTOR shall not subcontract any portion of the work or Services required by this Contract, except as expressly stated herein, including the Scope of Services, without prior written approval of the SAFE. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Contract. SAFE shall have no liability to any subconsultant(s) for payment for services under this Contract or other work performed for CONTRACTOR, and any subcontract entered into by CONTRACTOR pursuant to the conduct of services under this Contract shall duly note that the responsibility for payment for the technical services or any other work performed shall be the sole responsibility of CONTRACTOR.

3.20 CONTRACTOR will maintain an inventory of all non-expendable equipment, defined as having a useful life of at least two years and an acquisition cost of $500 or more, paid for with funds provided pursuant to this Contract.

3.21 Ownership of Materials and Confidentiality.

3.21.1 Documents & Data; Licensing of Intellectual Property. All plans, specifications, studies, drawings, estimates, materials, data, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings, spreadsheets, or data magnetically or otherwise recorded on computer diskettes, prepared by or on behalf of CONTRACTOR under this Contract ("Documents and Data"),

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shall be made available to SAFE at all times during this Contract and shall become the property of SAFE upon the completion of the term of this Contract, except that CONTRACTOR shall have the right to retain copies of all such Documents and Data for its records. Should CONTRACTOR, either during or following termination of this Contract, desire to use any Documents and Data, it shall first obtain the written approval of SAFE. This Contract creates a no-cost, nonexclusive, and perpetual license for SAFE to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in the Documents and Data which are prepared or caused to be prepared by CONTRACTOR under this Contract ("Intellectual Property"). CONTRACTOR shall require all subcontractors to agree in writing that SAFE is granted a no-cost, nonexclusive, and perpetual license for any Intellectual Property the subcontractor prepares under this Contract. CONTRACTOR represents and warrants that CONTRACTOR has the legal right to license any and all Intellectual Property prepared or caused to be prepared by CONTRACTOR under this Contract. SAFE shall not be limited in any way in its use of the Intellectual Property at any time, provided that any such use not within the purposes intended by this Contract shall be at SAFE's sole risk.

3.21.2 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to CONTRACTOR in connection with the performance of this Contract shall be held confidential by CONTRACTOR to the extent permitted by law, including, without limitation, the California Public Records Act, Government Code section 6250 et seq. Such materials shall not, without the prior written consent of SAFE, be used by CONTRACTOR for any purposes other than the performance of the Services as provided herein. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services, except as provided herein. Nothing furnished to CONTRACTOR which is otherwise known to CONTRACTOR or is generally known, or becomes known, to the related industry shall be deemed confidential. CONTRACTOR shall not use SAFE's name or insignia, photographs, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production, or other similar medium without the prior written consent of SAFE.

3.22 Indemnification. CONTRACTOR shall indemnify and hold SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, agents, contractors, consultants, employees, and volunteers free and harmless from any and all claims, demands, causes of action, costs, expenses, liabilities, losses, damages or injuries, in law or in equity, to property or persons, including wrongful death, in any manner arising out of, or incident to, any acts, omissions, or willful misconduct of the CONTRACTOR, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services or this Contract, including without limitation, the payment of all consequential damages and other related costs and expenses. CONTRACTOR shall defend, at CONTRACTOR's own cost, expense and risk, any and all such aforesaid suits, actions, or other legal proceedings of every kind that may be brought or instituted against SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, agents, contractors, consultants, employees, and volunteers. CONTRACTOR shall pay and satisfy any judgment, award, or decree that may be rendered against SAFE, COMMISSION, CHP, Caltrans or their

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directors, officials, officers, agents, consultants, employees, and volunteers, in any such suit, action, or other legal proceeding. CONTRACTOR shall reimburse SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, agents, consultants, employees, and volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. CONTRACTOR's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the CONTRACTOR, SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, agents, consultants, employees, and volunteers.

3.23 Insurance.

3.23.1 Time for Compliance. CONTRACTOR shall not commence work under this Agreement until it has provided evidence satisfactory to SAFE that it has secured all insurance required under this section, in a form and with insurance companies acceptable to SAFE. In addition, CONTRACTOR shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this section.

3.23.2 Minimum Requirements. CONTRACTOR shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the CONTRACTOR, its agents, representatives, employees or subcontractors. CONTRACTOR shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) General Liability: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) Automobile Liability: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) Workers' Compensation and Employer's Liability: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. CONTRACTOR shall maintain limits no less than:

(i) General Liability:

Per occurrence:	$2,000,000
Project Specific Aggregate:	$4,000,000
Products/Completed Operations:	$1,000,000
Personal Injury Limit:	$1,000,000

(ii) Automobile Liability: $1,000,000 per accident for bodily injury and property damage; and

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(iii) Workers' Compensation and Employer's Liability: Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Practices Liability limits of $1,000,000 per accident.

3.23.3 On-Hook Insurance & Garage Keepers Liability Coverage.

(A) CONTRACTOR shall maintain a policy of On-Hook Towing Insurance to include the care, custody or control exposure present while vehicles are being serviced roadside, on-hook, or in a storage yard for not less than one hundred thousand dollars ($100,000).

(B) CONTRACTOR shall maintain a policy of Garage Keepers Liability Insurance which shall include coverage for vehicles in the care, custody and control of the CONTRACTOR with limits of liability not less than $500,000 per occurrence for property damage.

3.23.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or CONTRACTOR shall provide endorsements on forms approved by SAFE to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) bodily Injury and property damage; (2) personal Injury/advertising Injury; (3) premises/operations liability; (4) products/completed operations liability; (5) aggregate limits that apply per Project; (6) explosion, collapse and underground (UCX) exclusion deleted; (7) contractual liability with respect to this Agreement; (8) broad form property damage; and (9) independent consultants coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to this Agreement.

(iii) The policy shall give SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from SAFE, COMMISSION, CHP, or Caltrans insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees and agents shall be covered as additional insureds with respect to the

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ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the CONTRACTOR or for which the CONTRACTOR is responsible; and (2) the insurance coverage shall be primary insurance as respects SAFE, COMMISSION, CHP, Caltrans and their directors, officials, officers, employees and agents, or if excess, shall stand in an unbroken chain of coverage excess of the CONTRACTOR's scheduled underlying coverage. Any insurance or self-insurance maintained by SAFE, COMMISSION, CHP, Caltrans or their directors, officials, officers, employees and agents shall be excess of the CONTRACTOR's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) CONTRACTOR certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against SAFE, its directors, officials, officers, employees and agents for losses paid under the terms of the insurance policy which arise from work performed by the CONTRACTOR.

(D) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to SAFE, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of SAFE, COMMISSION, CHP, and Caltrans (if agreed to in a written contract or agreement) before SAFE, COMMISSION, CHP or Caltrans own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

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(iv) CONTRACTOR shall provide SAFE at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the CONTRACTOR shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the CONTRACTOR shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to SAFE at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. CONTRACTOR shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. CONTRACTOR shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by CONTRACTOR, and any approval of said insurance by SAFE, is not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the CONTRACTOR pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, SAFE has the right but not the duty to obtain the insurance it deems necessary and any premium paid by SAFE will be promptly reimbursed by CONTRACTOR or SAFE will withhold amounts sufficient to pay premium from CONTRACTOR payments. In the alternative, SAFE may cancel this Agreement. SAFE may require the CONTRACTOR to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither SAFE, COMMISSION, CHP, Caltrans nor any of their directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

Each insurance policy required by this Agreement shall be endorsed to state that:

3.23.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by SAFE. If SAFE does not approve the deductibles or self-insured retentions as presented, CONTRACTOR shall guarantee that, at the option of SAFE, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects SAFE, its directors, officials, officers, employees and agents; or, (2) the CONTRACTOR shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense

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expenses.

3.23.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A: VIII, licensed to do business in California, and satisfactory to SAFE.

3.23.7 Verification of Coverage. CONTRACTOR shall furnish SAFE with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to SAFE. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by SAFE before work commences. SAFE reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.23.8 Subcontractor Insurance Requirements. CONTRACTOR shall not allow any subcontractors to commence work on any subcontract until they have provided evidence satisfactory to SAFE that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subcontractors shall be endorsed to name SAFE, COMMISSION, CHP and Caltrans as additional insureds using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by CONTRACTOR, SAFE may approve different scopes or minimum limits of insurance for particular subcontractors or subcontractors.

3.23.9 Review of Coverage. SAFE retains the right at any time to review the coverage, form and amount of insurance required herein and may require CONTRACTOR to obtain additional insurance reasonably sufficient in coverage, form, amount to provide adequate protection against the kind and extent of risk which exists at the time of change in insurance required.

3.23.10 Safety. CONTRACTOR shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the CONTRACTOR shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment, and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.24 Prohibited Interests.

3.24.1 Solicitation. CONTRACTOR maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working

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solely for CONTRACTOR, to solicit or secure this Contract. Further, CONTRACTOR warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for CONTRACTOR, any fee, percentage, brokerage fee, gift, or other consideration contingent upon or resulting from the award or making of this Contract. For breach or violation of this warranty, SAFE shall have the right to rescind this Contract without liability.

3.24.2 Conflict of Interest. For the term of this Contract, no member, officer or employee of SAFE, during the term of his or her service with SAFE, shall have any direct interest in this Contract, or obtain any present or anticipated material benefit arising therefrom.

3.24.3 Conflict of Employment. Employment by the CONTRACTOR of personnel currently on the payroll of SAFE shall not be permitted in the performance of this Contract, even though such employment may occur outside of the employee's regular working hours or on weekends, holidays, or vacation time. Further, the employment by the CONTRACTOR of personnel who have been on SAFE payroll within one year prior to the date of execution of this Contract, where this employment is caused by, and or dependent upon, the CONTRACTOR securing this or related Contracts with SAFE, is prohibited.

3.25 Nondiscrimination; Equal Opportunity Employment. CONTRACTOR shall not deny any benefits of this Contract on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall CONTRACTOR unlawfully discriminate, harass, or allow harassment against any subcontractor, employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status.

Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, or termination. Employment and Housing Act (Gov. Code Section 12900 et seq.) and the applicable regulations promulgated thereunder (Cal. Admin. Code, Tit. 2, Section 7285.0 et seq.): The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Sec 12900, set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code, Sec 12900, set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code are incorporated into this Contract by reference and made a part hereof as if set forth in full. CONTRACTOR shall include the provisions of this Section in all of CONTRACTOR’s subcontracts with respect to work under this Agreement, unless exempted by the Regulations. CONTRACTOR shall also comply with all relevant provisions of SAFE's Minority Business Enterprise program, Affirmative Action Plan, or other related SAFE programs or guidelines currently in effect or hereinafter enacted.

3.26 Right to Employ Other CONTRACTORs. SAFE reserves the right to employ other CONTRACTORs in connection with the Services.

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3.27 Governing Law. The validity of this Contract and of any of its terms or provisions, as well as the rights and duties of the parties hereunder, shall be governed by and construed with the laws of the State of California.

3.28 Venue. The Parties acknowledge and agree that this Contract was entered into and intended to be performed in Riverside County, California. The Parties agree that the venue for any action or claim brought by any Party will be the Central District of Riverside County. Each Party hereby waives any law or rule of court which would allow them to request or demand a change of venue. If any action or claim concerning this Contract is brought by any third party, the Parties agree to use their best efforts to obtain a change of venue to the Central District of Riverside County.

3.29 Time of Essence. Time is of the essence for each and every provision of this Contract.

3.30 Headings. Article and section headings, paragraph captions, or marginal headings contained in this Contract are for convenience only and shall have no effect in the construction or interpretation of any provision herein.

3.31 Notices. All notices hereunder and communications regarding interpretation of the terms of this Contract or changes thereto shall be given to the respective Parties at the following addresses, or at such other addresses as the respective Parties may provide in writing for this purpose:

CONTRACTOR:
Carpe Carma LLC
DBA Pomona Valley Towing
1731 E. Mission Blvd.
Pomona, CA 91766
Attn: Mary Lacy

SAFE:
Riverside County Service Authority for Freeway Emergencies
FSP Program
P.O. Box 12008
Riverside, CA 92502-2208
Attn: Brian Cunanan

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Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. mail, first class postage prepaid, and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.32 Electronic Delivery of Agreement. A manually signed copy of this Agreement which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of the Agreement for all purposes.

3.33 Amendment or Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.34 Entire Contract. This Agreement contains the entire Agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, contracts or understandings.

3.35 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.36 No Waiver. Failure of CONTRACTOR to insist on any one occasion upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right or power at any other time or times.

3.37 Eight-Hour Law. Pursuant to the provisions of the California Labor Code, eight hours of labor shall constitute a legal day's work, and the time of service of any worker employed on the work shall be limited and restricted to eight hours during any one calendar day, and forty hours in any one calendar week, except when payment for overtime is made at not less than one and one-half the basic rate for all hours worked in excess of eight hours per day ("Eight-Hour Law"), unless CONTRACTOR or the Services are not subject to the Eight-Hour Law. CONTRACTOR shall forfeit to SAFE as a penalty, $50.00 for each worker employed in the execution of this Agreement by him, or by any sub-consultant under him, for each calendar day during which such workman is required or permitted to work more than eight hours in any calendar day and forty hours in any one calendar week without such compensation for overtime violation of the provisions of the California Labor Code, unless CONTRACTOR or the Services are not subject to the Eight-Hour Law.

3.38 Subpoenas or Court Orders. Should CONTRACTOR receive a subpoena or court order related to this Agreement, the Services or the Project, CONTRACTOR shall immediately provide written notice of the subpoena or court order to the SAFE. CONTRACTOR shall not respond to any such subpoena or court order until notice to the SAFE is provided as required herein and shall cooperate with the SAFE in responding to the subpoena or court order.

3.39 Survival. All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this Agreement, including, but not limited to, the indemnification and confidentiality obligations, and the obligations related to receipt of subpoenas or court orders, shall survive any such expiration or termination.

3.40 Counterparts. This Agreement may be signed in one or more counterparts, any one of which shall be effective as an original document.

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3.41 Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

3.42 Conflicting Provisions. In the event that provisions of any attached exhibits conflict in any way with the provisions set forth in this Agreement, the language, terms and conditions contained in this Agreement shall control the actions and obligations of the Parties and the interpretation of the Parties' understanding concerning the performance of the Services. In the event the standards set forth in this Agreement conflict with the standards set forth in any exhibit hereto, the higher standard shall govern.

3.43 Attorneys' Fees and Costs. If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This paragraph shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Section 3.21, Indemnification.

3.44 Consent. Whenever consent or approval of any Party is required under this Contract, that Party shall not unreasonably withhold nor delay such consent or approval.

3.45 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

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[Signatures on following page]

SIGNATURE PAGE
TO AGREEMENT 26-45-085-00

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first herein written above.

RIVERSIDE COUNTY
TRANSPORTATION COMMISSION
ACTING AS THE
RIVERSIDE COUNTY SERVICE
AUTHORITY FOR FREEWAY
EMERGENCIES

By: _____
Aaron Hake, Executive Director

CARPE CARMA LLC
DBA POMONA VALLEY TOWING

By: _____

_____
Name

_____
Title

APPROVED AS TO FORM:

By: _____
Best Best & Krieger LLP,
Counsel to the Riverside County
Service Authority for
Freeway Emergencies

Attest:

By: _____

Its: Secretary

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EXHIBIT A - SCOPE OF WORK

1.0 GENERAL INFORMATION

1.1 Background & Introduction

In 1986, the Commission established itself as the Riverside County Service Authority for Freeway Emergencies (RC SAFE) after the enactment of SB 1199 in 1985. The purpose of the formation of SAFEs in California was to provide call box services and, with excess funds, provide additional motorist aid services. Funding for RC SAFE is derived from a one dollar per vehicle registration fee on vehicles registered in Riverside County. Initially, these funds were used only for the call box program. As additional motorist aid services were developed, SAFE funds were also used to provide Freeway Service Patrol (FSP) and the Inland Empire 511 traveler information services as part of a comprehensive motorist aid system in Riverside County.

In 1990, Proposition C was passed to fund transportation improvements and to help reduce traffic congestion in California. From this, the FSP program was created by Caltrans, which developed the corresponding Local Funding Allocation Plan to distribute funds to participating jurisdictions. In addition to funding received from Caltrans, agencies are required to contribute a 25 percent local match. For the Commission, SAFE revenues are used to meet this match requirement.

The Commission, acting in its capacity as the SAFE, is the principal agency in Riverside County, in partnership with Caltrans and the California Highway Patrol (CHP), managing the FSP program. The purpose of the FSP program is to provide a continuously roving tow services patrol along designated freeway segments (referred to as beats) to relieve freeway congestion and facilitate the rapid removal of disabled vehicles and those involved in minor accidents on local freeways. Contracts to provide FSP tow service are competitively bid as needed for each beat.

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1.2 Project Description

The purpose of the FSP program is to provide a continuous roving patrol for the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. Where traffic conditions permit, safe removal of small debris will be required. Vehicle operators shall be responsible for clearing the freeway of automobiles, small trucks, and small debris. When and where conditions warrant, service may be executed on the freeway shoulders. Where conditions do not warrant, vehicle operators will remove the vehicles from the freeway to provide service. FSP vehicles shall continuously patrol their assigned beat, respond to CHP calls for Services, use the designated turnaround locations, and use the CHP identified designated drop locations.

FSP vehicle operators may be required to perform minor services such as change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators in a safe and efficient manner. Vehicle operators may spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be towed to a designated drop location identified by the CHP. The motorist can request the FSP vehicle operator to call the CHP Communications Center to request a CHP rotational tow or other services. FSP vehicle operators shall not be allowed to tow as an independent contractor from an incident that occurred during the FSP shift unless called as a rotation tow by CHP after the FSP shift has ended. If called as a rotation tow after a FSP shift, the vehicle operator must remove all FSP markings such as vests, uniforms, and magnetic vehicle signage.

There may be some instances where FSP operators may be requested to provide assistance to CHP officers. FSP operators shall follow the instructions of the CHP officer at the scene of any incident within the scope of the FSP program.

All FSP services shall be provided at no cost to the motorist. FSP vehicle operators shall not accept gratuities, perform secondary towing services, recommend secondary tows, or recommend repair/body shop businesses.

Freeway Service Patrol hours of operation are 6:00 a.m. to 8:30 a.m. and 1:30 p.m. to 6:00 p.m., Monday through Thursday; and 6:30 a.m. to 8:30 a.m. and 11:30 a.m. to 6:00 p.m. on Friday. Contractor vehicles shall be exclusively dedicated to the service during FSP service hours. All vehicle maintenance activities shall be conducted during non-service hours.

The FSP operates on selected freeway segments referred to as "Beats". Each Beat has specific turnaround locations and designated drop locations identified by the California Highway Patrol (CHP). The Scope of Services (Section 2.0) hereunder identifies the specific limits, number of tow trucks, number of back-up trucks, hours of operation, and tentative holidays on which the cost of each beat shall be based. RCTC reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the Contractor.

To be awarded a contract, a Contractor must have a tow facility within close proximity to the service area, have been in business as a tow service operator for a minimum of five (5) years, and have a minimum of one (1) full year experience working under contract/agreement and in good standing within the last three (3) years with any type of law enforcement agency.

A Contractor with no prior FSP experience shall be considered NEW and may only be awarded one FSP beat. A Contractor that has been terminated for cause from any FSP contract within the state shall not be eligible to participate in the Riverside County FSP program. A NEW Contractor, who remains in good standing, as determined by FSP management, may be considered for additional beat awards in future procurements. An existing Contractor that is not in good standing as determined by information received by the FSP management staff at the time of their proposal may, at the discretion of FSP management, be limited to the number of beats the Contractor is awarded, including not being awarded any beats.

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FSP Management Staff reserves the right to limit the number of beats awarded to one Contractor.

At any time during the contract's term, RCTC reserves the right to adjust Beat specifications and Beat hours to better accommodate demand for the service, or the availability of funding. These changes can occur during the course of the contract through written change orders. If warranted during the service hours of operation, the Contractor may be requested to temporarily reassign his/her FSP operators/trucks to locations outside its assigned Beat. Tow Operators may be permitted to do this only upon CHP and/or RCTC approval. FSP vehicle operators shall follow the instructions of the CHP officer at the scene of any incident within the scope of the FSP program.

The contract start date for Beat 7 shall be January 4, 2027. The first day of FSP service is Monday, January 4, 2027. This is a 5-year contract that expires on December 31, 2031.

If awarded a contract, the Contractor shall have one hundred eighty-eight (188) calendar days for Beat 7, after the notice of award (notice of award tentatively expected on or around June 10, 2026), in which to acquire the required equipment and hire and train vehicle operators. The Contractor shall have the appropriate number of primary and back-up trucks ready for equipment installation and CHP inspection no later than December 15, 2026. Any company that cannot meet the above-mentioned requirements shall not be awarded the contract(s).

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2.0 Beat Description/Summary

FSP operates on selected freeway segments referred to as "beats". Each beat has specific turnaround locations and designated drop locations identified by the CHP. The specific limits, number of tow trucks, number of back-up trucks and hours of operation, including the holiday schedule, are detailed below. SAFE reserves the right to add or delete holidays to the work schedule, provided that SAFE provides CONTRACTOR seven (7) days advanced notice of such addition or deletion. Travel time to and from the beat will be at the expense of the CONTRACTOR.

At any time, SAFE reserves the right to adjust beat specifications to better accommodate demand for the Services, or availability of funding. These changes can occur during the course of this Contract through written change orders. If warranted and during the hours of operation of the Services, the CONTRACTOR may be requested to temporarily reassign his/her FSP operators/trucks to locations outside the assigned beat.

FSP Beat #	Beat Description	One-Way Length in Miles	# Primary FSP Trucks in both AM and PM	# Backup FSP Trucks
7	SR60 from Milliken St to Main St	11.7	2	1

2.1 Hours of Operation:

Monday through Thursday: 6:00 a.m. to 8:30 a.m., and from 1:30 p.m. to 6:00 p.m.
Friday: 6:00 a.m. to 8:30 a.m., and from 11:30 a.m. to 6:00 p.m.

Each Beat requires at least one backup truck available at all times. **RCTC reserves the right to change Beat hours and operational requirements during the course of the contract.**

a. Total estimated service hours per vehicle/per year: 1,950

b. In addition to the above service hours, at the discretion of RCTC and CHP, additional service may be requested on certain "high traffic days" on/or following certain holidays (e.g. July 4th, Labor Day, and Memorial Day). Contractor will be notified at least one week prior to when this service is to be provided.

During FSP shifts that require a 30-minute meal period break to be provided pursuant to Labor Code section 512, the Contractor shall either make arrangements for another certified FSP driver to provide the contracted FSP coverage during those breaks or not be compensated for each 30-minute meal period break during which FSP service is not provided. In no case shall the Contractor be entitled to compensation from RCTC for time during which its FSP driver is taking a 30-minute meal period break, unless the Contractor has provided another driver to cover this 30-minute meal period break.

2.2 Holiday Schedule

Proposer shall submit its cost proposal for provision of the required FSP tow services five days each week, Monday through Friday, of each year during the contract term, except for the following ten (10) holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)
5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)

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9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 – varies)

3.0 FSP Management and Representatives

RCTC has entered into a Memorandum of Understanding with the California Department of Transportation (Caltrans) and CHP, in order to provide peak hour freeway service patrols on selected freeway segments for traffic mitigation, as well as air quality improvement within Riverside County. RCTC, Caltrans, and CHP will jointly oversee the service. RCTC serves as the contract administrator and funding partner; Caltrans provides oversight; and CHP is responsible for the daily operations and field supervision of the program.

Authority for FSP derives from (a) Section 21718 (A) of the California Vehicle Code, which allows FSP trucks supervised by the CHP to stop on freeways for the purpose of rapid removal of impediments to traffic, and (b) Article 3, Section 91, of the Streets and Highways Code, which states that Caltrans is responsible for traffic management and removing impediments from the highways, as well as improving and maintaining the state highways.

3.1 Standard Operating Procedures

The guidelines and policies of the FSP program, which promote a safe work environment and maintain a level of professionalism, are contained in the Standard Operating Procedures (SOP) manual developed by the CHP. The SOP and any updates to it are incorporated into the contract with RCTC, therefore, the Contractor and their vehicle operators are responsible to operate and adhere to the most recent version of the SOP at all times.

Contractor shall be held responsible for maintaining an updated SOP (latest version issued with the RFP), which is incorporated herein by reference. SOP revisions and updates shall be unilaterally issued by RCTC or CHP, as deemed necessary by CHP or the FSP Technical Advisory Committee, and all changes, revisions and updates to the SOP, if any, shall supersede all previous or existing SOPs. A copy of the SOP is included as part of the original RFP package and additional hard or soft copies can be provided to all interested parties upon request.

Vehicle operators or trucks found not to be in compliance with FSP procedures defined in the SOP may be penalized, suspended, and/or terminated from the FSP program and the company may also be assessed liquidated damages amounts for said violations as described herein. Liquidated damages are inclusive of other remedies at law and/or those described under the terms of the contract.
Refer to Proposal Pricing Form for further details on violations and penalties.

4.0 Vehicles

4.1 Tow Truck Requirements

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Primary and back-up FSP tow trucks shall be exclusively dedicated to the FSP program during FSP service hours of operation. They are not required to be exclusive during non-FSP hours. All vehicle maintenance activities shall be conducted during non-Service hours. When conducting the Services on a FSP shift, the CONTRACTOR's vehicle shall display all FSP markings and the vehicle operator shall wear a FSP uniform.

The FSP will utilize, at a minimum, Class A tow trucks with a minimum gross vehicle weight rating of 14,000 pounds, dual wheel chassis, and a four (4) ton recovery equipment rating. All trucks proposed for use in the FSP Program must be less than one (1) year old with a maximum of 50,000 miles on the chassis and working parts of the truck at the onset of the contract, free of any mechanical defects or physical damage and have a clear (non-salvage) title. Extenuating circumstances dictating departure from this specification should be at the consensus of the local FSP partners. The CHP, in conjunction with Caltrans or the regional transportation agency, should verify the original purchase dates to ensure compliance. Lastly the truck shall have seating capabilities for five (5) adults.

All FSP tow trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all local, state, and federal laws associated with that truck and as outlined in the RFP.

Each tow truck shall be equipped in accordance with the CHP's Freeway Service Patrol Manual and Standard Operating Procedures Manual and, at a minimum, shall include the following:

a. Equipment & Supplies (Required)

1. Wheel lift towing equipment, with a minimum lift rating of 4,000 pounds, with wheel lift extended. All tow equipment shall include proper safety straps.
2. Boom with a minimum static rating of 8,000 pounds.
3. Winch Cable - 8,000 pound rating on the first layer of cable.
4. Wire rope – 100ft., 3/8 inch diameter, 6 x19 or OEM specifications.
5. Two (2) Tow chains 3/8" alloy or OEM specs., J/T hook assembly.
6. Rubber faced push bumper.
7. Mounted spotlight capable of directing a beam both front and rear.
8. Amber warning lights with front and rear directional flashing capability, with on/off switch in cab.
9. Public address system.
10. Power outlets ("hot boxes"), front and rear mounted, with outlets compatible to 12-volt booster cables.
11. Heavy duty, 60+ amp battery.
12. Radios with the ability to communicate with the Contractor's base office (Verizon).
13. Programmable scanners capable of scanning between the 39 and 48 MHz used by the CHP. Scanners need to be capable of scanning CHP Police frequencies, and

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must be mounted for safety concerns.

14. Suitable cab lighting.
15. Trailer hitch capable of handling a 1 7/8-inch ball and 2 inch ball.
16. One (1) 1 7/8-inch ball and one (1) 2 inch ball.
17. Rear work lights. (4)
18. Safety chain D-ring or eyelet mounted on rear of truck.
19. Motorcycle straps. (2)
20. Diesel fuel in plastic jerry cans. (5 gallons)
21. Unleaded gasoline in plastic jerry cans. (5 gallons)
22. Safety chains min. 5ft. min. 5/16" Alloy or OEM Spec. (2)
23. First aid kit (small 5" x 9"). (1)
24. Fire extinguisher aggregate rating of at least 4 B-C units. (1)
25. Pry bar - 36" or longer. (1)
26. Radiator water in plastic container. (5 gallons)
27. 4" x 4" x 48" wooden cross beam. (1)
28. 4" x 4" x 60" wooden cross beam. (1)
29. 24" wide street broom. (1)
30. Square point shovel. (1)
31. Highway flares 360 minutes min.
32. Cones 18" height, reflectorized with tape.
33. Hydraulic Floor Jack: 2-ton AND
34. 2-ton jack stand
35. Wheel chock
36. Four-way lug wrench (1 std.). (1)
37. Four-way lug wrench (1 metric). (1)
38. Rechargeable compressor or refillable air bottle, hoses and fittings to fit tire valve stems, 100 psi capacity. (1)
39. Flashlight and spare batteries. (1)
40. Flashlight and spare batteries or charger (1)
41. Tail lamps/stop lamps, portable remote with extension cord. (1 set)
42. Booster cables, 25 ft. long minimum, 3-gauge copper wire with heavy-duty clamps and one end adapted to truck's power outlets. (1 set)
43. Funnel, multi-purpose, flexible spout. (1)
44. Pop-Up dolly (with tow straps), minimum rating of 3,900 pounds portable for removing otherwise un-towable vehicles. (1)
45. Dolly steel pry bar (1)
46. 5-gallon can with lid filled with clean absorb-all. (1)
47. Empty trash can with lid (5 gallon). (1)
48. Lock out set. (1)
49. Safety glasses.

b. Equipment & Supplies (Recommended)

50. Towing slings rated at 3,000 pounds minimum. **RECOMMENDED**

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51. Sling crossbar spacer blocks. **RECOMMENDED** (2)

c. Tools (Required)

Each FSP truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required. The list may be supplemented at the Contractor's option and expense.

52. Screwdrivers--
    i. Standard-1/8", 3/16", 1/4", 5/16" (1 each, min).
    ii. Phillips head - #1 and #2 (1 each, min).
53. Needle nose pliers (1)
54. Adjustable rib joint pliers, 2" min. capacity (1)
55. Crescent wrench - 8" (1)
56. Crescent wrench - 12" (1)
57. 4 lb. hammer (1)
58. Rubber mallet (1)
59. Electrical tape, roll (1)
60. Duct tape, 20 yard roll (1)
61. Tire pressure gauge (1)
62. Mechanic's wire (roll) (1)
63. Bolt cutters (1)

4.2 Tow Truck Appearance

FSP vehicles bearing the FSP title, logo, and vehicle identification number shall be painted white (includes the hood, fenders, doors, boom, and bed area – the entire truck is to be painted white). No trim is allowed. Lettering shall be in a blocked bold style parallel to the ground and shall be no less than 2 inches by 2 inches and no greater than 4 inches in height. Lettering can only be black in color (no other colors will be permitted). Letters shall be placed on the lower body of the truck toward the cab. Contractor's name on the boom is prohibited. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy may be discussed with CHP prior to implementing, as truck compliance with current state FSP standards is required. No other accessory equipment, signage, or advertisements (mud flaps, stickers, employment advertisement, and so forth) shall be mounted or installed without prior CHP approval. This includes, but is not limited to: bras or window tint.

It shall be the vehicle operator's responsibility to place detachable FSP markings on each vehicle during FSP service hours and to remove the detachable markings immediately upon completion of each shift. RCTC will supply each Contractor with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the Contractor shall be responsible for the cost of the replacement markings. All FSP markings shall be returned at the termination of the contract. The cost of any RCTC and/or Caltrans/CHP supplied item and/or equipment not returned shall be deducted from the Contractor's final payment.

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FSP markings, as well as vehicle numbers, shall be required on both sides of all trucks. The detachable markings (magnetic FSP signage) provided by RCTC, must be placed on the center of the driver and passenger doors of the vehicle. The vehicle operator shall be required to keep the title and logos clean, straight, and in readable condition throughout the FSP shift. The operator is also required to keep the magnetic signage flat (do not bend in any way), clean, and out of direct sunlight while being stored during non-FSP operational hours.

4.3 Vehicle Inspections

Prior to commencement of service, the CHP will inspect each vehicle designated for the FSP to ensure that it meets the vehicle specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the CHP. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and Contractor's base office.

Any unsafe, poorly maintained, or improperly equipped vehicle(s) shall be removed from service, and if discovered to be in such a condition during the shift said vehicle(s) shall be removed from service or repaired as directed by the CHP, and **the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments for the remainder of that shift, plus the loss of revenue for the down time.** Spare vehicles, also known as "back-ups", will be required to complete the shifts of vehicles removed from service. The Contractor will be required to have a spare FSP vehicle available for service for the duration of each and every FSP shift.

The vehicle operator shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory the required equipment prior to the start of each and every shift. The vehicle operator shall be required to complete a driver log, which is used to track the mileage. A shift inspection/inventory log shall be completed by the vehicle operator prior to the start of each shift and be available for inspection. Any item missing must be replaced prior to the start of the shift. All equipment stored on top of the truck shall be secured to the truck.

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4.4 Spare/Back-Up Vehicles

The Contractor shall be required to have one FSP Certified Back-Up tow truck available per Beat during FSP service hours that is in full compliance with the agreement, unless otherwise authorized by RCTC and CHP in writing. During FSP service hours, the spare vehicle shall be kept at the Contractor's yard or staged adjacent to the assigned beat. The FSP Certified Back-Up tow truck should be used when a Certified Primary FSP tow truck is unavailable. The FSP Certified Back-Up tow truck shall meet the same requirements for equipment, set-up, and color as the Certified Primary FSP tow truck. It shall meet all the vehicle equipment specifications. Refer to Attachment H for further details on violations and penalties.

4.5 Vehicle Breakdown and Other Missed Service

The spare vehicle must be in service on the Beat within 45 minutes of the time a permanently dedicated vehicle is taken out of service for any reason. The Contractor shall not be paid for the time period that the contractually required trucks are not in service. **If a vehicle is not made available within the required 45-minute time period, the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments for every minute that exceeds the 45 minute replacement period until a certified FSP compliant spare/back-up vehicle is provided. If a truck is not ready due to breakdown at the start of a shift, the fine time will be calculated from the start of the shift until a replacement is placed into service. If the entire shift is missed, Contractor shall be fined for the entire shift at three (3) times the hourly rate times the total minutes for the affected shift.**

Vehicle maintenance shall be performed during non-FSP service hours. In addition, not having a certified FSP "spare or back-up" vehicle operator available is not an allowable excuse for not having a spare (back-up) vehicle on the beat within the 45-minute time period. If the Contractor does not have a dedicated or spare truck on the Beat because a certified FSP vehicle operator is not available, the Contractor shall be fined three (3) times the hourly contract rate in one (1) minute increments until a certified FSP replacement vehicle operator is provided. If the entire shift is missed because a vehicle operator was not available, the Contractor shall be fined for the entire shift at three (3) times the hourly rate times the total minutes for the affected shift.

5.0 Communications Equipment and Computers

5.1 Communications Equipment

Each FSP vehicle shall be equipped with various communication devices that will enable the vehicle operator to communicate with the CHP Communications Center. All vehicles shall be equipped with an Automatic Vehicle Location (AVL) system, radios, and Data Collection Devices (DCD). The AVL system, radio, and DCD equipment shall be purchased, owned, and supplied by RCTC. RCTC shall select the equipment installation vendor.

The Contractor shall be responsible for maintaining the security of the vehicle communication equipment provided by RCTC. The Contractor shall be liable for any damage to the RCTC-owned communication equipment. The Contractor shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody, and control of the equipment. RCTC will deduct repair fees as well as the full replacement cost of any RCTC equipment due to improper use or negligence by the Contractor, from any payment due to the Contractor. RCTC-supplied vehicle communications equipment shall be returned in full working condition upon contract termination. The cost of any equipment not returned within a reasonable time period shall be deducted from the Contractor's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the Contractor and shall be installed (mounted) in all vehicles.

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The Contractor is also required to use Verizon wireless cell phones with push-to-talk-plus capability, or equivalent, for communications with the CHP Communications Center and the CHP Field Supervisor. Wireless cell phones shall be purchased and maintained by the Contractor. The Contractor will also be responsible for all operating costs as well. In addition, tow operators are not permitted to take pictures, video, or capture any other images while performing FSP duties during FSP operational hours. These actions will not be tolerated and a vehicle operator may be terminated if it is discovered they are doing so.

In addition, any input of data into the DCD shall not be allowed while the vehicle is being operated/driven. Use of other devices while driving/operating a vehicle such as cell phones is prohibited by California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability for the driver of the disabled vehicle to hear instructions transmitted from the cab of the FSP vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

5.2 Computer Equipment

The Contractor must have and maintain a desktop computer workstation with high-speed internet access and email to communicate with RCTC staff.

The Contractor must ensure that the DCD equipment is inspected and cleaned on a quarterly basis, or more frequently if needed. All DCD equipment should have the exterior protective case cleaned (protective outside case) and screen protector shall be inspected for functionality and serviceability. Worn items shall be immediately reported to RCTC.

All DCD equipment must be kept in a secure location. **During non-FSP operational hours, DCD equipment shall not be left in a tow vehicle or go home with a vehicle operator or anyone else.** All DCD equipment must be in a designated charging area at the tow operator's facility during non-FSP operational hours. The DCD equipment shall always have enough charge to complete each shift. In order to reduce instances of technology glitches, the DCD equipment shall be turned off/turned on at least once per week. DCD equipment is to be with the vehicle operator in their FSP truck during FSP operational hours. Any other location shall not be permitted.

The Contractor shall immediately report any issues with the workstation or the DCD equipment to the RCTC FSP Program Manager or one of the FSP CHP Officers. Contractor is directly responsible to ensure their computer workstation is operating and **has internet access at all times** – this is a contract requirement.

The Contractor shall provide access to the DCD equipment for RCTC staff, or their designated designee, at **any time** during the course of the Contract. **In addition, the Contractor shall also make the workstation available to RCTC, or its designee, 30 calendar days prior to the start of the new service.**

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The Contractor shall provide an annual inspection report to RCTC indicating the status of all equipment. RCTC will provide the submittal form. Tow operators should consider the accurate completion and timely return of this form as part of their contract requirements.

5.3 Equipment Tampering

Tampering with FSP communication/tracking equipment so that it does not function properly to RCTC's specifications, and/or is disconnected or moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cables, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, disconnecting any connectors, Contractor/subcontractor unintentionally altering equipment or connections to equipment during vehicle maintenance or repair, or interfering with the operations of the equipment.

If tampering is suspected, FSP Management may conduct an inspection of the equipment on the Beat or the vehicle may be sent to a designated location determined by FSP Management.

1. If tampering is found while the vehicle is used during FSP operational hours, the vehicle operator and vehicle will be immediately taken out of service and the Contractor shall be fined in one (1) minute increments at three (3) times their hourly rate, until such time that the back-up truck is deployed. Please note that if tampering is discovered, the penalties (three times the hourly rate in one minute increments) shall begin immediately upon the discovery of the tampering. The normal 45-minute back-up truck time allowance will not be considered "non-penalty" time under these circumstances. The penalties shall begin immediately upon the tampering being discovered.

2. If the vehicle is suspected to have equipment that has been tampered with, it may be sent to a designated location determined by FSP Management and CHP for an inspection. If tampering is found, the Contractor will be retroactively fined three (3) times the hourly rate in one (1) minute increments from the time the tampering was first suspected. The penalties will continue until a certified FSP back-up truck is deployed. The normal 45-minute back-up truck time allowance will not be considered "non-penalty" under these circumstances.

<u>Tampering Repairs</u>

If tampering is discovered during FSP operational hours, the vehicle will be taken out of service and will remain out of service until the repair and the documentation can be completed by the FSP Program designated technician. FSP Management determines the designated technician. The transportation, labor, and repair costs will be the responsibility of the Contractor. Costs incurred to repair and document the equipment will be deducted from the Contractor monthly invoice.

<u>Tampering Penalties</u>

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The Contractor will also be assessed a $250 fine (whether the tampering is discovered while on the Beat, or if it was suspected and later confirmed) per incidence on their monthly invoice. If it is determined that the vehicle operator tampered with the equipment, the vehicle operator will be suspended for a minimum of 30 days for the initial tampering offense and subject to termination from the FSP Program for any subsequent tampering violations.

6.0 Contractor Responsibilities

6.1 Appearance at Hearings

If and when required by SAFE, Contractor shall render assistance at public hearings or other meetings related to the performance of the Services.

6.2 Damage Complaints

Upon receiving a damage complaint from a motorist assisted by the Contractor, that the Contractor damaged their vehicle while lending assistance, the Contractor shall notify CHP immediately regarding the nature of the damage complaint and its disposition. The Contractor shall reply to the motorist by telephone within twenty-four (24) hours of receiving the damage complaint notification from CHP. If necessary, the Contractor shall send either his or her authorized representative or his or her insurance company representative to inspect the vehicle and complete an incident report within forty-eight (48) hours after receiving the damage complaint. If the investigation shows that damage to the vehicle could have been caused by the Contractor, the Contractor shall negotiate in good faith to try and resolve the issue and shall report to CHP the result of the negotiations. All complaints shall be resolved within a reasonable time-period after being received.

6.3 Complaint Review Committee

The FSP Technical Advisory Committee ("FSP TAC") is composed of voting members from CHP, SAFE, and Caltrans. Voting members of the FSP TAC are hereby designated as the members of the Damage Complaint Review Committee ("DCRC"). If the DCRC finds that justifiable complaints are not resolved within a reasonable timeframe, it can recommend that payment to the Contractor in the amount of the damage claim may be deducted from the Contractor monthly invoice.

6.4 Trend Meetings

Contractor shall attend, or send a designated management-level representative, to all trend meetings (i.e. required FSP TAC meeting which meets every other month). These trend meetings will encompass focused and informal discussions concerning, but not limited to: scope, Services, schedule, current progress of Services, relevant cost issues, and future objectives. Contractor shall be responsible for having a representative attend all meetings (i.e. FSP TAC meetings) that has the ability to make management-level decisions on the behalf of the Contractor. If the Contractor cannot have a management-level representative at a meeting, Contractor shall notify SAFE and CHP prior to the meeting. Management-level

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attendance at these meetings shall be considered part of the Contractor's contractual responsibility. Meetings are scheduled, and Contractor will be notified of such schedule, no later than three (3) working days prior to the meeting.

7.0 Vehicle Operators

7.1 Operator Qualifications and Performance

All potential vehicle operators shall be required to have a safe driving record and, at a minimum, a valid Class C driver's license. All vehicle operators shall be 18 years of age or older at the time of background check. Potential vehicle operators shall be subject to driving record and criminal background checks through the California Highway Patrol. Potential vehicle operators shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required Freeway Service Patrol equipment to provide safe and proper service. Any certified vehicle operator from other FSP areas will be evaluated on a case-by-case basis. All potential vehicle operators must be capable of demonstrating their tow operating abilities prior to formal CHP training, also known as proficiency testing.

Additionally, the vehicle operators will be required to exercise good, sound judgment in carrying out their duties. Vehicle operators shall be required to inform the CHP Communications Center any time they leave the assigned Beat. This includes breaks and replenishing expendable items, such as: gasoline, fire extinguisher, etc. The vehicle operator shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

FSP vehicle operators will be responsible for accurately entering the required data into DCD equipment every shift. Each FSP vehicle operator shall complete an inspection worksheet prior to the commencement of driving the tow truck and a mileage log prior to beginning service on the Beat. The FSP vehicle operator shall be required to complete an assist record for each incident. Each assist record should be accurate. Contractors or Operators providing false or misleading information to FSP Management shall be subject to disciplinary action and will be handled on a case-by-case basis.

FSP vehicle operators shall always complete the required procedures per the SOP when handling required forms. No duplicate survey numbers should be entered into the DCD equipment at any time. Vehicle operators are required to complete in their entirety the Release of Liability form and Damage Release form when applicable. These completed forms should be handed in to RCTC at a minimum every 60 days. If it is discovered that a vehicle operator has entered duplicate survey numbers, not properly completed the release forms, or not turned the release forms in timely, the Contractor may be subject to penalties as outlined in Proposal Pricing Form.

CHP, Caltrans, and RCTC maintain strict drug and alcohol policies. Contractors shall have an alcohol and drug program that includes at a minimum, a drug and alcohol free workplace policy and an employee alcohol/drug-testing program. Any FSP vehicle operator found working under the influence of drugs or alcohol shall be immediately removed from the FSP

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program by the Contractor. The Contractor shall be responsible for providing a certified replacement vehicle operator for that vehicle.

The Contractor shall be an active participant in the **DMV Pull Notice Program**.

If a vehicle operator is convicted of a crime involving a stolen vehicle, stolen property, violence, drugs, or moral turpitude, fraud related to the towing business, or misdemeanor or felony driving while under the influence of alcohol or a drug, the Contractor shall permanently remove that vehicle operator from duties under the FSP program. If a vehicle operator is charged with any of the above crimes, the Contractor shall immediately suspend that vehicle operator from duties under this program pending the outcome of the criminal case. If the vehicle operator is not convicted, or is ultimately convicted of a lesser crime not described above, RCTC retains the right to have the Contractor remove that vehicle operator from the duties under the FSP program.

7.2 Operator Training

At the Contractor's expense, all company owners, FSP vehicle operators, and back-up vehicle operators shall be required to present a certificate of completion of a SHRP 2/TIMS training course and to complete the CHP two-day training program which costs approximately $50.00 per vehicle operator (fee is for the DL64 Tow Truck Driver Certificate and fingerprinting). Contractors shall pay all FSP operators and back-up vehicle operators for attending the training. No vehicle operator will be allowed to begin patrolling without meeting the requirements set forth in the SOP. Any vehicle operator who is found on patrol not meeting the requirements may be prohibited from further FSP service and the Contractor's contract may be terminated immediately.

Mandatory CHP refresher training classes shall be attended. A **minimum** of four (4) hours refresher training per year shall be required (at Contractor's expense). **Contractors shall pay all FSP vehicle operators and back-up vehicle operators for attending the required training.**

Vehicle operators will be required to utilize DCD equipment to input information about mileage, inspection, and each assist, which will include: location, vehicle make, model, license number, type of assistance provided, etc. Vehicle operators will be trained on using DCD equipment to enter data.

7.3 Operator Driving Record and Criminal History Check

As required by California Vehicle Code Section 2340, all applicants and owners are required to have a driver's license and criminal history check. Only after a completed CHP 234F is received and accepted by CHP, a driver's license and preliminary criminal history check will be performed.
The driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in this SOP (refer to Chapter 11, Annex A).

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The preliminary criminal history check will consist of a preliminary background check to determine if the applicant meets the criteria for a California Tow Truck Driver Certificate as outlined in California Public Resources Code Section 5164, California Vehicle Code Section 13377 and the FSP Contract. In addition, RCTC or the CHP may, in its sole discretion, require an Employer to replace any vehicle operator or reject a potential vehicle operator who it determines is not suitable to represent the FSP Program with the public. If the applicant passes the preliminary criminal history check, the applicant shall submit to fingerprinting.

Driver's license and preliminary criminal history checks will be completed by CHP within ten (10) working days of the acceptance of a CHP 234F.

7.4 Vehicle Operator Uniform

It shall be the responsibility of the Contractor to provide the vehicle operator with specified uniforms, black protective toe boots, nameplate, gloves and other equipment. The equipment includes navy blue coveralls or navy blue shirts and pants. If coveralls are worn, they shall have a collar with a zip front. Optionally, drivers may wear a standard navy blue (long-sleeve only) uniform shirt, with a fluorescent orange (must be only 2.5" wide) trim, with a ½" silver reflective tape down the middle. This allowed reflective tape must be on both sleeves. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

Sleeves and pant legs shall be moderately tapered to avoid excessive fullness.

A safety vest with reflective stripes shall be worn and supplied by RCTC. RCTC will supply vests with the FSP logo patches already sewn on per CHP's required patch placement locations. A FSP logo patch is not required to be sewn on the navy blue FSP vehicle operator uniform.

A detachable brass or gold nameplate shall be worn with the first initial of the first name and full last name. Letters shall not exceed ½" tall. The nameplate shall be worn above the right chest pocket on the safety vest. The Contractor is responsible for obtaining FSP CHP approval of the driver nameplates, and the Contractor is responsible for the purchase and replacement of the FSP vehicle operator nameplate.

All FSP vehicle operators shall wear general duty black work boots with protective (steel or composite) toe.

During cold weather, a navy blue sweater or sweatshirt may be worn under the uniform shirt/coveralls. As an option, a navy blue jacket may also be worn, if it meets all the uniform specifications and is worn under the safety vest. Rain gear, if worn, shall be waterproofed material and navy blue or yellow in color.
Hats, if worn, shall be baseball-type caps and navy blue in color. An "FSP" logo patch may be sewn on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt

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under the vest.

Contractor should refer to the most current SOP to ensure they are following the most recent requirements. SOP revisions and updates shall be unilaterally issued by RCTC, as deemed necessary by RCTC management, and all changes, revisions and updates to the SOP, if any, shall supersede all previous or existing SOPs. A copy of the SOP is included as part of the original RFP package.

7.5 Local Office

The Contractor shall provide a local office for contract administration purposes. This office shall be staffed by either the Contractor or a person who has the authority to conduct business and make decisions on behalf of the Contractor. The office shall have business hours coinciding with Contractor's Beat(s) hours of operation. Through the Proposal document shown in the Contractor Representative Form, the Contractor shall designate representatives who will be available at the office during hours of operation to make decisions on behalf of the Contractor. The office shall be established within close proximity to the Contractor's Beat(s) and the County of Riverside. Also note in the Scope of Services, Section 4.4, **a backup vehicle and a certified FSP vehicle operator must be available within a 45-minute request of the Beat area.**

This requirement may also determine if the local office is close enough to satisfy the requirements under this section.

The Contractor shall also provide **telephone and email** through which he/she, or a responsible representative who has the authority to conduct business and make decisions on behalf of the Contractor, can be contacted during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine provided at the Contractor's expense, shall be available to log calls, take complaints, etc. **An email address that is monitored daily** shall be provided for notification purposes during operational and non-service hours. The Contractor will be responsible for having a company representative monitor and review messages/notices on a daily basis.

DRAFT

7.6 Remedies and Liquidated Damages

RCTC has a need to deal contractually with a range of failures by Contractors to meet contractual standards and requirements short of suspension or termination. Failure to meet contractual standards and requirements constitute a default under the contract and is subject to the various remedies provided in the contract, up to and including termination of the contract.

It is clear that any default that is related to service or contractor's readiness for service will either degrade service or lead to the degradation of service. The failure to meet contractual standards and requirements, therefore, causes damages to the FSP program and its participants (RCTC, CHP and Caltrans) and to the public being served by the FSP program. Because of the public service nature of the mission of the FSP, described generally in the

Standard Operating Procedures (SOP), to keep traffic and commerce flowing on the regional freeways, the damages arising from contractor's failure to meet the contractual standards and requirements are impractical or extremely difficult to ascertain on an individual basis.

The contract has therefore established a series of remedies to attempt to deal with a range of defaults. The most egregious default will result in suspension or termination. Lesser defaults will result in the assessment of liquidated damages. These lesser remedies have been described in the SOP as fines, violations or penalties. This is not a correct characterization of the intent of the remedies. The remedies arise because the contractor is in default and the FSP and the public it serves is damaged by that default. The remedies are to compensate FSP for its damages and to encourage compliance with performance requirements of the contract.

DRAFT

EXHIBIT B – COST SCHEDULE

THIS COST SCHEDULE IS FOR THE FOLLOWING SERVICE AREAS:

Beat 7

TOTAL # OF TRUCKS: 3 (2 PRIMARY & 1 BACK-UP TOW TRUCK)

Table 1:

Regular Rate				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	$129.75	$133.75	$141.75
2	$3.00 - $3.99	$130.75	$134.75	$142.75
3	$4.00 - $4.99	$131.75	$135.75	$143.75
4	$5.00 - $5.99	$132.75	$136.75	$144.75
5	$6.00 - $6.99	$133.75	$137.75	$145.75
6	$7.00 - $7.99	$134.75	$138.75	$146.75
7	$8.00 - $8.99	$135.75	$139.75	$147.75
8	$9.00 - $9.99	$137.75	$141.75	$149.75
9	$10.00+	$140.75	$144.75	$152.75
Average Rate		$ 134.20 -	$ 138.20 -	$ 146.20 -

DRAFT

Table 2:

Rates for Construction FSP / Extra Work Using Existing Vehicles				
Rate #	**Evaluation Criteria (Average Fuel Cost Per Gallon)**	**Year 1 & 2 Rate**	**Year 3 & 4 Rate**	**Year 5 Rate**
1	$0.01 - $2.99	$141.75	$145.75	$153.75
2	$3.00 - $3.99	$142.75	$146.75	$154.75
3	$4.00 - $4.99	$143.75	$147.75	$155.75
4	$5.00 - $5.99	$144.75	$148.75	$156.75
5	$6.00 - $6.99	$145.75	$149.75	$157.75
6	$7.00 - $7.99	$146.75	$150.75	$158.75
7	$8.00 - $8.99	$147.75	$151.75	$159.75
8	$9.00 - $9.99	$150.75	$153.75	$161.75
9	$10.00+	$152.75	$156.75	$164.75
Average Rate		$ 146.31 -	$ 150.20 -	$ 158.20 -

DRAFT

AGENDA ITEM 7Q

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Ariel Alcon Tapia, Public Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Traffic Relief Plan Public Engagement Summary

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive and file the Traffic Relief Plan Public Information and Awareness Program summary.

BACKGROUND INFORMATION:

At the September 2025 Commission meeting, the Commission approved a Public Information and Awareness Program (Program) with the intent to increase awareness of the Traffic Relief Plan (TRP or Plan) so that residents were aware of more than $30 billion in transportation investments identified in the Plan. The program was also intended to help the Commission make an informed decision on future funding for transportation improvements in Riverside County.

While the TRP is not funded, the Plan identifies the Commission's long-term transportation priorities amid ongoing population growth and increased goods movement throughout the region. At the 2025 Commission Workshop and reaffirmed at the 2026 workshop, the Commission directed staff to continue to expand public outreach to further educate the community about the TRP to aid the Commission in shaping future funding decisions.

The Commission has an established history of engaging residents to gather input on transportation priorities to address traffic challenges. The Commission launched the #RebootMyCommute program in 2019 that led to the development of the 2020 TRP. Since 2020, the Commission has continued to reach out to the public. In 2024, a robust public engagement effort generated over 6,200 comments and 1.1 million digital interactions, all of which informed the Commission-adopted 2024 TRP.

2026 TRP Public Information and Awareness Program Goals and Objectives

Following the approval of the Program by the Commission, RCTC's External Affairs Department, with the help of the Bodewell Group (previously known as Southwest Strategies), began laying out a strategy to increase public awareness of the TRP. This required the development of

messaging that resonated with all subregional communities of Riverside County, a timeline to complete education efforts, reestablishment of community in-person efforts, and the development of materials to implement public education efforts.

The 2026 outreach effort expanded upon the Commission's previous public engagement efforts by increasing awareness and promoting thoughtful discussions with residents about the future of transportation in Riverside County. Key aspects of these efforts included: a goal-oriented workplan, real-time reporting, a tailored program for Riverside County residents, the use of digital communication methods to reach a broad audience, and the assurance of privacy and security protections.

In addition, as part of this goal-oriented approach, the Commission established specific objectives. These included:

1. Increase the public awareness of the TRP by at least 15 percent.
2. Assist RCTC in building meaningful relationships with the public about projects and programs contained in the TRP by identifying and successfully have at least 30 representatives or champions talk about the TRP either in-person, on video, or on other formats.
3. Participate in at least 50 community events/public meetings educating residents, and officials on the TRP.
4. Deliver the TRP to 50 percent of the adult residents in Riverside County.
5. Engage with 7 percent of adult residents on the TRP.
6. Identify other goals that will enhance the delivery of the TRP to Riverside County residents, including in rural areas.

Public Outreach Engagement Theme

The Commission understands that traffic congestion impacts communities throughout the County. While the TRP outlines transportation investments designed to enhance mobility for both people and the economy, the effects of traffic are felt in every community, influencing how people live their daily lives.

The tagline "Getting You There with Time to Spare" was created to highlight how the TRP will enable everyone to reach their destinations faster and safer. The slogan aligns with the TRP's goals, which are to reduce traffic congestion, improve safety, and provide residents with more reliable transportation options, both now and in the future. Other themes and taglines included:

- "Smoother Roads, Safer Travel"
- "If we are not moving, the economy is not moving"
- "Leave the Rush, Keep the Hour"
- "Less Time in Traffic, Means More Time with Those Who Matter"
- "Keeping Local Funds, Local"

- "Built for All the Ways You Move"

Public engagement efforts aimed to connect Riverside County with its communities on a human level, not just on transportation project delivery. Staff explored how residents of Riverside County felt about transportation and its impact on their daily lives. Messaging surrounding this theme included:

- Cut traffic congestion and deliver more predictable commutes
- Complete highway improvements and fix bottlenecks on key corridors
- Expand mobility choices and regional connections
- Invest in safer local streets and sidewalks
- Build a transportation network ready for growth and resilient to natural hazards

Outreach Methods

The TRP was made available in English and Spanish, enhancing the Plan's accessibility and exposure to all County residents. Residents had access to multiple resources to learn about the TRP through digital and stakeholder-based opportunities, including:

1. Dedicated TRP website (trafficreliefplan.org and planparareducireltrafico.org) with enhanced subregional webpages and GIS project map
2. Professionally produced video hosted on both the TRP website, but also RCTC's YouTube page linked here
3. Social media with optimized video cuts from the primary video shared across Facebook, Instagram, and YouTube
4. In-person community engagement program that facilitated presentation and community events
5. Two regionally based Telephone Town Hall meetings and a countywide virtual webinar
6. TRP Ambassador one-on-one meetings with community leaders
7. Social media and digital advertising
8. Over-the-Top/Connected TV (OTT/CTV) and Ad placement on streaming tv service
9. Streaming digital radio
10. Traditional radio (KFRG (95.1 FM)
11. News media
12. Direct Mailers
13. Booklets, brochures, and postcards

In-Person Community Engagement

The 2026 Public Information and Awareness Program placed a strong emphasis on engaging individuals and stakeholders within their communities through in-person events and meetings. Two major goals of the program included participating in at least 50 community events or

presentations and establishing an ambassador program to cultivate champions who share TRP information within their communities.

The program successfully completed 56 events and presentations throughout Riverside County. It is estimated that more than 5,000 people received the TRP message through these events, and over 2,200 individuals engaged in some form of dialogue with the public outreach team.

Additionally, more than 36 community champions were identified through the ambassador program to disseminate messaging about the TRP. These champions include representatives from University of California, Riverside, Mt. San Jacinto College, and Riverside County Veterans Services and Associations. While grassroots outreach efforts can be difficult to quantify, the program demonstrated meaningful community engagement by building trusted relationships, encouraging dialogue, and expanding awareness of the TRP through established community networks.

Outreach By the Numbers

The in-person events were bolstered by a strategic digital outreach effort that included social media, digital streaming radio, a webinar, and tele-town halls to connect with residents. Below are results of the digital engagement effort:

1. **Website:** The trafficreliefplan.org and planparareducireltrafico.org web pages had 57,528 sessions with 52,063 unique visitors. The Plan was downloaded a total of 11,156 times.

2. **Social Media and Digital Advertisements:** A series of social media advertisements and social media posts were placed from December 2025 to May 2026 tailored to the County's unique subregions. Table 1 summarizes social media and digital advertisement outreach.

Table 1. Total Social Media and Digital Ads

Total Social Media and Digital Ads			
Platform	**Impressions**	**Reach**	**Engagement**
Meta (Facebook/Instagram)	N/A	855,710	30,620
Nextdoor	24,846	N/A	16
Google Display Network	N/A	3,316,280	276,351
OTT/CTV	2,793,652	326,317	2,730,337
Streaming Audio	513,621	294,535	449,861
Total	3,332,119	4,792,842	3,487,185

3. **Video:** The Commission published a 2-minute video in January 2026 showcasing the TRP as a strategy to tackle Riverside County's transportation challenges. The video emphasizes

investments in highways, public transportation, local street safety, pothole repair, and infrastructure for walking and biking, aiming to support the County's growth and future needs. Additionally, RCTC produced four 30-second social media clips featuring local testimonials about the TRP. These videos were shared with Riverside County residents via the TRP website, RCTC's YouTube channel, and social media platforms, including Facebook, Instagram, and video streaming services.

4. **Digital Radio:** Radio ads were placed targeting Riverside County residents on Spotify. The digital radio ads were heard approximately 513,621 instances.

5. **Terrestrial Radio:** To reach more traditional commuter, ads on KFRG (95.1 FM) were placed with a potential audience reaching 151,800.

6. **Tele-Town Halls:** Two tele-town hall meetings were conducted to inform residents about the TRP, each focusing on different regions of the county.

   On April 13, the Commission hosted a session for the Coachella Valley/Blythe area, led by Commission Chair and Cathedral City Mayor Raymond Gregory. Joined by Coachella Valley Association of Governments (CVAG) Deputy Executive Director Erica Felci, SunLine Transit Executive Director Mona Babauta, and RCTC Executive Director Aaron Hake, the panel addressed transportation-related questions from residents. The event was available in English and Spanish.

   The second tele-town hall took place on April 29, targeting the western county region. The tele-town hall featured Commission Chair and Cathedral City Mayor Raymond Gregory. Joined by Riverside Transit Agency (RTA) Chief Executive Officer Kristin Warsinski, County of Riverside Transportation Director Dennis Acuan, and RCTC Executive Director Aaron Hake. This tele-town hall had an emphasis on public transportation improvements and major highways like I-15 and Cajalco Road. This session was also offered in both languages.

   Across both meetings, 58,232 residents participated in the automated calls, with 36,591 listening during peak engagement. Thirty questions were answered live, and 85 residents left voice messages for follow-up by RCTC staff.

7. **Direct Mail:** To expand our reach beyond digital platforms in all subregions, 287,000 tailored postcard direct mailers were sent to Riverside County residents via the U.S. Postal Service.

The public awareness program included conducting two public opinion surveys. The first survey concluded in January with a follow-up survey in mid-May. The surveys were conducted with a dual-mode methodology, allowing participants to provide feedback through online platforms as well as via landline and cell phone interviews. Participants were contacted through three methods: email invitations, text messages, and telephone calls. This approach ensured that a

representative sample of the community was obtained, giving all potential participants a chance to be selected. The surveys were conducted in both English and Spanish, both online and by telephone.

Goals and Results of Public Engagement and Outreach Program

A set of goals were outlined as part of the public engagement and outreach efforts the Commission approved on September 10, 2025, with a contract to Bodewell Group, LLC (Formerly Southwest Strategies). The goals aimed to ensure all residents of Riverside County had the opportunity to read the approved TRP. The goals and the results are outlined in Table 2 below.

Table 2. Goals and Results of Public Engagement and Outreach Program

Goal	Result
Increase public awareness of TRP by at least 15%	The public opinion survey indicated a **5%** increase in the Plan being heard or seen.
Identify 30 TRP representative or champions	The public outreach team identified and worked with **36** community champions ranging from the fields of education, business, and labor.
Participate in 50 community events or public meetings	The public outreach team including Executive Management, External Affairs, and consultant team participated in more than **56 events and presentations**.
Deliver the TRP to at least 50% of adult residents in Riverside County	The TRP was delivered to more than **7.7 million** users across various platforms in Riverside County. On digital outreach channels, users may have viewed the TRP messaging an average of seven different instances which explains the high number of deliveries. Staff is confident that more than 50% of residents were provided opportunity to access and read the TRP based on the high number of reach.
Engage with 7% of adult residents	Approximately **3.5 million** engagement points were recorded with Riverside County residents interacting with the TRP materials. This total includes residents who either read the TRP, provided feedback, or participated in various events or presentations focused on the TRP. The high number suggests that many residents engaged with the TRP video or other materials multiple times.

Public Outreach Efforts Conclusion

The TRP Public Information and Awareness effort, for the most part, exceeded the expectations established when the effort began. Through this public awareness effort, staff and consultants engaged with Riverside County residents multiple times using various channels, including video

ads, social and digital media, radio, direct mail, tele-town hall meetings, and in-person events. While growth in awareness of the Plan did not meet the 15 percent goal, the 5 percent increase represents an excellent starting point to build on for the future. The Commission's outreach efforts extended to neighborhoods, community events, club meetings, festivals, and other places where residents feel comfortable, allowing for answering questions and engage with residents effectively. Notably, staff reached more Spanish-speaking residents than any previous outreach effort by RCTC. The diversity and comprehensive approach to the engagement effort resulted in outreach to residents wherever they were at and across all communities.

FISCAL IMPACT:

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

Attachments:
1) Dashboard of Traffic Relief Plan Metrics Summary
2) Traffic Relief Plan English and Spanish Postcards
3) Traffic Relief Plan English and Spanish Brochures
4) Traffic Relief Plan Mailers
5) Traffic Relief Plan Regional Fact Sheets
6) Traffic Relief Plan Sample Social Media Posts

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION | TRAFFIC RELIEF PLAN

Public Information and Awareness Program Goals

October 2025 to May 2026

Deliver TRP to 50% of Adult Residents (969,169)

TRP Delivered
7,764,844
Times

Achieved
801%
of goal

Engage with 7% of Adult Residents (135,684)

Engaged with Residents
3,580,413
Times

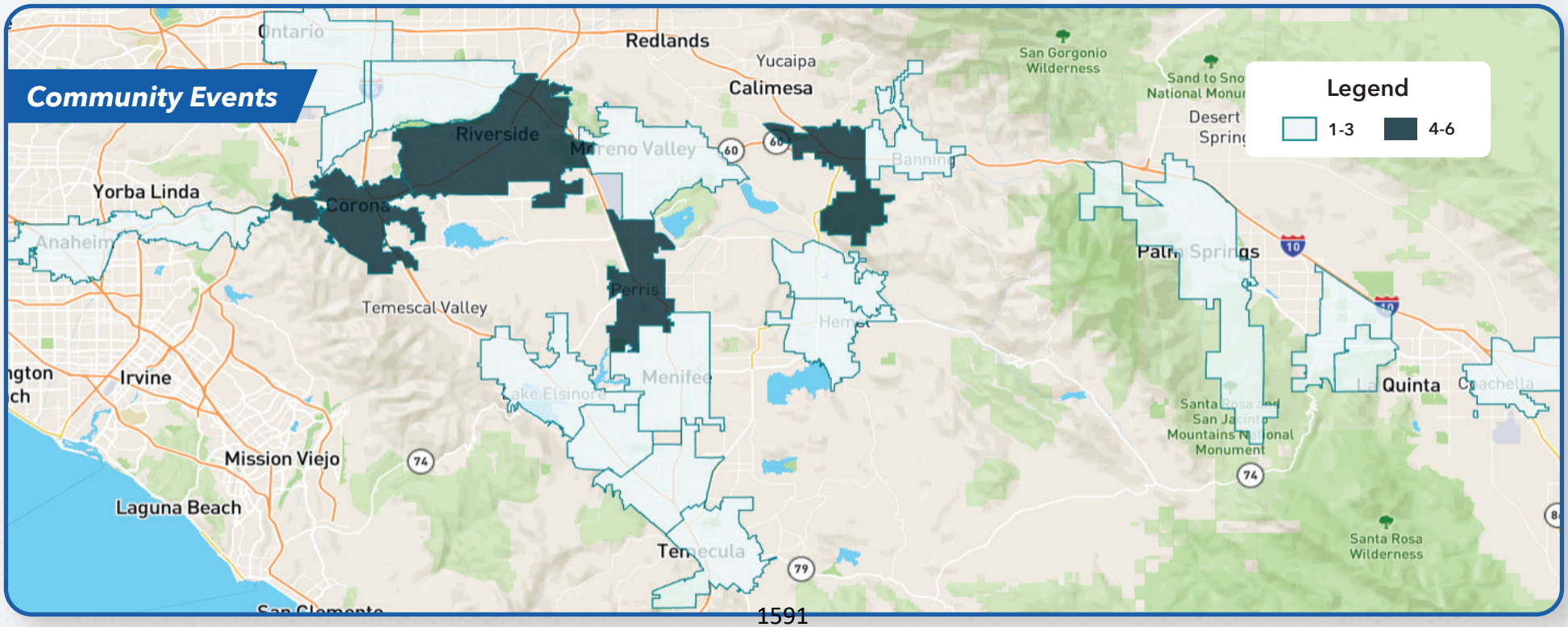
Achieved
2639%
of goal

Participate in 50 Community Events

Delivered TRP at
56
Community Events

Achieved
112%
of goal

Community Events



RCTC | TRAFFIC RELIEF PLAN

REDUCED CONGESTION

SO YOU SPEND LESS TIME IN TRAFFIC

TRANSPORTATION OPTIONS

SO YOU HAVE MORE CHOICES TO GET WHERE YOU'RE GOING

SAFER STREETS

SO YOU CAN AVOID POTHOLES ON YOUR COMMUTE

A CONNECTED COUNTY

SO YOU CAN BIKE, HIKE, DRIVE, AND MOVE WITH EASE

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

GETTING YOU THERE WITH TIME TO SPARE

Riverside County is growing faster than almost anywhere in California, meaning more jobs, more opportunity, and yes – more traffic – if we don't act today.

The Traffic Relief Plan (TRP) is a countywide strategy to reduce congestion, improve safety, and give residents more reliable ways to get where they need to go – now and into the future.

To learn more about the TRP and specific transportation projects in your community, visit **TrafficReliefPlan.org** or scan the QR code below.

@theRCTC

4080 Lemon St. 3rd Floor
Riverside, CA 92501
www.rctc.org

WHAT THIS MEANS IN YOUR COMMUNITY



Road Safety
Road maintenance and safety improvements



Highways
Finishing projects and reducing bottlenecks



Regional Connections
New routes that reduce cut through traffic



Public Transportation
More reliable and accessible service



Active Transportation
Bike lanes, trails, and walkable routes



Flood & Blowsand Control
Accessible roads during severe weather



Environmental Mitigation
Protecting air quality and open space

RCTC | PLAN PARA REDUCIR EL TRÁFICO

MENOS CONGESTIÓN

PARA QUE PASE MENOS TIEMPO EN EL TRÁFICO

OPCIONES DE TRANSPORTE

PARA QUE TENGA MÁS OPCIONES DE LLEGAR A SU DESTINO

CALLES MÁS SEGURAS

PARA QUE PUEDA EVITAR LOS BACHES EN SU VIAJE DIARIO AL TRABAJO

UN CONDADO CONECTADO

PARA QUE PUEDA IR EN BICICLETA, HACER SENDERISMO, CONDUCIR Y MOVERSE CON FACILIDAD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LLEGANDO A TIEMPO, SIN CONTRATIEMPOS

El condado de Riverside está creciendo más rápido que casi cualquier otro lugar en California, lo que significa más empleos, más oportunidades y, sí, más tráfico, si no actuamos hoy mismo.

El Plan para Reducir el Tráfico (Plan) es una estrategia para todo el condado para reducir la congestión, mejorar la seguridad y ofrecer a los residentes maneras más fiables de llegar a donde necesitan ir, ahora y en el futuro.

Para obtener más información sobre el Plan y los proyectos de transporte específicos en su comunidad, visite **TrafficReliefPlan.org** o escanee el código QR a continuación.

@theRCTC

4080 Lemon St. 3rd Floor
Riverside, CA 92501
www.rctc.org

LO QUE ESTO SIGNIFICA PARA SU COMUNIDAD



Seguridad vial
Mantenimiento a las carreteras y mejoras a la seguridad



Autopistas
Finalización de proyectos y reducción de los embotellamientos



Conexiones regionales
Nuevas rutas que reducen el tráfico de paso



Transporte público
Sservicio más confiable y accesible



El transporte activo
Ciclovías, senderos, y rutas peatonales



Control de inundaciones y arena acarreada por el viento
Carreteras accesibles durante un clima severo



Mitigación ambiental
Protección a la calidad del aire y los espacios abiertos

RCTC | TRAFFIC RELIEF PLAN

A PLAN FOR A COUNTY THAT KEEPS GROWING

GETTING YOU THERE WITH TIME TO SPARE.

Riverside County is growing faster than almost anywhere in California, meaning more jobs, more opportunity, and yes – more traffic – if we don't act today.

The Traffic Relief Plan (TRP) is a countywide strategy to reduce congestion, improve safety, and give residents more reliable ways to get where they need to go – now and into the future.

It is important that we get ahead of the challenges Riverside County is facing – not chase them. The choice is simple.

THE TRP WILL:

- Reduce traffic congestion
- Give you transportation choices that work
- Build safer streets and roads
- Build a county that moves together

IF WE DO NOTHING:

- Traffic congestion won't improve
- Residents will continue to lose time stuck in traffic instead of doing what they love
- Delayed projects become more expensive and will take longer to complete

THE BOTTOM LINE IS THAT THE TRAFFIC RELIEF PLAN IS ABOUT MORE THAN ROADS. IT WILL HELP:

- Reduce time in traffic
- Improve road safety
- Provide more reliable transportation choices
- Prepare Riverside County to keep pace with growth

TRAFFIC RELIEF PLAN

The Traffic Relief Plan (TRP) is a countywide strategy to reduce congestion, improve safety, and give residents more reliable ways to get where they need to go – now and into the future.

Download and read the plan:

TRAFFICRELIEFPLAN.ORG

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Riverside, CA 92501
www.rctc.org

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

TRAFFIC RELIEF PLAN



WHAT THE TRAFFIC RELIEF PLAN DELIVERS



Reliable Commute Times
Completes freeway projects and improve traffic flow so you spend less time stuck on roadways like State Route 60, I-215, I-15, State Route 91, Mid County Parkway, and many other major corridors.



Transportation Options That Work
Invests in public transportation so you can still get to work, school, or appointments – even when your car isn't an option.



Safer Streets and Roads
Fixes potholes, improve sidewalks, and make local streets safer for pedestrians and bike riding.



A County That Moves Together
Builds trails, regional connections, and active transportation networks – linking communities across Riverside County.

A MAJOR INVESTMENT — WITH LOCAL OVERSIGHT

The TRP identifies over $25 billion in transportation improvements across Riverside County. To manage taxpayer funds:

- Funds are legally restricted to transportation improvements
- Spending is subject to independent audits
- Projects are reviewed through public reporting
- Funds stay in Riverside County and cannot be diverted to Washington D.C. or Sacramento

THE TRP DELIVERS PROJECTS IN EVERY CORNER OF RIVERSIDE COUNTY



These seven investment icons are represented as projects on the map.

Safe Streets & Roads — **Highways** — **Regional Connections** — **Public Transportation** — **Active Transportation** — **Flood & Blowsand Control** — **Environmental Mitigation**

WHAT THIS MEANS IN YOUR COMMUNITY

Road Safety — road maintenance and safety improvements
Highways — finishing projects and reducing bottlenecks
Regional Connections — new routes that reduce cut through traffic
Public Transportation — more reliable and accessible service
Active Transportation — bike lanes, trails, and walkable routes
Flood & Blowsand Control — accessible roads during severe weather
Environmental Mitigation — protecting air quality and open space



PLAN PARA
REDUCIR EL TRÁFICO

UN PLAN PARA UN CONDADO QUE SIGUE CRECIENDO

LLEGANDO A TIEMPO, SIN CONTRATIEMPOS

El condado de Riverside está creciendo más rápido que casi cualquier otro lugar de California, lo que significa más empleos, más oportunidades y, sí, más tráfico, si no actuamos hoy mismo.

El Plan para Reducir el Tráfico (Plan) es una estrategia para todo el condado para reducir la congestión, mejorar la seguridad y ofrecer a los residentes maneras más fiables de llegar a donde necesitan ir, ahora y en el futuro.

Es importante anticiparnos a los desafíos a los que se enfrenta el condado de Riverside, en lugar de perseguirlos. La decisión es simple.

EL TRP:

- Reducirá la congestión del tráfico
- Ofrecerá opciones de transporte que funcionan
- Construirá calles y carreteras más seguras
- Construirá un condado que avanza unido

SI NO HACEMOS NADA:

- La congestión del tráfico no mejorará
- Los residentes seguirán perdiendo tiempo atrapados en el tráfico en lugar de dedicarse a lo que les gusta
- Los proyectos retrasados se harán más caros y tardarán más en completarse.

EN RESUMEN, EL PLAN PARA REDUCIR EL TRÁFICO VA MÁS ALLÁ DE LAS CARRETERAS. AYUDARÁ A:

- Reducir el tiempo en el tráfico
- Mejorar la seguridad vial
- Ofrecer opciones de transporte más fiables
- Preparar al condado de Riverside para seguir el ritmo del crecimiento

PLAN PARA
REDUCIR EL TRÁFICO

El Plan para Reducir el Tráfico es una estrategia para todo el condado para reducir la congestión, mejorar la seguridad y ofrecer a los residentes maneras más fiables de llegar a donde necesitan ir, ahora y en el futuro.

Descargue y lea el plan:

PLANPARAREDUCIRELTRAFICO.ORG

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

@theRCTC

4080 Lemon St. 3rd Floor
Riverside, CA 92501
www.rctc.org/es
1598

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

PLAN PARA REDUCIR EL TRÁFICO



LO QUE OFRECE EL PLAN PARA REDUCIR EL TRÁFICO



Tiempos de viaje fiables

Finaliza proyectos en autopistas y mejora el flujo del tráfico para que pases menos tiempo detenido en carreteras como la Ruta Estatal 60, la I-215, la I-15, la Ruta Estatal 91, el Mid County Parkway y muchos otros corredores principales.



Opciones de transporte que sí funcionan

Invierte en el transporte público para que pueda llegar al trabajo, la escuela o sus citas, incluso cuando el auto no es una opción.



Carreteras y calles más seguras

Repara los baches, mejora las aceras y hace que las calles locales sean más seguras para los peatones y los ciclistas.



Un condado que avanza unido

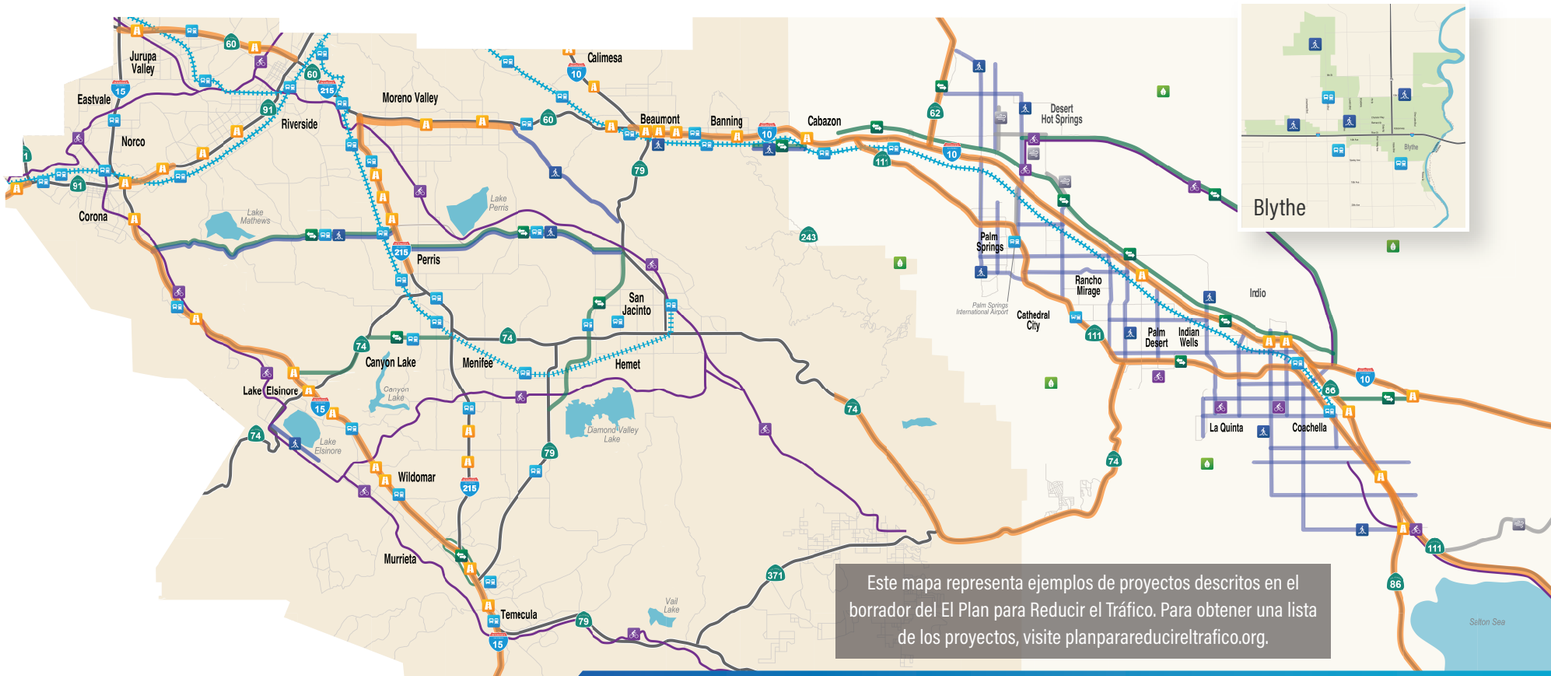
Construye senderos, conexiones regionales y redes de transporte activo, uniendo comunidades en todo el condado de Riverside

UNA INVERSIÓN IMPORTANTE, CON SUPERVISIÓN LOCAL

El Plan identifica más de 25 mil millones de dólares en mejoras de transporte en todo el condado de Riverside. Para administrar los fondos de los contribuyentes:

- Los fondos están legalmente restringidos a mejoras de transporte
- El gasto está sujeto a auditorías independientes
- Los proyectos se revisan a través de informes públicos
- Los fondos permanecen en el condado de Riverside y no pueden desviarse a Washington, D.C. o Sacramento

EL PLAN IMPULSA PROYECTOS EN CADA RINCÓN DEL CONDADO DE RIVERSIDE



Este mapa representa ejemplos de proyectos descritos en el borrador del El Plan para Reducir el Tráfico. Para obtener una lista de los proyectos, visite planparareducireltrafico.org.

Estos siete iconos de inversión están representados como proyectos en el mapa.

Carreteras y calles seguras

Autopistas

Conexiones regionales

Transporte público

Transporte activo

Control de inundaciones y arena acarreada por el viento

Mitigación ambiental

LO QUE ESTO SIGNIFICA PARA SU COMUNIDAD

Seguridad vial — mantenimiento a las carreteras y mejoras a la seguridad

Autopistas — finalización de proyectos y reducción de los embotellamientos

Conexiones regionales — nuevas rutas que reducen el tráfico de paso

Transporte público — servicio más confiable y accesible

Transporte activo — ciclovías, senderos, y rutas peatonales

Control de inundaciones y arena acarreada por el viento — carreteras accesibles durante un clima severo

Mitigación ambiental — protección a la calidad del aire y los espacios abiertos



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

P.O. Box 12008
Riverside, CA 92502

ATTACHMENT 4

PRSRT STD
U.S. POSTAGE
PAID
CORNERSTONE

CC

TRAFFIC RELIEF PLAN

Getting You There With Time to Spare



Riverside County continues to grow, meaning more jobs, more opportunity, and yes — more traffic — if we don't act today.

Minutes slip away as traffic stands still. You're stuck — going nowhere.

Enough waiting. The Traffic Relief Plan (TRP) is Riverside County's answer: a once-in-a-generation investment in safer roads, reduced congestion, and smarter ways to move, getting you there with time to spare.

Learn More: TrafficReliefPlan.org

Flip Over to Learn More About What the TRP Could Do in Your Community

Traffic Relief Plan for Central Riverside County



Road Safety — road maintenance and safety improvements

Highways — finishing projects and reducing bottlenecks

Regional Connections — new routes that reduce cut-through traffic

Public Transportation — more reliable and accessible service

Active Transportation — bike lanes, trails, and walkable routes

Environmental Protection — protecting air quality and open space

Scan QR code for Traffic Relief Plan projects in your area.

What This Means in Your Community



Reliable Commute Times

Improved traffic flow and safety, completing freeways and reducing bottlenecks on the 215 and 60.



Transportation Options That Work

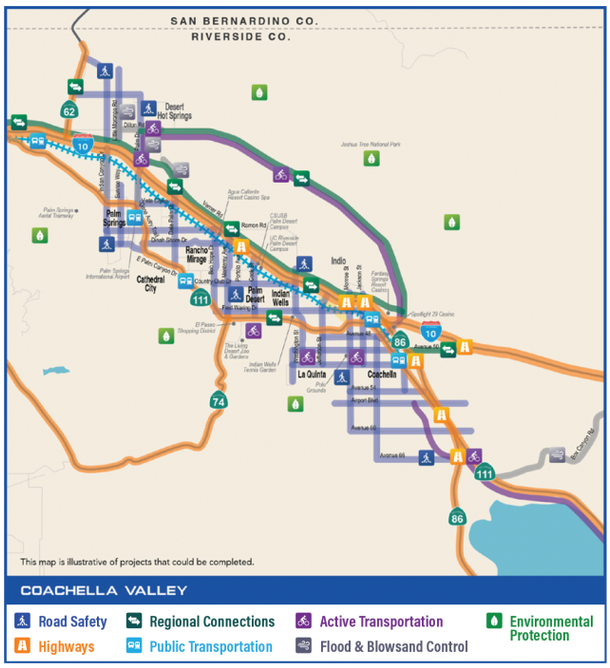
Keep fares low for senior citizens and people with disabilities. Increase passenger rail and bus frequency in Moreno Valley, San Jacinto, Perris, and Hemet.

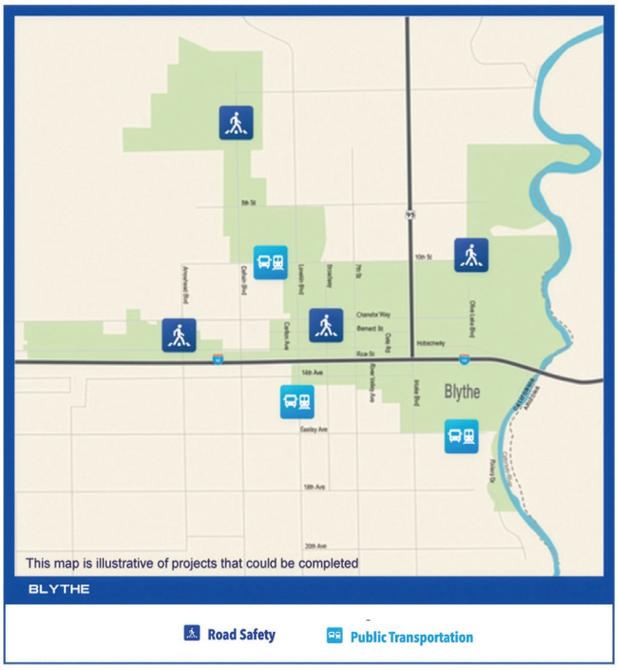


Safer Streets and Roads

Fix potholes, maintain streets, and improve major roads like Gilman Springs Road and the Mid County Parkway connecting the 215 and 79.

Traffic Relief Plan for Coachella Valley and Blythe





Road Safety — road maintenance and safety improvements
Highways — finishing projects and reducing bottlenecks
Regional Connections — new routes that reduce cut-through traffic
Public Transportation — more reliable and accessible service
Active Transportation — bike lanes, trails, and walkable routes
Flood & Blowsand Control — accessible roads during severe weather
Environmental Protection — protecting air quality and open space

Scan QR code for Traffic Relief Plan projects in your area.

What This Means in Your Community



Reliable Commute Times

Improved traffic flow and safety, completing freeways and reducing bottlenecks on the 10, 62, 74, 87, and 111.



Transportation Options That Work

Keep fares low for senior citizens and people with disabilities.
Increase passenger rail and bus frequency into the Coachella Valley for a better experience.



Safer Streets and Roads

Fix potholes, maintain streets, and improve major roads like: Fred Waring Drive, Gene Autry Trail, Palm Drive, Monterey Avenue, Bob Hope Drive, and Avenue 50.

Traffic Relief Plan for Northwest Riverside County



Road Safety — road maintenance and safety improvements

Highways — finishing projects and reducing bottlenecks

Regional Connections — new routes that reduce cut-through traffic

Public Transportation — more reliable and accessible service

Active Transportation — bike lanes, trails, and walkable routes

Environmental Protection — protecting air quality and open space

Scan QR code for Traffic Relief Plan projects in your area.

What This Means in Your Community



Reliable Commute Times

Improved traffic flow and safety, completing freeways and reducing bottlenecks on the 15, 215, 60, 71, and 91 in the cities of Riverside, Corona, Norco, Eastvale, and Jurupa Valley.



Transportation Options That Work

Keep fares low for senior citizens and people with disabilities.
Increase passenger rail and bus frequency in Corona, Riverside, Norco, Eastvale, and Jurupa Valley for a better experience.



Safer Streets and Roads

Fix potholes, maintain streets, and improve major roads like Cajalco Road between I-15 and I-215, and Van Buren Boulevard.

Traffic Relief Plan for San Gorgonio Pass Area



Road Safety — road maintenance and safety improvements

Highways — finishing projects and reducing bottlenecks

Regional Connections — new routes that reduce cut-through traffic

Public Transportation — more reliable and accessible service

Environmental Protection — protecting air quality and open space

Scan QR code for Traffic Relief Plan projects in your area.

What This Means in Your Community



Reliable Commute Times

Improved traffic flow and safety, completing freeways and reducing bottlenecks on the 79, 10, and 60.



Transportation Options That Work

Keep fares low for senior citizens and people with disabilities. Increase passenger rail and bus frequency in Beaumont, Banning, and Calimesa.



Safer Streets and Roads

Fix potholes, maintain streets, and improve major roads like the I-10 Bypass between Banning and Cabazon.

Traffic Relief Plan for Southwest Riverside County



Road Safety — road maintenance and safety improvements

Highways — finishing projects and reducing bottlenecks

Regional Connections — new routes that reduce cut-through traffic

Public Transportation — more reliable and accessible service

Active Transportation — bike lanes, trails, and walkable routes

Environmental Protection — protecting air quality and open space

Scan QR code for Traffic Relief Plan projects in your area.

What This Means in Your Community



Reliable Commute Times

Improved traffic flow and safety, completing freeways and reducing bottlenecks on the 15 and the 215.



Transportation Options That Work

Keep fares low for senior citizens and people with disabilities. Increase bus frequency in Menifee, Murrieta, Temecula, Lake Elsinore, and Wildomar.

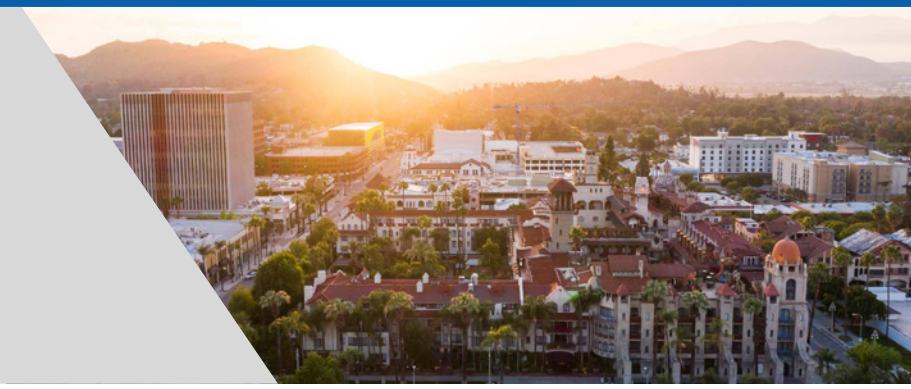


Safer Streets and Roads

Fix potholes, maintain streets, and improve major roads like Grand Avenue in Lake Elsinore, finishing construction on the French Valley Parkway in Temecula, and constructing new auxiliary lanes on the 215 between Murrieta and Moreno Valley.

NORTHWESTERN RIVERSIDE COUNTY

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



A BUSTLING AND DIVERSE REGION

The cities of Riverside, Corona, Eastvale, and Norco are among the most densely populated in the county. This subregion also sees some of the worst commute traffic in the country.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in Western Riverside County and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in Northwest Riverside County can expect mobility improvements in their communities that provide real traffic relief and mobility options.



RCTC | TRAFFIC RELIEF PLAN

GETTING YOU THERE WITH TIME TO SPARE

Safe Streets & Roads

- Make your travel smoother by improving major roads like:
  - Cajalco Road between I-15 and I-215
  - Van Buren Boulevard
- Increase road safety with new grade separations in:
  - Riverside
  - Unincorporated Riverside County
  - Banning
  - Beaumont
  - Jurupa Valley

Highways & Connections

- Reduce congestion by adding new lanes on:
  - I-15 between SR-74 and San Diego County
  - SR-91 between SR-241 and SR-71
  - SR-91 between I-15 in Corona and Pierce Street in Riverside
- Improve interchanges at:
  - SR-91 and Tyler Street
  - I-215 and Columbia Avenue
  - I-215 and Center Street
  - SR-60 and Etiwanda Avenue

Public Transportation

- Make public transportation easier by increasing train and bus frequency, including at:
  - Metrolink 91/Perris Valley Line
  - IE/OC line
- Improve existing public transportation stations in Corona, Riverside, and Jurupa Valley for a better experience
- Expand new daily passenger rail service to Coachella Valley via CV Rail
- Improve existing public transportation stations for a better experience

Active Transportation

- Increase access to Riverside County natural spaces and nature areas by completing trail networks at:
  - Santa Ana River Trail
  - Butterfield Overland Trail/Southern Emigrant Trail
- Make it safer for your kids and family to walk or bike to school with better roadway safety and bicycle lanes

Regional Connections

- The TRP supports the construction of multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads.

WESTERN RIVERSIDE TRANSPORTATION IMPROVEMENTS

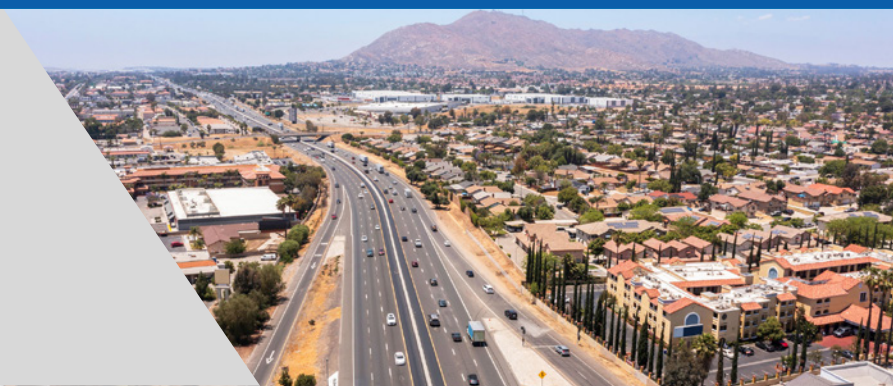
To learn more about specific projects in Northwest Riverside County, please visit our website at **rctc.org/TRP-Northwest**

A MAJOR INVESTMENT WITH STRONG OVERSIGHT

The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

CENTRAL RIVERSIDE

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



FAST-GROWING RESIDENTIAL CITIES

This subregion of western Riverside County is marked by an increasingly suburban and residential character, as well as high population growth. It includes Moreno Valley, Perris, Hemet, and San Jacinto, among other communities.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in this region and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in central Riverside County can expect mobility improvements in their communities that provide real traffic relief and mobility options.



GETTING YOU THERE WITH TIME TO SPARE

Safe Streets & Roads

- Make your travel smoother and safer by fixing potholes
- Improve the safety and accessibility of major roads like Gilman Springs Road and the Mid County Parkway

Public Transportation

- Expand rapid and commuter bus services to locations like:
  - Moreno Valley
  - San Jacinto
  - Hemet
  - Perris
- Enhance existing rail stations in Perris and Moreno Valley
- Study and implement options for new rail expansions potentially on:
  - I-15
  - SR-91
  - I-215
  - SR-60

Highways

- Reconstructing interchanges at:
  - I-215 and Harley Knox Boulevard in Perris
  - SR-60 and Redlands Boulevard in Moreno Valley
- Adding at least one lane in each direction on:
  - I-215 between SR-60 and Van Buren Boulevard
  - SR-60 in Moreno Valley

Active Transportation

- Make it easier to get out into nature by completing trail projects at Salt Creek Trail, Butterland Overland Trail/Southern Emigrant Trail, and Juan Bautista Historical Trail
- Improve cycling safety and convenience with new bike lanes, bike facilities, and more

Regional Connections

- Make your commute faster by creating new multi-modal transportation corridors connecting parts of Riverside County, such as the Elsinore-Ethanac Expressway and the SR-79 Realignment project

WESTERN RIVERSIDE TRANSPORTATION IMPROVEMENTS

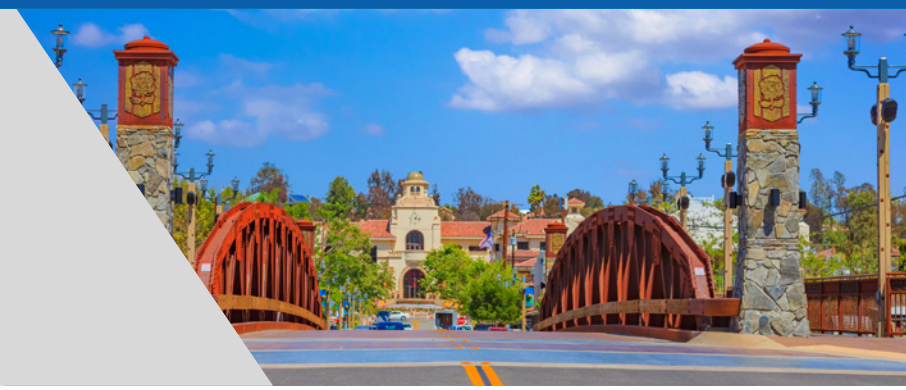
To learn more about specific projects in Western Riverside County, please visit our website at **rctc.org/TRP-Central**

A MAJOR INVESTMENT WITH STRONG OVERSIGHT

The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

SOUTHWESTERN RIVERSIDE COUNTY

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



RIVERSIDE COUNTY'S FASTEST-GROWING REGION

The Temecula Valley region includes some of Riverside County's fastest growing cities, from Lake Elsinore and Temecula to Hemet and Menifee. Existing transportation was not built for this region's population growth.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in the Temecula Valley and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in the Southwest Riverside County can expect mobility improvements in their communities that provide real traffic relief and mobility options.



GETTING YOU THERE WITH TIME TO SPARE

Safe Streets & Roads

- Make your travel smoother and safer by fixing potholes
- Improve the safety of major pedestrian thoroughfares such as Grand Avenue in Lake Elsinore
- Make roadway improvements in high-accident areas

Highways

- Build new interchanges and reconstruct existing ones on the:
  - I-215
  - I-15
- Finish construction on the French Valley Parkway in Temecula
- Construct new auxiliary lanes on I-215 between Moreno Valley and Murrieta

Public Transportation

- Studying and implementing options for new rail expansions or connections along Riverside County highway systems, including potentially on:
  - I-15
  - I-215
  - SR-91
  - SR-60
- Expanding rapid and commuter bus services to locations like Temecula

Active Transportation

- Make it easier to get out into nature by completing trail projects at Butterfield Overland Trail/Southern Emigrant Trail and Salt Creek Trail
- Improve cycling experiences with new bike lanes, modernized bike facilities, and more

Regional Connections

- Make your commute faster by creating new multi-modal transportation corridors connecting parts of Riverside County, such as the Elsinore-Ethanac Expressway

SOUTHWESTERN RIVERSIDE COUNTY TRANSPORTATION IMPROVEMENTS

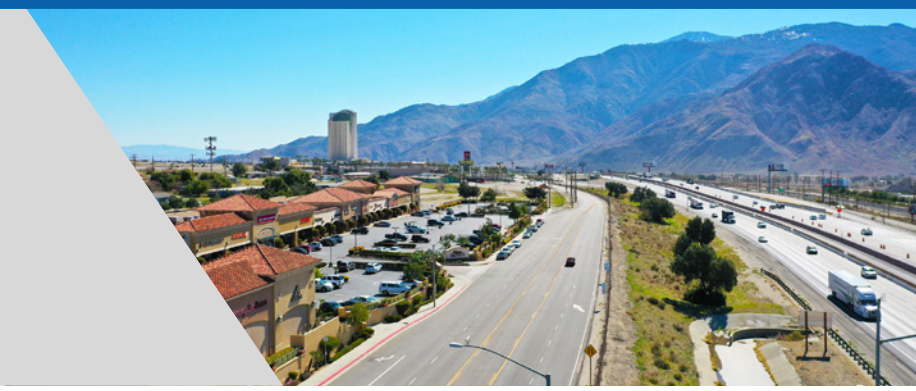
To learn more about specific projects in Southwestern Riverside County, please visit our website at **rctc.org/TRP-Southwest**

A MAJOR INVESTMENT WITH STRONG OVERSIGHT

The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

SAN GORGONIO

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



A REGIONAL BRIDGE

The growing region of the San Gorgonio Pass is the gateway that connects the Coachella Valley with the more urbanized western Riverside County. Its role as a regional "bridge" means it carries a disproportionate amount of traffic.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in the San Gorgonio Pass and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in the San Gorgonio Pass can expect mobility improvements in their communities that provide real traffic relief and mobility options.



RCTC TRAFFIC RELIEF PLAN

GETTING YOU THERE WITH TIME TO SPARE

Safe Streets & Roads

- Make travel smoother and safer by fixing potholes and improving the safety of connections like the I-10 Bypass between Banning and Cabazon
- Increase safety and make road improvements in accident-prone areas

Highways

- Adding new Express Lanes on I-10 between SR-60 and Highway 111
- Reconstruct interchanges on the I-10 at:
  - SR-79
  - Highland Springs Avenue
  - Morongo Parkway
  - Cherry Valley Boulevard
  - Pennsylvania Avenue
  - Main Street
  - County Line Road

Public Transportation

- Expand your mobility options with new rapid and commuter bus routes to Beaumont, Banning, and Calimesa
- Make train service more accessible with expanded service and new routes and stations

Active Transportation

- Make it easier to get out into nature by completing trail projects at Salt Creek Trail and Butterfield Overland Trail
- Improve cycling safety and convenience with new bike lanes, modernized bike facilities, and more

Regional Connections

- The TRP will make your commute shorter and less stressful with new multimodal travel corridors that will reduce congestion, such as the I-10 Bypass between Banning and Cabazon

SAN GORGONIO PASS TRANSPORTATION IMPROVEMENTS

To learn more about specific projects in the San Gorgonio Pass, please visit our website at **rctc.org/TRP-SanGorgonioPass**

A MAJOR INVESTMENT WITH STRONG OVERSIGHT

The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

COACHELLA VALLEY

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



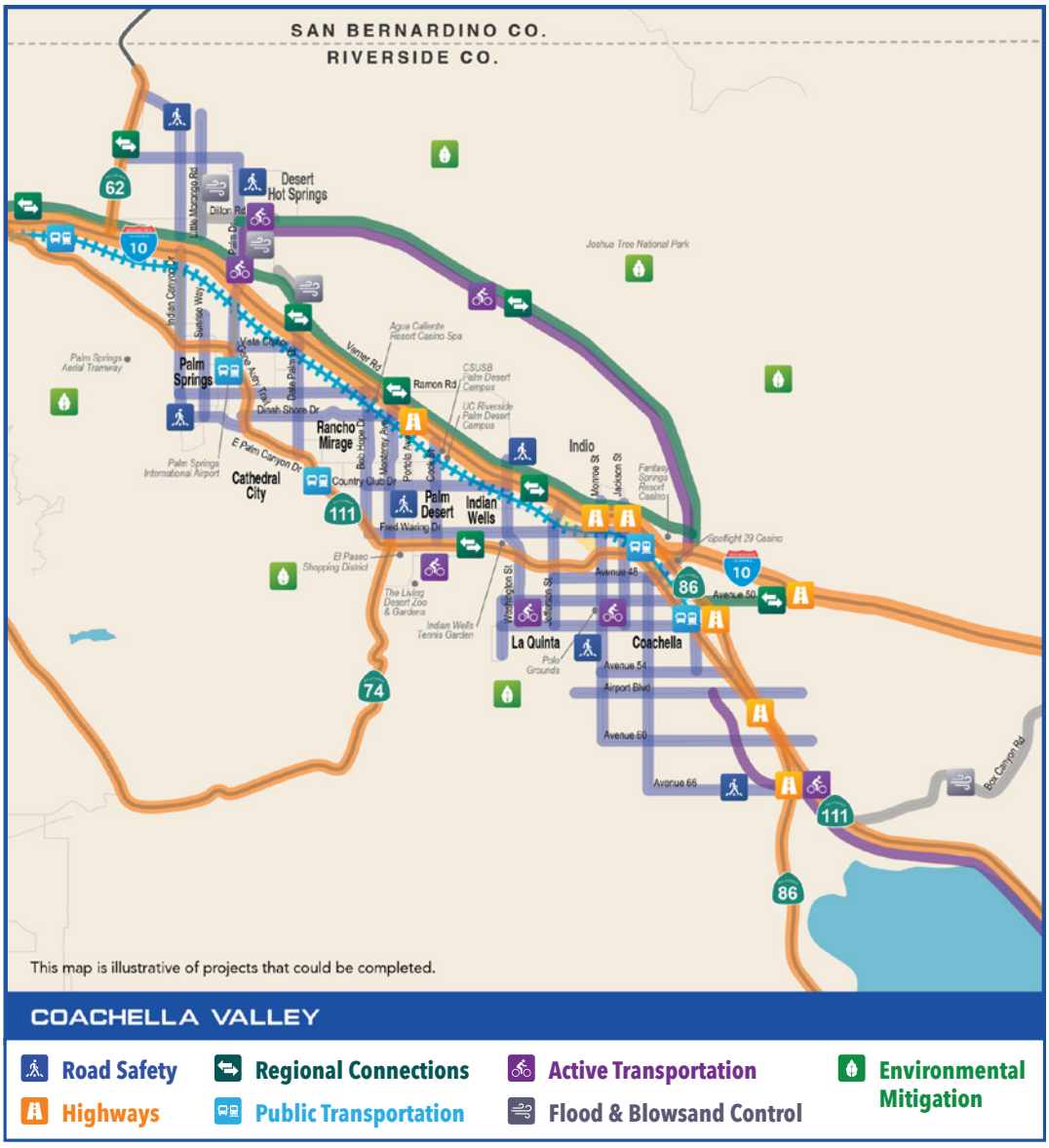
A UNIQUE PART OF RIVERSIDE COUNTY

The Coachella Valley – which includes Palm Springs, Indio, and nearby cities – has a distinct character and unique transportation challenges, such as floods, blowing sand, and large-scale tourism.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in the Coachella Valley and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in the Coachella Valley can expect mobility improvements in their communities that provide real traffic relief and mobility options.



RCTC | TRAFFIC RELIEF PLAN

GETTING YOU THERE WITH TIME TO SPARE

Safe Streets & Roads

- Road safety and maintenance improvements on:
  - I-10
  - Highway 111
  - Highway 86
  - Fred Waring Drive
  - Gene Autry Trail/ Palm Drive
  - Monterey Avenue
  - Bob Hope Drive
  - Avenue 50

Public Transportation

- Expanding rail service into the Coachella Valley from Riverside, San Bernardino, Orange, and Los Angeles counties through the CV Rail project
- Introducing new affordable public transportation options for seniors, veterans, students, individuals with disabilities, and disadvantaged communities
- Partnering with Coachella Valley companies to encourage alternative commuting

Environmental Mitigation

- Coachella Valley's natural areas will be preserved in compliance with the Coachella Valley Multiple Species Habitat Conservation Plan

Highways

- Adding new Express Lanes on I-10
- Expanding Freeway Service Patrol to I-10
- Improving connections on:
  - I-10
  - SR-87
  - Highways 111, 62, and 74

Active Transportation

- Extending the CV Link to:
  - North Shore
  - Desert Hot Springs
- Expanding the existing active transportation into the design of complete streets
- Creating multi-modal connections, such as improvements along Dillon Road

Flood & Blowsand Control

- Building bridges and resilient infrastructure on roads prone to flooding or blowsand issues in the Palm Springs, Desert Hot Springs, and Cathedral City areas
- Addressing persistent flooding along Box Canyon Drive

COACHELLA VALLEY TRANSPORTATION IMPROVEMENTS

To learn more about specific projects in the Coachella Valley, please visit our website at **rctc.org/TRP-Coachella**

A MAJOR INVESTMENT WITH STRONG OVERSIGHT

The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

BLYTHE & PALO VERDE VALLEY

Riverside County is growing faster than almost anywhere else in California. That means more jobs and opportunities, but also more traffic if we don't act.



A UNIQUELY AGRICULTURAL REGION

The Palo Verde Valley, anchored by the city of Blythe, is a uniquely rural and agricultural region. Transportation Improvements in this subregion will be locally approved to address transportation needs in rural areas and to strengthen the region's economy.

REGIONAL PLAN, LOCAL SOLUTIONS

To address regional transportation needs in Blythe and beyond, Riverside County leaders and residents created the Traffic Relief Plan (TRP). The TRP is a countywide strategy to reduce traffic, improve roads, and give residents more reliable ways to move – now and well into the future.

Through the TRP, residents in the Palo Verde Valley can expect mobility improvements in their communities that provide real traffic relief and mobility options.



Safe Streets & Roads

- Make your drive smoother and safer by fixing potholes and maintaining roads
- Increase ADA accessibility on roads, sidewalks, and infrastructure

Highways & Connections

- Make it easier to get around the Palo Verde Valley by improving the condition of interchanges on the I-10
- Improve the safety of your commute by improving interchanges and connections using innovative technologies, adding new lanes, and more

Public Transportation

- Make it easier to get to education, employment, or healthcare opportunities by expanding transportation options with reduced-fare or free public transit options or vanpool programs
- Make the air in your neighborhood cleaner by modernizing existing bus fleets with new low- or zero-emission electric vehicles

Active Transportation

- Improve cycling safety and convenience with new protected bike lanes
- Close sidewalk gaps to make it easier for kids to walk to school

REGIONAL PLAN, LOCAL SOLUTIONS

To learn more about specific projects in Blythe and the Palo Verde Valley, please visit our website at **rctc.org/TRP-PaloVerde**

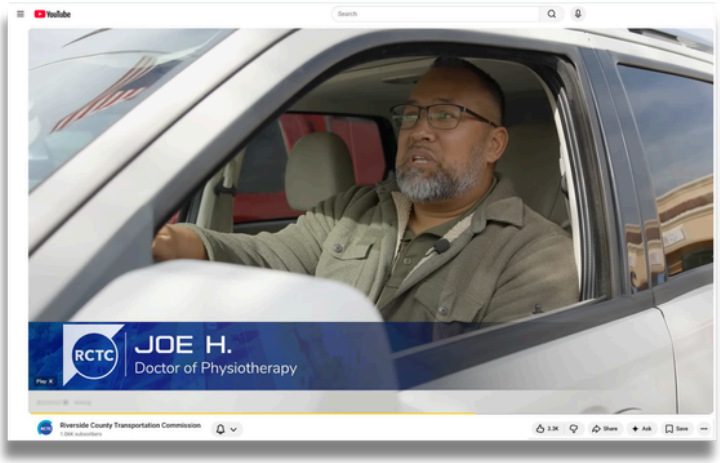
A MAJOR INVESTMENT WITH STRONG OVERSIGHT

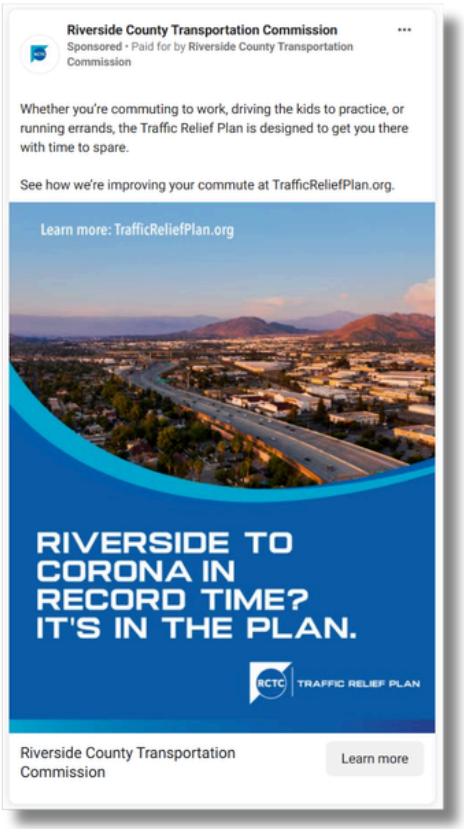
The TRP identifies over $30 billion in transportation improvements across Riverside County. Funds are legally restricted to transportation improvements, projects and spending are reviewed and independently audited, and local funds will remain in the regions where they're raised.

Social Media Ads









AGENDA ITEM 8

PRESENTATION

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Projects and Funding Strategies Ad Hoc Committee David Knudsen, Deputy Executive Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	April-May 2026 Public Opinion Survey Results

PROJECTS AND FUNDING STRATEGIES AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Receive a presentation on the April-May 2026 public opinion survey.

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Projects and Funding Strategies Ad Hoc Committee David Knudsen, Deputy Executive Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Measure A Renewal Ordinance, Expenditure Plan and Related Documents

PROJECTS AND FUNDING STRATEGIES AD HOC COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

1) Adopt Ordinance No. 26-001 and corresponding Expenditure Plan for the renewal of the 2009 Measure A transactions and use tax (sales tax) at the current rate of one-half percent (1/2%; one-half cent) to continue funding transportation improvements;
2) Adopt Resolution No. 26-011 placing the Ordinance and Expenditure Plan for the 2009 Measure A renewal of the existing transportation sales tax measure, without raising the existing sales tax rate, on the November 2026 General Election ballot;
3) Adopt Ordinance No. 26-002 adopting technical provisions for the continued collection and administration of the current transactions and use tax (sales tax) at the rate of one-half percent (1/2%; one-half cent) by the California Department of Tax and Fee Administration to fund transportation improvements, programs, and services;
4) Authorize staff to develop and file a notice of exemption under the California Environmental Quality Act (CEQA) for the Sales Tax Ordinance;
5) Receive and file Economic and Fiscal Impact Report and Sales Tax Forecast Report for a renewed measure;
6) Approve Agreement No. 25-11-110-02, Amendment No. 2 to Agreement No. 25-11-110 with Bodewell Group LLC for Public Information and Awareness Services to extend the term to November 30, 2026, and for an additional amount of $500,000, and a total amount not to exceed $1,250,000; and
7) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the Amendment No. 2 to Agreement No. 25-11-110 with Bodewell Group LLC, on behalf of the Commission.

BACKGROUND:

Measure A was first approved by Riverside County voters in 1988 as a 20-year, half-cent sales tax dedicated to transportation improvements in Riverside County. On November 5, 2002, voters approved a renewal of Measure A (2009 Measure A), which took effect in July 2009 and is scheduled to sunset on June 30, 2039.

With approximately one-third of the 2009 Measure A term remaining, the Commission has recently reviewed the status of project delivery and available funding. In November 2025, staff provided an update on implementation of the 2019–2029 Western Riverside County Highway Delivery Plan. At the Commission's January 2026 Workshop, staff further reviewed Measure A projects and revenue projections through the 2039 sunset date, with a focus on the Measure's remaining funding capacity.

The assessment demonstrated the total cost to complete Western County highway projects for example, is estimated to be approximately $4 billion to $5 billion, while projected revenues through 2039 fall short by an estimated $2 billion to $3 billion. Other funding sources, including state and federal programs, will not be sufficient to close this gap by the Measure's sunset date.

At its April 8, 2026, Commission meeting, Commissioners received an update from the Coachella Valley Association of Governments (CVAG) regarding their analysis of funding for projects in the Coachella Valley. CVAG's staff highlighted that funding for critical projects is not available based on existing revenue and funding constraints.

In addition to revenue constraints, the Commission's ability to finance projects through bonding is limited. Measure A authorizes up to $975 million in bond financing, of which approximately $325 million currently remains available. These limits reduce the ability to advance large projects using bond proceeds and further constrain the 2009 Measure A's capacity to address the remaining project needs within the current term.

Taken together, the approaching 2039 sunset date, long timelines required to plan and construct major transportation projects, identified funding gaps, and existing bond limitations underscore the need to consider the future of the 2009 Measure A. In a January 2026 public opinion survey, residents expressed strong support, without raising the current tax rate, for maintaining local transportation funding through a countywide sales tax. Based on these factors, the Commission reached consensus at the workshop to direct staff to begin developing concepts for a potential Measure renewal, including consideration of changes to the Measure's term and bonding capacity, for future Commission consideration.

On March 23, 2026, the Projects and Funding Strategies Ad Hoc Committee (Committee) reviewed draft concepts for the renewed Measure's Ordinance and Expenditure Plan and provided input. The Committee directed staff to continue the development of a measure renewal.

On May 26, 2026, the Committee received an update from the recently completed April-May 2026 public opinion survey which was consistent with the January 2026 survey results showing residents support maintaining transportation funding without raising the 2009 Measure A sales tax rate while meeting RCTC's required two-thirds voter approval threshold. The Committee also received the final draft of the renewed Measure's Ordinance, Expenditure Plan and related documents. Following discussion, there was unanimous consensus by the Committee to approve

the Ordinance, Expenditure Plan and related documents and recommending the Commission place the Measure renewal on the 2026 general election ballot.

Economic Benefit and Revenue Projection

Beacon Economics recently completed a study analyzing the economic benefits and revenue forecast related to a proposed renewal of a one-half percent sales tax measure and expenditure plan over a 30-year planning horizon. A renewed one-half percent measure is estimated to generate over $11.8 billion by 2057 as outlined in Attachment 6. This revenue would invest $10.2 billion on transportation-related design, engineering, construction, and capital investments throughout Riverside County. Table 1 summarizes the estimated economic impact resulting from renewing the 2009 Measure A.

Table 1

ECONOMIC BENEFIT OVER 30-YEAR INVESTMENT LIFECYCLE	
IMPACT CATEGORY	**ECONOMIC IMPACT**
Economic Output	$14.9 billion in economic output
Jobs Supported	Support more than 73,000 jobs
Labor Income	$5.6 billion in additional labor income

Beacon's independent study uses a representative sample of project investment applied throughout the county. The study concludes that renewal of 2009 Measure A would generate measurable economic and fiscal returns for Riverside County over a 30-year investment horizon. The Economic Benefit study is Attachment 7 to this staff report.

DISCUSSION:

Ordinance and Expenditure Plan Requirements under RCTC's Statutes

Pursuant to RCTC's authorizing statutes (PUC§§240300-240323), the proposed renewal Ordinance and Expenditure Plan are required to meet the following provisions:

- State the nature of the tax to be imposed, the tax rate or the maximum tax rate, the purposes for which the revenue derived from the tax will be used and shall set a term during which the tax will be imposed.
- Include an expenditure plan.
- Specify that not more than one percent of the annual net amount of revenues raised by the tax may be used to fund the administrative salaries and benefits of the staff of the Commission in administering the programs funded from that tax.
- The specific projects to be funded under the state highway and freeway portion.

A Renewed Measure: Riverside County Transportation Improvement Plan

The proposed Ordinance and Expenditure Plan, called the Riverside County Transportation Improvement Plan (Plan or Expenditure Plan), was developed in compliance with RCTC's authorizing statutes and maintains the Commission's key principles established in the 2009 Measure A. The Plan continues delivery of remaining 2009 Measure A projects while providing a responsive framework to guide future transportation investments across Riverside County.

Goals and Objectives of the Renewed Measure

The goals and objectives of the Expenditure Plan are to:

- Maintain reliable and locally controlled funding for transportation improvements across Riverside County;
- Complete remaining 2009 Measure A transportation infrastructure projects and commitments;
- Secure project financing and enhance Riverside County's ability to secure state and federal funding for transportation projects and services by offering local matching funds;
- Help improve traffic operations on highways and local streets and roads;
- Sustain multimodal transportation options, including public transportation; and
- Support economic vitality and regional economic opportunity through ongoing transportation investments.

Outline of the Plan Ordinance and Expenditure Plan

Investing in Transportation Infrastructure Across Riverside County: The Plan organizes funding across three categories to support transportation infrastructure and services throughout Riverside County. The categories include:

- Highways and Regional Corridors
- Local Streets and Roads
- Public Transportation

- ***Highways and Regional Corridors –*** Funds are used to improve interstates, state routes, and regional corridors to enhance mobility and support the economy. Eligible projects may include, but are not limited to, grade separations where roads intersect rail lines; roadway operational improvements and modernization, including the use of new technology; interchange improvements; new regional roadway connections; interchange improvements; and associated environmental mitigation and property acquisition. Funding may also be used for constructing, reconstructing, widening, realigning, or improving regional arterial and expressway corridors that support travel across multiple jurisdictions, help relieve congestion on existing highways and local roads, and improve safety.

- ***Local Streets and Roads –*** Funds are provided to cities and the County for the maintenance and improvement of the local street and road system. These investments are intended to maintain roadway conditions, improve safety, and support the reliable movement of people and goods within local communities throughout Riverside County. Eligible uses may include, but are not limited to, pothole repair; pavement maintenance and rehabilitation; traffic signal and intersection improvements; safety enhancements; bridge and railroad crossing improvements; infrastructure improvements to address flooding and natural hazards; and improvements that enhance accessibility for individuals with disabilities. Local Streets and Roads funding may also support sidewalks, bicycle facilities, pedestrian safety improvements, traffic calming measures, and other related infrastructure that improves safety and access within the local transportation network. Funds provided under this category are intended to supplement, not replace, existing local transportation funding. Local agencies would retain control over project selection and delivery, consistent with the expenditure plan and applicable requirements.

- ***Public Transportation –*** Funds are used for transit services and facilities throughout Riverside County. Eligible uses include, but are not limited to, bus, passenger rail, and specialized transit operations and capital investments to maintain, rehabilitate, and modernize current and future public transportation systems. Eligible capital investments may include, but are not limited to, transit stations and facilities; passenger rail and bus corridors; passenger amenities; parking and access improvements; signals and supporting infrastructure; fleet acquisition and replacement; and associated equipment and facilities, including technologies. Public Transportation funding may also support a range of service strategies, including fixed-route, express transit service, on-demand transit services, and carpool and vanpool programs, including employer-based commuter programs. Public Transportation funds would continue to provide transit services and keep bus fares low for seniors, veterans, students, and individuals living with disabilities.

Sales Tax Rate: The renewed measure maintains the existing half-cent sales tax rate dedicated for transportation improvements across Riverside County. The measure does not increase the current sales tax rate previously approved by Riverside County residents.

Term of Ordinance and Expenditure Plan: The renewed measure will remain in place until it is repealed by voters. While RCTC uses a 30-year planning horizon to forecast revenue and project delivery timelines, the renewed measure term could be shorter than 30 years should residents decide to end it or could span more than 30 years. If approved by Riverside County voters, in November 2026, the Expenditure Plan would take effect following the election pursuant to the Ordinance. Starting in 2037, and at least every 10 years thereafter, the Commission will review and where necessary, propose revisions to the Plan in a process consistent with RCTC's authorizing statutes.

Recognizing Geographical Regions and Return to Source Allocation: Identical to Measure A, the Plan recognizes and maintains the three geographic subregions of Riverside County: Palo Verde

Valley (Blythe), Coachella Valley, and Western Riverside County. Measure revenues shall be returned to the Western Riverside County, Coachella Valley, and Palo Verde Valley geographic subregions proportionate to the funds generated in those areas. Table 2 outlines the approximate estimated proportional share of revenue for each of the three geographic subregions.

Table 2

ESTIMATED MEASURE REVENUE GENERATION*	
Western Riverside County*	$9,460,000,000
Coachella Valley*	$2,300,000,000
Palo Verde Valley*	$60,000,000
TOTAL	$11,820,000,000

*Economic Forecast estimates approximately $11.8 billion for a 30-year planning horizon. Note each geographic subregion's estimated amounts are rounded for presentation purposes.

Staff Salary and Benefits: Consistent with RCTC's statutory requirements, the Plan limits use of measure funds to one percent of the annual net amount of revenues raised by the tax may be used to fund the administrative salaries and benefits of the staff of the Commission in administering the programs funded from that tax. Commission policy allows up to four percent of the annual net amount of revenues raised through the measure to be used for administration of the expenditure plan which includes the one percent limitation for administrative salary and benefits.

Maintenance of Effort: Consistent with RCTC's statutory requirements, measure funds received by cities and the County must supplement, not replace, existing local transportation funding and required developer contributions used for transportation purposes. As a condition of receiving Measure funds, cities and the County shall maintain their existing commitment of local funds for transportation purposes. Measure funds will not be awarded to local jurisdictions unless the local jurisdiction has met its annual maintenance of effort requirement at the time of award.

Capital Improvement Plan: For the distribution and use of Local Streets and Roads funds, a Five-year Capital Improvement Program (CIP) for the use of these funds will be prepared annually by each city and the County and submitted to RCTC.

Required MSHCP and TUMF Participation: To receive Measure Local Streets and Roads funds, local jurisdictions must be certified as compliant with the applicable Transportation Uniform Mitigation Fee ("TUMF") program and related impact fee requirements by the Coachella Valley Association of Governments ("CVAG") in the Coachella Valley or the Western Riverside Council of Governments ("WRCOG") in Western Riverside County. In addition, local jurisdictions must be certified as compliant with the applicable Multiple Species Habitat Conservation Plan ("MSHCP") and related impact fee programs by the Coachella Valley Conservation Commission ("CVCC") in the Coachella Valley or the Western Riverside County Regional Conservation Authority ("RCA") in Western Riverside County.

Independent Audits and Reviews: An annual independent audit will be conducted to ensure that funds have been expended pursuant to the Plan and performed in accordance with generally accepted auditing standards and Government Auditing Standards. In addition, an annual, independent financial audit of the proceeds from the Measure during its lifetime will be conducted. Audit reports will be made publicly available through the Commission's website or other publicly accessible means as required by law.

Taxpayer Oversight Committee: A Taxpayer Oversight Committee made up of residents from Riverside County is included in the Ordinance. The purpose of the Committee is to review the annual financial audit of the Commission. The Committee will comprise up to seven members appointed by the Commission, all of whom shall be residents of Riverside County. The Committee will meet once per year according to the terms outlined in the Ordinance, and the Committee will be chaired by the Commission Chair as a non-voting member. The current Measure A does not include a taxpayer oversight committee; however, these committees are typical of current local revenue measures. Staff recommends including such a committee in the renewed Measure A.

Bonding Authority: The Commission will have the power to sell or issue bonds to accelerate project delivery and to secure such indebtedness solely by way of future collection of revenues generated by the measure. Proceeds from bonds or other financing instruments may be used for capital expenditures and other transportation purposes authorized by the Ordinance and Expenditure Plan.

The proposed Ordinance and Expenditure Plan are included as Attachments 1 and 2 to this staff report

Structural Changes to 2009 Measure A

The proposed Plan investment framework consolidates several existing 2009 Measure A funding categories to simplify and modernize the program structure for greater Commission responsiveness to fund transportation improvements. In the Western Riverside County portion of the plan, funding previously distributed among Highways, New Corridors, Regional Arterials, Bond Financing, and Economic Development categories are combined into a single category titled Highways and Regional Corridors, representing 59 percent of Western Riverside County funding.

The remaining categories for the Western Riverside County region reflect the 2009 Measure A framework. Local Streets and Roads remains at 29 percent of funding and will continue to be directly distributed to cities and the County for transportation improvements. Public Transportation remains at 12 percent to support bus and passenger rail services. This updated program funding distribution structure is shown in Table 3.

Table 3

WESTERN COUNTY MEASURE ALLOCATION ADJUSTMENT			
2009 MEASURE A INVESTMENT CATEGORY	**PERCENT**	**2027 MEASURE RENEWAL INVESTMENT CATEGORY**	**PERCENT**
Highways	30%	Highways & Regional Corridors	59%
Regional Arterials	9%	Local Streets & Roads	29%
New Corridors	11%	Public Transportation	12%
Bond Financing	8%		
Economic Development	1%		
Local Streets & Roads	29%		
Public Transportation	12%		

In the Coachella Valley portion of the plan, the existing Highways and Regional Arterials category is renamed Highways and Regional Corridors. There are no changes to the funding distribution from the 2009 Measure A categories.

In the Palo Verde Valley portion of the expenditure plan, there are no changes to the distribution of renewed Measure funds.

Transportation Investments by Region

Consistent with the existing distribution for 2009 Measure A, funds from the renewed measure would be distributed to each of three geographic subregions in proportion to the funds generated in those areas. Within each region, the funds are allocated by investment category.

Western Riverside County

The distribution of Measure funds for the purpose of implementing the Expenditure Plan in Western Riverside County, will be administered according to Table 4 and the following summary:

Table 4

WESTERN RIVERSIDE COUNTY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Highways and Regional Corridors	59%
Local Streets and Roads	29%
Public Transportation	12%

Highways and Regional Corridors: By law, the expenditure plan is required to outline projects that may be funded through the "highway and freeway" portion of the Expenditure Plan. The projects in the Plan list in Table 4 include existing, but unfinished 2009 Measure A highway projects. The specific projects to be funded in the Highways section shall also include installation, integration, and operation of freeway active traffic management technology; emerging

technology and other innovative mobility improvement programs or projects; coordinated adaptive ramp metering; and new auxiliary lanes on SR-91, SR-60, I-10, I-15, and I-215; and utilizing Freeway Service Patrol in the Western Riverside County portion of the Plan.

Table 5 outlines the highway projects identified in the Western County portion of the Expenditure Plan.

Table 5

ROUTE	LIMITS	PROJECT
SR-91	Pierce Street to I-15	Add 1 lane each direction
SR-71	SR-91 to San Bernardino County line	Add 1 lane each direction
I-215	SR-60 to San Bernardino County line	Add 1 lane each direction
I-215	Eucalyptus Ave to Nuevo Road	Add 1 lane each direction
I-15	El Cerrito Road to San Diego County line	Add 1 lane each direction
I-10	San Bernardino County line to SR-60/I-10/SR-79	Add 1 lane eastbound
I-10/SR-60	SR-60 to I-10	Interchange improvements, including at SR-79/I-10; corridor improvements
SR-91, SR-60, I-15, I-215	Various	Add auxiliary lanes
SR-91	SR-241 to SR-71	Add 1 lane westbound and eastbound

The Commission may add additional highway and regional corridor projects if Measure revenues exceed current projections, if additional state or federal matching funds or grants become available, due to unforeseen transportation needs or circumstances, or amended as outlined in State law.

In support of Regional Corridors, funding may be used to construct, reconstruct, widen, realign, maintain, operate or improve regional arterial and expressway corridors. Projects may include development of new regional roadway connections; modernization of existing arterials to increase capacity and safety; construction of grade separations where roads intersect rail lines; corridor improvements that enhance traffic flow and regional connectivity; interchange improvements; and implementation of bicycle, pedestrian, and public transportation features. Regional corridors projects eligible for funding include but are not limited to Mid County Parkway (Ramona Expressway) and the new County Expressway between Winchester and San Jacinto (commonly referred to as SR-79 Realignment).

City/County-Sponsored Projects

No more than once every 10 years, the Commission may allocate up to nine percent (9%) of the Highways and Regional Corridors category's revenues for eligible Highway and Regional Corridors projects led by one or more cities or the County. Such projects will be eligible to receive matching funds from the TUMF Regional Arterial administered by RCTC. This nine percent (9%) is equivalent to the 2009 Measure A Regional Arterials category (refer to Table 3).
Examples of Regional Corridors eligible for funding include but are not limited to:

- Alessandro Boulevard
- Arlington Avenue
- Beaumont Avenue
- Bundy Canyon Road
- Cabazon Connector
- Cajalco Road
- Cherry Valley Boulevard
- Clinton Keith Road
- Domenigoni Parkway
- Elsinore Ethanac Expressway
- Ethanac Road
- French Valley Parkway
- Highland Springs
- Keller Road
- Limonite Avenue
- Magnolia Avenue
- Murrieta Hot Springs Road
- Perris Boulevard
- Redlands Boulevard Widening
- Scott Road
- University Avenue (Riverside)
- Van Buren Boulevard
- Winchester Road

Local Streets and Roads: Consistent with 2009 Measure A, funds will be returned to the cities and the County in Western Riverside County and shall be used to assist with the funding of 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 developers.
The funds made available in the Western Riverside County subregion will be distributed to the cities and the County by a formula based 75 percent on proportionate population and 25 percent on revenues generated by Measure A. A Five-year CIP for the use of these funds will be prepared annually by each city and the County and submitted to RCTC.

Eligibility for these funds shall be conditioned upon participation in and compliance with TUMF and MSHCP programs.

Public Transportation: Consistent with 2009 Measure A, Measure funds can be used to establish, maintain, and enhance current and future passenger rail and transit services, including frequency, reliability, and access to stations and transit corridors. Investments may support commuter rail service, express bus connections, and first- and last-mile improvements. This Plan also prioritizes keeping bus fares low for seniors, veterans, students, and individuals with disabilities. The measure also invests in specialized transportation providers and commuter assistance and rideshare programs. The Citizens and Specialized Transit Advisory Committee,

with representatives from these populations, will continue to assist RCTC in administering the program.

Coachella Valley

The distribution of funds for the purpose of implementing the Plan in the Coachella Valley will be administered according to Table 6 and the following summary:

Table 6

COACHELLA VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Highways and Regional Corridors	50%
Local Streets and Roads	35%
Public Transportation	15%

Highways and Regional Corridors: The Transportation Project Prioritization Study (TPPS), developed by Coachella Valley Association of Governments (CVAG), includes projects to improve connections to federal and state freeways and highways, grade separations, upgrades to existing interchanges, construct new interchanges, improve regional arterials and expand active transportation. Consistent with 2009 Measure A, this segment of the Plan will be implemented by CVAG.

Local Streets and Roads: Measure revenues will be returned directly to the cities and the County in the Coachella Valley and shall be used to assist with the funding of 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 developers.

Funds will be allocated based on a formula weighted 50 percent on proportionate dwelling units and 50 percent on revenues generated within each jurisdiction. A Five-year CIP for the use of these funds will be prepared annually by each city and the County and submitted to RCTC. The use and distribution of these funds are consistent with 2009 Measure A.

Eligibility for these funds shall be conditioned upon compliance with the TUMF and MSHCP programs.

Public Transportation: The measure will provide funds to support SunLine Transit Agency, expanded public transit, and specialized transportation services. Consistent with 2009 Measure A, funding may be used for:

- Discount fares and expanded transportation services for seniors and people with disabilities
- Specialized transportation services

- Bus replacement
- Maintaining service and frequency

Palo Verde Valley (Blythe)

For the purpose of implementing the Expenditure Plan in Palo Verde Valley (Blythe), measure funds will be administered by the Blythe City Council and the County of Riverside Board of Supervisors for the unincorporated areas of the region. The distribution of funds for the purpose of implementing the Plan in the Palo Verde Valley (Blythe) will be administered according to Table 7.

Table 7

PALO VERDE VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Local Streets and Roads	100%

All of the funding generated by the measure and 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 percent on proportionate population and 25 percent on sales tax revenues generated in each area. A Five-year CIP for the use of these funds will be prepared annually and submitted to RCTC.

The percentage distribution and use of these funds are consistent with 2009 Measure A.

Informing the Public of Local Funding Support: All projects funded with $1 million or more of measure revenues shall be signed to inform the public that measure revenues support the project.

Provisions for Population and Taxable Sales Estimates: Annual population estimates produced by the California Department of Finance are relied upon in determining the distribution formula funds for the Local Streets and Roads portion to cities and the County. Actual retail sales tax transactions provided by the California Department of Tax and Fee Administration will be used to determine taxable sales in each of the three specific geographic subregions. The Riverside County Planning Department shall estimate the share for each of the unincorporated areas for the three subregions, from the total retail sales transactions for the total unincorporated area.

Comparing 2009 Measure with the Expenditure Plan

Table 8 compares key provisions of the existing Measure A framework with the proposed renewed Measure.

Table 8 on the next page

Table 8

2009 Measure A	Measure Renewal	Change
Sunset date: 2039	Sunset date: Until ended by voters	Removes fixed sunset date; residents make final determination
Bond limit: $975 million	Bond limit: Determined by Commission	Allows bonding capacity to align with project delivery needs
Not included	Independent Taxpayer Oversite Committee	Fosters transparency
Salaries and benefits cap: 1%	Salaries and benefits cap: 1%	No change
Audits: Mandatory Independent Audits and Reviews	Audits: Mandatory Independent Audits and Reviews	No change
Capital Improvement Program: Five year CIP for Local Streets and Roads Funds	Capital Improvement Program: Five-year CIP for Local Streets and Roads Funds	No change
MSHCP and TUMF: Required Participation for Local Streets and Roads Funds	MSHCP and TUMF: Required Compliance for Local Streets and Roads Funds	Consistency across Western Riverside County and Coachella Valley
Return to Source Regional Distribution	Return to Source Regional Distribution	No change
Funding categories: Highways Regional Arterials New Corridors Bond Financing Economic Development	Funding category: Highways & Regional Corridors	Streamlines categories to improve project delivery
Funding category: Local Streets & Roads	Funding category: Local Streets & Roads	No change
Funding category: Public Transportation	Funding category: Public Transportation	No change

Placing a Measure on the Ballot

If the Commission were to place a measure in November 2026 ballot or any future countywide ballot, the Commission would need to adopt the Ordinance and Expenditure Plan and send the attached resolution to the Riverside County Board of Supervisors for the Board to call for an election to be consolidated with a General Election. The required Resolution is Attachment 4 to this staff report.

Technical Provisions to Administer the Proposed Sales Tax

Lastly, if a proposed Measure were to proceed, an additional technical ordinance would need to be adopted to specify technical provisions for the collection and administration of a transactions and use tax (sales tax) at the rate of one-half percent (1/2%) by the California Department of Tax and Fee Administration to fund transportation improvements, programs, and services. This action is required by law and will not impede on any of the local control, return to source, or transparency principles and provisions highlighted in the Ordinance and Expenditure Plan. The technical ordinance is Attachment 3 to this staff report.

Public Education

At the Commission's May 2026 Projects and Funding Ad Hoc Committee meeting, the Committee directed staff to (1) finalize a scope of work to inform Riverside County residents about the measure renewal; and (2) identify a budget not to exceed $500,000 to implement the informational program in the event the Commission places a measure renewal on the 2026 general election ballot. The program will provide factual, balanced, and accessible information regarding the renewed measure. This will include proposed transportation investments, estimated revenues, accountability provisions, and transportation impacts. All activities conducted under the agreement would be informational and educational in nature, would provide factual information regarding the proposed measure renewal, and would comply with all legal restrictions governing the use of public resources for these activities, including prohibitions on advocacy for or against a ballot measure.

The scope of work outlines an outreach plan that would begin in June 2026 and run through the end of November 2026.

Goal-Oriented Approach

Similar to the existing agreement with Bodewell Group regarding the Traffic Relief Plan, the proposed scope of work includes measurable public information and outreach objectives intended to support countywide access to factual information regarding the proposed measure renewal, including:

1. Deliver educational information to each least 50 percent of Riverside County residents through measurable engagement
2. Engage 10 percent of the County's population
3. Provide broad countywide distribution of educational information

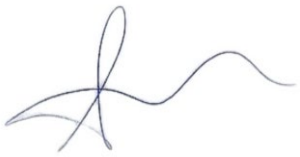
Under the proposed amendment, Bodewell Group would continue to support Commission staff implementing the following activities:

1. In-person public and community outreach
2. Digital and social media platform engagement, awareness, and outreach
3. Media relations

4. Stakeholder engagement
5. Development of educational materials

FISCAL IMPACT:

Sufficient funding is available in both the FY 2025/26 Budget and FY 2026/27 Budget (upon adoption by the Commission).

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2025/26 FY 2026/27	Amount:	FY 2025/26: $100,000 FY 2026/27: $400,000
Source of Funds:	Various			Budget Adjustment:	No
GL/Project Accounting No.:	112325 65520 00000 0001 /1010 11 65520				
Fiscal Procedures Approved:				Date:	05/28/2026

Attachments:
1) Ordinance Adopting Substantive Transactions and Use Tax Measure
2) Measure Expenditure Plan - Riverside County Transportation Improvement Plan
3) Ordinance Adopting Technical Provisions of Transactions and Use Tax
4) Resolution Calling for Election
5) CEQA Notice of Exemption Submission of Sales Tax Measure
6) Sales Tax Scenario Forecast
7) Economic and Fiscal Impact Report
8) Draft Amendment No. 2 to Agreement No. 25-11-110-02 with Bodewell Group LLC

ORDINANCE NO. 26-001

AN ORDINANCE OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND THE PEOPLE OF THE COUNTY OF RIVERSIDE, CALIFORNIA, RENEWING THE EXISTING TRANSPORTATION MEASURE BY EXTENDING THE TERM OF A TRANSACTIONS AND USE TAX (SALES TAX) AT THE RATE OF ONE-HALF PERCENT (1/2%), TO FUND TRANSPORTATION IMPROVEMENTS; ADOPTING AN EXPENDITURE PLAN DIRECTING THE SPENDING OF REVENUES GENERATED FROM SAID TAX MEASURE; AND FINDING THAT THE ORDINANCE IS NOT SUBJECT TO AND IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Preamble

A safe, efficient, and reliable transportation system that supports all forms of transportation is essential to the economic vitality, mobility, and quality of life of Riverside County residents. Investments in faster-flowing highways, passenger rail and bus service, rehabilitation of local streets and sidewalks, protection of infrastructure from natural disasters, and congestion relief are critical to ensuring access to jobs, education, services, and recreation throughout Riverside County.

Since its approval by voters in 1988, Measure A has served as Riverside County's primary locally controlled transportation funding source, enabling billions of dollars in transportation improvements, including highway and freeway projects, local streets and roads projects, and public transportation services. This sustained local investment has helped keep residents moving and supported the county's growing economy.

Riverside County is expected to grow to approximately 3 million residents over the next 25 years. Continued population and economic growth will place increasing demands on the transportation system, contributing to congestion, longer travel times, and greater strain on existing infrastructure. At the same time, available state and federal funding is not sufficient to fully meet the transportation needs of Riverside County residents. Without continued local investment, critical projects may be delayed, reduced, or eliminated, and Riverside County risks losing a stable and dependable funding source.

The current Measure A will expire in 2039, which would result in the loss of the County's primary source of locally controlled transportation funding. Renewing the Measure, without increasing the existing half-cent sales tax rate, will provide continuity and certainty in funding, preserve local control over transportation investments, and enable residents, visitors, and businesses throughout Riverside County to benefit from needed transportation improvements and maintenance of existing infrastructure and services.

Adopting and extending this local sales tax measure will ensure Riverside County's transportation future remains in the hands of its residents and locally accountable officials. Funds generated by the measure shall be used solely for transportation infrastructure and services that benefit

Riverside County residents and the Riverside County transportation system. Funds shall be allocated among the following three (3) funding categories: (1) Highways and Regional Corridors; (2) Local Streets and Roads; and (3) Public Transportation within Riverside County; and will be leveraged to maximize state and federal investments which frequently require the commitment of local matching funds.

Recitals

1. The Riverside County Transportation Commission ("Commission") is authorized to levy a retail transactions and use tax/sales tax in the incorporated and unincorporated territory of Riverside County for transportation improvements and projects pursuant to California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq. (the "RCTC Sales Tax Statutes") subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by approval of two-thirds (2/3) of the Riverside County electors voting on the measure at a regular election or a special election called for that purpose; and

2. By adopting this Ordinance, the Commission has evaluated alternative funding sources for the transportation improvements and projects and determined that existing local, state, and federal funding sources are inadequate and cannot be counted on to deliver transportation improvements that keep up with Riverside County's population and economic growth. In 2016, the Commission conducted the Strategic Assessment to identify funding needs and gaps for Riverside County's transportation infrastructure. Of the $23 billion in capital funding need identified at the time, the Strategic Assessment determined that only $6.1 billion in existing sources — 26 percent of the capital funding need — is expected to be available by 2040. In 2026, the Commission estimates transportation investment needs for Riverside County exceeds $30 billion. The funding gap is anticipated to widen given the uncertainty around competitive federal funds availability, as well as declining state funding. Existing local funding is limited, by law, and cannot be used for projects not authorized for funding from the Existing Measure; and

3. This Ordinance provides for the adoption and implementation of the Expenditure Plan and renews the existing countywide half-cent transactions and use tax without increasing the tax rate. The Expenditure Plan is designed to maintain and enhance Riverside County's transportation system by funding investments in highways, interchanges, and regional corridors; local streets and roads; and public transportation, including capital improvements, maintenance, and operations, as well as related environmental mitigation; and

4. By its adoption of this Ordinance and subject to voter approval, the Commission intends to extend the term of the current one-half percent (1/2%) transactions and use (sales) tax enacted by Riverside County voters under 2002 RCTC Measure A, beyond its March 31, 2039 sunset, on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County, in order to fund countywide transportation improvements described in the Expenditure Plan, for a term that will expire following repeal of the Ordinance by Riverside County voters as further provided in the Ordinance. This Ordinance must be submitted as a ballot measure (herein referred to as the "Measure") for approval by the Riverside County voters voting on it at a regular or special election called for that purpose; and

5. California Public Utilities Code §240302(c) requires that a sales tax ordinance "shall contain an expenditure plan which shall include the allocation of revenues for the purposes authorized by this section. . ." among other provisions required by law. The Expenditure Plan meets the requirements for an expenditure plan under California Public Utilities Code §240302(c); and

6. By separate resolution, the Commission intends to **s**ubmit the Ordinance/Measure to the voters at the November 3, 2026, Statewide General Election.

NOW, THEREFORE, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND THE PEOPLE OF RIVERSIDE COUNTY HEREBY ORDAIN AS FOLLOWS:

SECTION 1. **Incorporation of Recitals**. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

SECTION 2. **Commission Adoption of a Transportation Retail Transactions and Use (Sales) Tax and Expenditure Plan.** By a two-thirds (2/3) vote, the Riverside County Transportation Commission (RCTC) hereby adopts this Ordinance:

I. PURPOSE. Subject to voter approval, this Ordinance provides that the Commission shall continue imposing a retail transactions and use (sales) tax at the rate of one-half percent (1/2%) pursuant to the RCTC Sales Tax Statutes until this Ordinance is repealed by voters as provided herein in the incorporated and unincorporated territory of Riverside County for transportation improvements and programs Pursuant to the RCTC Sales Tax Statutes, this Ordinance adopts an Expenditure Plan allocating such tax revenues to transportation improvements, programs and services throughout Riverside County.

II. DEFINITIONS. The following definitions shall apply in this Ordinance:

A. "Approval Threshold" means two-thirds (2/3rds) voter approval required by the RCTC Sales Tax Statutes.

B. "Bonds" means bonds or other evidence of indebtedness.

C. "CDTFA" means the California Department of Tax and Fee Administration serving as the successor to the California State Board of Equalization.

D. "CEQA" means the California Environmental Quality Act as set forth in §§ 21000-21189.3 of the Public Resources Code.

E. "CVAG" means the Coachella Valley Association of Governments or successor agency.

F. "CVCC" means the Coachella Valley Conservation Commission or successor agency.

G. "Commission" means the Riverside County Transportation Commission as set forth in §§130050, 130053, 130053.5, 130053.7, and 240000 et seq. of the California Public Utilities Code.

H. "Committee" means the Independent Taxpayers Oversight Committee established herein.

I. "County" means the County of Riverside.

J. "Existing Measure" means the current one-half percent (1/2%) retail transactions and use / sales tax levied by the Commission pursuant to Ordinance No. 02-001, which was approved by the Commission and local voters as Measure "A" at the November 2002 General Election.

K. "Expenditure Plan" means the "Riverside County Transportation Improvement Plan ("RCTIP" or "Plan")" (attached as Exhibit "A" and incorporated herein by this reference) outlining transportation improvements, programs, and services for which tax revenues may be expended, which is hereby expressly adopted as part of this Ordinance pursuant to California Public Utilities Code §240302, including any future amendments thereto which are authorized by law.

L. "Local Jurisdiction" means a city in the County or the County.

M. "Ordinance" or "Measure" or means this Ordinance or the ballot measure presented to voters seeking authorization to extend the levy of the tax and the approval of the Expenditure Plan.

N. "MSHCP" means the Multiple Species Habitat Conservation Plan administered by the RCA in the Western Riverside County and/or the CVCC in the Coachella Valley.

O. "RCA" means the Western Riverside County Regional Conservation Authority or successor agency.

P. "RCTC Sales Tax Statutes" means California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq.

Q. "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. TUMF programs are administered by WRCOG in Western Riverside County and CVAG in the Coachella Valley.

R. "WRCOG" means the Western Riverside Council of Governments or successor agency.

III. EXTENSION OF LEVY OF ONE-HALF PERCENT (1/2%) RETAIL TRANSACTIONS AND USE TAX (SALES TAX). Upon approval by the Approval Threshold of the local voters

casting votes on the Measure, the Commission shall continue to impose, in the incorporated and unincorporated territory of the County of Riverside, a retail transactions and use tax (sales tax) at the rate of one-half percent (1/2%) beyond March 31, 2039, for a term that will expire following the repeal of this Ordinance by voters as provided herein. 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.

IV. RETURN TO SOURCE. Tax revenues generated by the Measure after March 31, 2039 shall continue to be allocated to the Western Riverside County, Coachella Valley, and Palo Verde Valley areas in proportion to the amount of revenues generated within each of these areas, after deduction of required CDTFA costs and other authorized administrative costs of tax collection and the allocable portion of debt service and other costs relating to the administration of any Bonds issued by the Commission to finance projects that benefit any of these areas.

V. TRANSPORTATION PURPOSES AND EXPENDITURE PLAN.

A. Pursuant to California Public Utilities Code §240302, revenues from this tax may be expended for the administration of Division 25 of the California Public Utilities Code, including legal actions related thereto, construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways, and public transit systems. These purposes also include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition related to such actions. Permitted expenditures also include, but are not limited to, payment of debt service on Bonds and expenses in connection with the issuance of Bonds. The Commission shall allocate revenues from this tax in accordance with the Expenditure Plan adopted herein and in accordance with the RCTC Sales Tax Statutes and for any other purposes authorized by law. Following adoption of the Measure by the voters, the Expenditure Plan may only be amended, if required, as set forth in California Public Utilities Code §240302(d).

B. Commencing in 2037, and at least every ten (10) years thereafter, the Commission shall review, and where necessary propose revisions to, the Expenditure Plan. The Commission shall prepare a public report on the progress of the Expenditure Plan's implementation. Such proposed revisions shall be submitted for approval according to the procedures set forth in this Section V. Until approved, the then existing Expenditure Plan shall remain in full force and effect.

VI. ANNUAL AUDIT. The Commission shall conduct an annual, independent financial audit of the proceeds from the tax during the lifetime of the tax. The audit described above shall be performed in accordance with generally accepted auditing standards. In addition, the Commission shall post the audit on the Commission's website or by other local means/methods that are easily accessible to the public as required by law.

VII. BONDING AUTHORITY. The Commission shall have the power, upon a separate Commission vote or action, to sell or issue, from time to time, on or before the collection of taxes, Bonds, or any other financial instrument, in the aggregate principal amount at any one time

outstanding, together with interest accrued thereon, of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness by way of future collection of revenues generated by this tax, for capital outlay expenditures and for the purposes set forth in Section V above. The Commission shall allocate revenues fulfilling the annual debt service requirements prior to allocating funds for other projects.

VIII. MAINTENANCE OF EFFORT.

A. The Commission, by enactment of this Ordinance, intends that the additional funds provided to local jurisdictions pursuant to the Measure shall supplement existing local revenues and required developer contributions used for transportation purposes. Local jurisdictions 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 VIII by appropriate actions including but not limited to financial audits of the local governments and adoption of implementing policies.

B. A local jurisdiction's share of Local Streets and Roads funds generated by the Measure shall not be awarded directly to the local jurisdiction unless the local jurisdiction at the time of award has met its annual maintenance of effort requirement.

IX. COMPLIANCE WITH TUMF AND MSHCP PROGRAMS.

A. The Commission shall not award local jurisdictions in Western Riverside County with Local Streets and Roads funds generated by the Measure unless the local jurisdiction is, at the time of award, certified by WRCOG, as being in compliance with the TUMF Program and including related policies and procedures, and impact fee requirements, and is also certified by the RCA as being in compliance with the MSHCP and related impact fee programs.

B. The Commission shall not award local jurisdictions in Coachella Valley with Local Streets and Roads funds generated by the Measure unless the local jurisdiction is, at the time of award, certified by CVAG, as being in compliance with the TUMF Program including related policies and procedures, and impact fee requirements, and is also certified by the CVCC as being in compliance with the CVMSHCP and related impact fee programs.

C. CVAG shall fund projects in cities and the County in the Coachella Valley so long as they continue to be compliant with TUMF, as certified by CVAG, and the CVMSHCP, as certified by the CVCC. Unless as specified in the Expenditure Plan, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies if they are not found to be compliant in the annual CVAG and CVCC certifications.

D. The provisions of this Section IX shall not apply to local jurisdictions in the Palo Verde Valley.

X. INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE.

A. There is hereby established an Independent Taxpayers Oversight Committee ("Committee"). The Committee shall meet once each year. The Committee meeting shall be held pursuant to the Ralph M. Brown Act. The purpose of the Committee shall be to review the annual financial audit of the Commission:

1. Relying on reports from independent professionals engaged by the Commission to ensure the revenues from this Measure are expended only for the purposes described herein specific to local streets and roads usage; and
2. Acting in a cost-efficient manner by not adding a cost burden to the Commission's implementation of the Expenditure Plan and this Ordinance.

B. The Committee shall comprise of up to seven (7) members appointed by the Commission, all of whom shall be residents of Riverside County. At least one member shall reside in each supervisorial district and the Commission shall strive to appoint one (1) at-large individual from Coachella Valley or Palo Verde Valley and another from the Western Riverside County geographic subregion as defined in the Expenditure Plan.

C. Committee members shall serve without compensation, except for reimbursement of travel expenses in connection with meeting attendance. The term of Committee membership is two years and no more than two terms may be served. Committee members may not be Commission employees or relatives of Commission employees, consultants, grantees, funding recipients, or recipients of Commission retiree benefits. The Commission shall adopt conflict of interest rules applicable to Committee members.

D. The Committee shall:

1. Receive the annual financial audit, as specified in Section VI.
2. Receive an annual budget update outlining the Commission's revenue and expenditure forecast and funding priorities for projects in the Expenditure Plan.

E. The Commission may adopt additional rules governing the appointment and qualifications of Committee members as well as establishing the Committee's roles, duties, and procedures. In addition, the Committee will be Chaired by the Commission Chair as a non-voting member. The Committee shall be staffed by Commission staff.

XI. LIMITATION ON EXPENDITURE FOR ADMINISTRATIVE COSTS AND OTHER PURPOSES.

A. Pursuant to California Public Utilities Code §240301, the Commission shall only expend revenues generated from the Measure for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to this Ordinance, and in no case shall any tax revenues expended

for administrative salaries and benefits exceed one percent (1%) of the annual net amount of tax revenue generated by the Measure.

B. Any portion of the salaries and benefits allocation not expended in a fiscal year may be carried forward and expended in subsequent fiscal years, provided that: (i) no carried-forward amount shall remain available for expenditure more than five (5) fiscal years after the fiscal year in which the revenues were originally collected; and (ii) cumulative salaries and benefits expenditures shall not exceed one percent (1%) of total revenues collected pursuant to the Measure.

C. The proceeds of the tax shall only be used for the purposes specified in the Ordinance, and not for any other purpose. The proceeds of the tax shall not be expended for general employee salaries or other operating expenses of the Commission not tied to the purposes of this Ordinance.

D. The proceeds of the tax shall only be spent on projects and programs that serve the jurisdiction of the Commission.

XII. ANNUAL APPROPRIATIONS LIMIT. Pursuant to Article XIIIB §4 of the California Constitution and California Public Utilities Code §240308(b) & (c), the appropriations limit for the Commission will be increased by the maximum projected aggregate collection authorized by the levy of this tax, as indicated in Section III, in each of the years covered by the Measure plus the amount, if any, by which the appropriation limit is decreased by law as a result of the levy of the tax set forth in the Measure.

XIII. ADOPTION DATE OF MEASURE AND OPERATIVE DATE OF TAX. The Measure shall take effect at the close of the polls on the day of election at which this Measure is adopted by a vote of the electorate. Pursuant to California Public Utilities Code §240304(a), the sales tax authorized by the Measure shall be operative on the first day of the first calendar quarter commencing more than 120 days after adoption of the Measure on November 3, 2026, provided that, before April 1, 2039 the rate of such sales tax shall be zero percent (0%) and, on and after April 1, 2039, the rate of such sales tax shall be one-half percent (0.5%).

XIV. DURATION/TERM OF TAX. The tax enacted by the Measure shall continue to be levied for a term that expires following repeal of the Ordinance by the voters *provided that* in no case shall such repeal become effective prior to the date on which all Bonds issued by the Commission in accordance with this Ordinance, and any related obligations, have been paid in full and are no longer outstanding.

XV. TECHNICAL PROVISIONS FOR COLLECTION AND ADMINISTRATION OF TAX. By their adoption of this Ordinance, the Commission and the voters of Riverside County hereby expressly incorporate the technical provisions for the collection and administration of this tax by the CDTFA, which are required by State law and are specifically set forth in Ordinance No. 26-002, which was adopted by the Commission on June 10, 2026.

XVI. ADMINISTRATION OF PLANS. The Commission shall impose and collect Measure funds, shall allocate revenues derived, and shall administer the Expenditure Plan consistent with the authority cited therein.

XVII. CONFLICT BETWEEN ORDINANCE AND EXPENDITURE PLAN. In the event of any conflict between the terms of this Ordinance and the terms of the Expenditure Plan, the terms of this Ordinance shall control.

XVIII. THE EXISTING MEASURE; SUPERSESSION OF EXISTING EXPENDITURE PLAN. If approved by voters, this Ordinance is intended to continue the levy of the one-half percent (1/2%) transactions and use tax originally approved under the Existing Measure after April 1, 2039, but the expenditures of tax revenues on and after the effectiveness of this Ordinance shall be governed by the attached Expenditure Plan which supersedes the expenditure plan relating to the Existing Measure. Any unexpended or unencumbered funds, as well as funds associated with existing projects or programs under the prior expenditure plan, shall be carried forward and allocated to the appropriate categories set forth in the Expenditure Plan adopted by this Ordinance, consistent with applicable law. Proceeds of the sales tax collected on and after the effective date of the Measure shall be available to be applied to pay debt service on all Bonds and other obligations payable from or secured by the Existing Measure that were issued by the Commission prior to such date and on any refunding Bonds issued thereafter.

SECTION 3. CEQA Compliance. The Commission finds that the approval of this Ordinance is not a "project" and, alternatively, is exempt from the CEQA. The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Commission's provision of transportation services. The Ordinance does not commit the Commission to any particular project, program, or capital improvement. Accordingly, the Commission finds that, under CEQA Guidelines §15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely "[t]he creation of [a] government funding mechanism or other fiscal activity which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment." (CEQA Guidelines §15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123). Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review (CEQA Guidelines §15004). Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in California Public Utilities Code §240301, approving the Ordinance is not an approval that commits the Commission to a definite course of action (CEQA Guidelines §15352). Thus, it can also be said with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA (CEQA Guidelines § 15061(b)(3)). Some of the potential projects that may be funded by the Measure include pedestrian, trail, bicycle, and vehicular efficiency improvements that may help to reduce regional Vehicle Miles Traveled (VMT), and thus

further assist in meeting congestion management goals while also offering VMT mitigation opportunities.

SECTION 4. Severability. If any provision of this Ordinance / Measure or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance / Measure and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION 5. Certification. The Commission Clerk of the Board shall certify to the adoption of this Ordinance and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this 10th day of June, 2026, by the following vote and approved by Riverside County voters at the Statewide General Election held on November 3, 2026:

_____
Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

_____
Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

APPROVED AS TO FORM:

_____
Steven C. DeBaun, General Counsel

Exhibit “A”
Expenditure Plan

[attached behind this page]

EXPENDITURE PLAN
EXHIBIT A TO ORDINANCE NO. 26-001

Riverside County
Transportation Improvement Plan

The Transportation Improvement Plan for Riverside County was first approved by Riverside County voters in 1988 through Measure A and renewed again in 2002. Measure A established a County-wide half-cent retail transactions and use tax to provide a dedicated, locally controlled source of funding for transportation improvements and services throughout Riverside County. Administration of Measure A and the Expenditure Plan is the responsibility of the Riverside County Transportation Commission ("Commission" or "RCTC").

To maintain a reliable local funding source for transportation improvements, the Commission has approved this updated Riverside County Transportation Improvement Plan ("Plan," or "Expenditure Plan) for the purpose of renewing Measure A (Measure). There is no increase to the existing sales tax rate. A renewed Measure will continue to provide funding for local transportation improvements and services across Riverside County.

If approved by Riverside County voters, the renewed Measure would continue the existing half-cent sales tax within the incorporated and unincorporated areas of Riverside County, with revenues dedicated exclusively to transportation purposes as defined in this Expenditure Plan.

Chapter 1: Continued Funding for Transportation Improvements for Riverside County Residents

1.1 Growing Demands on Infrastructure

Since the first renewal of Measure A in 2002, Riverside County has experienced significant population growth, increased congestion, and rising transportation construction costs. State and federal funding has not kept pace with these demands. Residents continue to prioritize road repair, congestion relief, and reliable public transportation services. The Plan is intended to address these mobility challenges and invest in projects that benefit residents, businesses, and communities throughout the county.

1.2 No Increase to Current Measure A Sales Tax Rate

The updated Plan does not raise the existing Measure A sales tax rate. Instead, it renews the existing half-cent sales tax to continue providing a locally controlled funding source

for transportation improvements until ended by voters. Measure funds will continue to be invested locally for the benefit of Riverside County, and will supplement, not replace, state and federal transportation funding.

Chapter 2: A Renewed Measure: Goals and Objectives

2.1 Moving Transportation Projects Forward

The Plan will help accelerate transportation projects and maintain public transportation services. This approach allows projects to be delivered using today's dollars, generating cost savings by avoiding future construction cost escalation.

The Plan, if approved by Riverside County voters, includes projects that:

- Improve the condition of existing roads and repair potholes;
- Improve highways, including Interstates and State Routes;
- Improve regional roads and interchanges;
- Maintain bus transit and passenger rail services;
- Keep bus fares low for residents who rely on public transportation services;
- Partner with employers to enhance workforce mobility and shift to sustainable commuting;
- Accelerate completion of transportation projects that address population growth and emergency response;
- Maintain existing local funding for transportation infrastructure, capital acquisition, rolling stock, and services for the benefit of residents, cities, and unincorporated communities of Riverside County;
- Enhance Riverside County's ability to secure state and federal funding for transportation by offering local matching funds; and
- Provide funding for the maintenance and improvement of local streets and roads in the cities and unincorporated areas of the County.

2.2 Provide for Regional Equity in the Distribution of Measure Revenues

The Plan recognizes the three distinct subregions of Riverside County and provides that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (includes the City of Blythe and surrounding unincorporated areas);
- Coachella Valley (includes the Cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, as well as portions of the Salton Sea area, including surrounding unincorporated areas); and

- Western Riverside County (includes the Cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, Wildomar and surrounding unincorporated areas).

The subregions are defined in greater detail on the attached map and in Chapter 5.

The Plan addresses the unique transportation needs of each subregion, including small, rural, and disadvantaged communities, while maintaining a balanced investment strategy across highways, public transportation, and local streets and roads.

Chapter 3: Taxpayer Accountability Provisions

Funding and implementing the projects in the Expenditure Plan will occur in compliance with applicable accounting standards.

3.1 Legal Dedication of Tax Revenue Solely for Transportation Purposes

Funds generated by the Measure, net of the amount of administrative fees paid to the California Department of Tax and Fee Administration (CDTFA) for tax collection, may only be used for transportation purposes as described in the Ordinance governing this Plan. Transportation purposes include but are not limited to the construction, capital acquisition, maintenance, and operation of streets, roads, highways, including state highways, and public transit systems, expenditures for the planning, environmental reviews, engineering and design costs, administration, including legal actions related thereto, and related environmental mitigation and related right-of-way acquisition to implement the transportation investment categories listed in the Expenditure Plan.

3.2 Mandatory Annual Financial Audit

The Commission shall conduct an independent annual financial audit of all Measure revenues and expenditures to confirm compliance with this Plan and the Ordinance. The audit shall report on whether expenditures have been made in accordance with this Plan and shall be made available to the public. In addition, the audit shall determine compliance with the Maintenance of Effort requirements for each jurisdiction in receipt of local streets and roads funding along with the requirements described in Section 2.VIII of the Ordinance.

3.3 Transparency and Openness

Implementation of the Plan shall comply with applicable transparency, disclosure, and open meeting laws.

3.4 Mandatory Plan Update

Through a public process, RCTC must formally review this Plan at least every ten (10) years after it takes effect to consider adjusting the Plan to reflect the current and anticipated priorities of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and as provided in Section 2.V(B) of the Ordinance to do so.

3.5 Local Control

No funds from the Measure can be diverted to Washington, D.C. or Sacramento. State and federal governments cannot legally divert, take, or direct funds raised through this local plan and its governing ordinance.

3.6 Limitations to Administrative Costs

Administrative costs shall be limited such that not more than one percent (1%) of the annual net amount of revenues raised by the tax may be used to fund the administrative salaries and benefits of the staff of the commission in administering the programs funded from that tax.

Any portion of the administrative salaries and benefits allocation not expended in a fiscal year may be carried forward and expended in subsequent fiscal years, provided that: (i) no carried-forward amount shall remain available for expenditure more than five (5) fiscal years after the fiscal year in which the revenues were originally collected; and (ii) cumulative salaries and benefits expenditures shall not exceed one percent (1%) of total revenues collected pursuant to the Measure.

3.7 Term of Ordinance and Expenditure Plan

The Ordinance and Expenditure Plan shall remain in effect until ended by Riverside County voters; provided that the tax shall continue to be collected while bonds or any other financing arrangement is outstanding as further set forth in the Measure.

Chapter 4: Transportation Investments to Be Funded

Measure revenues shall be allocated by the Commission to fund transportation improvements, operations, capital acquisitions, maintenance, repair, mitigation, and related right-of-way acquisition within or benefiting Riverside County. Funds shall be returned to the Western Riverside County, Coachella Valley, and Palo Verde Valley geographic subregions in proportion to the funds generated in those areas. Furthermore, funds generated by this Measure may also be applied to projects listed in the 2009 Measure A Expenditure Plan and debt service on bonds or similar securities issued to finance such projects.

The Expenditure Plan includes three (3) funding categories to support transportation infrastructure and services, including:

- Highways and Regional Corridors;
- Local Streets and Roads; and
- Public Transportation.

4.1 Highways and Regional Corridors

Funds may be used to improve interstates, state routes, and regional corridors which enhance mobility and support the economy.

Eligible projects may include, but are not limited to, grade separations where roads intersect rail lines; roadway operational improvements and modernization, including the use of new technology; new regional roadway connections; interchange improvements; and associated environmental mitigation and property acquisition. Funding may also be used for constructing, reconstructing, widening, realigning, or improving regional arterial and expressway corridors that support travel across multiple jurisdictions, help relieve congestion on existing highways and local roads, and improve safety.

4.2 Local Streets and Roads

Funds will be provided to cities and the County for the maintenance and improvement of the local street and road system. These investments are intended to maintain roadway conditions, improve safety, and support the reliable movement of people and goods within local communities throughout Riverside County.

Eligible uses may include pothole repair; pavement maintenance and rehabilitation; traffic signal and intersection improvements; safety enhancements; bridge and railroad crossing improvements; infrastructure improvements to address flooding and natural hazards; and improvements that enhance accessibility for individuals with disabilities. Local Streets and Roads funding may also support sidewalks, bicycle facilities, pedestrian safety improvements, traffic calming measures, and other related infrastructure that improves safety and access within the local transportation network.

A Maintenance of Effort requirement of city and county governments is required for their share of Local Streets and Roads funds so that new funds provided under this category are intended to supplement, not replace, existing local transportation funding. Local agencies would retain control over project selection and delivery, consistent with the Expenditure Plan and applicable requirements.

4.3 Public Transportation

Funds may be used for transit services, facilities, and integrated mobility services benefiting Riverside County.

Eligible uses include bus, passenger rail, and specialized transit operations, mobility management, and first/last-mile connections; and capital investments to maintain, rehabilitate, and modernize public transportation systems. Eligible capital investments may include transit stations and facilities; passenger rail and bus corridors; passenger amenities; parking and access improvements; signals and supporting infrastructure; fleet acquisition and replacement; and associated equipment and facilities, including technologies. Public Transportation funding may also support a range of service strategies, including fixed-route, express/rapid transit service, on-demand transit services, and carpool and vanpool programs, including employer-based commuter programs, and other shared mobility options. Public Transportation funds will continue to provide transit services and keep bus fares low for seniors, veterans, students, and individuals with disabilities.

Chapter 5: Transportation Investments by Region

Funds from the Measure are allocated by category within each of the three geographic subregions.

5.1 Western Riverside County

As of 2026, Western Riverside County includes the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and Wildomar. It also includes unincorporated communities and less populated areas, as well as tribal lands of the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, the Cahuilla Band of Mission Indians, the Ramona Band of Cahuilla, the Santa Rosa Band of Cahuilla Indians, and the Morongo Band of Mission Indians.

The proportional funds generated in Western Riverside County shall be distributed as set forth in the table below:

WESTERN RIVERSIDE COUNTY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Highways and Regional Corridors	59%
Local Streets and Roads	29%
Public Transportation	12%

5.1a Highways and Regional Corridors

Fifty-nine percent (59%) of the Measure revenues are identified for the Highways and Regional Corridors category which is estimated to provide approximately $5.56 billion over a thirty (30) year planning horizon.

The Highways and Regional Corridors category focuses on the transportation facilities that experience congestion and travel delays for Western Riverside County residents and businesses. Examples include but are not limited to Interstates (I) 10, 15, and 215 and State Routes (SR) 91 and 60. These corridors carry high traffic volumes, connect communities across the region, and play an important role in quality of living, emergency response, and economic vitality.

The Highways projects to be implemented are as follows:

ROUTE	LIMITS	PROJECT
SR-91	Pierce Street to I-15	Add 1 lane each direction
SR-71	SR-91 to San Bernardino County line	Add 1 lane each direction
I-215	SR-60 to San Bernardino County line	Add 1 lane each direction
I-215	Eucalyptus Ave to Nuevo Road	Add 1 lane each direction
I-15	El Cerrito Road to San Diego County line	Add 1 lane each direction
I-10	San Bernardino County line to SR-60/I-10/SR-79	Add 1 lane eastbound
I-10/SR-60	SR-60 to I-10	Interchange improvements, including at SR-79/I-10; corridor improvements
SR-91, SR-60, I-15, I-215	Various	Add auxiliary lanes
SR-91	SR-241 to SR-71	Add 1 lane westbound and eastbound

This Highways and Regional Corridors section of the Expenditure Plan is intended to be considered the state highway and freeway portion. The specific projects to be funded in the Highways section shall also include installation, integration, and operation of freeway active traffic management technology; emerging technology and other innovative mobility improvement programs or projects; coordinated adaptive ramp metering; and new auxiliary lanes on SR-91, SR-60, I-10, I-15, and I-215 in the Western Riverside County portion of the Expenditure Plan.

In support of Regional Corridors, funding may be used to construct, reconstruct, widen, realign, or improve regional arterial and expressway corridors. Projects may include but are not limited to the development of new regional roadway connections; modernization of existing arterials to increase capacity and safety; construction of grade separations where roads intersect rail lines; construction or reconstruction of interchanges; corridor improvements that enhance traffic flow and regional connectivity; and implementation of bicycle, pedestrian, and public transportation features. Regional corridors projects eligible for funding include but are not limited to Mid County Parkway (Ramona Expressway) and the new County Expressway between Winchester and San Jacinto (commonly referred to as SR-79 Realignment).

City/County- Sponsored Projects

The Commission may annually allocate revenues generated within this category for eligible highway, interchange, or regional corridor projects sponsored by one or more cities or the County. The percentage allocation shall be established by the Commission in the first fiscal year of the Measure and may thereafter be revised no more frequently than once every ten (10) years; provided, however, that in no event shall such percentage exceed nine percent (9%) in any fiscal year.

Projects funded pursuant to this provision may be eligible for matching funds from the Transportation Uniform Mitigation Fee ("TUMF") program administered by the Riverside County Transportation Commission (RCTC) and shall advance regional objectives such as safety, connectivity, goods movement, or mobility.

Examples of Regional Corridors eligible for funding include but are not limited to:

- Alessandro Boulevard
- Arlington Avenue
- Beaumont Avenue
- Bundy Canyon Road
- Cabazon Connector
- Cajalco Road
- Cherry Valley Boulevard
- Clinton Keith Road
- Domenigoni Parkway
- Elsinore Ethanac Expressway
- Ethanac Road
- French Valley Parkway
- Highland Springs
- Keller Road
- Limonite Avenue
- Magnolia Avenue
- Murrieta Hot Springs Road
- Perris Boulevard
- Redlands Boulevard Widening
- Scott Road
- University Avenue (Riverside)
- Van Buren Boulevard
- Winchester Road

The Plan will improve traffic flow by building new infrastructure, implementing new technology, and continuing to utilize Freeway Service Patrol to reduce delays by

providing roving tow trucks to quickly assist motorists when accidents occur or vehicles break down.

The final scope and project limits of all improvements proposed in the Highways and Regional Corridors category will be determined through the environmental review process.

The Commission may add additional Highways projects should the Measure produce more revenue than predicted or the Commission be highly successful in obtaining state and federal matching funds or due to unforeseen circumstances.

State and federal funds will be sought to assist with the total cost of the projects identified in this Plan. Funds generated by the Measure will be leveraged to supplement those funding sources and will be used as local matching funds to help cover the remaining costs to accomplish these improvements.

5.1b Local Streets and Roads

Twenty-nine percent (29%) of the Measure revenues will be returned to local cities and the County for the unincorporated areas of Western Riverside County for local streets and roads improvements. The local streets and roads system provides for everyday movement in Western Riverside County with much of the road system aging, requiring maintenance, and in need of operational improvements. The Measure will provide local jurisdictions with funding to help keep the local streets and roads system in good condition to serve the public. The priorities for local transportation vary among individual local jurisdictions. Local Streets and Roads funds can be used for transportation projects as designated by this Plan.

The Plan will provide an estimated $2.8 billion specifically for this purpose over a thirty (30) year planning horizon. The funds made available in the Western Riverside 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. A Five-year Capital Improvement Plan ("CIP") for the use of these funds will be prepared annually by each city and the County and submitted to RCTC.

Eligibility for these funds shall be conditioned on the participation and compliance in the TUMF and Multiple Species Habitat Conservation Plan ("MSHCP") programs, per Section 2.IX of the Ordinance.

Examples of local streets and roads projects include:

- Pothole repair and road maintenance
- Traffic calming measures and other road safety improvements

- Road widening or lane additions
- Sidewalks and pedestrian infrastructure
- Traffic signal synchronization
- Railroad crossing safety improvements, including separating where roads intersect with railroad tracks
- Bridge repairs and rehabilitation

5.1c Public Transportation

Twelve percent (12%) of the Measure revenues are identified for maintaining reliable public transportation in Western Riverside County. With some of the longest commute distances in Southern California, Western Riverside County residents require passenger rail, express bus, local transit, and ridesharing options to access employment centers, schools, healthcare, and other destinations.

This Measure will provide an estimated $1.1 billion of Measure funds over a thirty (30) year planning horizon to maintain passenger rail and transit services, including frequency and reliability. Investments may support commuter services and ridesharing programs, rail service on the Metrolink system, express bus connections, and first- and last-mile improvements. This Expenditure Plan also prioritizes keeping bus fares low for seniors, veterans, students, and individuals with disabilities. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering the program.

Passenger Rail

Riverside County is home to several railroad rights-of-way that connect Riverside County communities. These rail lines serve as a public transportation backbone for our region. Funds for the Plan are eligible to be used for, but are not limited to:

- Maintaining and expanding passenger rail service frequency on existing commuter rail (Metrolink) lines
- Maintaining or constructing new or additional railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Constructing new rail stations
- Maintaining and enhancing security and safety at rail stations

Bus

The Plan will invest in intercity express bus service and provide a reasonable alternative to the automobile for daily commuters who travel within the region. Eligible investments include, but are not limited to:

- Improving safety and security on buses and at transit facilities
- Procuring buses and funding related capital, maintenance, and operation costs
- Roadway technologies that improve bus travel times
- Improving access to and from schools, colleges, and universities and employment centers

Specialized Transportation

This Plan also invests in specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities.

Specialized transit eligible investments include, but are not limited to:

- Additional paratransit-type services to serve areas without public transit options to improve quality of life and access to employment, medical, and educational opportunities
- Expansion of destinations and hours of operation to complement public transit operators for paratransit services such as Dial-A-Ride

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

Funds will be used for programs and services that encourage alternative forms of travel across commuter and non-commuter trips. This may include trip planning applications and rideshare matching databases, incentive-based and employer programs, park-n-rides, vanpools, buspools, and on-demand and similar-type services.

5.2 Coachella Valley

The Coachella Valley area is in the central part of Riverside County and, as of 2026, 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 unincorporated areas as well as tribal lands of the Agua Caliente Band of Cahuilla Indians, the Augustine Band of Cahuilla Indians, the Cabazon Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, and the Twenty-Nine Palms Band of Mission Indians.

The Coachella Valley Association of Governments (CVAG) establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a data-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee and publicly reviewed by elected officials representing every CVAG member jurisdiction.

The TPPS is updated as the Coachella Valley's population grows and becomes more diverse. TPPS updates address evolving mobility challenges, new technologies, state and federal policy, and worldwide climate and economic trends. The TPPS is designed to give flexibility to changing circumstances and help identify projects in the Coachella Valley that include:

- Improving traffic flow and reducing congestion on Highway 111;
- Adding/improving interchanges on I-10 and SR-86;
- Providing funding for local streets and roads improvements;
- Improving safety and visibility at major intersections and arterial roads;
- Reducing congestion by improving major roadways identified as important by local governments in the Coachella Valley;
- Providing express east-west transit routes; and
- Improving and expanding public and specialized transit service.

Projects may also include, but are not limited to, development of new regional roadway connections; modernization of existing arterials to increase capacity and safety; construction of grade separations where roads intersect rail lines; corridor improvements that enhance traffic flow and regional connectivity; and implementation of bicycle, pedestrian, and multi-modal transportation features. Funding may be used to construct, reconstruct, widen, realign, maintain, or operate regional arterial corridors.

The proportional funds generated in the Coachella Valley shall be distributed as set forth in the table below:

COACHELLA VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Highways and Regional Corridors	50%
Local Streets and Roads	35%
Public Transportation	15%

CVAG annually certifies member jurisdictions' compliance with the Coachella Valley's TUMF program and the Coachella Valley Conservation Commission ("CVCC") certifies compliance with the Coachella Valley Multiple Species Habitat Conservation Plan ("CVMSHCP"). As of the adoption of the Ordinance, all Coachella Valley cities and the County of Riverside are compliant with both the TUMF program and CVMSHCP. Measure revenues shall only fund projects in jurisdictions that continue to be compliant with the TUMF and CVMSHCP programs. For funds generated by this Measure, CVAG shall not enter into reimbursement agreements with CVAG member jurisdictions or other agencies if they are not found to be compliant in the annual CVAG/CVCC certifications. The CVAG Executive Committee may override these compliance requirements by a two-thirds vote of its total membership during a noticed public hearing when it is determined that a

project's regional transportation, safety, and/or environmental needs take precedence over one or more agencies' TUMF/CVMSHCP compliance.

5.2a Highways and Regional Corridors

Fifty percent (50%) of the Measure revenues will be utilized for highways and regional corridors. This Measure will provide an estimated $1.2 billion of Measure funds over a thirty (30) year planning horizon. This segment of the Plan will be implemented by CVAG. The TPPS serves as the CIP for the Coachella Valley section of this Expenditure Plan. Funding for TPPS projects follows CVAG's cost-sharing policy that requires a local match for local and regional projects to unlock regional funding.

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly I-10, Highway 111, SR-74, SR-62, and SR-86. Upgrades to existing interchanges as well as new interchanges, such as Portola Street in Palm Desert, are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as express lanes on I-10. Such facilities will make it safer and more reliable to travel along I-10. Additionally, the TPPS will include grade separations and interchanges for SR-86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including SR-62 and SR-74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans. The Freeway Service Patrol could be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway and keep traffic flowing.

The final scope and project limits of all improvements proposed in the Highways and Regional Corridors category will be determined through the environmental review process.

5.2b Local Streets and Roads

Thirty-five percent (35%) of the Measure revenues will be returned to the cities and the county in the Coachella Valley and shall be used to assist with the funding of local streets and roads improvements. This Measure will provide an estimated $800 million of Measure funds over a thirty (30) year planning horizon. 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 developers.

Allocation of funds to the cities and the County will be based on a formula weighted 50% on proportionate dwelling units and 50% on revenues generated within each

jurisdiction. A Five-year Capital Improvement Plan for the use of these funds will be prepared and annually updated with public participation by each city and the County.

Eligibility for these funds shall be conditioned on the participation and compliance in the TUMF and CVMSHCP programs, per Section 2.IX of the Ordinance. If a city or the County chooses not to participate and be in compliance in TUMF or CVMSHCP and related impact fee programs, the funds they would otherwise receive for Local Streets and Roads will be added to the Highways and Regional Corridors program.

5.2c Public Transportation

Fifteen percent (15%) of the Measure revenues will be used for transit operations and capital needs, including maintaining, improving, and expanding public transit and specialized transportation services. This Measure will provide an estimated $300 million of Measure funds over a thirty (30) year planning horizon.

Discount Fares and Expanded Transportation Services for Seniors, Students, and Individuals with Disabilities

For seniors, students, and individuals with disabilities, access to healthcare, social services, education, and recreation is a key to quality of life. SunLine Transit Agency offers a full array of public transit and specialized transportation services, including reduced fares for eligible riders.

Specialized Transportation Services

In addition to providing public transit service (SunBus), paratransit service (SunDial), microtransit service (SunRide) and commuter service to San Bernardino, SunLine Transit Agency offers specialized transportation services to Coachella Valley residents and visitors. These services can include programs that provide discounted services; specialized transit services that expand opportunities beyond paratransit service and fixed routes; and coordination of transportation services offered by many non-profit social service organizations. Measure funds will assist these programs and other types of specialized transportation services which may be implemented.

Bus Replacement and More Frequent Service

Public bus transportation offers communities many benefits including reducing traffic congestion, wear and tear on roads, and parking demand while helping to lower emissions. By providing access to schools, jobs, and other destinations, it is also a vital force in economic development. This is especially true in the Coachella

Valley where the majority of SunBus riders rely on bus service to get to work and/ or school. Measure funds can be used to maintain and increase service levels and replace and modernize SunLine's fleet and infrastructure. SunLine's vehicles operate on clean and alternative fuels, creating a healthier community while increasing access.

5.3 Palo Verde Valley

The Palo Verde Valley area is located in the easternmost part of Riverside County. It is geographically separated from the Western Riverside County and Coachella Valley areas. The population of the area is relatively small and significant growth over the next 30 years is not anticipated. The Palo Verde Valley is served by I-10, which provides adequate connections to the westerly portions of Riverside County and easterly to Arizona. The greatest need for the Palo Verde Valley is funding to adequately maintain and rehabilitate local streets and roads.

One hundred percent (100%) of the funding generated by the Measure returned to the Palo Verde Valley is to be used for local streets and roads. This Measure will provide an estimated $60 million of Measure funds over a thirty (30) year planning horizon. 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.

The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

PALO VERDE VALLEY ALLOCATION OF FUNDS	
INVESTMENT CATEGORY	**PERCENT**
Local Streets and Roads	100%

Investments made by the City of Blythe and the County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Measure in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County. Funds shall be distributed to the City of Blythe and the County of Riverside proportionally, with sales tax revenues generated in each jurisdiction returning to its respective source.

A Five-year Capital Improvement Plan for the use of these funds will be individually prepared and annually updated by the City of Blythe and the County and submitted to the Commission.

Chapter 6: Bond Financing

To expedite the delivery of transportation projects identified in the Plan, the Commission may, pursuant to applicable provisions of law, issue bonds or otherwise incur indebtedness, including through financing agreements, leases, lines of credit, or other lawful financing instruments, payable from Measure revenues.

This Ordinance authorizes the Commission, by resolution or other separate action, to determine the form, timing, amount, and terms of such indebtedness, provided that the obligations do not exceed projected Measure revenues and are used solely for purposes authorized under the Ordinance and the Plan.

Revenues generated by the renewal of Existing Measure may also be utilized to pay debt service on bonds and other obligations issued prior to the operative date of this Measure and bonds or other obligations subsequently issued for refunding purposes.

Chapter 7: Estimated Measure Revenue Generation per Region

ESTIMATED MEASURE REVENUE GENERATION*	
Western Riverside County*	$9,460,000,000
Coachella Valley*	$2,300,000,000
Palo Verde Valley*	$60,000,000
TOTAL	$11,820,000,000
*Economic Forecast estimates approximately $11.82 billion for a 30-year planning horizon. Note each geographic subregion's estimated amounts are rounded for presentation purposes.	

This chart shows the estimated proportional distribution of tax revenues estimated to be generated from each of the three geographic subregions that would be used to implement investments of the Plan.

Chapter 8: Flexibility to Expedite Projects

To deliver transportation projects more quickly for the benefit of Riverside County residents, visitors, and businesses, Measure revenues may temporarily be reallocated among projects or categories to expedite delivery, provided that long-term proportional allocations required by this Plan are maintained unless amended pursuant to law and Section 2.V of the Ordinance. The Commission, in allocating the annual revenues from the Ordinance, shall meet all debt service requirements prior to allocating funds for other projects.

Chapter 9: Informing the Public of Local Funding Support

All projects funded with $1 million or more of Measure revenues shall be required to inform the public that Measure revenues support the project.

Chapter 10: Severability Provisions

If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Commission declares that it would have passed each part of this Plan irrespective of the validity of any other part.

Chapter 11: Provisions for Population and Taxable Sales Estimates

Annual population estimates produced by the California Department of Finance are relied upon in determining the distribution formula funds for the Local Streets and Roads portion to cities and the County.

Actual retail sales tax transactions provided by the California Department of Tax and Fee Administration will be used to determine taxable sales in each of the three specific geographic subregions. The Riverside County Planning Department shall estimate the share for each of the unincorporated areas for the three subregions, from the total retail sales transactions for the total unincorporated area.

ORDINANCE NO. 26-002

AN ORDINANCE OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, COUNTY OF RIVERSIDE, CALIFORNIA, ADOPTING TECHNICAL PROVISIONS FOR THE CONTINUED COLLECTION AND ADMINISTRATION OF A TRANSACTIONS AND USE TAX (SALES TAX) AT THE EXISTING RATE OF ONE-HALF PERCENT (1/2%), BY THE CALIFORNIA DEPARTMENT OF TAX AND FEE ADMINISTRATION TO FUND TRANSPORTATION IMPROVEMENTS, PROGRAMS AND SERVICES

WHEREAS, the Riverside County Transportation Commission ("Commission") is authorized to levy a retail transactions and use tax (sales tax) in the incorporated and unincorporated territory of Riverside County for transportation improvements, programs and services pursuant to California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq.; subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by two-thirds (2/3) of the electors voting on it at a regular or special election called for that purpose; and

WHEREAS, on June 10, 2026, by a two-thirds (2/3) vote, the Commission adopted Ordinance No. 26-001 (the "Measure" herein), enacting a sales tax continuing at a rate of one-half percent (1/2%), on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County until it is repealed, in order to fund Countywide transportation improvements, programs and services; subject to subsequent approval of the Measure by the electors voting on it at a regular or special election called for that purpose; and

WHEREAS, on June 10, 2026, by a two-thirds (2/3) vote, the Commission adopted Resolution No. 26-011, ordering the **s**ubmission of the Measure to the voters at the November 3, 2026 Statewide General Election; and

WHEREAS, pursuant to California Revenue and Taxation Code §§7251 et. seq., a transactions and use tax ordinance must include certain technical procedures and other provisions in order for the California Department of Tax and Fee Administration to properly collect, administer and remit tax revenues generated by the Measure to the Commission consistently with State law and for the purposes set forth in the Measure; and

WHEREAS, the Commission believes it would streamline the ballot and facilitate voting to print only the substantive provisions of the Measure along with the Expenditure Plan in the voter information guide and that inclusion of these technical provisions would only serve to clutter the ballot and confuse voters; and

WHEREAS, to that end, the Commission has adopted the substantive provisions of the Measure (including the Expenditure Plan) in Ordinance No. 26-001 which will be included in full in the ballot/voter information guide, and has adopted these technical provisions by this separate ordinance, which will not be included in the ballot/voter information guide, but which are expressly incorporated by reference into the substantive Measure; and

WHEREAS, by adoption of this Ordinance and incorporating it into the Measure by

reference, the Commission is in compliance with California Revenue and Taxation Code §§7251 et. seq.

NOW, THEREFORE, THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION HEREBY ORDAINS AS FOLLOWS:

SECTION 1. **Incorporation of Recitals**. The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Ordinance.

SECTION 2. **Commission Adoption of Technical Provisions for the Collection and Administration of a Transportation Retail Transactions and Use (Sales) Tax.** By a two-thirds (2/3) vote, the Riverside County Transportation Commission hereby expressly incorporates into the Measure the following technical provisions for the collection and administration of a continuing transactions and use tax (sales tax) at the rate of one-half percent (1/2%) until this tax is repealed by voters, by the California Department of Tax and Fee Administration, as required by State law:

"A. Purpose. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

1. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Sections 240300 et. seq. of the California Public Utilities Code which authorizes the Commission to adopt this tax ordinance which shall be operative if the electors voting on the ordinance/measure vote to approve the imposition of the tax at an election called for that purpose.

2. To adopt a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

3. To adopt a retail transactions and use tax ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the California Department of Tax and Fee Administration in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.

4. To adopt a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

B. Contract With State. Prior to the operative date, the Commission shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Commission shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

C. Transactions Tax Rate. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of Riverside County at the rate of one-half percent (1/2%) until this tax is repealed by voters, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

D. Place of Sale. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

E. Use Tax Rate. An excise tax is hereby imposed on the storage, use or other consumption in Riverside County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half percent (1/2%) until this tax is repealed by voters, of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

F. Adoption of Provisions of State Law. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

G. Limitations on Adoption of State Law and Collection of Use Taxes. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

1. Wherever the State of California is named or referred to as the taxing agency, the name of this Commission shall be substituted therefor. However, the substitution shall not be made when:

a. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, California Department of Tax and Fee Administration, State Treasury, or the Constitution of the State of California;

b. The result of that substitution would require action to be taken by or against this Commission or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this ordinance.

c. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

i. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

ii. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

d. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

2. The word "Commission" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

a. "A retailer engaged in business in the District" shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars ($500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

H. Permit not Required. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

I. Exemptions and Exclusions.

1. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

2. There are exempted from the computation of the amount of transactions tax the gross receipts from:

a. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

b. Sales of property to be used outside Riverside County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his or her agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

i. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the California Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

ii. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

c. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

d. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

e. For the purposes of subparagraphs (c) and (d) above, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

3. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

a. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

b. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

c. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

d. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

e. For the purposes of subparagraphs (c) and (d) above, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

f. Except as provided in subparagraph (g) below, a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

g. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the California Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer

shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

4. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

J. Amendments. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

K. Enjoining Collection Forbidden. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State, County or the Commission, or against any officer of the State, County or the Commission, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected."

SECTION 3. CEQA Compliance. The Commission finds that the approval of this Ordinance is not a "project" and, alternatively, is exempt from the CEQA. The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Commission's provision of transportation services. The Ordinance does not commit the Commission to any particular project, program, or capital improvement. Accordingly, the Commission finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely "[t]he creation of [a] government funding mechanism or other fiscal activity which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment." (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments*, 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 240301, approving the Ordinance is not an approval that commits the Commission to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also been seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

SECTION 4. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION 5. Certification. The Commission Clerk of the Board shall certify to the adoption of this Ordinance and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this 10th day of June, 2026, by the following vote:

_____
Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

_____
Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

APPROVED AS TO FORM:

_____
General Counsel

RESOLUTION NO. 26-011

A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION, COUNTY OF RIVERSIDE, CALIFORNIA, SUBMITTING TO THE QUALIFIED VOTERS AT A REGULAR ELECTION TO BE CONSOLIDATED WITH THE NOVEMBER 3, 2026 STATEWIDE GENERAL ELECTION A MEASURE EXTENDING THE TERM OF A TRANSACTIONS AND USE TAX (SALES TAX) AT THE EXISTING RATE OF ONE-HALF PERCENT (1/2%), TO FUND TRANSPORTATION IMPROVEMENTS, PROGRAMS AND SERVICES; AND SETTING RULES AND DEADLINES FOR BALLOT ARGUMENTS REGARDING SAID MEASURE

WHEREAS, the Riverside County Transportation Commission ("Commission") is authorized to levy a retail transactions and use tax/sales tax in the incorporated and unincorporated territory of Riverside County for transportation improvements and projects pursuant to California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq. (the "RCTC Sales Tax Statutes") subject to adoption of an ordinance/measure by two-thirds (2/3) of the Commission and subsequent approval of the ordinance/measure by two-thirds (2/3) of Riverside County electors voting on it at a regular or special election called for that purpose; and

WHEREAS, California Public Utilities Code §240103 states that "[T]he commission may approve a transaction and use tax ordinance and ballot proposition and call an election in accordance with Chapter 4 (commencing with Section 240300)"; and

WHEREAS, on June 10, 2026, by a two-thirds (2/3) vote, the Commission adopted Ordinance No. 26-001 (the "Ordinance" or "Measure" herein), extending the term of the existing Measure "A" one-half percent (1/2%) transactions and use tax (sales tax) beyond its 2039 sunset while maintaining a rate of one-half percent (1/2%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Riverside County until it is repealed by a vote Riverside County electors, in order to fund Countywide transportation construction, reconstruction, rehabilitation, or replacement of streets, highways and transit improvements; subject to subsequent approval of the Measure by 2/3 of the electors voting on it at a regular election called for that purpose; and

WHEREAS, the Ordinance/Measure adopted by the Commission is attached hereto as Exhibit "A" and by this reference made an operative part hereof, in accordance with all applicable laws; and

WHEREAS, pursuant to Public Utilities Code §§240300 et. seq., the Commission wishes to submit to the voters at a regular election to be consolidated with the November 3, 2026 Statewide General Election, the Measure, which will become effective if approved by the electors voting on it.

NOW, THEREFORE, BE IT RESOLVED BY THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION:

SECTION 1. **Incorporation of** Recitals**.** The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Resolution.

SECTION 2. **Submission of Measure to Voters.** Pursuant to California Public Utilities Code §§240300 et. seq. and Revenue and Taxation Code §§7251 et. seq., and any other applicable requirements of the laws of the State of California relating to the Commission, the Commission, by a two-thirds (2/3) vote, hereby orders the Measure to be submitted to the voters of Riverside County at a Regular Election to be held on **Tuesday, November 3, 2026.** The Commission hereby orders that, in addition to any other matters required by law, the ballot question for the Measure shall be presented and printed upon the ballot submitted to the qualified voters in the manner and form set forth below:

Riverside County Traffic Relief, Pothole/Road Repair Investment Renewal Without raising tax rates, shall the measure to reduce congestion; repair potholes; complete freeway projects; keep roads in good condition; help improve safety; support local jobs; reinforce aging bridges, highways/roads from flooding/earthquakes; keep senior/student/disabled/veteran bus fares low be adopted, continuing the existing ½¢ voter-approved transportation sales tax providing approximately $280,000,000 annually until ended by voters, requiring audits, spending disclosure, local control?	**YES** **NO**

SECTION 3. Election Procedures/Consolidation with Statewide General Election.

A. Request for Consolidation. Pursuant to the requirements of Elections Code §10403, the Board of Supervisors of Riverside County is hereby requested to consent and agree to the consolidation of this Measure with the Statewide General Election on Tuesday, November 3, 2026, for the purpose of submitting to the voters this Measure.

B. Request – Measure for Bonding Authorization. Pursuant to Public Utilities Code §240308(a), the Board of Supervisors of Riverside County is also hereby requested by the Commission to consent to the placement of this Measure on the ballot to be consolidated with the Statewide General Election on Tuesday, November 3, 2026, for the purpose of seeking authorization to issue bonds for capital outlay expenditures, as provided in the Expenditure Plan and as otherwise set forth in this Measure.

C. Necessary Steps. The Board of Supervisors is requested to issue instructions to the County Registrar of Voters/Election Department to take any and all steps necessary for the holding of the consolidated election.

D. The Riverside County Registrar of Voters/Election Department is authorized to canvass the returns and perform all other proceedings incidental to and connected with the Commission's Regular Election. The Election shall be held in all respects as if there were only one election, and only one form of ballot shall be used. Pursuant to California Elections Code §§10403 and 10418, the election will be held and conducted in accordance with the provisions of law regulating the Statewide General Election.

E. Costs. The Commission determines and declares that the Commission will pay to the County the reasonable and actual expenses incurred by the County by the consolidation of the Commission Regular Election with the Statewide General Election. The Commission shall

reimburse the County for services performed when the work is completed and upon presentation to the Commission of a properly approved bill.

F. The Commission's Clerk of the Board is hereby authorized and directed to cooperate with the Riverside County Registrar of Voters/Elections Official and to follow the procedures and meet all deadlines established by Riverside County.

G. Pursuant to Public Utilities Code §§240301 and 240306, a transactions and use tax (sales tax) measure requires approval of two-thirds (2/3) of the electors voting on the measure at an election called for that purpose by the Commission.

H. Except as otherwise specified herein, the ballots to be used at the election shall be in the form and content as required by law and the election shall be conducted as required by law.

SECTION 4. Impartial Analysis of Measure/Printing of Measure and Expenditure Plan in Voter Information Guide.

A. Pursuant to California Public Utilities Code §240303(b) and California Elections Code §9160, the Riverside County Registrar of Voters/Election Department shall transmit a copy of the Measure to the County Counsel. The County Counsel shall prepare an impartial analysis of the Measure, not to exceed 500 words in length, showing the effect of the Measure on the existing law and the operation of the Measure. The impartial analysis shall include a statement indicating whether the Measure was placed on the ballot by a petition signed by the requisite number of voters, the Riverside County Board of Supervisors or by the Riverside County Transportation Commission.

B. Additionally, the County Counsel may prepare a summary of the impartial analysis in a format that answers the questions "What does a yes vote mean?" and "What does a no vote mean?" for the Measure, with the summary for each question limited to 75 words or less. If the County Counsel prepares a summary pursuant to this subsection, it may be included in the County voter information guide.

C. Pursuant to Public Utilities Code §240308(d), the entire text of the Measure as set forth in Ordinance No. 26-001 and the entire text of the Expenditure Plan attached thereto as Exhibit "A" shall be printed and included in the County voter information guide, pursuant to Elections Code §13303. The text of Ordinance No. 26-002, which outlines the technical provisions for the collection and administration of the transactions and use tax (sales tax) authorized by the Measure, shall not be printed and included in the County voter information guide, pursuant to Elections Code §13303.

SECTION 5. Arguments and Rebuttals in Favor and Against Measure.

A. Written arguments for or against the Measure may be filed in accordance with Article 3, Chapter 2, Division 9 of the California Elections Code and authors may change the argument until and including August 17, 2026 after which no arguments for or against the Measure may be submitted. Arguments in favor of or against the Measure shall each not exceed 300 words in length. Each argument shall be filed with the County Elections Official, signed, and include the printed name(s) and signature(s) of the author(s) submitting it, or if submitted on behalf of an

organization, the name of the organization, and the printed name and signature of at least one of its principal officers who is the author of the argument.

B. The County Elections Official shall cause an argument for and an argument against the Measure, and the impartial analysis of the Measure, to be printed, and shall enclose a copy of both arguments preceded by the impartial analysis with each County voter information guide. The County Elections Official shall comply with California Elections Code §9166 and any other applicable provisions of law establishing priority of arguments for printing and distribution to the voters, and shall take all necessary actions to cause the selected arguments to be printed and distributed to the voters.

C. Pursuant to Elections Code §9167, when the County Elections Official has selected the arguments for and against the Measure which will be printed and distributed to the voters, the Elections Official shall send copies of the argument in favor of the Measure to the authors of the argument against, and copies of the argument against to the authors of the argument in favor. The authors or persons designated by them may prepare and submit rebuttal arguments not exceeding 250 words. The rebuttal arguments shall be filed with the Elections Official not later than August 27, 2026. Rebuttal arguments shall be printed in the same manner as the direct arguments. Each rebuttal argument shall immediately follow the direct argument which it seeks to rebut.

SECTION 6. Filing of Resolution and Measure with County. The Commission Clerk of the Board shall, not later than the 88th day prior to the Regular Election/Statewide General Election to be held on Tuesday, November 3, 2026, file with the Riverside County Board of Supervisors and Riverside County Registrar of Voters/Elections Official a certified copy of this Resolution and the Measure, including the Expenditure Plan.

SECTION 7. Public Examination. Pursuant to California Elections Code §9190, the Measure and this Resolution will be available for public examination for no fewer than ten (10) calendar days prior to being submitted for printing in the voter information guide.

SECTION 8. **CEQA Compliance.** The Commission hereby finds and determines that the Measure relates to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment, and therefore is not a project within the meaning of the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines, section 15378(b)(5).

SECTION 9. **Severability.** The provisions of this Resolution are severable and if any provision of this Resolution is held invalid, that provision shall be severed from the Resolution and the remainder of this Resolution shall continue in full force and effect, and not be affected by such invalidity.

SECTION 10. **Effective Date.** This Resolution shall become effective upon its adoption.

SECTION 11. **Certification.** The Commission Clerk of the Board shall certify to the adoption of this Resolution and shall record it in the official records of the Commission.

PASSED AND ADOPTED by the Riverside County Transportation Commission this 10th day of June, 2026, by the following vote:

_____
Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

_____
Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

APPROVED AS TO FORM:

_____
General Counsel

Exhibit “A”
Transactions and Use Tax Ordinance/Measure with Expenditure Plan

[attached behind this page]

NOTICE OF EXEMPTION

TO: ☒	Office of Land Use and Climate Innovation State Clearinghouse P. O. Box 3044, Room 113 Sacramento, CA 95812-3044	FROM: (Public Agency)	Name: Address: Telephone:	Riverside County Transportation Commission 4080 Lemon Street, 3rd Floor, Riverside CA 92501 (951) 787-7141
☒	Riverside County Clerk Address: 2720 Gateway Drive Riverside, CA 92502-0751			

1. Project Title:	Ordinance No. 26-001 Adopting Substantive Transactions and Use Tax Measure (hereinafter, the "Ordinance")
2. Project Applicant:	Riverside County Transportation Commission ("the Commission")
3. Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	Riverside County, California
4. Description of nature, purpose, and beneficiaries of Project:	The Ordinance involves renewing a countywide sales tax within Riverside County that, if approved by the voters, would procure funding for the Commission's operations and investments. The Ordinance does not commit the Commission to any particular project or program. Beneficiaries of the Ordinance include residents of Riverside County and users of transportation infrastructure in Riverside County.
5. Name of Public Agency approving project:	Riverside County Transportation Commission
6. Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity:	Riverside County Transportation Commission
7. Exempt status: (check one)	
(a) ☐ Ministerial project.	(Pub. Resources Code § 21080(b)(1); State CEQA Guidelines § 15268)
(b) ☒ Not a project.	(State CEQA Guidelines § 15378)
(c) ☐ Declared Emergency	(Pub. Resources Code § 21080(b)(3); State CEQA Guidelines § 15269(a))
(d) ☐ Emergency Project.	(Pub. Resources Code § 21080(b)(4); State CEQA Guidelines § 15269(b),(c))
(e) ☐ Categorical Exemption. State type and section number:	

(f) ☐ Statutory Exemption. State Code section number:	
(g) ☒ Other. Explanation:	(State CEQA Guidelines § 15061(b)(3) Common Sense exemption)
8. Reason why project was exempt:	The approval of this Ordinance is not a "project" and, alternatively, is exempt from the California Environmental Quality Act ("CEQA"). The Ordinance is intended to provide a funding mechanism for potential future projects and programs related to the Commission's provision of transportation services. The Ordinance does not commit the Commission to any particular project, program, or capital improvement. Accordingly, the Commission finds that, under CEQA Guidelines Section 15378(b)(4), adoption of this Ordinance is not a project subject to the requirements of CEQA because the Ordinance is merely "[t]he creation of [a] government funding mechanism or other fiscal activity which do[es] not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment." (CEQA Guidelines § 15378, subd. (b)(4); see also *Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara County Association of Governments* (2009) 179 Cal.App.4th 113, 123.) Additionally, the timing, design, and approval of individual projects to be funded by the Ordinance are dependent on future funding availability, need, feasibility, CEQA review, future Expenditure Plan review and amendments, and numerous other factors. Thus, the timing and design of future projects, which may not be brought forward for many years, are unknown, and insufficient information is available to enable meaningful environmental review. (CEQA Guidelines § 15004.) Further, because the Ordinance does not approve the construction of any projects that may result in any direct or indirect physical change in the environment, and because future voter approval is required as set forth in PUC Section 240301, approving the Ordinance is not an approval that commits the Commission to a definite course of action. (CEQA Guidelines § 15352.) Thus, it can also been seen with certainty that the Ordinance has no potential for causing a significant effect on the environment and is exempt from any further review under CEQA. (CEQA Guidelines § 15061(b)(3).)

9. Lead Agency Contact Person: Telephone:	Aaron Hake, Executive Director (951) 787-7141

Date:

_____
Signature

Name: Aaron Hake
Title: Executive Director

Date Received for Filing:

(Clerk Stamp Here)

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



BEACON ECONOMICS

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Riverside County Transportation Commission

Forecast for Riverside County Transportation Improvement Plan

May 2026

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Riverside County Outlook

Softness, Not Weakness

Following two consecutive fiscal-year declines, taxable sales in Riverside County are expected to rebound in fiscal year 2025-26. However, this should be understood as stabilization rather than a sharp acceleration in consumer spending. Part of the gain reflects the lower base in fiscal year 2024-25, while continued job and income growth provide support for local spending. At the same time, spending patterns continue to normalize after the pandemic-era shift toward taxable goods. As households direct more spending back toward services, housing, healthcare, travel, and other categories that are largely outside the sales-tax base, taxable sales may appear soft even as overall household spending activity remains resilient. Beacon Economics expects taxable sales in Riverside County to rise 0.3% in fiscal year 2025–26—the first increase after two consecutive years of slight decline from historically elevated levels.

Taxable Sales, Riverside County

Fiscal Year Quarter	Taxable Sales ($000s)	Taxable Sales YoY Change (%)
Q3-22	15,663,268	10.1
Q4-22	15,408,998	6.0
Q1-23	15,165,763	-1.5
Q2-23	15,237,802	-2.6
FY-2023	**61,475,832**	**2.8**
Q3-23	15,490,925	-1.1
Q4-23	15,407,837	-0.0
Q1-24	15,141,320	-0.2
Q2-24	15,176,795	-0.4
FY-2024	**61,216,877**	**-0.4**
Q3-24	15,021,282	-3.0
Q4-24	15,437,028	0.2
Q1-25	15,339,455	1.3
Q2-25	15,062,813	-0.8
FY-2025	**60,860,578**	**-0.6**
Q3-25	15,327,845	2.0
Q4-25	15,067,609	-2.4
Q1-26	15,393,860	0.4
Q2-26	15,265,850	1.3
FY-2026	**61,055,164**	**0.3**

Source: California Department of Tax and Fee Administration; Analysis by Beacon Economics.
Note: Totals may not sum due to rounding.

The recent modest growth in Riverside County taxable sales can easily be misinterpreted as a sign of weakening consumer spending. In reality, the underlying story is more nuanced. The data suggest stagnating taxable sales owe less to softness in overall spending and more to an ongoing normalization in household spending—specifically, a shift away from taxable goods and toward largely non-taxable services.

To illustrate this, personal consumption expenditures (PCE) from the Bureau of Economic Analysis were disaggregated to their most detailed product categories and then classified based on California's sales and use tax structure. Rather than relying on broad groupings such as "goods" or "services," each underlying component was evaluated individually. For example, categories such as new motor vehicles, household appliances, and clothing were classified as taxable, while off-premises food consumption, housing, healthcare, and most personal services were classified as non-taxable under California law. Prepared meals and on-premises food consumption—such as restaurant spending—were treated as taxable, consistent with the state's tax base.

Taxable Share of PCE (%), California

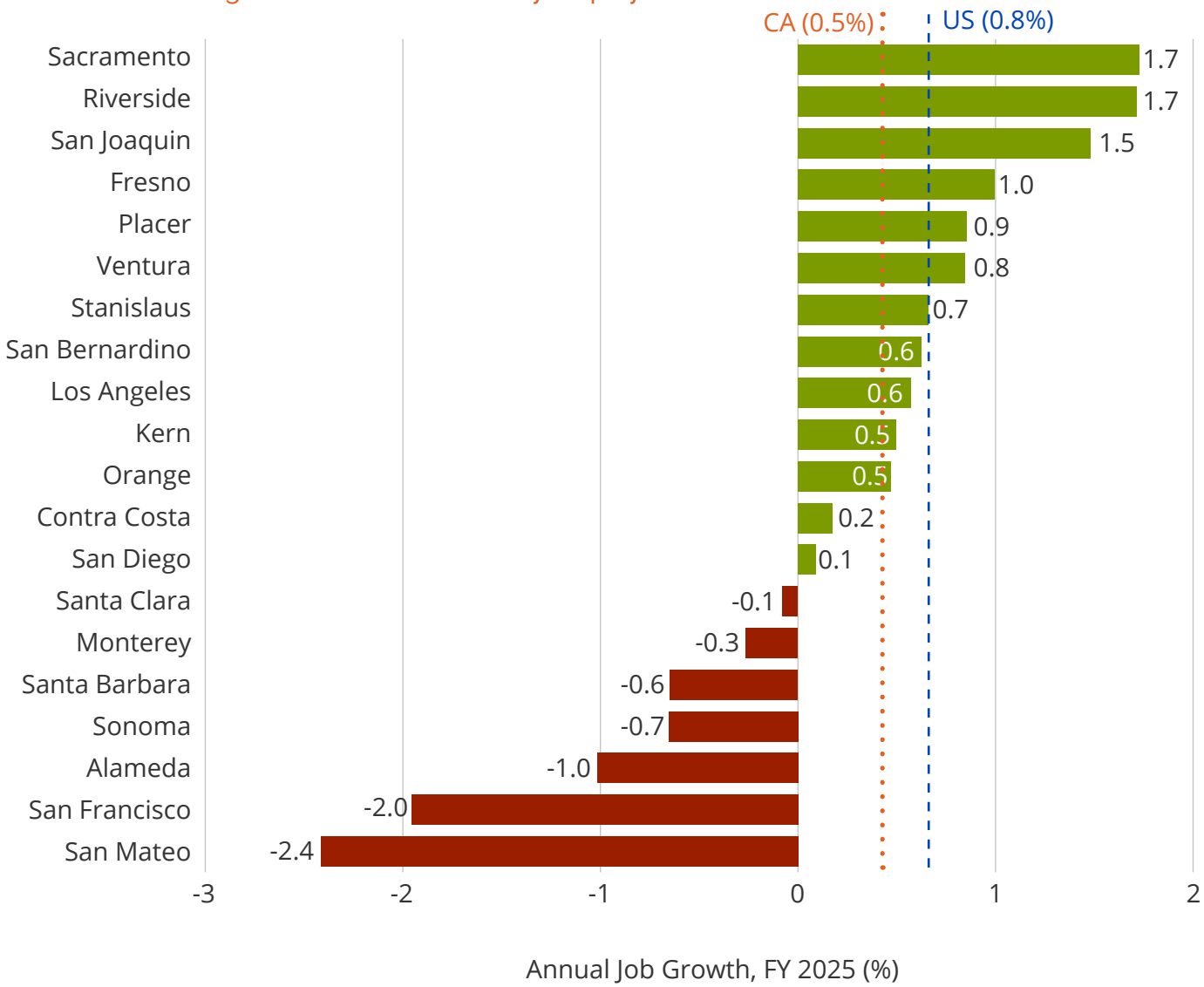


Source: U.S. Bureau of Economic Analysis. Analysis by Beacon Economics.

Before the pandemic, the taxable share of consumption was relatively stable, hovering around 26.5% to 27.0%. That stability ended during the pandemic, as restrictions on in-person services and a surge in goods demand temporarily pushed the taxable share sharply higher, peaking at nearly 30% in mid-2021. This shift toward goods spending, combined with rising inflation, was a primary driver of the increase in taxable sales.

Since that peak, however, the taxable share has steadily declined, falling below 27% by the end of 2025. Moreover, this decline does not reflect a contraction in consumer activity. Instead, it reflects a rebalancing of spending back toward services—categories such as housing, healthcare, travel, and personal services—which generally fall outside the state's sales tax base. In other words, taxable sales have appeared soft, not because consumers are pulling back, but because they are spending differently. California's sales tax base is inherently sensitive to shifts in consumption patterns. The post-pandemic period is best understood not as a downturn in demand, but as a normalization following an unusually goods-heavy spending cycle.

Job Growth: 20 Largest California Counties by Employment



Source: Bureau of Labor Statistics. Analysis by Beacon Economics.

Although taxable sales growth declined in fiscal year 2024-25, Riverside County's labor market has continued to outperform most California economies. Among the 20 largest California counties by employment, Riverside posted the second-fastest annual job growth rate in fiscal year 2024-25, trailing only Sacramento County. On an unrounded basis, Sacramento grew by 1.73%, while Riverside grew by 1.71%, placing it near the top of the state's major employment centers. Riverside also significantly outperformed both California overall (0.5% growth) and the United States (0.8% growth).

If the decline in taxable sales was primarily a sign of broad consumer weakness, more obvious signs of softening in local labor market conditions would be expected. This supports Beacon Economics' view that slight taxable sales softness is being driven less by weakening consumer demand and more by the normalization of spending patterns following the pandemic-era surge in taxable goods consumption and inflation. As households shift more of their spending back toward services, housing, healthcare, travel, and other categories that are largely outside the sales tax base, taxable sales can underperform even while the local economy continues to add jobs. And it's not just jobs that are up. Since 2019, the median household income in Riverside County has grown by 27.2%, which is faster than both the state (+24.5%) and national rates (+24.2%).

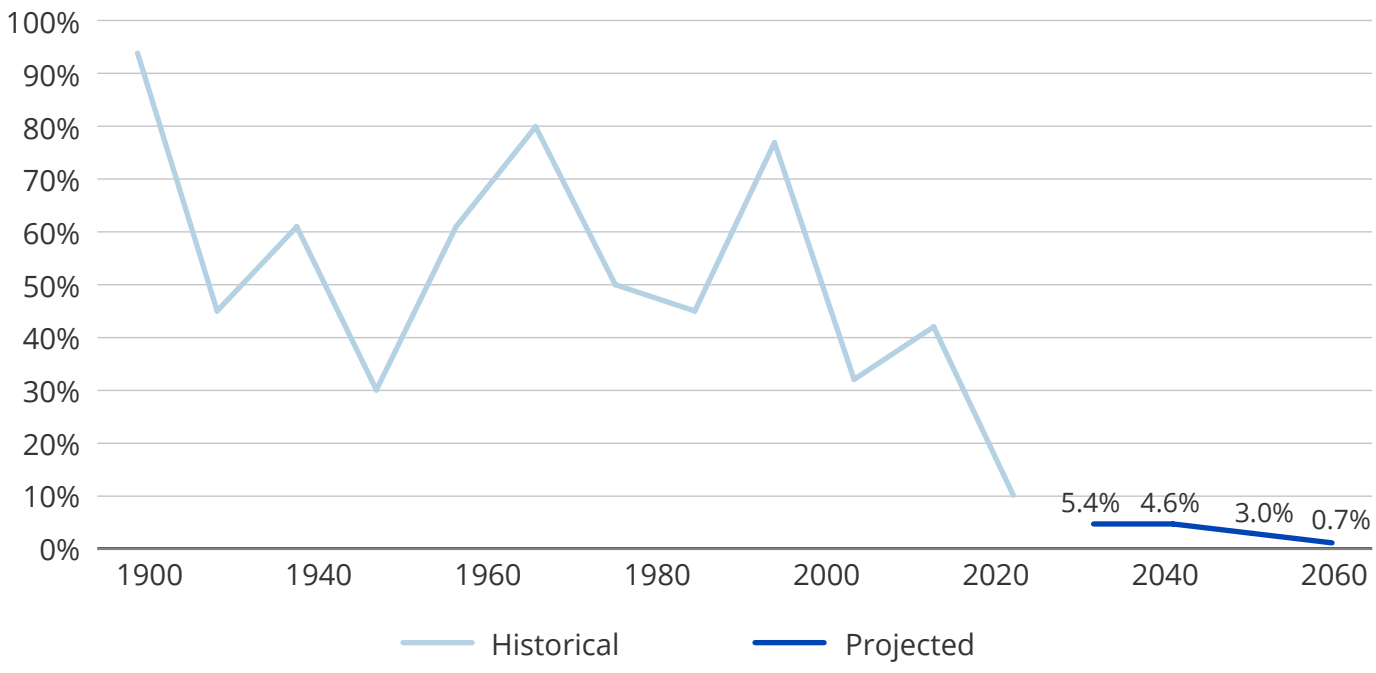




The Long-Run Driver: Housing Supply and Population Growth

Aside from more recent growth tied to the expansion of the Logistics sector, Riverside County's growth over the past three decades has been built on sustained net domestic in-migration from Los Angeles and Orange Counties, supporting job creation in locally serving industries and underpinning demand for taxable sales.

Historical and Projected Population Growth, Riverside County



Source: U.S Census Bureau, California Department of Finance. Analysis by Beacon Economics.

Riverside's long-term growth will depend heavily on its ability to continue expanding housing supply, which has slowed in recent years. If housing production fails to keep pace with demand, in-migration will slow and household formation will lag, limiting long-run growth in the consumer base and the taxable sales it generates. An aging population will also shift spending from goods to services, which are generally untaxed.

RHNA Allocations and Permits Issued, 5th and 6th Cycles, Riverside County

Income Category	5th Cycle (Oct 2013 – Oct 2021, Closed)			6th Cycle (Oct 2021 – Oct 2029, In Progress)		
	RHNA	Permits	%	RHNA	Permits	%
Very Low Income	24,117	1,629	6.8	41,995	1,243	3.0
Low Income	16,319	1,001	6.1	26,473	2,682	10.1
Moderate Income	18,459	9,226	50.0	29,167	1,565	5.4
Above Moderate	42,479	43,229	101.8	69,716	30,240	43.4
Total	**101,374**	**55,085**	**54.3**	**167,351**	**35,730**	**21.4**

Note: 5th Cycle covers October 2013 through October 2021, closed. 6th Cycle covers October 2021 through October 2029, in progress; 6th Cycle data reflect cumulative permits reported through calendar year 2025 Housing Element Annual Progress Report (APR) submissions, based on data downloaded May 5th, 2026. Totals may not sum due to rounding.

Source: California Department of Housing and Community Development, RHNA Progress Report. Analysis by Beacon Economics.

The most common benchmark for housing production targets in California is the Regional Housing Needs Allocation (RHNA), through which the California Department of Housing and Community Development establishes regional need and the Southern California Association of Governments allocates that need across jurisdictions. For the 6th cycle, covering October 2021 through October 2029, Riverside County's 28 incorporated cities and the unincorporated county received a combined allocation of 167,351 units, or roughly 65% above the 5th cycle (2013–2021) allocation of 101,374.

As shown in the table above, the 5th cycle closed with 54.3% of total allocation permitted, but the bulk of that production came from moderate-income and above moderate-income units, while very-low and low-income production registered below 7% of the target. The 6th cycle is tracking more slowly: with roughly 53% of the eight-year cycle elapsed as of December 31, 2025, only 21.4% of the allocation had been permitted. Very-low and moderate-income production remains in single digits, while low-income production is only about 10% of the target. If current trends persist, the 6th cycle is likely to close well below the 5th cycle's pace despite the considerable expansion of state housing law, ministerial approval pathways, and CEQA reform enacted between cycles.

Housing production has been partially constrained by the sharp rise in financing and construction costs since 2022, which has made both market-rate and affordable projects difficult to pencil. On top of this, RHNA carries no direct penalty for under-production. From a long-term taxable sales perspective, the implication is structural: housing supply, not consumer composition, is the more important constraint on Riverside County's long-run growth trajectory.

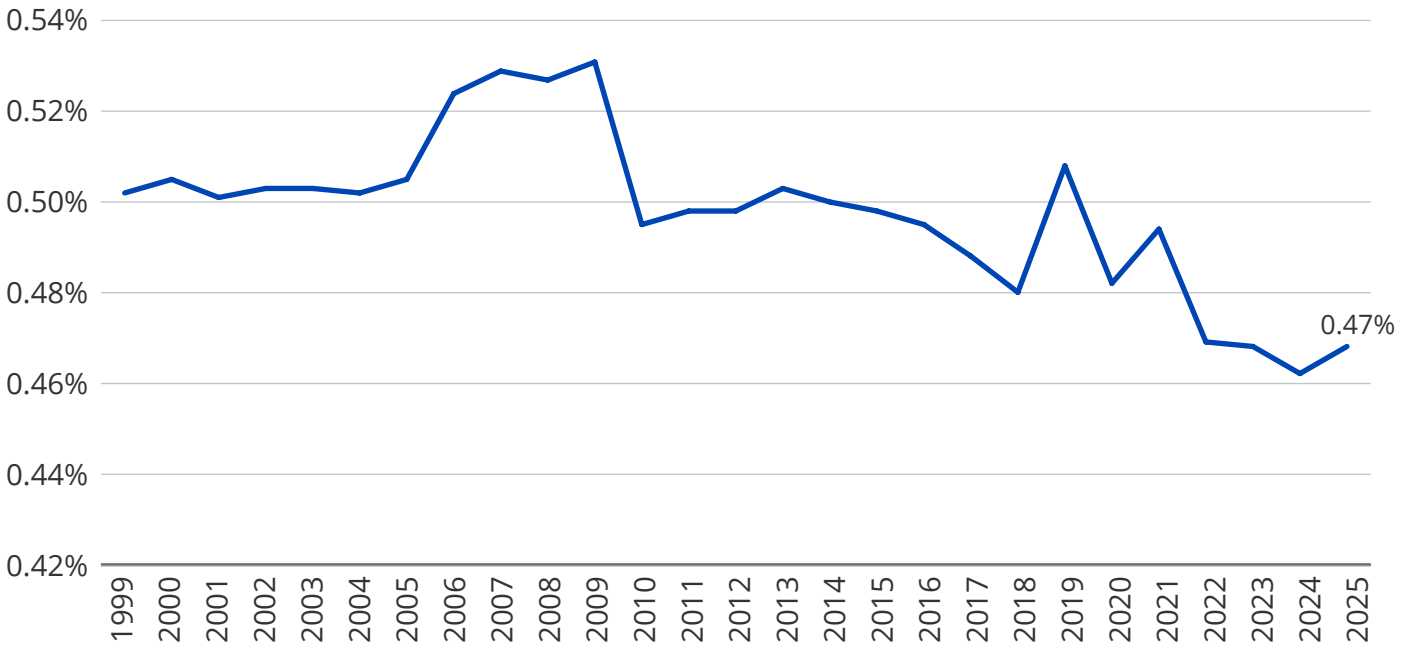


Riverside County Transportation Improvement Plan

The Riverside County Transportation Commission (RCTC) is formulating a ballot measure extending the existing Measure A sales tax to fund transportation initiatives (RCTIP). Measure A is a half-cent sales tax that was originally passed in 1988 for improvements to roadways, commuter rail lines, public transit, and other transportation projects. In 2002, Measure A was extended by voters through 2039. Currently, it is set to expire in fiscal year 2039. RCTC has commissioned Beacon Economics to produce a forecast projecting revenues in this scenario for the thirty-year planning horizon from April 1, 2027, to March 31, 2057.

The simplest way to project the half-cent sales tax scenario is to take 0.5% of taxable sales in each quarter or fiscal year of the taxable sales forecast. However, this approach risks overestimating revenue since historical Measure A tax revenue is less than 0.5% of taxable sales in Riverside County. The chart below shows the historical Measure A revenues as a ratio of historical taxable sales in Riverside County. In other words, it shows the effective or realized rate. From fiscal year 1999 through fiscal year 2014, Measure A revenues hovered around 0.5%. However, beginning around fiscal year 2016, the rate fell sharply. Despite temporarily recovering to around 0.5% in 2019 and again in 2021, the realized rate has continued to fall and as of fiscal year 2025 stands around 0.47%.

Measure A Historical Realized Rate



Source: Riverside County Transportation Commission; Analysis by Beacon Economics

The downward trend is likely due to the basis for Measure A, which is a 'transactions and use' or 'destination-based' tax. That is, Riverside County collects Measure A sales tax only if the destination of purchased goods is in Riverside County. For example, if a City of Corona resident makes an in-person purchase at a local retailer, then Riverside County collects the Measure A tax. Likewise, if that same person makes an online purchase from a retailer outside of Riverside County, then the county collects the Measure A sales tax since the package was delivered to a Riverside County resident.

However, Riverside County does not collect Measure A sales tax from county residents who make in-store purchases outside the county. The end of pandemic lockdowns likely spurred a rash of spending by county residents outside the county as consumers were able to travel freely. More importantly, Riverside County is one of the fastest growing Warehouse and Logistics markets in the United States. As such, online purchases largely originate in Riverside County but are delivered to destinations outside the county.

From 2002 to 2025, online sales as a percentage of total retail sales increased from 1.4% to 16.2%, and this figure is expected to rise gradually over the next several decades. Given Riverside County's prominence as a Warehouse and Distribution hub, e-commerce has and will continue to influence Measure A sales tax revenues. Accordingly, Beacon Economics incorporated the effect of increasing online sales into our projection of the extension of Measure A.



Measure A Extension: Projected Results

The annual results of the proposed extension are listed in the table below. Beacon Economics approximatley estimates that the total nominal revenue generated from the Measure A sales tax extension is $11.8 billion over the thirty-year period from April 1, 2027, to March 31, 2057 (the 30-year planning horizon specified by RCTC). As a result, fiscal year 2027 reflects a single quarter of collections; fiscal year 2057 reflects three quarters.

Projected Revenue by Fiscal Year, Planning Period: Q4 2027 to Q3 2057

Fiscal Year	Revenue ($M)	Fiscal Year	Revenue ($M)
2027	72.11	2043	396.43
2028	294.42	2044	404.08
2029	302.40	2045	411.79
2030	308.57	2046	419.53
2031	314.63	2047	427.30
2032	320.86	2048	435.13
2033	327.21	2049	443.00
2034	333.47	2050	450.85
2035	339.63	2051	458.72
2036	345.85	2052	466.61
2037	352.57	2053	474.50
2038	359.51	2054	482.40
2039	366.63	2055	490.32
2040	373.91	2056	498.23
2041	381.32	2057	378.90
2042	388.84	**Total**	**11,819.69**

Source: RCTC. Analysis by Beacon Economics.
Note: Totals may not sum due to rounding.

About Beacon Economics

Founded in 2006, Beacon Economics, an LLC and certified Small Business Enterprise with the State of California, is an independent research and consulting firm dedicated to delivering accurate, insightful, and objectively based economic analysis. Employing unique proprietary models, vast databases, and sophisticated data processing, the company's specialized practice areas include sustainable growth and development, real estate market analysis, economic forecasting, industry analysis, economic policy analysis, and economic impact studies. Beacon Economics equips its clients with the data and analysis they need to understand the significance of on-the-ground realities and to make informed business and policy decisions.

Learn more at www.BeaconEcon.com

Project Team

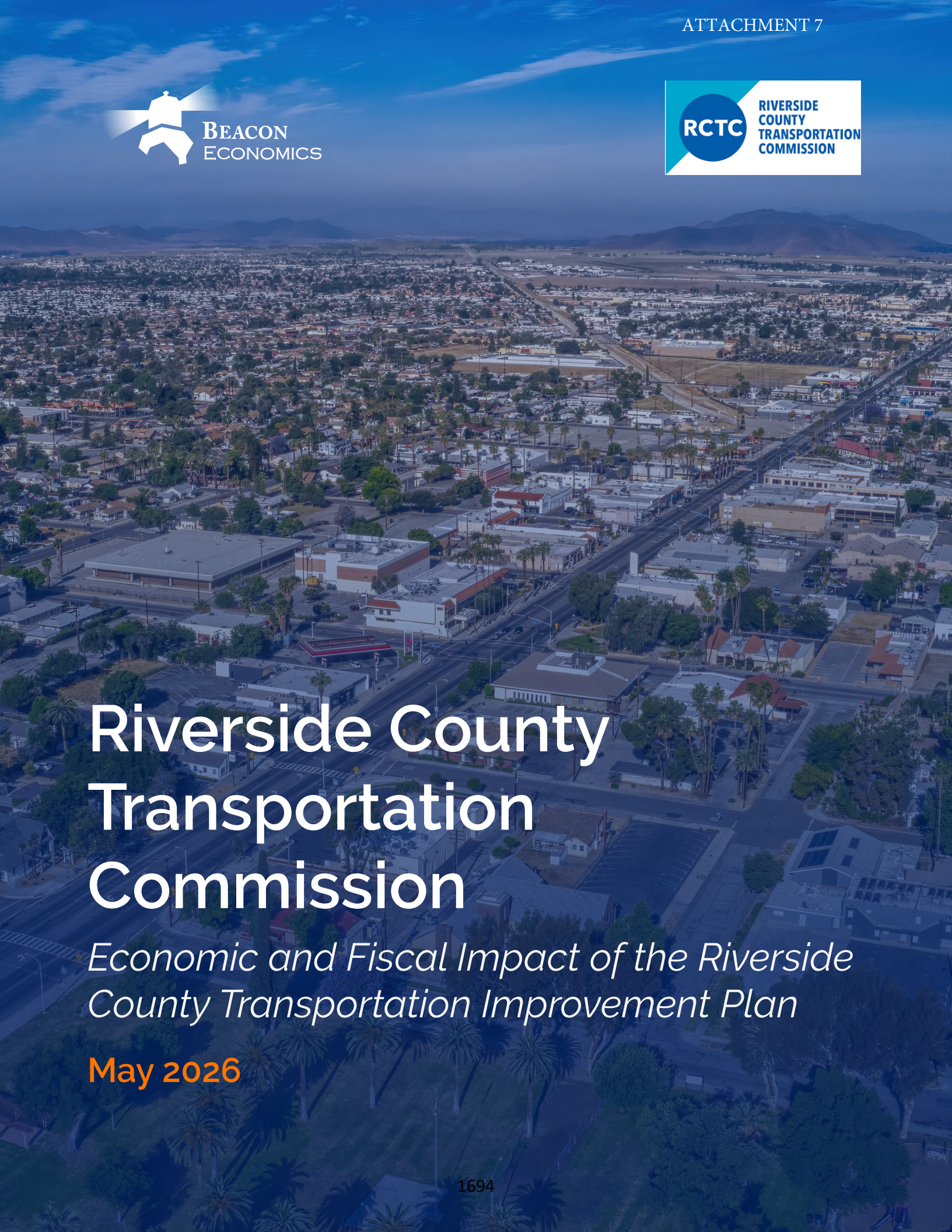
Justin Niakamal
Manager, Regional and Sub-Regional Analysis

For further information about this report, or to learn more about Beacon Economics please contact:

Sherif Hanna
Managing Partner
Sherif@BeaconEcon.com

Victoria Pike Bond
Director of Marketing and Communications
Victoria@BeaconEcon.com

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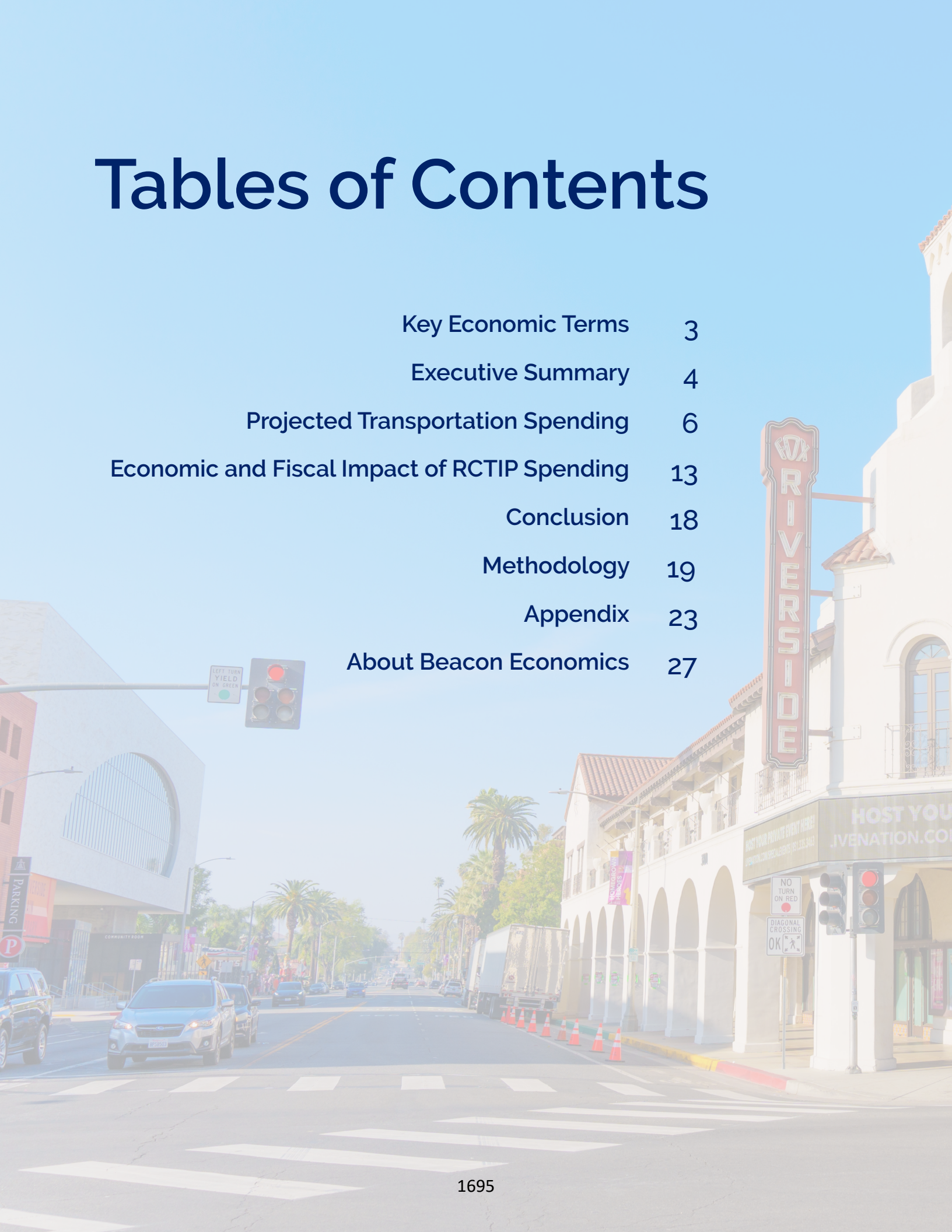
Riverside County Transportation Commission

Economic and Fiscal Impact of the Riverside County Transportation Improvement Plan

May 2026

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Key Economic Terms

Term	Definition
Direct Effect	The output of goods or services resulting from immediate spending. These expenditures occur in a variety of categories, including construction equipment, intermediate inputs like lumber or concrete, labor, engineering and design services, and transportation.
Indirect Effect	The additional output of goods or services generated by supply chain interactions. For example, a construction project requiring large quantities of asphalt, concrete, steel, or other building materials will create demand for companies supplying these products, thereby generating an indirect impact. In addition, a construction company may need to engage with consultants, legal services, and accounting firms, increasing demand for these professional services and generating additional indirect impacts.
Induced Effect	The additional output of goods or services generated by households spending their income. For example, construction workers earn wages that are spent on housing, food, transportation, retail goods, entertainment, and other services within the local community, generating an induced impact. Similarly, workers employed in supporting industries through indirect impacts also spend their wages in the local community, generating additional induced impacts.
Secondary Effect	The sum of indirect and induced effects.
Total Impact	The sum of direct, indirect, and induced effects.
Employment	The number of jobs supported through spending.
Labor Income	The value of all forms of employment income paid for all types of impacts, including health benefits, bonuses, etc.
Output	The total value of production generated through project spending, including the value of intermediate inputs—the goods and services used in the production of equipment, raw materials, energy, and other production inputs.



Executive Summary

With over 2.5 million residents and one of the fastest-growing economies in California, Riverside County has become a vital hub for family-oriented communities and thriving industry sectors such as Logistics and Advanced Manufacturing. However, this rapid expansion has put growing pressure on the county's transportation infrastructure.

Congestion on major corridors, such as I-15, I-10, I-215, SR-60, and SR-91, is worsening, commute times are increasing, and auto dependence remains high. Without a robust transportation system, the county risks diminished economic performance and reduced competitiveness in the broader Southern California economy.

Measure A was first approved by Riverside County voters in 1988 as a 20-year, half cent sales tax dedicated to transportation improvements. On November 5, 2002, voters approved a renewal of Measure A (2009 Measure A), which took effect in July 2009 and is scheduled to sunset on June 30, 2039. A proposed renewal ordinance and expenditure plan is being developed as the Riverside County Transportation Improvement Plan (RCTIP). The RCTIP would continue delivery of remaining 2009 Measure A projects while providing an updated framework to guide future transportation investments across Riverside County.

In this study, Beacon Economics analyzes the economic benefits Riverside County would gain from proposed RCTIP spending, funded by renewing Measure A for three decades.

Key Findings

Renewal of the Measure A sales tax is projected to generate over $11.8 billion in revenue for Riverside County from April 1, 2027, to March 31, 2057—a 30-year planning horizon. This revenue would support $10.2 billion in RCTIP spending on design, engineering, and construction in the county.[1]

It is estimated that the $10.2 billion in RCTIP spending will:

- Generate an additional **$14.9 billion** in economic output in Riverside County over the 30-year investment lifecycle, of which $10.2 billion represents direct effects and $4.7 billion represents secondary effects.

- Support more than **73,585 jobs**[2] in Riverside County over the 30-year investment lifecycle, 48,433 of which will be directly supported, and 25,152 will be secondary.

- Pay approximately **$5.6 billion in additional labor income** in Riverside County over the 30-year investment lifecycle, including $4.2 billion from direct effects and $1.4 billion from secondary effects.

- Generate over **$1.9 billion in fiscal impacts** at the federal, state, and local levels—over $657 million in additional state and local revenues and over $1.2 billion in additional federal revenues. Of that total, state and local induced and indirect tax revenues are estimated at $408 million, and federal induced and indirect tax revenues at $337 million.

> Without a robust transportation system, Riverside County risks diminished economic performance.

[1] Right-of-way and land purchases are generally excluded from economic impact analysis, resulting in the difference between revenue raised and direct design, engineering, and construction spending.
[2] Jobs supported is an industry-specific mix of full-time, part-time, and seasonal employment, which is backed by project expenditures. This includes direct, induced, and indirect jobs supported. This figure represents total worker years.



Projected Transportation Spending

Riverside County is embracing continued economic and infrastructure investment. One of the fastest-growing counties in California, with a population surpassing 2.5 million, it remains a key destination for families, businesses, and industries seeking relative affordability and access to Southern California's broader regional economy.

The county's 2023 gross domestic product (GDP) reached $126 billion—ranking it ninth among all California counties and placing it in the top 1.4% of all U.S. counties by economic output, larger than the economies of 13 U.S. states.[3] Riverside's expansion has been defined not only by rapid growth, but also by its emergence as a national logistics hub, a growing center of advanced manufacturing, and a community increasingly grappling with the pressures of urbanization more often associated with its coastal neighbors.

As this transformation accelerates, the need for a high-functioning transportation system becomes increasingly urgent. Rising congestion on highways and arterials, longer commutes, and increasing emissions are already affecting quality of life and economic efficiency. These pressures are not abstract; they are tangible impediments to economic opportunity, public health, and community sustainability. Without concerted and sustained investment in transportation infrastructure, Riverside risks seeing its growth constrained by its own success.

Recognizing this, the Riverside County Transportation Commission (RCTC) is developing a proposed Measure A renewal ordinance to address the county's growing transportation needs. The RCTIP would fund investments across highway and regional corridor improvements, local streets and roads, and public transit.

Moreover, recent federal infrastructure legislation, including the Infrastructure Investment and Jobs Act (IIJA), offers a generational opportunity to leverage local revenue sources for matching funds. While federal competitive grants increasingly require local financial commitments and regional collaboration, counties with dedicated transportation funding streams, like the one proposed under the RCTIP, are significantly better positioned to secure external investment.

The value of Measure A extends beyond the $11.8 billion it is projected to generate locally. Because most federal transportation grant programs require a local funding match—typically ranging from 20% to 50% of total project cost—a dedicated local revenue stream could unlock a multiple of that amount in federal and state co-investment. RCTC has a demonstrated track record of leveraging Measure A in exactly this way: the agency's FY 2025/26 budget reflects approximately $286 million in intergovernmental reimbursements tied to projects, alongside Measure A revenues.[4] In practical terms, projects funded through the Measure A renewal are likely to attract additional investment from competitive discretionary grants, and other restricted funding transportation programs.

[3] Riverside County Office of Economic Development, Riverside County Dashboards, 2023. Available at rivcoed.org/riverside-county-dashboards.
[4] RCTC FY 2025/26 Budget, Intergovernmental Revenues section. Federal reimbursements budgeted at $82.6 million; state reimbursements at $116.4 million; local agency reimbursements at $87.3 million. rctc.org/finance.

This means the full economic and development footprint of the proposed renewal of Measure A could extend beyond what the local sales tax alone would imply. Counties that cannot demonstrate a committed local funding source are increasingly passed over for these competitive federal dollars, making the Measure A renewal an important component for capturing Riverside County's fair share of national infrastructure investment.

Spending Estimates

Representative RCTIP Project Sample

To estimate economic impacts, Beacon Economics analyzed data from RCTC projects representing the remaining 2009 Measure A projects and specific Highway projects including the installation, integration, and operation of freeway active traffic management technology; emerging technology and other innovative mobility improvement programs or projects; coordinated adaptive ramp metering; and new auxiliary lanes on SR-91, SR-60, I-10, I-15, and I-215 in the Western Riverside County portion of the RCTIP. Sample projects include highways and regional corridors. Notably, each of the sample projects will be built in Riverside County and are at various stages of design, planning, and construction. Specifically, RCTC provided Beacon Economics with the anticipated Western County spending allocation by project category for the proposed Measure A Renewal (see Table 1). Spending is broken down into construction, environmental and design, construction management, and right-of-way (see Table 2). Total sample project net spending analyzed was $6.7 billion.

RCTIP Project Allocation - Western County

Table 1

RCTIP Project Category	Spending Allocation
Highways and Regional Corridors	59%
Local Streets and Roads	29%
Public Transportation	12%

Source: Riverside County Transportation Commission, Analysis by Beacon Economics.

Sample Projects by Category

Table 2

Project	Category	Construction ($,Mil)	Environ-mental & Design ($, Mil)	Construction Mgmt. ($, Mil)	Right of Way ($, Mil)	Total ($, Mil)	Net[5] ($, Mil)
Route 71 (add 1 lane each direction)	Highways and Regional Corridors	$84.5	$13.0	$19.5	$13.0	$130.0	$117.0
Route 215 (Add 1 lane in each direction-Northern)	Highways and Regional Corridors	$845.0	$130.0	$195.0	$130.0	$1,300.0	$1,170.0
Route 215 (Add 1 lane in each direction-Southern)	Highways and Regional Corridors	$15.1	$2.3	$3.5	$2.3	$23.2	$20.9
Route 15 (add 1 lane each direction)	Highways and Regional Corridors	$678.6	$104.4	$156.6	$104.4	$1,044.0	$939.6
Route 10 (add East bound truck climbing lane)	Highways and Regional Corridors	$63.1	$9.7	$14.6	$9.7	$97.0	$87.3
Route 10/60 (System Interchange Improvement)	Highways and Regional Corridors	$390.0	$65.0	$97.5	$97.5	$650.0	$552.5
Route 10/79 (System Interchange Improvement)	Highways and Regional Corridors	$274.4	$45.7	$68.6	$68.6	$457.3	$388.7
Route 15/215 (Widen existing corridor)	Highways and Regional Corridors	$22.5	$4.5	$6.8	$11.3	$45.0	$33.8
Route 79 (Realign highway)	Highways and Regional Corridors	$668.1	$133.6	$200.4	$334.1	$1,336.2	$1,002.2

[5] Land purchases and right-of-way are not included in the economic impact analysis because they constitute an asset transfer and not value creation, and are therefore excluded from the total spending used in the impact model.

Sample Projects by Category (Cont)

Table 2

Project	Category	Construction ($,Mil)	Environ-mental & Design ($, Mil)	Construction Mgmt. ($, Mil)	Right of Way ($, Mil)	Total ($, Mil)	Net ($, Mil)
Route 10 (I-10 Bypass (new east-west road connecting Banning to Cabazon))	Highways and Regional Corridors	$96.2	$14.8	$22.2	$14.8	$148.0	$133.2
Route 215 (I-215 Nuevo Road to Ethnac Aux Lane improvements)*	Highways and Regional Corridors	$68.9	$10.6	$15.9	$10.6	$106.0	$95.4
Route 215 (I-215 Placentia Ave to Nuevo Aux Lane improvements)*	Highways and Regional Corridors	$52.7	$8.1	$12.2	$8.1	$81.0	$72.9
Route 60 (SR-60 Lane Addition (I-215 to Gilman Springs))	Highways and Regional Corridors	$373.1	$57.4	$86.1	$57.4	$574.0	$516.6
Route 215 (I-215 Ethnac to I-15 Aux Lane Improvements)*	Highways and Regional Corridors	$126.8	$19.5	$29.3	$19.5	$195.0	$175.5
Route 15 (I-15 French Valley (Phase 3 and 4))	Highways and Regional Corridors	$115.1	$17.7	$26.6	$17.7	$177.0	$159.3
Route 91 (SR-91 lane addition (I-15 to Pierce Street))	Highways and Regional Corridors	$49.4	$7.6	$11.4	$7.6	$76.0	$68.4

*Represents examples of eligible projects funded by RCTIP

Sample Projects by Category (Cont)

Table 2

Project	Category	Construction ($,Mil)	Environmental & Design ($, Mil)	Construction Mgmt. ($, Mil)	Right of Way ($, Mil)	Total ($, Mil)	Net ($, Mil)
Route 215 (I-215 lane addition (Van Buren Boulevard to SR-60))	Highways and Regional Corridors	$109.9	$16.9	$25.4	$16.9	$169.0	$152.1
Route 15 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$174.5	$26.9	$40.3	$26.9	$268.5	$241.7
Route 215 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$174.5	$26.9	$40.3	$26.9	$268.5	$241.7
Route 91 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$174.5	$26.9	$40.3	$26.9	$268.5	$241.7
Route 10 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$174.5	$26.9	$40.3	$26.9	$268.5	$241.7
Total (In Millions)		**$4,731.2**	**$768.3**	**$1,152.4**	**$1,030.8**	**$7,682.7**	**$6,651.9**

Source: Beacon Economics
*Represents examples of eligible projects funded by RCTIP

Forecasted Revenue Available

Beacon Economics conducted a detailed revenue forecast of a countywide renewal for the existing Measure A sales tax extending from fiscal year 2027 through fiscal year 2057,[6] covering a 30-year planning horizon. The renewal of the Measure A sales tax is projected to generate an estimated $11.8 billion over its 30-year planning horizon.

Total Spending Analyzed

Although $11.8 billion will be spent in total, only $10.2 billion will have economic impacts (See Table 3) . This is because $1.6 billion will be spent on right-of-way and land purchases which do not have economic impacts as they constitute an asset transfer. Construction, environmental, planning, and design spending was included in the analysis because it represents the purchase of new goods and services in the economy. While the value of land is significant, its purchase does not generate new goods or services within the economy, aside from certain small fees in the real estate and finance sectors.

Public transportation and local streets and roads spending is an important aspect of the proposed Measure A renewal, but no sample projects were available for analysis. To estimate spending in these areas, Beacon Economics applied the spending patterns used for Highways and Regional Corridors.

Estimated Total RCTIP Spending

Table 3

Revenue Scenario	Construction ($, Bil)	Planning, Environmental & Design ($, Bil)	Right of Way and Environmental Mitigation Land Purchases ($, Bil)	Total Estimated Spending ($, Bil)	Net ($, Bil)
Measure A Renewal	**$9.0**	**$1.2**	**$1.6**	**$11.8**	**$10.2**

Source: Riverside County Transportation Commission. Analysis by Beacon Economics.
Note: Right-of-way and land purchases are not included in the economic impact analysis because they constitute an asset transfer and not value creation, and are therefore excluded from the total spending used in the impact model.

[6] See Measure A Sales Tax (RCTIP) Scenario Forecast report.

Economic and Fiscal Impact of RCTIP Spending

The following section presents quantitative estimates of the likely economic and fiscal impacts of RCTIP project construction on Riverside County.

Economic Impact

If Measure A is renewed, revenues will be available beginning in the fourth quarter of the fiscal year ending 2027 (April 2027) through fiscal year ending 2057 (March 2057). Beacon Economics estimates that project expenditures within the county—including design and engineering, environmental reporting, construction, and labor—will total $10.2 billion. These expenditures are expected to stimulate the county's economy as spending ripples through the region: construction workers will spend earnings on local goods and services, and subcontractors and other businesses will purchase or manufacture new goods and equipment to meet demand or replenish inventories. In total, the proposed Measure A renewal project spending is estimated to generate a one-time increase of over $14.9 billion in additional economic output, support 73,585 jobs,[7] and pay $5.6 billion in labor income within Riverside County.

- Of the $14.9 billion in economic output in Riverside County, $10.2 billion represents direct effects, and approximately $4.7 billion represents secondary effects of business-to-business and worker spending.

- Of the 73,585 jobs supported, 48,433 are supported directly by project spending, while 25,152 are supported by secondary business-to-business and worker spending.

[7] This figure represents total worker years over the project investment life cycle (i.e., 30 years).

- Of the $5.6 billion in labor income paid in Riverside County, $4.2 billion represents direct labor income paid by project spending, and $1.4 billion represents labor income paid because of secondary business-to-business and worker spending.

Estimated Economic Impact

Table 4

Impact Type	Jobs Supported	Labor Income ($, Bil)	Economic Output ($, Bil)
Direct	48,433	4.2	10.2
Indirect	10,514	0.6	2.2
Induced	14,638	0.8	2.5
Total	**73,585**	**5.6**	**14.9**

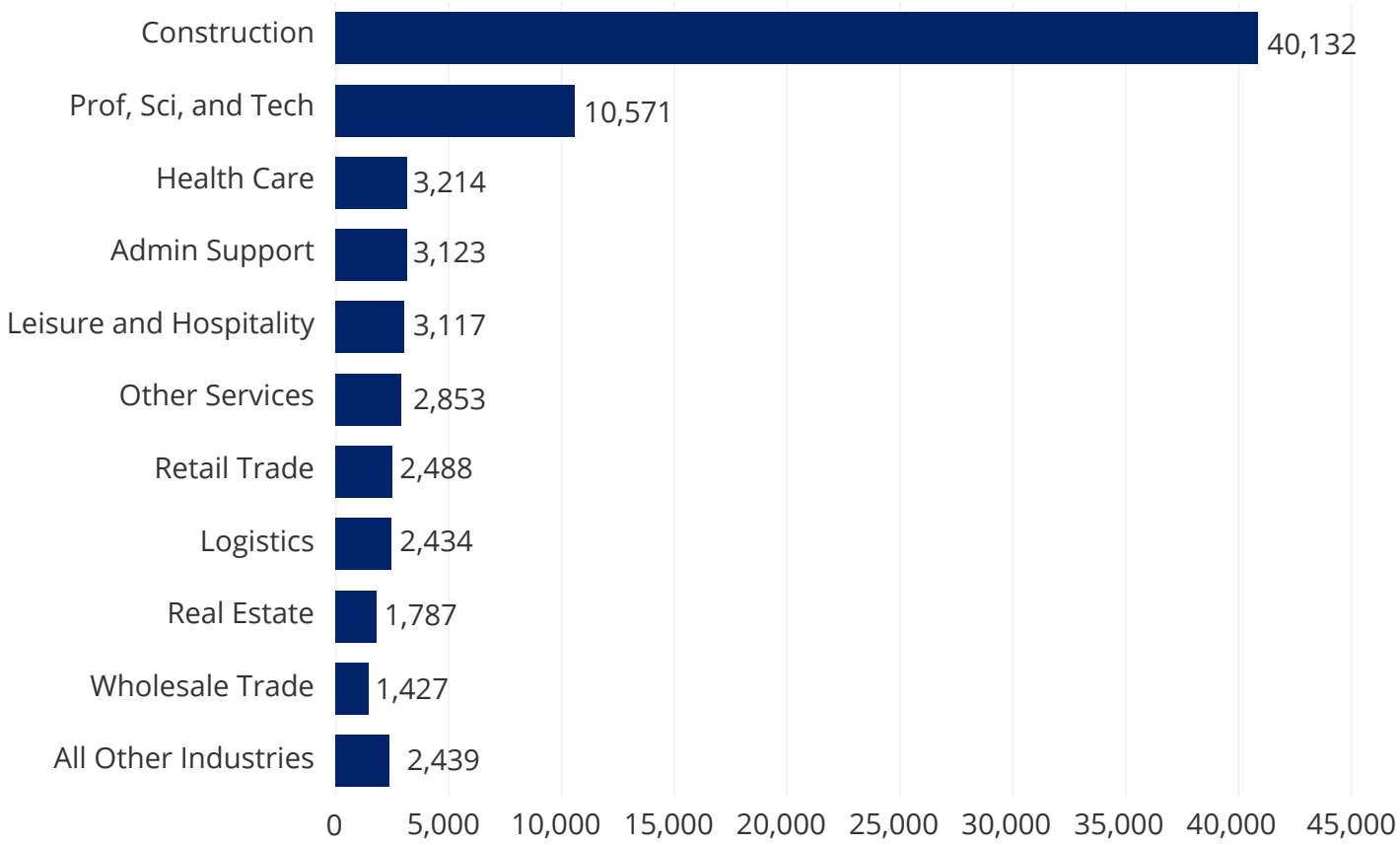
Source: Beacon Economics. Note: Totals may not sum due to rounding

It is important to note that the economic impacts listed above are one-time effects and temporary in nature. However, because proposed Measure A renewal spending will occur over several decades, it is reasonable to assume that some of the jobs-supported figure reflects ongoing positions within the county. Furthermore, steady spending over the medium- to long-term resulting from the RCTIP will functionally act as a sustained increase in demand, enabling local firms to grow to meet that demand.

This activity will have a significant impact on employment. The chart below presents how 73,585 jobs supported by the proposed Measure A renewal will be distributed across industries, with the Construction sector accounting for the largest share.

Jobs Supported, by Industry (Riverside County)

Chart 1



Source: Beacon Economics.

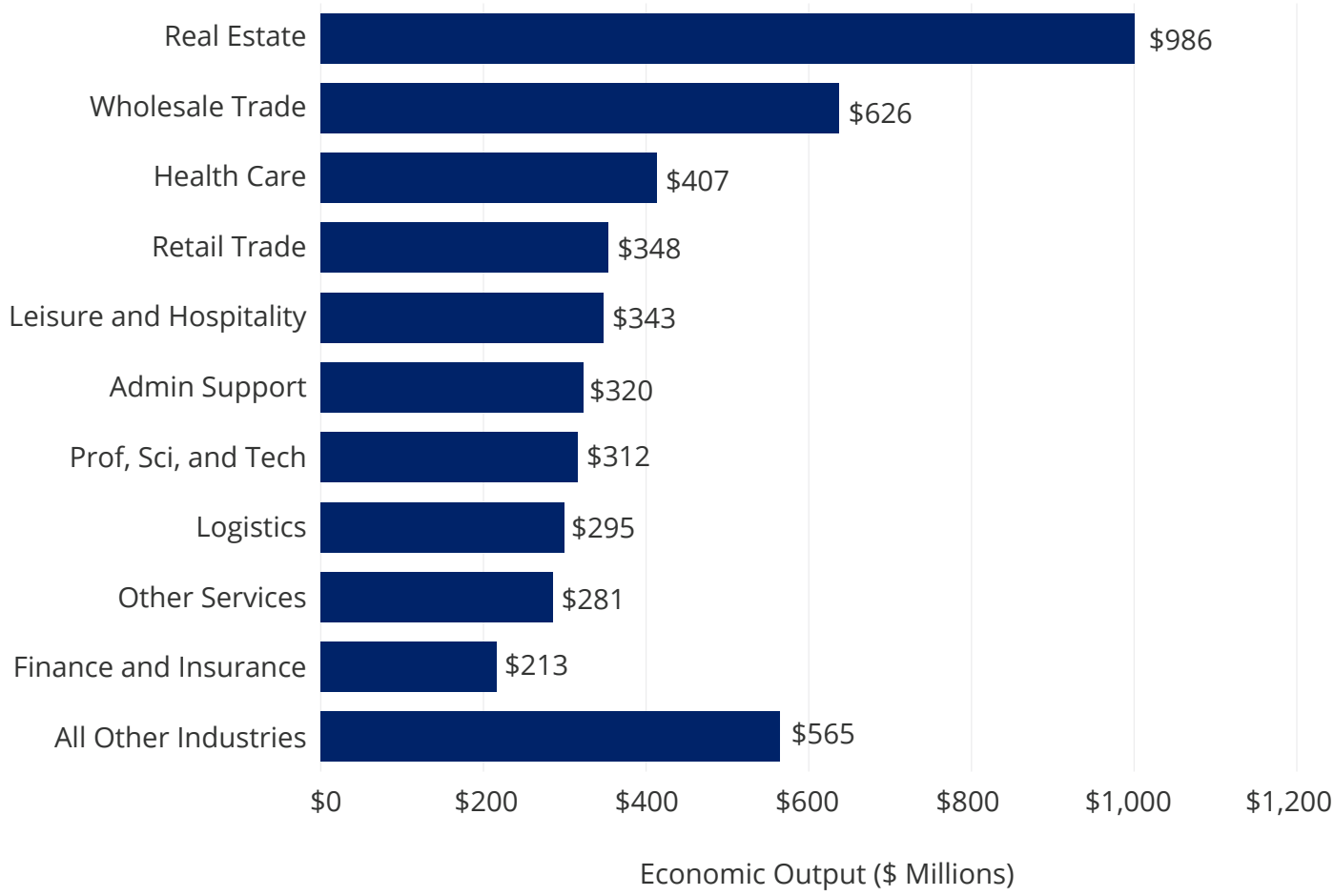


Secondary Impacts

Proposed Measure A renewal direct project spending will support a wide variety of local industries in the county. Sectors such as real estate (commercial, residential, and industrial), wholesale trade, health care, retail trade, and leisure and hospitality will benefit from secondary business-to-business and worker spending (see Chart 2).

Top-10 Sectors Impacted, by Secondary Output (Riverside County)

Chart 2



Source: Beacon Economics.

Fiscal Impact

Project spending is estimated to generate significant federal, state, and local tax revenue through both direct and secondary spending. Payroll taxes from direct and secondary worker spending will be collected at the federal and state levels, while other taxes, such as sales tax, special tax district levies (Mello-Roos districts), and property taxes, will be collected at both state and local levels. In total, an estimated $1.9 billion in tax revenue will be raised, of which $1.2 billion will be federal tax revenue and $657 million will be state and local tax revenue.

Estimated Fiscal Impact (30-Year Investment Life Cycle)

Table 5

Tax Type	State & Local ($, Mil)	Federal ($, Mil)	Total ($, Mil)
Sales Tax	$203.7		$203.7
Property Tax	$155.5		$155.5
Income Tax	$155.5	$487.7	$643.2
Payroll Tax	$26.1	$620.6	$646.7
Corporate Profits Tax	$59.4	$99.3	$158.7
Other	$56.8	$16.5	$73.3
Total	**$657.0**	**$1,224.1**	**$1,881.1**

Source: Beacon Economics. Note: Totals may not sum due to rounding



Conclusion

The analysis presented in this report demonstrates that renewal of Measure A would generate substantial economic and fiscal returns for Riverside County over a 30-year investment horizon. The $10.2 billion in proposed RCTIP construction, design, and engineering spending is estimated to produce $14.9 billion in total economic output, support over 73,585 jobs, and generate $5.6 billion in labor income, along with an additional $1.9 billion in federal, state, and local tax revenues. These figures reflect both the direct effects of project expenditures and the secondary business-to-business and household spending activity they induce across the county's economy. The local funding commitment also serves a structural function beyond the county's borders: dedicated sales tax revenue is increasingly a prerequisite for competing successfully for federal matching funds under programs established through the Infrastructure Investment and Jobs Act, meaning the true investment footprint of the RCTIP is likely to exceed what the Measure A revenue alone implies.

Concurrently, the data underscore the economic cost of continued underinvestment. Riverside County commute times (35.4 minutes) already exceed state (29.7 minutes) and national (27.2 minutes) averages, congestion imposes measurable costs on households and freight operators alike, and the county's population and freight volumes are projected to grow substantially over the plan's 30-year horizon.[8] Taken together, the findings support the conclusion that RCTIP investment addresses a well-documented infrastructure gap, and that the economic and fiscal returns estimated here are consistent with the broader literature on the multiplier effects of public transportation spending at the regional level.

[8] Source: U.S. Census Bureau. American Community Survey.

Methodology

Input-Output Modeling

To estimate the total economic and fiscal impact of RCTIP project spending on Riverside County, Beacon Economics used data on the sample set of RCTIP projects (see Table 2), RCTIP spending allocations (see Table 1), prevailing wage estimates, and the Measure A sales tax revenue forecast.

With this expenditure data, Beacon Economics then used IMPLAN (Impact Analysis for Planning), a state-of-the-art input-output modeling system that estimates how certain expenditures correlate and affect other industries in the economy to generate the total economic and fiscal impacts. IMPLAN expands on the traditional I-O approach by including transactions among industries and institutions, and among institutions themselves, thereby capturing all monetary market transactions in each period. This specific report uses the IMPLAN web model. For more information on the IMPLAN modeling process, visit IMPLAN.com.

Impact studies assume that any increase or change in spending has a direct effect, an indirect effect, and an induced effect.

- **Direct effects** are the additional output of goods or services resulting from immediate spending. For example, if an electrician is hired by a general contractor to install wiring for adaptive ramp metering on Route 10, the upfront cost of employing the electrician's services is the direct effect, which helps keep the electrician in business and enables the service provider to work for other clients.

- **Indirect effects** are the additional output of goods or services generated by business-to-business interaction with suppliers of direct purchases, as well as the suppliers of the suppliers. For example, employing an electrician supports businesses down the electrician's supply chain, such as the power tool industry and suppliers of raw materials needed to build power tools. Various RCTIP projects will support these types of companies indirectly, allowing them to support other businesses that sell finished products to consumers.

- **Induced effects** are the additional output of goods and/or services resulting from increased spending by individuals as household incomes rise. As businesses increase production to meet new demand from both direct and indirect effects, their payroll expenditures grow through increased hiring or increased salaries. For example, higher revenues received by the electrician's business may lead to higher or larger overall payroll, or greater total employee compensation. As household incomes rise, people spend more on goods and services, such as groceries, housing, recreation, and personal shopping, which then fuels consumer spending and economic growth.

The indirect and induced effects are also known as "ripple" or "multiplier" effects, as initial direct expenditures generate sequential rounds of spending in the economy. The sum of the direct, indirect, and induced effects is the total impact.

Direct+Indirect+Induced=Total Impact

This study uses a one-phase approach to estimate economic impacts of the project through fiscal year 2057, meaning all estimated RCTIP spending is analyzed at once. Four common economic indicators are then used to analyze the impact of spending flows as they ripple through the economy: economic output, employment, labor income, and federal, state, and local tax revenues.

- **Economic output** refers to the total value of production generated by the project's construction and subsequent operations, including the value of intermediate inputs (goods and services used in the production of equipment, raw materials, energy, and other production inputs).

- **Employment** represents the number of part-time, full-time, and temporary jobs supported by the project's construction and operations. Jobs "supported" include jobs generated and existing jobs that have been expanded in scope, which helps keep workers more securely employed. This is particularly important when considering the construction sector, as many of these workers are project-based and new construction keeps them employed. For example, when the general contractor hires a carpenter, it is unlikely the project will be that carpenter's first client, but instead one of many clients the carpenter has done business with. The carpenter, therefore, is not a new job generated. Instead, the project supports the carpenter by increasing industry demand, which helps keep the carpenter employed.

- **Labor income** represents the value of all employment income paid, including fringe benefits such as health care, retirement (pensions), etc.

- **Federal, state, and local tax revenue** represents the estimated amount of tax revenue generated by Riverside County Transportation Commission's proposed project expenditures.

This study uses a Multi-Regional Input-Output (MRIO) modeling approach. The MRIO analysis builds on the standard Input-Output (I-O) analysis by expanding the effects of expenditures beyond a single region to capture changes in demand in other regions that would otherwise be "leaked" out of the model. In an MRIO analysis, the direct effect in one region triggers indirect and induced effects in others. The results of the analysis reveal the effects of a change in one or several economic activities on an entire economy, as well as the economic interdependence of regions. Accordingly, an MRIO analysis is the most appropriate technique to analyze the impacts of RCTIP project spending given Riverside County's location within the larger Los Angeles/Long Beach/Orange County/Inland Empire economic region. To set up the analysis, the following two geographic regions were selected and nested together: Riverside County and the rest of California (excluding Riverside County). Although the rest-of-California region was included in the model, thereby allowing Beacon Economics to capture cross-border effects, only results for Riverside County are reported.

Glossary

Input-Output: A type of applied economic analysis that tracks the interdependence among various producing and consuming industries in an economy. It measures the relationship between a given set of demands for final goods and services, as well as the inputs required to satisfy those demands.

Industries: The different IMPLAN industry codes are based on definitions by the U.S. Bureau of Economic Analysis (BEA). There is a crosswalk available showing how North American Industry Classification System (NAICS) codes correspond to IMPLAN industries.

Direct: Initial effects on a local industry or industries due to the activity or policy being analyzed.

Indirect: Effects stemming from business-to-business purchases in the supply chain taking place in the region.

Induced: Effects in the region stemming from household spending of income after removal of taxes, savings, and commuters.

Output: The value of industry production (includes intermediate inputs).

Employment: An industry-specific mixture of full-time, part-time, and seasonal employment. This is an annual average that accounts for seasonality and follows the same definition used by the U.S. Bureau of Labor Statistics (BLS) and the BEA.

Labor income: All forms of employment income, including employee compensation (wages and benefits) and proprietor income.

Intermediate inputs: Purchases of non-durable goods and services, such as energy, materials, and purchased services used to produce other goods and services rather than for final consumption.

Multipliers: Multipliers are a measure of an industry's connection to the wider local economy by way of input purchases, payments of wages and taxes, and other transactions. It is a measure of total effects per direct effect within a region.

Multi-Regional Input-Output analysis (MRIO): MRIO analyses utilize interregional commodity trade and commuting flows to quantify the demand changes across regions stemming from a change in production and/or income in another region. It measures the economic interdependence of regions.

Leakages: Economic activity associated with the modeled event(s) that does not generate additional effects in the defined region.

Appendix

Economic & Fiscal Impact by Project Type

Economic Impact by Project Type

Table 6

Category	Est. Spend ($, Bil)	Jobs Supported	Labor Income ($, Bil)	Economic Output ($, Bil)
Highways and Regional Corridors	$6.0	43,415	$3.3	$8.8
Local Streets and Roads	$1.2	8,830	$0.7	$1.8
Public Transportation	$3.0	21,340	$1.6	$4.3
Total	**$10.2**	**73,585**	**$5.6**	**$14.9**

Source: Beacon Economics. Note: Totals may not sum due to rounding
Note: Right-of-way and land purchases are not included in the total spend estimate

Fiscal Impact by Project Type

Table 7

Category	State & Local ($, Mil)	Federal ($, Mil)	Total ($, Mil)
Highways and Regional Corridors	$387.7	$722.2	$1,109.9
Local Streets and Roads	$78.8	$146.9	$225.7
Public Transportation	$190.5	$355.0	$545.5
Total	**$657.0**	**$1,224.1**	**$1,881.1**

Source: Beacon Economics. Note: Totals may not sum due to rounding

Sample Project Impacts

Sample Project Economic Impacts

Table 8

Project	Category	Est. Spend ($, Mil)	Jobs Supported	Labor Income ($, Mil)	Economic Output ($, Mil)
Route 71 (add 1 lane each direction)	Highways and Regional Corridors	$117.0	839	$64.1	$170.4
Route 215 (Add 1 lane in each direction-Northern)	Highways and Regional Corridors	$1,170.0	8,386	$641.4	$1,704.4
Route 215 (Add 1 lane in each direction-Southern)	Highways and Regional Corridors	$20.9	150	$11.4	$30.4
Route 15 (add 1 lane each direction)	Highways and Regional Corridors	$939.6	6,734	$515.1	$1,368.7
Route 10 (add East bound truck climbing lane)	Highways and Regional Corridors	$87.3	626	$47.9	$127.2
Route 10/60 (System Interchange Improvement)	Highways and Regional Corridors	$552.5	3,979	$303.2	$805.8
Route 10/79 (System Interchange Improvement)	Highways and Regional Corridors	$388.7	2,799	$213.3	$567.0
Route 15/215 (Widen existing corridor)	Highways and Regional Corridors	$33.8	246	$18.6	$49.4
Route 79 (Realign highway)	Highways and Regional Corridors	$1,002.2	7,300	$551.5	$1,465.9

Sample Project Economic Impacts (Cont)

Table 8

Project	Category	Est. Spend ($, Mil)	Jobs Supported	Labor Income ($, Mil)	Economic Output ($, Mil)
Route 10 (I-10 Bypass (new east-west road connecting Banning to Cabazon))	Highways and Regional Corridors	$133.2	955	$73.0	$194.0
Route 215 (I-215 Nuevo Road to Ethnac Aux Lane improvements)*	Highways and Regional Corridors	$95.4	684	$52.3	$139.0
Route 215 (I-215 Placentia Ave to Nuevo Aux Lane improvements)*	Highways and Regional Corridors	$72.9	523	$40.0	$106.2
Route 60 (SR-60 Lane Addition (I-215 to Gilman Springs))	Highways and Regional Corridors	$516.6	3,703	$283.2	$752.6
Route 215 (I-215 Ethnac to I-15 Aux Lane Improvements)*	Highways and Regional Corridors	$175.5	1,258	$96.2	$255.7
Route 15 (I-15 French Valley (Phase 3 and 4))	Highways and Regional Corridors	$159.3	1,142	$87.3	$232.1

*Represents examples of eligible projects funded by RCTIP
Note: Right-of-way and land purchases are not included in the total spend estimate

Sample Project Economic Impacts (Cont)

Table 8

Project	Category	Est. Spend ($, Mil)	Jobs Supported	Labor Income ($, Mil)	Economic Output ($, Mil)
Route 91 (SR-91 lane addition (I-15 to Pierce Street))	Highways and Regional Corridors	$68.4	490	$37.5	$99.6
Route 215 (I-215 lane addition (Van Buren Boulevard to SR-60))	Highways and Regional Corridors	$152.1	1,090	$83.4	$221.6
Route 15 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$241.7	1,732	$132.5	$352.0
Route 215 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$241.7	1,732	$132.5	$352.0
Route 91 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$241.7	1,732	$132.5	$352.0
Route 10 (Coordinated Adaptive Ramp Metering)*	Highways and Regional Corridors	$241.7	1,732	$132.5	$352.0

Source: Beacon Economics
Note: Right-of-way and land purchases are not included in the total spend estimate
*Represents examples of eligible projects funded by RCTIP

About Beacon Economics

Founded in 2006, Beacon Economics, an LLC and certified Small Business Enterprise with the State of California, is an independent research and consulting firm dedicated to delivering accurate, insightful, and objectively based economic analysis. Employing unique proprietary models, vast databases, and sophisticated data processing, the company's specialized practice areas include sustainable growth and development, real estate market analysis, economic forecasting, industry analysis, economic policy analysis, and economic impact studies. Beacon Economics equips its clients with the data and analysis they need to understand the significance of on-the-ground realities and to make informed business and policy decisions.

Learn more at www.BeaconEcon.com

Project Team

Christopher Thornberg, PhD
Founding Partner (Project Advisor)

Stafford Nichols, MPP, MBA, PhD(c)
Research Manager

Brian Vanderplas
Senior Research Associate

For further information about this report, or to learn more about Beacon Economics please contact:

Sherif Hanna
Managing Partner
Sherif@BeaconEcon.com

Victoria Pike Bond
Director of Marketing and Communications
Victoria@BeaconEcon.com

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Beacon Economics

RCTC Riverside County Transportation Commission

Riverside County Transportation Commission

Economic and Fiscal Impact of the Riverside County Transportation Improvement Plan

May 2026

Agreement No. 25-11-110-02

AMENDMENT NO. 2 TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION AGREEMENT WITH BODEWELL GROUP LLC FOR PUBLIC INFORMATION AND AWARENESS PROGRAM SERVICES

1. PARTIES AND DATE

This Amendment No. 2 to the Agreement for Public Information and Awareness Program Services is made and entered into as of this _____ day of_____ 2026, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and BODEWELL GROUP LLC. ("Consultant"), a Delaware limited liability company.

2. RECITALS

2.1 The Commission and Southwest Strategies, LLC entered into an agreement dated September 15, 2025, for Public Information and Awareness Program Services (the "Master Agreement").

2.2 Consultant changed its name from Southwest Strategies, LLC to Bodewell Goup LLC.

2.3 The Commission and Consultant entered into Amendment No. 1 dated April 21, 2026, for all references to "Consultant" in the Master Agreement be amended to refer to "Bodewell Group LLC".

2.4 The parties now desire to amend the Master Agreement in order to add additional services and compensation, and extend the term of the agreement for continued Public Information and Awareness Program Services.

3. TERMS

3.1 The term of the Master Agreement shall be extended through November 30, 2026.

3.2 The Services, as that term is defined in the Master Agreement, shall be amended to include the additional services as identified in Exhibit "A", attached to this Amendment No. 2 and incorporated herein by reference.

3.3 The maximum compensation for Services performed pursuant to this Amendment No. 2 shall not exceed Five Hundred Thousand Dollars ($500,000), as further detailed in Exhibit "B" attached to this Amendment No. 2 and incorporated herein by reference. Services shall be performed at the rates set forth in the Master Agreement.

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3.4 The total compensation of the Master Agreement as amended by this Amendment No. 2 shall not exceed One Million, Two Hundred Fifty Thousand Dollars ($1,250,000).

3.5 Except as amended by this Amendment No. 2, all provisions of the Master Agreement, as amended by Amendment No. 1, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 2.

3.6 This Amendment No. 2 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.7 A manually signed copy of this Amendment No. 2 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 2 for all purposes. This Amendment No. 2 may be signed using an electronic signature.

3.8 This Amendment No. 2 may be signed m counterparts, each of which shall constitute an original.

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[Signatures on following page]

SIGNATURE
PAGE TO
AGREEMENTNO. 25-11-110-02

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 as of the date first herein above written.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Aaron Hake, Executive Director

BODEWELL GROUP LLC

By: _____
Signature

_____
Name

_____
Title

APPROVED AS TO FORM:

By: _____

Best Best & Krieger LLP
Counsel to the Riverside County Transportation Commission

ATTEST:

By: _____

Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to the Commission.

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EXHIBIT A

Scope of Work

Measure A Renewal – Public Outreach Plan

I. Overview

A recent survey conducted in April/May 2026 indicates strong countywide support for a proposed Measure A renewal. Respondents expressed particular support for a renewal that does not increase tax rates and continues to advance infrastructure priorities, including congestion relief, pothole repair, and completion of freeway improvements. Across geographies ranging from Western Riverside to the Coachella Valley, support reached 81% after positive informational messaging and remained at 68% after exposure to negative messaging. These findings suggest a strong foundation for a county-led public education effort designed to build awareness and provide clear, factual information about a proposed Measure A renewal.

Education.Effort.

The below scope of work outlines an outreach plan that would begin in June and run through November 2026. It is designed to inform residents, stakeholders, and community leaders about the proposed Measure A renewal while also highlighting current transportation, infrastructure, and regional mobility investments across Riverside County.

Recommended.Approach.

The attached exhibit provides a programmatic budget of $500K to execute a sustained countywide public education effort that is tailored to establish high visibility, engagement and repetitious contact with county residents supporting the dissemination of educational material on the proposed Measure A renewal.

Commitment.to.Compliance.

All strategies employed will ensure that all services, materials, and communications developed under this Scope of Work are strictly educational, objective, and non-advocacy in nature, consistent with the California Political Reform Act and guidance issued by the Fair Political Practices Commission (FPPC). No public funds or resources will be used for campaign purposes, and all activities will be conducted in a manner that avoids express or implied advocacy regarding any ballot measure or tax proposal.

II. Goals & Objectives

The program is designed to achieve a set of performance targets through both broad initial reach and sustained, multi-channel reinforcement over time. Specifically, the combined use of direct mail, radio, streaming audio, OTT/CTV, digital placements, a centralized website, and community ambassadors will enable both high reach and repeated exposure. Delivering sufficient impressions, generating measurable engagement at scale, and achieving the “rule of seven” across a meaningful share of County residents.

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III. Key Performance Indicators

	Objective	Target
Reach	Achieve broad countywide distribution of educational information	50% of County (~1.2M residents)
Engagement	Engage 10% of the County population through trackable interactions (website visits, video views (6s or more), clicks, downloads, or direct engagement through outreach activities	10% of residents (~240K residents)
Rule of Seven	Achieve a "rule of seven" communication approach through sustained, multi-channel exposure	25% of residents receive 7+ touchpoints

IV. Strategy

The strategy centers on a sustained public education effort delivered through a phased approach that expands audience engagement over the summer and fall. Early phases focus on foundational messaging, digital infrastructure, and creative development, while later phases increase visibility through paid media, direct public communications, and broader community engagement.

V. Tactics

The outreach plan will deploy an integrated communications program across multiple platforms and engagement channels.

- Website¿ Develop content and copywriting for a centralized website hosted and maintained by RCTC staff that serves as the primary hub for information, FAQs, project highlights, community resources and updates.
- Message. Development¿ Develop a comprehensive message platform that includes core messaging, audience specific framing, talking points, FAQs and digital content guidelines.
- Traditional. Digital. Advertising¿ Launch a digital advertising media on local publications such as The. Press_Enterprise and The. Desert. Sun. focused on awareness, education and engagement.
- Direct.Mail¿ Deploy educational mail piece/s in September/October timed to coincide with heightened public attention and increased visibility.
- Tele_Town. Hall¿ Execute two telephone town halls, calling residents across Riverside County to learn more about the proposed Measure A extension and ask questions directly to RCTC staff.

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- Radio. Advertising¿ Implement radio advertising across targeted regional stations to reinforce messaging and extend reach among commuter and community audiences throughout Riverside County.
- OTT. –Streaming. Advertising¿ Utilize connected television and streaming platforms to deliver highly targeted video messaging.
- Audio.Streaming¿Expand reach through audio streaming services and digital radio platforms targeting commuters, younger audiences and mobile users.
- Ambassador.Program.and.Community.Outreach.Support.Extension¿ Extend and activate the existing ambassador program to support grassroots outreach, community organization engagement and peer-to-peer education efforts.

VI. Timeline

- June – July 2026
    i. Finalize outreach plan strategy and messaging framework
    ii. Launch website
    iii. Develop creative assets and communications materials
    iv. Begin initial digital outreach and ambassador engagement
- August – September 2026
    i. Expand paid digital advertising
    ii. Launch OTT/streaming and audio advertising
    iii. Continue ambassador outreach and community engagement activities
- October 2026
    i. Increase paid media visibility across all channels
    ii. Deploy educational mailer
    iii. Continue radio, streaming and digital advertising
    iv. Expand ambassador outreach and community engagement activities
- November 2026
    i. Sustain final education and outreach push
    ii. Continue digital engagement and community communications
    iii. Conduct wrap up and reporting

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EXHIBIT B

Programmatic Budget ($500K)						
Task		**June-July**	**August-September**	**October-November**	**Estimate**	**KEY**
Direct Mail (ODC - Team CivX)				$ 200,000.00	$ 200,000.00	Other Direct Cost
Audio streaming (ODC)	8 weeks of placements on Spotify with high density of household reach.		$ 12,000.00	$ 15,000.00	$ 27,000.00	Bodewell Group
Radio (ODC)	8 weeks of radio placements with approx. 3-4 spots a day		$ 6,000.00	$ 6,000.00	$ 12,000.00	
Tele-Town Hall Events	2 Tele-Town Hall events (Western/Eastern Riverside County)			$ 15,000.00	$ 15,000.00	
OTT/Streaming (ODC)	8 weeks of streaming placements on Disney+, Hulu, ESPN, HBO MAX, and the ROKU channel with high density of household reach		$ 25,000.00	$ 44,000.00	$ 69,000.00	*Budget for Meta/GDN/YouTube ad placements, not included due to separate AlphaVu Budget.
Digital ads (legacy media) (ODC	8 weeks of placements in local online publications		$ 5,000.00	$ 10,000.00	$ 15,000.00	
Ambassadors (ODC)	Sustained on the ground presence of community ambassadors	$ 8,000.00	$ 8,000.00	$ 8,000.00	$ 24,000.00	
Message Platform	Development and refinement of topline message platform and incorporation into talking points, advertising, collateral materials, etc.	$ 20,000.00	$ 10,000.00	$ 8,000.00	$ 38,000.00	
Material Development	Copywriting and design for static digital ads, fact sheets, post cards, ambassador materials, third party toolkits, newsletters, etc.	$ 20,000.00	$ 16,500.00	$ 10,000.00	$ 46,500.00	
Website	Landing page design, messaging implementation, ongoign updates, audience building, SEO and LLM optimization.	$ 10,000.00	$ 5,000.00	$ 3,500.00	$ 18,500.00	
Audio Ad Development	3 Radio spots	$ 15,000.00			$ 15,000.00	
Video Development	One long form video + social cuts	$ 20,000.00			$ 20,000.00	
				ODCs	$ 362,000.00	
				BWG TOTAL	$ 138,000.00	
				GRAND TOTAL	$ 500,000.00	

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AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Metrolink Fiscal Year 2026/27 Operating Budget Request

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve Amendment No. 1 to Agreement No. 25-25-097-00 with the Southern California Regional Rail Authority (SCRRA) for Fiscal Year (FY) 2026/27 First Quarter Funding for an additional amount of $9,411,202, with a contingency of $588,798, for a total amount not to exceed $10,000,000;
2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Amendment No. 25-25-097-01 on behalf of the Commission; and
3) Authorize the Executive Director, or designee, to approve the use of the contingency amount as may be required for the service.

BACKGROUND AND DISCUSSION:

Metrolink is the brand name for the services operated by SCRRA. The Commission is one of the five member agencies that comprises the SCRRA joint powers authority (JPA). All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Typically, each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, no later than June 30. Per the JPA, SCRRA is required to submit the budget request transmittal by May 1st; however, due to lower-than-expected revenues and cost increases, Metrolink is requiring more time to develop the FY 2026/27 budget.

On May 14, 2026, the Commission received notification from Metrolink (Attachment 1) requesting a three-month continuing apportionments resolution for the first quarter of their FY 2026/27 operating budget. To address this request, staff recommends approval of Amendment No. 1 to Agreement No. 25-25-097-00 (Attachment 2) with the SCRRA for FY 2026/27 First Quarter Funding. This will extend the term of the current memorandum of understanding (MOU) funding agreement to continue service at current levels from July 1, 2026, through September 30, 2026. In addition, it will increase the contract amount by $9,411,202, with a contingency of $588,798, for a total amount not to exceed $10,000,000.

Metrolink's budget excludes the Commission's expenses for the nine RCTC-owned stations. These expenses are included in the Commission's adoption of the FY 2026/27 budget and cover station operations and maintenance, right of way, and other station capital projects.

Staff will continue to work closely with Metrolink to develop a fiscally responsible budget that provides the most train service possible for Riverside County residents. Staff expects to return to the Commission by September 2026 with Metrolink's full FY 2026/27 operating and capital budget request.

FISCAL IMPACT:

There is no fiscal impact on this item in the current budget year. Funding for SCRRA operations is included in the Commission's proposed FY 2026/27 budget and will come from Local Transportation Funds (LTF) and Measure A, as shown in Table 1 below.

Table 1. FY 2026/27 SCRRA Operating Subsidy by Revenue Source, Quarter 1

Revenue Source	Amount
Local Transportation Fund (LTF)*	$ 8,400,818
Measure A	1,010,384
RCTC Subsidy Total	**$ 9,411,202**
Added Contingency – LTF Funds	588,798
Revised Total	**$ 10,000,000**

*Funding for LTF is a state source

Financial Information						
In Fiscal Year Budget:	N/A	Year:	FY 2026/27	Amount:	FY27 Ops $10,000,000	
Source of Funds:	**Operating:** LTF, and Measure A - Western County Rail.				Budget Adjustment:	No
GL/Project Accounting No.:	254199 86101 00000 0000 1030 25 86101 $10,000,000					
Fiscal Procedures Approved:					Date:	05/21/2026

Attachments:

1) SCRRA May 14, 2026, Memo Request for Continuing Resolution Approval
2) Draft MOU No. 25-25-097-01 for FY 2026/27 SCRRA First Quarter Funding

METROLINK

MEMORANDUM

May 14, 2026

To Darrell Johnson, *Chief Executive Officer, OCTA*
Martin Erickson, *Executive Director, VCTC*
Aaron Hake**,** *Executive Director, RCTC*
Stephanie Wiggins, *Chief Executive Officer, Metro*
Carrie Schindler, *Executive Director, SBCTA*

From Darren Kettle*, Chief Executive Officer, SCRRA*

Subject Request for a Three-Month Continuing Appropriations Resolution for the Authority's FY27 Operating Budget

On April 24, 2026, Metrolink's Board of Directors authorized the transmittal of a request to the Member Agencies of a three-month continuing appropriations resolution for the Authority's FY27 Operating Budget.

This resolution will ensure uninterrupted operations until the FY27 Budget is adopted. During this time, the current service reduction will remain in place. The Proposed FY27 Operating Budget will be transmitted to the Member Agencies for consideration as soon as possible. We anticipate Metrolink's board adopting the budget no later than September 30, 2026.

The requested continuing appropriations resolution is equal to the first quarter of the FY26 adopted budget. The table below reflects the support amounts requested by the continuing appropriations resolution.

Continuing Appropriation by Member Agency

METRO	OCTA	RCTC	SBCTA	VCTC	Total
$42,904,822	$15,852,862	$9,411,202	$9,894,288	$4,916,875	$82,980,049

Please provide your written approval of this request as soon as possible, so that we can request adoption of the continuing appropriations resolution from Metrolink's board in June.

This is not a request to make payment at this time. You will receive an invoice in the same manner as typical quarterly support requests. Upon adoption of the FY27 Operating Budget, any under-payment or overpayment of support for the first quarter will be adjusted in the second quarter invoice.

FIRST AMENDMENT TO MEMORANDUM OF UNDERSTANDING NO. 25-25-097-00 BETWEEN THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION AND THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY FOR FY 2026-27 FIRST QUARTER FUNDING

This First Amendment to Memorandum of Understanding No. 25-25-097-00 ("First Amendment") is entered into effective July 1, 2026, by and between the Riverside County Transportation Commission ("RCTC") and the Southern California Regional Rail Authority ("SCRRA"), collectively referred to herein as the "PARTIES."

RECITALS

A. The PARTIES entered into Memorandum of Understanding No. 25-25-097-00 ("MOU") for FY 2025-26 annual funding for SCRRA operating and capital costs.

B. The MOU provides that it may be amended in writing by mutual consent of the PARTIES.

C. The PARTIES desire to extend certain funding provisions of the MOU for the first quarter of FY 2026-27, covering the period from July 1, 2026 through September 30, 2026, while SCRRA finalizes and provides updated operating and capital budget information for FY 2026-27.

D. The PARTIES desire to provide interim funding in an amount not to exceed Ten Million Dollars ($10,000,000) to ensure continuity of commuter rail operations and related services benefiting Riverside County pending approval of a subsequent annual funding agreement.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the PARTIES agree as follows:

1. Extension of Funding

The terms and conditions of MOU No. 25-25-097-00 are hereby extended solely for the period of July 1, 2026 through September 30, 2026 ("Extension Period"), unless otherwise modified herein.

2. Interim Funding Amount

During the Extension Period, RCTC shall provide SCRRA interim funding for operating and related eligible costs in an amount not to exceed Ten Million Dollars ($10,000,000), inclusive of contingency funding, pursuant to the invoicing, reimbursement, and budget procedures set forth in the MOU.

SCRRA shall continue to provide quarterly invoices and supporting documentation consistent with the requirements of the MOU.

3. Purpose of Amendment

The PARTIES acknowledge that this First Amendment is intended to provide interim funding continuity while SCRRA finalizes updated FY 2026-27 budget information and while the PARTIES negotiate and consider a subsequent annual funding agreement.

4. **Continuing Effect**

Except as expressly modified by this First Amendment, all terms and conditions of MOU No. 25-25-097-00 shall remain unchanged and in full force and effect.

5. **Authority**

The persons executing this First Amendment represent and warrant that they are authorized to execute this First Amendment on behalf of their respective PARTY.

6. **Counterparts; Electronic Signatures**

This First Amendment may be executed in counterparts and by electronic signature, each of which shall be deemed an original and together shall constitute one instrument.

SIGNATURES

IN WITNESS WHEREOF, the PARTIES have caused this First Amendment to MOU No. 25-25-097-00 to be executed by their duly authorized representatives.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION
_____	_____
Chief Executive Officer	Executive Director
Date: _____	Date: _____
Reviewed and Approved as to Form:	Reviewed and Approved as to Form:
_____	_____
SCRRA General Legal Counsel	RCTC General Legal Counsel

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AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 10, 2026
TO:	Riverside County Transportation Commission
FROM:	Jillian Guizado, Planning and Programming Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Programming Flexibility for City of Wildomar Projects Awarded in the 2023 Regional Arterials Call for Projects

STAFF RECOMMENDATION:

This item is for the Commission to:

1) Approve the city of Wildomar's request (Wildomar) to move programmed regional arterials funds between three projects Wildomar received funding awards for in the 2023 Regional Arterials Call for Projects (Call).

BACKGROUND INFORMATION:

At its February 8, 2023, meeting, the Commission approved the release of the Call. The Call included $85 million of Measure A Regional Arterials (MARA) funding and $50 million of Transportation Uniform Mitigation Fee (TUMF) Regional Arterials funding. At its June 14, 2023, meeting, the Commission approved funding recommendations for 18 projects sponsored by 14 agencies.

The adopted Call guidelines specified a project award maximum of $13.5 million and a per agency award maximum of $27 million. Wildomar submitted three applications which received funding awards as detailed in Table 1. The full list of Call-approved projects is found in Attachment 1.

Table 1. Wildomar Projects Submitted and Funded

Project Name	MARA	TUMF Regional Arterials
Bundy Canyon Rd. Improvement Project, Segment 2	$13,298,440	
Clinton Keith Rd. Widening Project	2,254,919	$3,396,221
Bundy Canyon Rd. Improvement Project, Segment 3	8,050,420	
TOTAL	**$23,603,779**	**$3,396,221**

DISCUSSION:

Wildomar has been working toward getting each of its projects into the construction phase. The most imminent is Bundy Canyon Rd. Improvement Project, Segment 2, which is anticipated to go

to bid in July 2026 for the construction contract. As Wildomar finalizes the project design, which includes updating the cost estimate, Wildomar is anticipating facing a funding shortfall on Bundy Canyon Rd. Improvement Project, Segment 2.

On March 25, 2026, Wildomar submitted a letter to RCTC requesting additional funding for Bundy Canyon Rd. Improvement Project, Segment 2. RCTC responded on April 16, 2026, declining the request for additional funding and instead proposing to seek flexibility from the Commission to allow Wildomar to move any of the $27 million awarded to Wildomar in the Call between the three Call-funded projects. On May 11, 2026, Wildomar responded to RCTC's offer and requested this item be brought forward (Attachment 2).

Wildomar is uniquely positioned to make this request as the only agency in the Call to receive funding awards for three projects. The other two projects: Clinton Keith Rd. Widening Project and Bundy Canyon Rd. Improvement Project, Segment 3, are not estimated to be construction-ready for at least another year or more. Staff recommend the Commission grant authority to allow Wildomar to request funds programmed in the Call between the three Wildomar projects. If approved, this will facilitate Wildomar advancing its projects as they become construction-ready and particularly if they face funding shortfalls when bids come in. It also facilitates the Commission spending down MARA funds that have been held in fund balance for Call-funded projects.

FISCAL IMPACT:

There is no direct fiscal impact associated with this item. Specifically, no change (increase/decrease) to Wildomar's previously approved on-call award is made with this action.

Attachments:
1) 2023 Western Riverside County Regional Arterials Call for Projects Approved Funding
2) Correspondence between Wildomar and RCTC

2023 Western Riverside County Regional Arterials Call for Projects Approved Funding

ATTACHMENT 1

Lead Agency	Project Name	Phase	Phase Start	TUMF Backbone?	Average Score	Request	MARA Funding	TUMF Funding	Funding Recommendation
Eastvale	Limonite Avenue Gap Closure Project	CON	October 2023	No, secondary	45.2	$ 13,500,000	$ 13,500,000		Priority
Beaumont	Potrero Interchange Phase II	CON	March 2024	Yes	44.8	$ 8,000,000		$ 8,000,000	Conditional - need to fulfill $33.5M funding gap
San Jacinto	Esplanade Ave. Widening - Sanderson to Warren Rd.	CON	March 2024	No, secondary	40.8	$ 3,960,000	$ 3,960,000		Priority
Murrieta	Murrieta Hot Springs Road Widening - Margarita Road to SR-79	CON	September 2023	No, secondary	37.8	$ 3,000,000	$ 3,000,000		Priority
Wildomar	Bundy Canyon Rd. Improvement Project, Segment 2	CON	March 2024	Yes, max share reached	37.4	$ 13,298,440	$ 13,298,440	$ -	Priority
Wildomar	Clinton Keith Rd. Widening Project	CON	May 2024	Yes, max share reached	37.4	$ 5,651,140	$ 2,254,919	$ 3,396,221	Priority
Perris	Ethanac Rd. Bridge over San Jacinto River & Roadway Extension, East of the River	CON	March 2024	Yes	37	$ 8,798,000		$ 8,798,000	Priority
Temecula	Ynez Road Improvements	CON	April 2024	No	36.6	$ 1,475,000	$ 1,475,000		Priority
Beaumont	Second Street Extension	CON	July 2023	No	36.6	$ 1,500,000	$ 1,500,000		Priority
Banning	Sun Lakes Extension Project	CON	July 2024	No, secondary	36.4	$ 13,500,000	$ 13,500,000		Conditional - need to fulfill $11.5M funding gap
Riverside	Third Street Grade Separation	CON	April 2025	No, secondary	36	$ 12,000,000	$ 12,000,000		Conditional - schedule
Menifee	McCall Boulevard Widening Project	CON	July 2024	No, secondary	35.4	$ 3,140,000	$ 3,140,000		Priority
Menifee	Bundy Canyon Road/Scott Road Widening Project	CON	May 2025	Yes, max share reached	32.8	$ 10,000,000	$ 632,440	$ 9,367,560	Conditional - schedule
Riverside County	Cajalco Road Widening and Safety Enhancement Project	PS&E	July 2023	Yes	32.6	$ 15,000,000		$ 15,000,000	Priority (PS&E)
Wildomar	Bundy Canyon Rd. Improvement Project, Segment 3	CON	December 2024	Yes, max share reached	31.6	$ 13,200,000	$ 8,050,420	$ -	Conditional - schedule
Calimesa	Realignment of Calimesa Boulevard at Cherry Valley Boulevard	ROW + CON	April 2024	Yes	28.2	$ 5,200,000		$ 5,200,000	Priority
Moreno Valley	Indian Street/Cardinal Avenue Bridge (Over Lateral A)	PS&E	Underway (complete Spring '24)	No	27.6	$ 750,000	$ 750,000		Priority (PS&E)
Corona	Ontario Avenue Widening Project	CON	June 2025	No, secondary	25.6	$ 13,500,000	$ 7,938,781		Conditional - need to fulfill $5.5M funding gap
SUBTOTAL: Projects Recommended for Funding						**$ 145,472,580**	**$ 85,000,000**	**$ 49,761,781**	
Moreno Valley	SR-60/World Logistic Center Parkway Interchange	PS&E	Winter 2023	No, secondary	25.4	$ 6,500,000	$ 6,500,000		Contingency list
Riverside	SR-91/Adams Street Interchange Reconfiguration	PS&E	July 2024	No, secondary	25.4	$ 4,000,000	$ 4,000,000		Contingency list
Corona	Magnolia Avenue Bridge and Road Widening Project	CON	June 2025	No, secondary	25	$ 13,050,000	$ 13,050,000		Contingency list
Moreno Valley	Traffic Signal Communications Fiber Network Phase 1	PS&E + CON	May 2024 & August 2024	No	23.8	$ 5,346,000	$ 5,346,000		Contingency list
Moreno Valley	Traffic Signal Synchronization on Arterials	PS&E + CON	May 2024 & August 2024	No	23.8	$ 1,782,000	$ 1,782,000		Contingency list
~~Jurupa Valley~~	~~SR-60/Rubidoux Boulevard Interchange Project~~	~~PA/ED~~	~~August 2023~~	~~No, secondary~~	~~22.75~~	~~$ 1,500,000~~	~~$ -~~		Ineligible (PA/ED)
Moreno Valley	SR-60/Redlands Boulevard Interchange	PS&E	Winter 2023	No, secondary	15	$ 7,000,000	$ 7,000,000		Contingency list
TOTAL: All Projects						**$ 184,650,580**	**$ 122,678,000**	**$ 49,761,781**	

Carlos Marquez, Mayor, Dist. 1
Dustin Nigg, Mayor Pro Tem, Dist. 2
Ashlee DePhillippo, Council Member, Dist. 5
Bridgette Moore, Council Member, Dist. 4
Joseph Morabito, Council Member, Dist. 3

City of Wildomar
23873 Clinton Keith Rd, Ste. 110
Wildomar, CA 92595
951.677.7751 Phone
www.wildomar.gov

May 11, 2026

Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon St. 3rd Fl.
Riverside, CA 92502

RE: RCTC's Response to the City of Wildomar's Request for Construction Funds for Bundy Canyon Road Widening – Segment 2

Dear Mr. Hake,

The City is grateful for your consideration of the City's request for construction funds for the Bundy Canyon Road Widening – Segment 2 Project.

The City concurs with RCTC's proposed approach to request approval from the RCTC Commission to allow for the reprogramming of awarded funds between the City's three awarded projects under the 2023 Regional Arterials Call for Projects. While this may result in a reduction of construction funding for the other awarded projects, this will help the City move this next phase of the Bundy Canyon Rd. widening forward to completion.

The City looks forward to other RCTC funding opportunities that may be available in the future through which the City can resubmit funding requests for the other awarded projects (Bundy Canyon Rd. Widening – Segment 3, Clinton Keith Rd. Widening), to move those projects towards construction and completion.

Sincerely,

Chris Mann
City Manager

Signature: Chris Mann
Chris Mann (May 11, 2026 09:35:25 PDT)
Email: chrismann@wildomar.gov

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

4080 Lemon St. 3rd Fl. Riverside, CA 92501
Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
951.787.7141 • rctc.org

April 16, 2026

Chris Mann, City Manager
City of Wildomar
23873 Clinton Keith Road, Suite 110
Wildomar, CA 92595

Subject: Wildomar's Request for Construction Funds for Bundy Canyon Road Widening – Segment 2

Dear City Manager Mann:

Thank you for your letter dated March 26, 2026, seeking additional construction funding for Bundy Canyon Road Widening – Segment 2. Bundy Canyon Road is an important regional corridor in southwest Riverside County. RCTC is proud to continue being a funding partner with the City of Wildomar (City) as each project segment is delivered.

As noted in your letter, in June 2023, the Commission awarded the City $13,298,440 of Measure A Regional Arterials (MARA) funds for Bundy Canyon Road Widening – Segment 2 and $8,050,420 of MARA funds for Bundy Canyon Road Widening – Segment 3. Clinton Keith Road Widening was also awarded a total of $5,651,140 ($2,254,919 MARA and $3,396,221 Transportation Uniform Mitigation Fee Regional Arterials). These projects were highly competitive in RCTC's 2023 Regional Arterials Call for Projects; Wildomar was the only agency to receive funding for three projects and to reach the maximum award amount of $27,000,000 per agency.

RCTC is acutely aware that project costs have risen for all agencies since Wildomar originally applied for these funds. Due to an outsized number of other projects awarded funding in the 2023 Regional Arterials Call for Projects similarly impacted, I am not in a position to recommend the Commission grant additional funding to Wildomar's Bundy Canyon Road Widening – Segment 2 project. Given the insufficient funding available for regional transportation projects and rising costs, agencies must prioritize projects to facilitate delivery. Subject to the City's concurrence, at the upcoming June 10, 2026, Commission meeting, RCTC staff will recommend the Commission allow the City to request RCTC to reprogram the awarded funds between its three projects awarded in the 2023 Regional Arterials Call for Projects. This will require the Commission to grant an exception to the adopted call for projects guidelines which limited agencies to a maximum award amount of $13,500,000 per project. If approved by the Commission and upon confirming a funding gap remains on Bundy Canyon Road Widening – Segment 2 after construction bids are received, please submit a reprogramming request to RCTC.

Please respond with the City's agreement or not with the above approach. I look forward to our agencies' continued partnership in project delivery, support of additional local funding for transportation infrastructure, and improving mobility for the people of Riverside County.

Sincerely,

Aaron Hake
Executive Director

Carlos Marquez, Mayor, Dist. 1
Dustin Nigg, Mayor Pro Tem, Dist. 2
Ashlee DePhillippo, Council Member, Dist. 5
Bridgette Moore, Council Member, Dist. 4
Joseph Morabito, Council Member, Dist. 3

City of Wildomar
23873 Clinton Keith Rd, Ste. 110
Wildomar, CA 92595
951.677.7751 Phone
www.wildomar.gov

March 26, 2026

Aaron Hake
Executive Director
Riverside County Transportation Commission
4080 Lemon St. 3rd Fl.
Riverside, CA 92502

RE: Request for Construction Funds for Bundy Canyon Road Widening – Segment 2

Dear Mr. Hake,

This letter serves as the City of Wildomar's request to the Riverside County Transportation Commission (RCTC) to provide additional construction funding for Segment 2 of the Bundy Canyon Road Widening Project.

Background

Bundy Canyon/Scott Road serves Southwest Riverside County as a Regional Arterial connecting the I-15 in the City of Wildomar (Bundy Canyon Road) and the I-215 in the City of Menifee (Scott Road). Bundy Canyon/Scott Road is currently a 2-lane road. The road segment was identified as a 6-lane facility in the Riverside County Integrated Plan (RCIP), subsequently adopted as a 6-lane facility in both cities' General Plans, and was included in the Western Riverside Council of Government's (WRCOG's) Transportation Uniform Mitigation Fee (TUMF) program. In 2018, WRCOG further identified Bundy Canyon/Scott Road as a local route with Regional Significance in the region's Active Transportation Plan.

Improving Bundy Canyon has been a top community priority because of the local and regional significance of the road, increased traffic volumes, and fatality collisions. A 2019 Existing Conditions Report prepared by the City demonstrates that Bundy Canyon Road is currently operating beyond capacity, with a Level of Service F, and a summary of collision history from 2014-2019 demonstrates the recurrence of several collisions along this corridor. Bundy Canyon Rd. serves as the primary route for over a thousand homes in The Farm community in Wildomar and in the event of an emergency or an accident along the road, the current two-lane configuration does not provide sufficient width for alternate access and can therefore cause significant delays and detours for both City residents and regional traffic. Providing additional roadway width and capacity is critical to minimizing delays and enhancing access along this corridor. Realigning the road both vertically and horizontally, as is proposed, is also necessary to enhance visibility and safety along the route.

Widening Progress and Status

Due to the significant project cost to widen Bundy Canyon Rd. from the I-15 to the eastern City limits with the City of Menifee, the City segmented the overall road widening project into phases and programmed elements within each phase to build forward. Below is a summary of the various project segments which are based on providing four lanes of capacity.

- Segment 1: I-15 to 1000' East of Oak Canyon Dr.
  - Included realigning and widening the road from two lanes to four lanes, the addition of striped medians and turn lanes, the construction of regional and local drainage improvements, and the construction of two new traffic signals.
  - Construction completed in 2024.
- Segment 2: 1000' East of Oak Canyon Dr. to 600' East of The Farm Rd.
  - Includes full horizontal and vertical realignment.
  - Includes widening from two lanes to four lanes, a striped median, turn lanes, and paved shoulders.
  - Includes 15' wide Class 1 Bicycle/Pedestrian Path on the north side of the road.
  - Includes drainage improvements to protect the roadway and water quality improvements
  - Includes one new traffic signal and one modified traffic signal.
  - Requires significant right-of-way acquisition including full property acquisitions and resident relocations, and purchase of replacement conservation property in cooperation with RCTC/RCA.
- Segment 3: 600' East of The Farm Rd. to Eastern City Limits
  - Includes a significant horizontal roadway realignment, two new traffic signals, and one modified traffic signal.
  - Includes widening from two lanes to four lanes, a striped median, turn lanes, and paved shoulders.
  - Includes 15' wide Class 1 Bicycle/Pedestrian Path on the north side of the road.
  - Includes drainage improvements to protect the roadway and water quality improvements.
- I-15 Interchange Project Study Report/Project Initial Document: Bundy Canyon Rd. at I-15
  - The City, in partnership with RCTC, initiated the PSR/PID Phase of the Bundy Canyon Rd./I-15 interchange. The PSR/PID is progressing and is expected to be completed in Summer 2026.

As a result of RCTC's previous funding support, the City successfully completed the widening of Segment 1 of Bundy Canyon Road in 2024. In 2023, the City submitted three funding request applications to RCTC under the 2023 Regional Arterials Call for Projects. The City was awarded approximately $13.3 million in MARA funds for the construction of Segment 2, approximately $8 million in MARA funds for Segment 3, and approximately $5.7 million in RCTC TUMF Regional Arterial funds for the Clinton Keith Road Widening. At the time, the funding awarded for Segment 2 represented the remaining funding the City estimated was needed for construction, based on estimated project costs at that time. The funding awarded for Segment 3 was a partial award because the City had received the maximum funding allowed for a single agency under the Call for Projects ($27 million).

Segment 2 Status Update

Since the time that MARA funding was awarded in 2023, the City has been working to finalize the Environmental Permitting, PS&E, and Right-of-Way/Utility Coordination for Segment 2 of Bundy Canyon Road. Several items in Segment 2 now exceed the original estimated costs and/or anticipated time to complete, including the following:

- Environmental Permitting
  - The City obtained all the necessary regulatory permits needed for the project in 2024. However, due to a regional shortage of available mitigation credits, the City was unable to purchase the required mitigation credits until October 2025. Due to the shortage of credits, the price per credit was almost double the typical cost.

- Utility Coordination
  - Southern California Edison
    - Coordination with SCE has been on-going for approximately two years. SCE has elected to underground their utilities in this segment of Bundy Canyon Rd. SCE relocations will be partially charged to the City. The relocation plans are near completion and SCE is working with other utility companies on a joint-trench agreement.
  - Elsinore Valley Municipal Water District (EVMWD)
    - EVMWD advised the City that they need to relocate and replace their waterline in this segment of Bundy Canyon Rd. due to the significant vertical roadway realignment. It was determined that the City has prior rights and that EVMWD would be responsible for the relocation. However, to keep the project moving as quickly as possible, the City assumed the responsibility to prepare waterline relocation plans and to relocate/replace the waterline during construction. Costs for the relocation are included in the total project construction cost, but EVMWD will be responsible for relocation costs under reimbursement agreements with the City. EVMWD has budgeted the funds necessary (approximately $8.5 million) for the relocation of their waterline in anticipation of the City's construction.
  - Southern California Gas Company
    - SoCal Gas will be relocating a main line and is expected to complete their relocation in advance of the City's construction.
- Right-of-Way Acquisition
  - The City was made aware in early 2025 that right-of-way acquisition from Riverside Conservation Authority (RCA) properties was subject to Federal requirements because the properties were purchased with Federal funds. As a result, the City had to coordinate with RCA to find a replacement property to offset the acquired right-of-way at a 3:1 ratio. The offsite property acquisition was completed in late 2025.
- Staging Plans
  - As the City progressed with utility coordination, the preparation of construction staging plans became necessary to assist with the utility coordination and relocation planning, and to provide guidelines to contractors who will bid on the project. The significant horizontal and vertical realignment required advanced coordination with the utility companies to ensure that their utilities remain operational during construction. Several utilities will be incrementally relocated in different phases of construction to maintain service during construction. As a result, additional working days are being added to the construction duration to ensure there are adequate windows of time to complete the multiple relocations.

The added construction duration is also expected to increase the City's Construction Administration expenses.

- Construction Administration
  - Environmental Compliance
    - The City has entered into an agreement with a consultant to perform the environmental compliance monitoring required by the EIR and the regulatory permits during construction. This agreement's total cost is approximately $800,000 across several years, to include post-construction mitigation monitoring.
  - Construction Management/Inspection
    - The City advertised an RFP for Construction Management/Inspection services for the project. Proposals were due on March 12, 2026. The City is currently evaluating the proposals and plans to award a contract in May 2026.

A summary of the total construction costs, current funding, and fund sources is provided in Table 1 below.

Table 1 - Segment 2 Construction Costs

Phase	Total Cost	Funded	Unfunded	Fund Source(s)
Construction	**$42,100,000**	**$30,070,000**	**$12,030,000**	MARA, TUMF, DIF, EVMWD
Const. Admin	**$5,473,000**	**$5,473,000**		TUMF, DIF
Environmental	*$803,000*	*$803,000*		TUMF, DIF
Const. Eng.	*$100,000*	*$100,000*		TUMF, DIF
Admin/Inspect.	*$4,570,000*	*$4,570,000*		TUMF, DIF
Total Cost	**$47,573,000**	**$35,543,000**	**$12,030,000**	MARA, TUMF, DIF, EVMWD

The City has previously pursued many funding opportunities for the Bundy Canyon Rd. corridor improvements, to attempt to close funding gaps. Table 2 includes a summary of major funding opportunities the City has sought over the past several years for the Bundy Canyon Rd. corridor.

Table 2 - Major Funding Opportunities Sought

Funding Opportunity	Date Requested	Amount Requested	Status
FEMA HMGP (2018)	6/3/2019	$2,137,500	Awarded but Withdrawn [1]
SB 1 LPP (2018)	1/30/2018	$9,160,794	Not Awarded
SB 1 LPP (2020)	6/30/2020	$11,342,800	Not Awarded
ATP Cycle 5	9/11/2020	$1,454,000	Awarded but Lapsed [2]
RTP (2022)	4/7/2022	$2,000,000	Not Awarded
RAISE (2022)	4/14/2022	$15,765,631	Not Awarded
INFRA (2022)	5/23/2022	$16,100,500	Not Awarded
State Senate (Seyarto)	4/15/2022	$6,000,000	Not Awarded
RCTC MARA (2023) (Segment 2)	4/5/2023	$13,298,441	Awarded
RCTC MARA (2023) (Segment 3)	4/5/2023	$13,200,000	Partially Awarded
CMAQ (2025) (Segment 3)	May 2025	$10,400,000 (approx.)	Not Awarded

[1] FEMA HMGP: *The grant application included Segments 1 and 2 of Bundy Canyon Rd. The City received notice of award in 2021, approximately 3 years after application. Between the time of grant application and grant award, the City began construction on Segment 1. Use of the funds would have required the Segment 2project to be Federalized, adding significantly more time and cost to the project which could impact the City's funding commitments for other fund sources in the Project including RCTC grant funds. As a result, the City submitted a withdrawal for the funds and the funds are no longer available.*

[2] ATP Cycle 5: *Due to delays associated with the added waterline scope of work and the offsite property acquisition to mitigate for the RCA Right-of-Way Acquisition, these funds have lapsed.*

In 2024, WRCOG adopted a new TUMF Nexus Study that increased the maximum TUMF share for Bundy Canyon Rd. sufficiently to provide the remaining funding needed to complete Segment 2. However, as part of the FY 26/27 TUMF budget process, WRCOG informed member agencies that TUMF revenues have been lower than expected and TUMF expenditures (reimbursements) have been higher than typical. At the January 14, 2026, City Council meeting, the City Council gave City staff direction on the prioritization of TUMF funded CIP projects. As part of that direction, the City Council prioritized the construction of Bundy Canyon Rd. Segment 2 ahead of the construction of the Clinton Keith Rd. Widening. Since limited additional TUMF funding requests could be made for FY 26/27, the City reappropriated TUMF funds that were allocated to the construction of Clinton Keith Rd. to cover on-going TUMF expenditures on projects and the remainder to Bundy Canyon Rd. The City was unable to request additional funding for the Bundy Canyon Rd./I-15 and the Wildomar Trail/I-15 interchange projects to move forward into the PA&ED phase.

The City has worked closely with our regional partners (i.e. RCTC, WRCOG, County, RCFC, Southwest Zone Cities/Agencies, etc.) in the development of the overall Bundy Canyon Rd. Project. The City has pursued various grants and is willing to continue pursuing grant funding to complete the entire corridor. However, the City is ready to move forward with the construction of Segment 2 of Bundy Canyon Rd. now and there is significant momentum with partnering agencies who have expended time and efforts towards this project including SCE, SoCal Gas, and EVMWD. The City's Project Management team and consultants are also prepared to move the project forward through the construction phase.

Segment 2 is shovel-ready and is ready to be advertised for construction bids. A summary of the Segment 2 project schedule, assuming funding availability, is included in Figure 2 below.

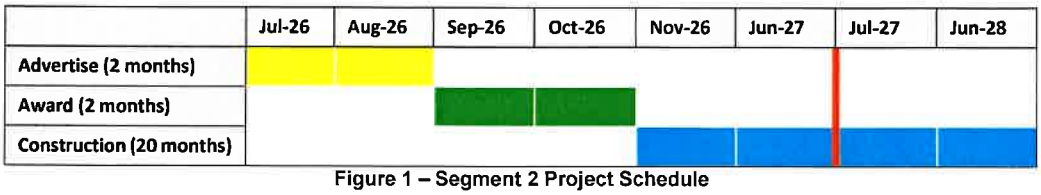


Figure 1 – Segment 2 Project Schedule

On behalf of the City of Wildomar and at the direction of the City Council, I respectfully request RCTC's assistance to fill the $12,030,000 funding gap to construct the shovel-ready widening of Bundy Canyon Road – Segment 2 in Fiscal Years 26/27- 27/28.

Should you or your staff have any questions regarding this request, please contact Jason Farag, Public Works Director/City Engineer, by email at jfarag@wildomar.gov or by phone at 951-677-7751 x219. City staff are also available to meet with RCTC staff to discuss any questions or concerns related to this funding request.

The City is grateful for the on-going support that RCTC has and continues to provide to the City of Wildomar. Thank you for your time, consideration, and continued support.

Sincerely,

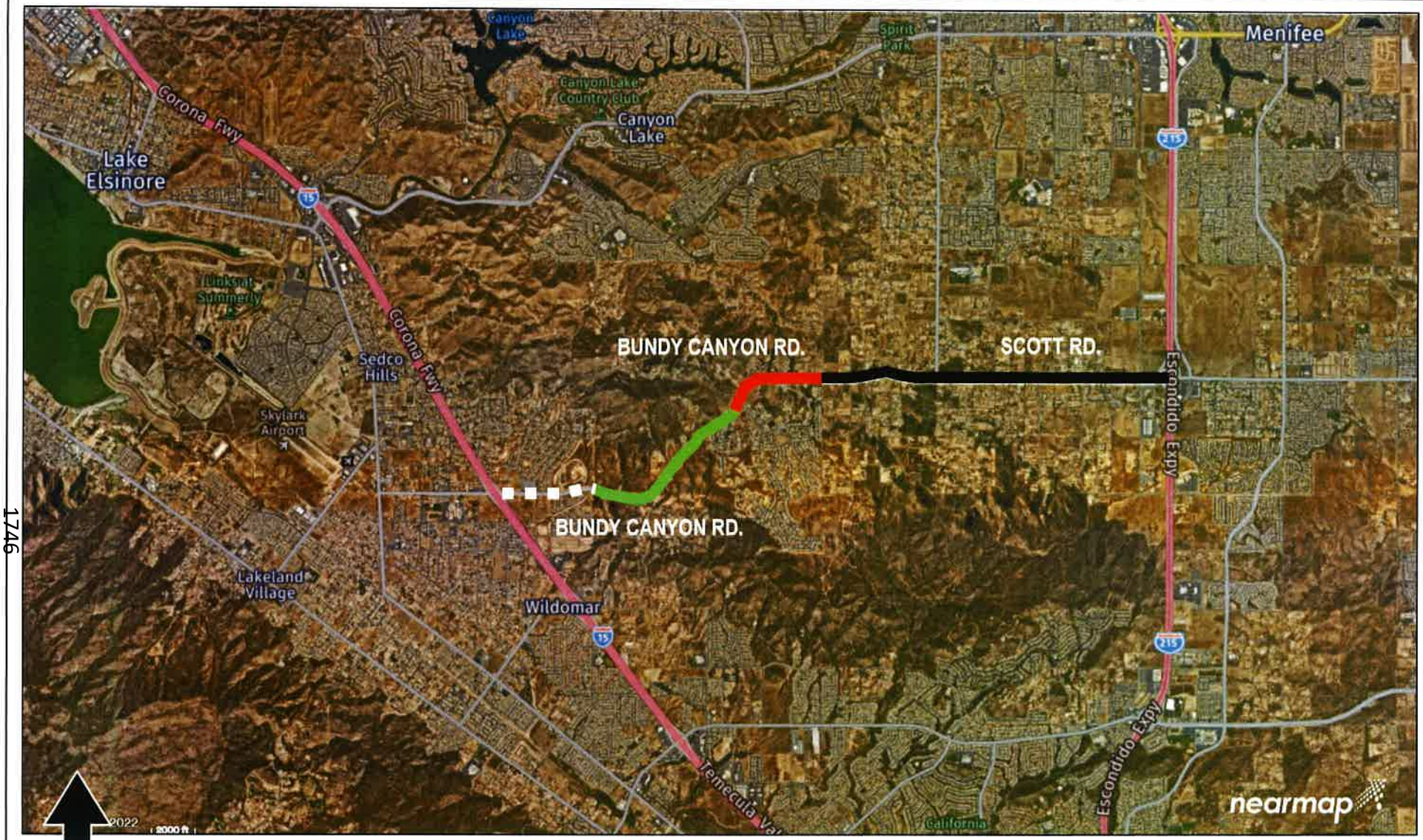
Chris Mann

Chris Mann (Mar 25, 2026 15:27:37 PDT)

Chris Mann
City Manager

Attached:

- Project Segments Exhibit



NORTH
(no scale)

SEGMENT 1 (COMPLETED 2024)	SEGMENT 2 (THIS FUNDING REQUEST)	SEGMENT 3 (PARTIALLY MARA FUNDED)	BUNDY CANYON RD./SCOTT RD. (CITY OF MENIFEE)

CITY OF WILDOMAR
PUBLIC WORKS DEPARTMENT
23873 CLINTON KEITH RD., SUITE 201
WILDOMAR, CA 92595

BUNDY CANYON RD. IMPROVEMENT PROJECT, SEGMENT 2

ROADWAY SEGMENTS EXHIBIT

1746