



TIME/DATE:

MEETING AGENDA

9:30 a.m. / Wednesday, October 14, 2026

LOCATION:

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

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, October 14, 2026

DoubleTree by Hilton

Oleander Ballroom

67967 Vista Chino, Cathedral City, CA 92234

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 October 13, 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. **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.*

6A. APPROVAL OF MINUTES – SEPTEMBER 9, 2026

Page 1

6B. MONTHLY INVESTMENT REPORT

Page 21

Overview

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended August 31, 2026.

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 23

Overview

This item is for the Commission to:

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

7. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE TRANSIT NEEDS PUBLIC HEARING UPDATE

Page 28

Overview

This item is for the Commission to:

- 1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

8. FISCAL YEAR 2025/26 LOW CARBON TRANSIT OPERATIONS PROGRAM CYCLE B ALLOCATIONS

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Overview

This item is for the Commission to:

- 1) Approve the allocation of \$3,121,773 from Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B funds to eligible Riverside County transit operators; and
- 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.

9. INTERSTATE 10 CORRIDOR PROJECT DEVELOPMENT

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Overview

This item is for the Commission to:

- 1) Receive a presentation on transportation project development along the Interstate 10 corridor within Riverside County;
- 2) Approve cancellation of the Design Engineering Evaluation Report (DEER) for I-10 Pass Area Ramp Metering Project;
- 3) Direct staff to initiate an amendment to Agreement No. 25-31-090-00 with WSP USA Inc. (WSP) to perform an I-10 Bi-County Express Lanes Toll Feasibility study from State Route 60 in the city of Beaumont to Ford Street interchange in the city of Redlands in San Bernardino County and authorize a cooperative agreement with San Bernardino County Transportation Authority (SBCTA) for the completion of this study; and
- 4) Direct staff to initiate an amendment to Agreement No. 26-72-010-00 with Kimley-Horn and Associates Inc. (Kimley-Horn) to expand the scope for the project initiation document (PID) phase of the I-10/SR-79 Interchange Project to include the improvements to the I-10/SR-60 Interchange.

10. SMART FREEWAY PILOT PROJECT UPDATE

Overview

This item is for the Commission to:

- 1) Receive and file a presentation for the Smart Freeway Pilot Project.

11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

12. EXECUTIVE DIRECTOR REPORT

13. COMMISSIONER COMMENTS

Overview

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

14. CLOSED SESSION

14A. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)

Name of case: Riverside County Transportation Commission v. La Moda (Ontario)

EB-5 Investment LLC, et al., Riverside

County Superior Court Case No. CVRI2405875

14B. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Buyer(s)	Property Owner(s)
1	118-260-019	RCTC	Circle City Investment Group, LLC

15. ADJOURNMENT

The next Commission meeting is scheduled to be held on **Tuesday, November 10, 2026.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, September 9, 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

Chuck Conder
Joseph DeConinck
Denise Delgado*
Steve Downs
Ricky Estrada
Waymond Fermon*
Kathleen Fitzpatrick
Raymond Gregory
Yxstian Gutierrez
Jan Harnik
Linda Krupa
Clint Lorimore
Bob Magee
Jose Medina
Linda Molina
Joseph Morabito
V. Manuel Perez
Catalino Pining
David Ready

Jeremy Smith
Karen Spiegel
Jim Steiner
James Stewart
Toper Taylor
Valerie Vandever
Michael M. Vargas
Dirk Voss
Cindy Warren
Chuck Washington
Lloyd White*

Commissioners Absent

Brian Berkson
Ulises Cabrera
Sheri Flynn
Fia Sullivan

**Joined after the meeting was called to order.*

3. PLEDGE OF ALLEGIANCE

Commissioner Jose Medina 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.

At this time, Commissioner Lloyd White joined the meeting.

Commissioner Krupa requested to pull Agenda Item 6H, *"State Route 79 Segment 3 Simpson Road Traffic Study Findings"* for further discussion.

6. CONSENT CALENDAR

M/S/C (Molina/Vargas) to approve the following Consent Calendar items.

6A. APPROVAL OF MINUTES – AUGUST 12, 2026

6B. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2026.

6C. FISCAL YEAR 2024/25 TRANSPORTATION DEVELOPMENT ACT AND MEASURE A AUDIT RESULTS

- 1) Receive and file the Transportation Development Act (TDA) and Measure A audit results report for Fiscal Year (FY) 2024/25.

6D. AUDIT PLAN FOR THE COMMISSION'S FISCAL YEAR 2025/26 AUDIT

- 1) Receive and file the presentation on the audit plan for the upcoming audit of the Commission's Fiscal Year 2025/26 financial statements and facilitate communication between auditors and those charged with governance (the Audit Ad Hoc Committee).

6E. 91 EXPRESS LANES MONTHLY STATUS REPORT

- 1) Receive and file the 91 Express Lanes Monthly Reports for April, May and June 2026.

6F. 15 EXPRESS LANES MONTHLY STATUS REPORT

- 1) Receive and file the 15 Express Lanes Monthly Reports for April, May and June 2026.

6G. FISCAL YEAR 2026/27 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS

- 1) Adopt Resolution No. 26-020, *“Resolution of the Riverside County Transportation Commission Approving the FY 2026/27 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$5,179,576 related to Fiscal Year (FY) 2026/27 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 4) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2026/27 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

6I. PARTNER AGENCY PROJECT IMPLEMENTATION POLICY

- 1) Adopt Resolution No. 26-019 the Partner Agency Project Implementation Policy; and
- 2) Authorize staff to implement the Policy for future partner agency requests for RCTC project delivery services.

6J. AMENDMENT NO. 4 WITH ACCENTURE INFRASTRUCTURE AND CAPITAL PROJECTS, LLC FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE INTERSTATE 15 SMART FREEWAY PILOT PROJECT

- 1) Approve Amendment No. 4 to Agreement No. 22-31-098 with Accenture Infrastructure and Capital Projects, LLC (Accenture) for construction management services for Interstate 15 (I-15) Smart Freeway Pilot Project, increasing the contract by \$510,000, for a total amount not to exceed \$2,789,431;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director to adjust fund sources within the approved total to ensure efficient use of available funding.

At this time, Commissioner James Stewart joined the meeting.

7. METROLINK FISCAL YEAR 2026/27 OPERATING BUDGET – SECOND QUARTER FUNDING

Sheldon Peterson, Rail Manager, presented an update for the approval of the second quarter funding for Metrolink’s Fiscal Year 2026/27 Operating Budget, highlighting the following:

- RCTC and Metrolink (Including the Metrolink Regional Rail System map)
 - ✓ Metrolink is funded by five-county joint powers authority (JPA)
 - ✓ Three RCTC Routes: Riverside, IEOC, and 91/Perris Valley
 - ✓ Nine stations in our county
- Improve mobility for the people of Riverside County (including a map of the Riverside County Metrolink Rail System and express lanes)
 - ✓ Metrolink is the key part of the multimodal transportation network, along with bus transit and express lanes
 - ✓ Major transit centers are co-located at train stations
 - ✓ RCTC owns and operates nine train stations
 - ✓ Feeder transit services with free transfers are available at most train stations
- Background and budget process
 - ✓ Metrolink is required to seek budget approval from member agencies by June 30th annually
 - ✓ Metrolink Board approved a first and second quarter continuing resolution on June 26th and July 24th, respectively
 - ✓ Commission approved June 10th to amend its FY26 memorandum of understanding (MOU) to fund the first quarter of FY27 through September 30, 2026
 - ✓ Purpose today is to seek approval of second quarter funding through December 31, 2026
- Current operational challenges
 - ✓ F-125 Locomotive mechanical issues causing cancellations and annulments
 - ✓ Parts reliability/availability issues
 - ✓ March 23, 2026, Emergency Schedule Reduction
 - Announced on March 19 for March 23 start, planned for seven weeks and became permanent
 - 20 percent reduction in Weekday Service
 - Suspended 32 trains
 - Shortened four routes
- Current budget challenges
 - ✓ Ridership is steadily increasing but passenger fares are significantly lower than pre-COVID-19 (COVID)
 - Passenger fares pre-COVID were approximately 30 percent+ farebox
 - Passenger fares currently at approximately 15 percent farebox
 - ✓ Fare revenues are not keeping pace with rising costs
 - Approximately 60-70 percent of Metrolink budget is based on long term contracts with cost escalations and are relatively fixed costs
 - ✓ Member agency subsidies have increased roughly 50 percent over the last five years
 - RCTC share grew from FY22 of \$21.5 million to FY26 of \$31.9 million

- Early FY27 Budget estimates
 - ✓ In May, Metrolink staff estimated a \$35 million deficit in FY27 due to:
 - Revenue decreases (\$15 million)
 - Cost increases (\$10.5 million)
 - Member agency subsidy target reductions (\$9.5 million)
 - ✓ FY26 ridership on Riverside County Lines at 57 percent compared to pre-COVID

At this time, Commissioner Denise Delgado joined the meeting.

Sheldon Peterson continued to present the following:

- FY26 Ridership by month – June 2026 – Metrolink Systemwide graphic
- Metrolink overall fare revenues through FY26 graphic
- Metrolink overall expenses through FY26 graphic
- Systemwide budget trends graphic (Operating budget FY19 – FY26)
- Metrolink's chart for fixed versus Operating costs (Source: FY26 Budget)
- Ongoing budget development
 - ✓ Multiple costs savings and service reduction scenarios
 - ✓ On July 18, 2026, Metrolink staff transmitted a FY27 Budget Proposal for the continuing the current 20 percent reduced schedules through FY27
 - ✓ The challenge: even with 20 percent reduced service, farebox revenues are lower and operating expenses are slightly above the prior year
- Initial FY27 Budget Proposal July 18, 2026, table
- FY27 Initial Forecast chart – Support by Member Agency = \$286.3 million

Sheldon Peterson thanked our Metrolink Board Members, it is a very challenging job you are always there, always present, and it is definitely appreciated.

Chair Gregory thanked Sheldon Peterson and his staff for continuing to work through this crisis. Of course, continued thanks to all our representatives that are Commissioners who serve on the Metrolink Board.

Commissioner Spiegel stated that she sits on the Metrolink Board, and she thinks the members here should understand those target numbers, particularly from Los Angeles and Orange Counties, are not the formula that we have worked off of all these years. The target is lower than the original budget and is a part of the reason for our deficit. It is important for everybody to know that they have made changes in their expectations. We as a whole agency must work to reduce that it is a critically important part that you understand it is challenging. It is also challenging in the fact that we still have a problem with mechanical failures on trains. We must still cover the employees that is hard to cut those because when things turn around to re-employ it is a longer gap so there is a lot of other pieces that are going with this. She thanked Sheldon Peterson, his team, and Aaron

Hake, Executive Director, she knows they are fighting the battle with the other CEOs it has not been easy, but she appreciates it. We went in this budget year as an organization RCTC wanting more service and increasing our budget to be slapped down and losing 20 percent. We are good players, we are standing up and playing well in the sand box.

Commissioner Morabito asked what happens if this does not pass.

Sheldon Peterson replied that Metrolink would then need to figure out if they have enough surplus to continue to operate until we approve a budget potentially in November or sooner to continue to move it. They do need all the member agencies to agree to fund the service in order to keep it operating.

Commissioner Conder stated that Sheldon Peterson is a warrior and he is very proud of it. He clarified with the F-125 Locomotives we are the only ones using those.

Sheldon Peterson replied that is correct and part of the challenge to get to Tier 4 Locomotives was that Federal Railroad Administration (FRA) rule and Metrolink was excited to be first. The challenge is on later procurements no other agency within the country picked that locomotive they picked different locomotives and so we are kind of unique that we have this system and this locomotive in place. It is a fantastic locomotive, it has got great technical skills, but we are having maintenance challenges.

Commissioner Conder stated that we are 20 months+ out from the FY28 Olympics (LA28) are we going to have the spares and those trains fully operational by LA28.

Aaron Hake replied that is something they are actively discussing and all the member agencies have this concern as well. Recent discussions have concentrated on making sure we focus on rehab of our existing fleet rather than going out as there was thought to purchase more locomotives and we have put that by the wayside and making sure we get the existing fleet into shape in time.

Commissioner Conder asked if it was time to put these F-125 Locomotives and say okay we will keep them going but we are going to get back to what we know is going to work as he is very concerned that the 22 months will go by quickly.

Aaron Hake replied yes, and it is here.

Commissioner Krupa thanked Sheldon Peterson for the presentation. She asked on ridership does Metrolink track the boardings from each independent station to see where the shortfall is and if there is a shortfall per community is there increased marketing efforts in those communities to get riders back on the train.

Sheldon Peterson replied there is a ridership report by station that does come out and it is sent directly to RCTC and we review it. What is in our control is we have a local

marketing outreach team so we identify communities and stations if we have lower ridership in Perris or Corona we can do some grassroots marketing for those communities. Metrolink is more big picture and does general marketing across the system. It is such a broad system it is hard for them to focus sometimes on particular routes, but locally we are definitely responsive.

Commissioner Krupa asked how does Riverside County compare to other counties as far as being up or under.

Sheldon Peterson replied that we are solid there are some challenges with some of our routes and schedules. In addition to mechanical issues, we have had a lot of on-time performance issues with the host railroads, so our ridership has been impacted by that over the last couple of years. Our goal is to get out there and make sure we can encourage people to get back on those trains.

Commissioner Stewart stated in 2019 we had approximately \$82 million worth of ridership and now we are hovering at about \$43 million. He asked have we dug in and found out what happened obviously COVID, but did people find alternate modes of transportation that they no longer need or want. Also, in taking a train it can be a little confusing especially if you want to go to Los Angeles have we on our side provided routes and times and kind of promoted certain attractions or even job centers that make it easier for riders to take the train. Step by step really does help, so he is curious if we have looked at the matrix as to why people are not taking the train anymore.

Sheldon Peterson stated that generally we have looked at that and part of the challenge coming out of COVID is Metrolink thought there would be more off-peak riders taking it throughout the day on different trips. We rolled out with the Metrolink Reimagined Program and spread out the schedule and tried to capture those trips. Those have been a little bit hard to capture a lot of people are on the train to avoid congestion on State Route 91. It is important to us to get a schedule that goes back to the peak period so that is what we are doing with some of those modifications. As far as trying to attract riders we have our outreach that we talked about with local marketing we also have a great program with Metrolink Experience and I.E. Commuter where we target employers and try to get free tickets to riders. We have a website and a call in where they can learn about Metrolink, and our websites also promote destinations and connections. Even on a grassroots level we do different excursion trips with groups of people we take them on trips and show them how to make those connections. We are trying a lot of different things but are always open to suggestions, we have a great opportunity with all the cities here. If the Commissioners have ideas, we can reach out to your communities to get the word out we are definitely here to support that.

Aaron Hake stated that was a really comprehensive answer of all the things we invest in in our county supplemental to what Metrolink does on their own to target our residents. He provided a more specific answer to one of Commissioner Stewart's questions in that

over the last few years we have noticed that the ridership on Metrolink closely tracks office occupancy in downtown Los Angeles. One of the shifts that has happened in people's travel patterns is they are not always working in the office. The commuter Metrolink system was built around people commuting long distances regularly into an office four or five days a week and with that there was a value proposition with them buying a monthly pass. If you are no longer commuting regularly into the office and maybe commuting one or two days a week on the train, that value proposition for that monthly pass is not there. That is where Metrolink made a lot of its revenue was on the monthly pass sales. The pandemic had an instant hit to ridership, but it also shifted work habits and work culture for those who used to commute. What Metrolink tried to do at our request is that all the member agencies said the model of transportation has shifted, we need to shift also, and they noticed the market was shifting towards weekend trips and midday recreational trips of choice. They attempted to do what they called Metrolink Reimagined where they took some of those peak commute trains and shifted them to midday on a theory it would capture this rider of choice. Unfortunately, it coincided with these mechanical failures of the F-125 Locomotives, and we also ran into host railroad issues. Most of Metrolink runs on Union Pacific or BNSF Railroad, and they dispatch those lines so there was a perfect storm that emerged when we shifted the schedule to try to meet this new customer and the system was no longer as reliable as it once was. Now with this very unfortunate budget situation we are trying to shift the trains that we have left back to that peak commute and core customer in Riverside County that is trying to go a long distance.

Commissioner Molina stated she is fortunate enough to be a dual Commissioner on Metrolink and RCTC and is so proud of Aaron Hake and staff for picking all the brains that they do looking for solutions. We are in the people business as well a lot of people rely on the train to get to work and those are the people we are fighting for. Aaron Hake and his staff have to prove to the Commissioners this is still a good idea to move forward, in what capacity, what time frame, and so on. She appreciates all Aaron Hake's efforts and that of staff because we are the face of this agency and you make our job worthwhile to fight for.

Commissioner Warren expressed concern this is a lot of money they keep throwing at a project that seems to have more and more trouble. There is mechanical failure, low ridership, and the lines are not open enough for us to speed down the tracks to get our people where they need to be. She asked what we are doing in regard to getting to our state legislators for some help in this area. How are we getting them to advocate for us because this is not just our problem this is a problem with the state and if they do not start coming up with money to fund this, we cannot continue to throw money at it. There are projects that we need for our freeways to move traffic and if we keep throwing money at metro rail, we are taking away the opportunity to fix traffic congestion throughout this region. She asked what we are doing to advocate to the state to get more money.

Aaron Hake replied he has written letters to the Governor, met with the Secretary, and he is going to try to do so again next week. He has spoken to the Undersecretary of Transportation for the state of California and our Legislators about the need for all transit funding in the state. Especially during this year when there were a lot of fights in the Legislature over the Cap-and-Invest Program which was seeing reductions in funding from the state Legislature which funds some of our very popular transit programs. At a time when we are trying to booster transit the state budget was looking to cut transit service. Your staff is vigorously advocating in Sacramento at the highest levels for this funding also Metrolink staff and San Bernardino County Transportation Authority (SBCTA) staff as their commuters are in a similar situation as ours, so we have been in lockstep with San Bernardino on this. There was no additional money in the state budget the best we could do is to protect the money that was already there from being taken.

Commissioner Warren stated with LA28 coming she is sure it is their hope that ridership is going to jump really high to help fix some of this deficit. Is that a game plan they are looking towards to help with all of this.

Sheldon Peterson replied that we do look forward to LA28. We saw some increases with the World Cup, and we mobilized very extensively to try to serve those markets. LA28 poses a different challenge because there is so many different events at once and so many different locations. With the equipment that we talked about earlier there will be a finite amount of extra service we will be able to add. There has not been a lot of federal or state money coming to support LA28 specifically for Metrolink. We will be limited on what we can do but at the same time we will try to maximize it, give people a good experience, and do our best to get people to the venues.

Commissioner Warren thanked Sheldon Peterson for all he is doing and appreciates his hard work.

Chair Gregory clarified when talking about finances, even with this addition we are still within our budget, and we are using funds that were set aside for transit. He wanted to point that out so there is no confusion, although it could eventually lead there, his understanding is that we are not having to delay our projects because of this.

Aaron Hake replied that is correct. The money we used for the Metrolink subsidy is state funding that this Commission by policy dedicates towards rail, so we do have adequate budget and balance to continue providing at the same level we did last year. He sent a letter to the Metrolink CEO at the beginning of this year and laid out a three-year look-ahead forecast of what RCTC can afford so they have some certainty in planning. The scenarios that Metrolink has laid out so far do keep RCTC at or under our budget number that we have provided from a budgetary standpoint.

Chair Gregory stated he is not trying to diminish the comments because money not spent here could always be spent somewhere else and wanted to make sure we were clear on that.

Commissioner Harnik stated there are so many great and relevant comments made. There is such an intimidation factor when getting on a train and we do have to work to remove that and all the projects and programs you are putting into place help remove that intimidation. She sits on Southern California Association of Governments (SCAG), so she goes downtown and uses the train system. In all the years she has been doing that she had one problem with timing, and it was last week. It is a great way to get around and when sitting on the train you see the number of people who use that train to get to employment, education, and some recreation. We can use that \$8 million on the train or we can build another lane. Are we going to keep slapping concrete on our land or can we invest in trains and other types of transportation. She understands the problem with the F-125 Locomotives, she is well acquainted with that issue we have had a lot of discussion. SCAG has had a lot of discussion regarding LA28 as they are doing the traffic demand modeling for it and this is a big issue, so we are looking at all of this. One of the programs we need to invest in is getting our younger people and younger commuters comfortable with being on a train. The older people want to be in their car do as they want when they want. There is lots of options on a train, a subway, and all this type of micro modalities that are offered to us in transportation. This is a tough deal, but she thinks the investment in trains is good. We must always understand that we do not look at public transportation as a revenue generator, it is not a profit center. We are either paying for our freeways, or we can subsidize trains and other types of transportation modalities. We do not look at our parks and expect them to generate revenue. These are public services and we have to look closely at how we are going to provide that for the public and for the people.

At this time, Commissioner Waymond Fermon joined the meeting.

Commissioner Vargas thanked Sheldon Peterson for always keeping us in line at Metrolink. The challenge is it is a JPA and the moment one agency starts to shrink their portion of the money we have to make up the difference. He goes to Metrolink only once a month and leaves Perris at 6:36 a.m. for a one-hour meeting that starts at 10:00 a.m. To get back home if he does not get back on the one mid train at 12:30 p.m. he is not back in his office until 6:00 p.m. That is a challenge and he does not know how many other folks there are. When riding the train in the middle of the freeway you see how congested the freeway is and how full the train is then thinking if this train is not operating it would take even longer. He applauds RCTC for doing our part we are there we are ready in fact we wanted to increase service. For a very brief moment he enjoyed it as we added those train lines and it allowed him to take the train from Perris finally. That condensed travel time to be back in my office by 2:00 p.m. versus 6:00 p.m. Now he does not take the train out of Perris he drives to San Bernardino and picks up the train at the San Bernardino Line as they have more frequent service then we do on the Perris Valley Line. It is tough for ridership if you have to do a five-hour commute along with an eight-hour day at work, but

how long would it be if you were driving. He thanked staff and appreciates everything they do to help us with Metrolink.

Chair Gregory thanked Commissioner Vargas for the work he does on the Metrolink Board.

Commissioner Magee thanked staff for all their work, especially Sheldon Peterson. It cannot be easy to step before the Commissioners every quarter and ask for more money and it is a lot of money. In the private sector we live in a world of time, dollars, and results and he feels like every quarter we are flushing seven figures down the toilet. The state and our Governor has made sure that for the next 20 years \$1 billion every year will go to High-Speed Rail. If they wanted to support us and rail, they have \$1 billion sitting there not doing anything. They could dive into that bring it down here and help us. Regarding LA28, the federal government should be stepping up for that it is the United States hosting LA28 not just the city of Los Angeles, so to put the entire burden on them and a huge portion of that on Metrolink is simply not appropriate. He thinks we need to be banging the drum that while we feel really good about electric trains because we are not burning diesel fuel, it is not working so we need to stop. As Commissioner Conder said, let us go back to what works. He cannot keep supporting throwing money at this and we should be pushing this money to Coachella Valley Rail.

Commissioner Molina stated that she left off a really important factor. She takes the train and when you compare it to people on the freeway you see everybody has that same miserable look. For people who are afraid to take the train, the bathrooms are always clean, they are safe and the ride is enjoyable.

Commissioner Stewart stated he lived in Chicago and took the train from an outer suburb into Chicago every day, it was his favorite mode of transportation. He asked if we were mandated by the state of California to have rail.

Aaron Hake replied no.

Commissioner Stewart stated this is really just something we as RCTC has committed to.

Aaron Hake replied in 1992 the Commission entered into a JPA between Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and we built the stations, and we purchased actually rail rights on the BNSF.

Commissioner Stewart asked if there is any way we as RCTC can approach the Governor's Office and make the same statement Commissioner Magee said that we are drowning out here. If you want rail in the state support the rail that already exists instead of creating this imaginary train that is never going to happen. The infrastructure is already here, it already exists and you are going to let it crumble, is there any way we could make that argument in Sacramento.

Aaron Hake replied he would be willing to speak with the Commissioners who would work with staff on delivering that message.

Chair Gregory stated they have in front of them another quarter of funding for approval. He is hoping there is some possible good news about Metrolink, but Aaron Hake is going to share that later.

M/S/C (Molina/Vargas) to:

- 1) Approve Amendment No. 2 to Agreement No. 25-25-097-00 with the Southern California Regional Rail Authority (SCRRA) for Fiscal Year (FY) 2026/27 Second Quarter Funding for an additional amount of \$7,522,832, with a contingency of \$477,168, for a total amount not to exceed \$8,000,000;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute Amendment No. 25-25-097-02 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.**

No: Estrada, Lorimore, Magee, Morabito, Taylor, Voss, and Warren

At this time, Commissioner Gutierrez left the meeting.

8. STATE AND FEDERAL LEGISLATIVE UPDATE

Andrew Sall, Senior Management Analyst, presented an update for the state and federal legislative activities.

Chair Gregory thanked Andrew Sall and his team for constantly monitoring this struggle for funding. It seems like Cap-and-Invest has really caught the attention of everybody looking for funding and unfortunately a lot of the programs are imperiled.

Commissioner Harnik thanked everyone who helped get SB 1087 by Senator Christopher Cabaldon across the finish line. RCTC did some amazing and very thoughtful work on the Opposed Unless Amended and we got what we needed to move that across. SB 1087 did a couple of things and one of the things it did is it took the Sustainable Communities Strategies, which was a four-year process it will take it to an eight-year process. It will save millions and millions of dollars just in that. Additionally, it requires more transparency, more accountability on California Air Resources Board's (CARB's) part. It also requests more outreach to the people as we go forward. One of the most important things that it does is it sheds light on the fact that SB 375 by Darrell Steinberg needs to be modernized. It puts us in a better position as we go forward, continue to modernize SB 375, it is antiquated, it hurts us, it does not help us and SB 1087 moves us

in that direction. There were some groups that she would call it hyperbole about why it should not pass it is on the desk now it passed as far as it can get, we just need the Governor to sign it. It is important, it saves us money, it saves us time, and it is an effective tool. She thanked RCTC for all you did to help us get there.

Chair Gregory thanked Commissioner Harnik for sharing and for representing us on SCAG and for all the work that SCAG has also done to move these important bills forward.

M/S/C to:

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

9. INTERSTATE 15 CORRIDOR PROJECT DEVELOPMENT

David Thomas, Toll Project Delivery Director, presented an update for the Interstate 15 Corridor Projects, highlighting the following areas:

- I-15 Corridor Projects – Regional Transportation Plan
 - ✓ State and federal requirement
 - ✓ Long-range Regional Transportation Plan (RTP) every four years
 - ✓ RCTC is within the SCAG Metropolitan Planning Organization (MPO) region
 - ✓ Connect SoCal 2024, was adopted by the SCAG Regional Council in April 2024
 - ✓ Preparation of the 2028 RTP is already underway
 - ✓ All regionally significant transportation projects envisioned for the next 20 years must be analyzed for their impacts on the region and included in the RTP
- Project Development Phases
 - ✓ Typical Caltrans process:
 - 1) Planning: Project Initiation Document (PID), Project Study Report (PSR)
 - 2) Environmental: Project Approval and Environmental Document (PA/ED), Preliminary Engineering Phase
 - 3) Design: Plans Specifications and Estimate (PS&E)
 - 4) Construction: Low-Bid Construction
 - ✓ Toll Projects:
 - 1) Feasibility Study
 - 2) Design-Build (DB) – Combine Design and Construction
 - 3) Progressive DB – Phase I (Preconstruction), Phase II (DB)
 - ✓ Projects Map
 - I-15 Express Lanes Segment A
 - I-15 Express Lanes Segment B
 - ✓ Projects Map
 - A. I-15 North Extension (NEXT) – (SBCTA, Construction, 2028)

- B. I-15 Express Lanes Project (ELP) – Segment A, Phase I (RCTC Completed, 2021)
- C. I-15/State Route 91 Express Lanes Connector (ELC) – (RCTC Completed, 2023)
- D. I-15 Northbound Auxiliary Lane, Magnolia Avenue to SR-91 (Caltrans, Design, 2028)
- E. I-15 Southbound Auxiliary Lane, El Cerrito to Ontario Avenue – (Caltrans, Construction, 2027)
- ✓ Projects Map
 - H. I-15 Express Lanes Project South Extension (ELPSE) – Segment A, Phase II (RCTC, PDB Phase I, 2030)
 - I. Temescal Canyon Road – (County, Design, 2029)
 - J. I-15/Temescal Canyon Road Interchange – (County, Planning, 2040)
 - K. Temescal Canyon Road Improvements – (County, Planning, 2038)
 - L. I-15/Horsethief Canyon Road Interchange – (County, Planning, 2035)
 - M. I-15/Lake Street Interchange – (Lake Elsinore, Planning, 2030)
 - N. I-15/Nichols Road Interchange – (Lake Elsinore, Environmental, 2032)
 - O. I-15/Central Avenue Interchange – (Lake Elsinore, Design, 2030)
- ✓ Projects Map
 - P. I-15 Express Lanes Segment B – (RCTC, Feasibility, 2040)
 - Q. I-15/Main Street Interchange Project – (Lake Elsinore, Completed, 2026)
 - R. I-15/Franklin Avenue Interchange Project – (Lake Elsinore, Design, 2032)
 - S. I-15/Bundy Canyon Road Interchange Project – (Wildomar, Planning, 2030)
 - T. I-15/Wildomar Trail Interchange Project – (Wildomar, Planning, 2030)
 - U. I-215 Southbound Gap Closure Project – (RCTC, Environmental, TBD)
 - V1. I-15/French Valley Parkway Interchange Project Phase II – (Temecula, Completed, 2025)
 - V. I-15/French Valley Parkway Interchange Project Phase III – (Temecula, Design, 2032) / Phase IV (Environmental, TBD)
 - W. I-15 Smart Freeway Ramp Meters – (RCTC, Pilot, 2026)
 - X. I-15/Rancho California Road Interchange Project – (Temecula, Planning, 2035)
 - Y. I-15 Auxiliary Lanes, Temecula Parkway to Winchester Road – (Caltrans, Construction, 2026)

Chair Gregory thanked David Thomas for that exhaustive list of projects, there are certainly a lot of projects going on for the I-15 Corridor.

Commissioner Warren thanked David Thomas for the presentation this was brought today because of her request at the last meeting. She thinks it is very important to show what we are doing as an agency, so the public has the knowledge. This is very well thought out, it is easy to follow, and it shows we are progressively trying to fix traffic congestion, but projects take money and time. She appreciates their time and effort in doing this for the Commissioners. She requested the Commissioners get a copy of the presentation so we can show it at our council meetings or put it on our website.

Commissioner Voss stated just a friendly poke at Commissioner Magee as he saw a lot of tax dollars being spent in Lake Elsinore, so it is going to be nice down there. This was a very thorough report he would also like to share this presentation with his colleagues on the city council. He looks forward to seeing this kind of layout with some of the other areas you are doing as well. It is very informative and it kind of lays out a game plan and timeframes because we all know businesspeople, family members, and everybody else that we could just share this with. He appreciates David Thomas' work on that.

Commissioner Magee stated he wanted to address his colleague Commissioner Stewart about his comment he made earlier and clarified that no one drowned in Lake Elsinore. He stated to Commissioner Stewart you thought we were drowning we are not drowning in Lake Elsinore in fact our water quality is amazing. He expressed to staff what a fantastic couple of maps and would like a copy of the presentation. He stated to Commissioner Voss that called him out Lake Street Interchange and Nichols Road Interchange are going to be primarily developer funded. That is really the reason for the stall because they are hanging onto their wallets and trying to get others to pay for it. Regarding Central Avenue Interchange, Congressman Ken Calvert just awarded us \$25 million, and we are grateful to the congressman for making that happen. Our staff is working with Aaron Hake and his staff to deliver that sooner than we saw on that presentation.

Chair Gregory stated this was for presentation only so we will receive and file it and again a copy of that presentation will go out so you can use it for your councils or for further education.

M/S/C to:

- 1) Receive a presentation on transportation project development along the Interstate 15 (I-15) corridor within Riverside County.**

10. STATE ROUTE 79 REALIGNMENT PROJECT RENAMING – PHASE II

Italia Garcia, Community Engagement Manager, presented the SR-79 Realignment Project renaming update, highlighting the following:

- Project background (including a project map)

- ✓ Planned 12-mile expressway from south of Domenigoni Parkway to Gilman Springs Road, moving forward as a County of Riverside facility rather than a Caltrans state highway, thus requiring a new project name
- Phase I Recap and Committee Direction
 - ✓ Public was invited to submit potential names and provide a justification – 416 name suggestions were received
 - ✓ Seven names advanced based on the highest number of similar submissions and County Surveyor road-name criteria
 - ✓ Renaming Panel recommended San Jacinto Valley Expressway Project
 - ✓ Western Riverside County Programs and Projects Committee directed staff to solicit additional public feedback about the proposed project names
- Phase II – Public Outreach
 - ✓ Public was asked to vote online for their preferred name from the list of seven
 - ✓ Social media, digital advertising, flyers, blog posts, stakeholder toolkits
 - ✓ Outreach was amplified by residents, stakeholders, the cities of Hemet and San Jacinto, and local media
- Phase II – Voting Results
 - ✓ The Commission received 3,072 votes from residents along the SR-79 corridor and adjacent communities
 - ✓ *San Jacinto Valley Expressway* received the highest share of votes, with 33 percent of all votes, followed by *Mastodon Valley Expressway* at 20 percent and *Hemecinto* at 13 percent
 - ✓ The remaining four options: *Tri-City*, *Valley Wide*, *Heritage*, and *Pleasant Valley* – each drew between 6 percent and 11 percent of the vote
- A map of where those votes came from in communities along the SR-79 corridor and surrounding areas
- San Jacinto Valley Expressway
 - ✓ The “San Jacinto Valley” reflects the corridor’s geographic identity and regional pride, providing an inclusive and recognizable name that honors the longstanding history of Mount San Jacinto and San Jacinto Peak and reinforces a shared identity across corridor communities
 - ✓ Panel members once again recommended the SR-79 Realignment Project be renamed the “San Jacinto Valley Expressway Project” based on the name’s regional significance and total number of votes received, with the intent that the name be carried forward as the future county expressway.
 - Phase II voting results:
 - Number of votes: 1,002
 - Percentage of votes: 33 percent

Chair Gregory thanked Italia Garcia for the presentation and the hard work getting here.

Commissioner Spiegel clarified when the project is complete it is going to be San Jacinto Valley Expressway and the word project is not going to be in the name of the expressway.

Italia Garcia replied that is correct.

Commissioner Spiegel stated it is very confusing and even here it says adopt the new name, but she just wanted to confirm that it is just the project and that the name will not have that word in it.

Italia Garcia replied that is correct, that is our intent.

Commissioner Krupa thanked her fellow Commissioners on the Western Riverside County Programs and Projects Committee and Italia Garcia she has done such a great job on all of this. It was not her choice of the ones, but the majority of people came back with that. She wanted Mastodon Valley Expressway because they were here before all of us. It is a good name, and she has already shortened it to SJVE so it will work and appreciates all the work that staff did.

Second Vice Chair Washington stated that a question has come up several times related to this project. It is his hope because a lot of this is in his district that we can move a significant amount of traffic off the current SR-79 through the community of Winchester onto the new expressway. Eventually we will when we complete the project some folks want us to also change the name. He thinks that would go through Caltrans to name the new expressway as SR-79. He asked Catalino Pining, Governor's Appointee Caltrans District 8, how would we plan for that change or is that not even feasible.

Aaron Hake asked if Second Vice Chair Washington was referring to the existing SR-79.

Second Vice Chair Washington replied yes, moving the designation of SR-79 away from Winchester Road and onto the new expressway.

Catalino Pining replied to Second Vice Chair Washington that he could submit the request but most likely not, but definitely we could take a look at it.

Second Vice Chair Washington clarified with Catalino Pining he knows the current route Winchester to Florida and eventually it gets onto Warren up to Ramona Expressway when we will have this straight shot to that same intersection. The current route takes traffic on a state route through a number of smaller communities and there is concern that if it stays the same that volume of traffic will continue to inundate those communities. If we could start the process and maybe it is a little early now but at some point down the road to rename that new expressway as SR-79, not it being a Caltrans Project.

Catalino Pining replied we could definitely look at it if the purpose is to get people to utilize that.

M/S/C (Harnik/Washington) to:

- 1) Adopt “San Jacinto Valley Expressway Project” as the new name for the State Route 79 Realignment Project.**

At this time, Commissioners Lorimore and Vargas left the meeting.

11. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

6H. STATE ROUTE 79 SEGMENT 3 SIMPSON ROAD TRAFFIC STUDY FINDINGS

Commissioner Krupa stated that she does not need a presentation on this. She wanted to thank Aaron Hake and staff for having a meeting with the city manager and her on the presentation and also the impacts of the traffic study was greatly appreciated. Our questions were answered although we did bring up a scenario of modeling that was not considered in the presentation and asked if that would be possible and staff said yes, it would. She wanted to read that into the record, expressed her thanks, and also that we are going to get an additional modeling on the impact of Simpson Road from the new San Jacinto Valley Expressway Project.

Aaron Hake stated the city of Hemet requested RCTC conduct an additional modeling scenario of the San Jacinto Valley Expressway Segment 3 that southern segment that we are working on designing right now, to model an interim condition that does not assume that the rest of the expressway gets built so we can see what the immediate traffic impacts would be when we open.

M/S/C to:

- 1) Receive and file the State Route 79 (SR-79) Segment 3 Traffic Study Report for Simpson Road evaluating regional traffic impacts associated with Segment 3 and report on whether improvements to Simpson Road are warranted as a result of the project.**

12. EXECUTIVE DIRECTOR’S REPORT

- Aaron Hake stated on the consent calendar today, the Commissioners approved a new policy for partner agency projects. We receive requests at the Commission from your cities or from transit agencies or other jurisdictions to take on project delivery. At its January 2026 Commission Workshop, the Commission gave direction to staff to develop this policy so that we have a consistent standard procedure and we can set up expectations up front with our partner agencies on what it would take for RCTC to deliver a project. That is a big deal and thanked David Lewis, Capital Projects Manager, and Erik Galloway, Project Delivery Director, for developing that policy. We have actually in the last week already had

discussions with two cities about potentially delivering projects for them and we will use this new policy in process to do that in partnership with them.

- He noted that the Metrolink budget situation he hopes within the next month comes to a close for this fiscal year. There has been positive discussions and developments between all the member agencies and Metrolink staff on a scenario that should meet everyone's budget needs so he is hopeful the Commissioners will have only one more vote on this. That would be likely in November, and it would be a full year budget for Metrolink after which time staff would then pivot to the FY28 budget and hopefully get that done on time.

13. COMMISSIONER COMMENTS

- 13A.** Commissioner Vandever expressed appreciation for choosing San Jacinto Valley Expressway she was really pushing for that.

Chair Gregory replied to Commissioner Vandever that he could see why she would take that as an honor although he believes that is also the name of the whole valley and that great big rock of a mountain that is out there also.

- 13B.** Commissioner Fermon thanked everybody for the work they are doing. Recently, he has been engaging with the LA28 Committee for the torch relay to go through the city of Indio. He will be reaching out to all the cities in the route and RCTC for a letter of support to bring that torch through our communities. He thinks that is a monumental thing that we could do, because it shows some of the great work we are doing here.

- 13C.** Commissioner Spiegel reminded everybody that this Friday is the 25th Anniversary of 9/11 now known as Patriot Day. She hopes that if you are not having an event or activity in your city, go to a neighboring city there are lots of activities going on in her district and in her colleague's districts. It is really sad that was the last real big time that our country came together and showed patriotism and bonded together. It takes a tragedy that we forget what brings us together and we focus on what is tearing us apart. She hopes that this will have us reexamine that and somehow over time, we can come together as a country again. Not because of all the negativity and tragic situations that happen but more as why we were founded how we were founded and that we are a country given the freedoms that we have.

Chair Gregory thanked Commissioner Spiegel that was very well said. He thanked all the jurisdictions that are having a celebration on this 25th anniversary. If you are not having one or you are not part of one, please make an effort on this 25th anniversary to attend. If you absolutely cannot attend it would be a good idea to pause at least that morning this Friday, September 11 and remember that date. He reminded everyone our next Commission meeting on October 14 will be held in Cathedral City at the DoubleTree so we will see you all there.

14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Gregory adjourned the meeting at 10:59 a.m. The next Commission meeting is scheduled to be held on Wednesday, October 14, 2026.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Lisa Mobley', with a long horizontal flourish extending to the right.

Lisa Mobley
Administrative Services Director/
Clerk of the Board

AGENDA ITEM 6B

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 14, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Monthly Investment Report

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended August 31, 2026.

BACKGROUND INFORMATION:

As of August 31, 2026, the Commission's cash and investments totaled approximately \$2.1 billion. This balance consists of Operating Funds, Funds Held in Trust, and the Commission Managed Portfolio. Funds are invested primarily in the Riverside County Pooled Investment Fund, with additional amounts held in mutual funds and trustee-held accounts related to sales tax revenue bond debt service and related toll revenue bond requirements, as summarized below.

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS ¹
Operating Funds	\$1,518,588,211
Funds Held in Trust	\$381,118,865
Commission Managed Portfolio	\$215,932,621
Total	\$2,115,639,697
Note: ¹ Amounts are unreconciled and unaudited.	

As of August 31, 2026, the Commission's cash and investments is in compliance with the Commission's investment policy adopted on December 10, 2025, as well as the permitted investment provisions of the sales tax revenue bond indenture and related toll revenue bond master indenture. Based on current projections, the Commission has sufficient liquidity to meet anticipated cash flow requirements for the next six months.

FISCAL IMPACT:

This is an information item; therefore, there is no fiscal impact.

Attachment: Investment Portfolio Report for August 31, 2026

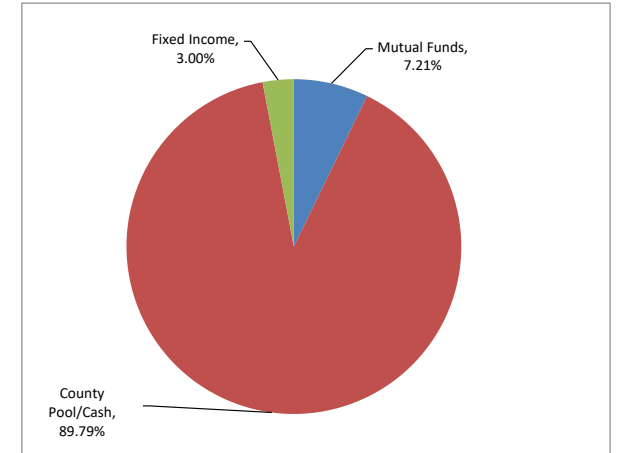
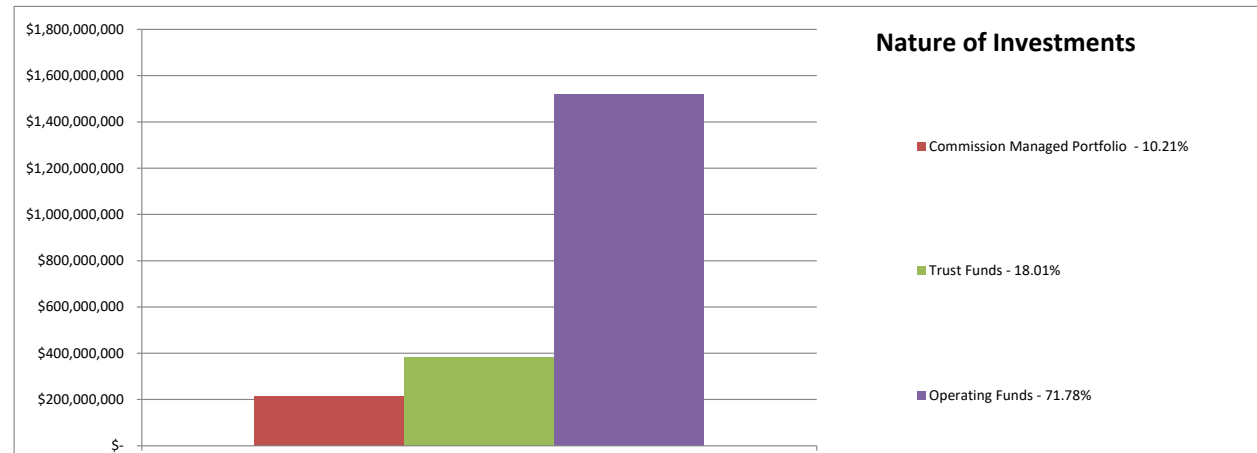
Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: August 31, 2026

	STATEMENT BALANCE ¹	FINANCIAL INSTITUTION	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	43,289,855	City National Bank	Available upon request	AA-	N/A				N/A			
County Treasurer's Pooled Investment Fund	1,475,298,356	County Treasurer	Available upon request	AAAf/S1								
Subtotal Operating Funds	1,518,588,211											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	381,118,865	County Treasurer	Available upon request	AAAf/S1								
Subtotal Funds Held in Trust	381,118,865											
COMMISSION MANAGED PORTFOLIO												
2013 Series A & Series B Reserve Fund	13,524,360	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	41,621,130	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	8,291,599	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	152,495,532	US Bank	Available upon request	N/A	N/A			Available upon request	N/A			
Subtotal Commission Managed Portfolio	215,932,621											
TOTAL All Cash and Investments	2,115,639,697											

Notes:

¹ Amounts are unreconciled and unaudited

² As of latest available information



AGENDA ITEM 6C

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 14, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

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

BACKGROUND INFORMATION:

State Update

California State Legislature 2025-26 Session

The California Legislature adjourned on September 1, completing the second year of the two-year legislative session. Bills approved by the Legislature were sent to the Governor, who has until September 30 to sign or veto legislation.

Prior to adjourning, the Legislature reached an agreement on an updated spending plan for Cap-and-Invest programs. Specifically, the agreement includes \$95 million for the Transit and Intercity Rail Capital Program (TIRCP) and \$48 million for the Low Carbon Transit Operations Program (LCTOP). TIRCP and LCTOP are authorized to receive up to \$400 million and \$200 million annually, respectively, however declines in Greenhouse Gas Reduction Funds revenues and state policy changes reduced funding available for both programs this fiscal year. RCTC currently receives approximately \$6 million in LCTOP formula funds annually, which are directed to transit operators in Riverside County to funds discounted fares for youth, free rider days, service expansion, and the purchase of zero-emission vehicles. As of the publish date of this report, it is unclear the degree to which Riverside County's share of LCTOP funds may be reduced as a result of lower overall LCTOP program funding available.

Notably, the agreement fully funds the planned allocation of \$230 million in Zero Emission Transit Capital (ZETCP) funds, which was established under Senate Bill 125 in 2023. RCTC anticipates receiving a combined \$25 million in FY 2026-27 and FY 2027-28 to help transit operators purchase zero-emission buses and infrastructure to meet state regulatory goals.

Cap-and-Invest revenues are anticipated to diminish over time, increasing competition for limited discretionary funds from the GGRF. RCTC will continue to monitor and engage in efforts to fully fund commitments to these key programs that support Riverside County's transit programs.

Meeting with CalSTA Secretary Toks Omishakin

On September 17, RCTC Executive Director Aaron Hake met with California State Transportation Agency Secretary Toks Omishakin to discuss key transportation projects in Riverside County, tolling and managed lanes, funding for Metrolink operations and service, and ongoing efforts to enhance transit service. Executive Director Hake also met with California Department of Transportation Director Dina El-Tawansy to discuss transit funding and priorities related to tolling and managed lanes. RCTC staff will continue its engagement with state leaders to advocate for funding and policies that support the delivery of transportation improvements in Riverside County.

Federal Update

Fiscal Year 2027 Budget Update

On September 2, President Trump signed into law a Continuing Resolution (CR) extending government funding at Fiscal Year 2026 levels and including an extension of surface transportation programs until December 11. Staff will continue to monitor and engage Congress as negotiations on full Fiscal Year 2027 funding and surface transportation reauthorization continue.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

Attachment: Legislative Matrix – October 2026

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - STATE AND FEDERAL LEGISLATIVE MATRIX– OCTOBER 2026

RCTC Active Positions

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. Failed deadline. 8/31/2026.	<i>Support</i>	4/9/2025
AB 1145 (Gonzalez)	Requires Caltrans, in reviewing a proposed ordinance or resolution submitted by a local authority to regulate traffic on a state highway, to consider the cost compared to an alternative solution. As a result, AB 1145 seeks to improve safety on highways, including on State Route 74 in Riverside County.	Enrolled and presented to the Governor. 8/24/2026.	<i>Support</i>	7/11/2025
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 the Legislature. Ordered to Engrossing and Enrolling. 8/31/2026.	<i>Support if Amended Based on Platform</i>	4/14/2026
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.	Enrolled and presented to the Governor. 9/10/2026.	<i>Support if Amended Based on Platform</i>	4/15/2026

RCTC Prior Positions

Legislation/ Author	Description	Bill Status	Position	Date of Original Board Adoption
AB 1740 (Chavez Zbur)	Prior to amendments, granted priority to the City of Santa Monica's Active Transportation Program applications above all others in the state.	Enrolled and presented to the Governor. 8/31/2026.	<i>Oppose Unless Amended Based on Platform Prior to Amendments on 7/2/2026</i>	6/24/2026
AB 1678 (Harabedian)	Reduced 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.	<i>Oppose Based on Platform</i>	4/10/2026
AB 1855 (Gonzalez)	Expanded California Environmental Quality Act (CEQA) exemptions for certain passenger rail projects, including the Coachella Valley Rail Project.	Failed deadline. 4/24/2026.	<i>Sponsor</i>	3/11/2026
AB 2168 (Wicks)	Prior to amendments, directed the California Transportation Commission 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.	Signed into law by the Governor. 9/14/2026.	<i>Oppose Unless Amended Based on Platform Prior to Amendments on 6/22/2026</i>	4/17/2026
AB 2560 (Schultz)	Codified the goals of the Climate Action Plan for Transportation Infrastructure into state law, reducing the flexibility of future state administrations to implement transportation policies and funding decisions.	Held in the Senate Appropriations Committee on 8/13/2026.	<i>Oppose Based on Platform</i>	4/10/2026
SB 512 (Pérez)	Provided 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.	Vetoed by Governor on 10/13/2025.	<i>Support Based on Platform</i>	7/9/2025

Legislation/ Author	Description	Bill Status	Position	Date of Original Board Adoption
SB 1423 (Stern)	Prior to amendments, removed 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.	Enrolled and presented to the Governor. 9/8/2026.	<i>Opposed Based on Platform Prior to Amendments on 4/23/2026</i>	4/15/2026

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Citizens and Specialized Transit Advisory Committee Transit Needs Public Hearing Update

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file an update on the Citizens and Specialized Transit Advisory Committee (CSTAC) Transit Needs Public Hearing.

BACKGROUND INFORMATION:

The California State Transportation Development Act (TDA) requires that transportation planning agencies ensure the establishment of a citizens' participation process for each county. This process includes an element in which the California Public Utilities Code (PUC) Section 99238.5(a) states, *"The transportation planning agency shall ensure the establishment and implementation of a citizen participation process appropriate for each county . . . The process shall include a provision for at least one public hearing in the jurisdiction represented by the social services transportation advisory council."*

The purpose of the public hearing is to garner public participation and solicit input from transit dependent and transit disadvantaged persons, including the elderly, disabled and persons of limited means. The CSTAC fulfills the citizens advisory council and the social services transportation advisory council TDA requirements. It consists of up to 13 members of the public and two (2) Consolidated Transportation Service Agency members from Riverside Transit Agency and SunLine Transit Agency. The Committee assists the Commission in fulfilling TDA regulations by promoting transportation service improvements and enhancements that support the mobility of older adults, persons with disabilities, and persons of limited means. It also establishes an effective communication exchange among Riverside County's public transit operators, local specialized transit providers, and representatives from various transit dependent populations regarding matters of mutual concern.

DISCUSSION:

This year the public hearing was held on August 10, 2026, during the CSTAC regularly scheduled meeting. The public hearing was advertised by transit operators, specialized transit providers, and other stakeholders on buses, bus stops and facilities, and social media (see copy of flyer in Attachment 1). Staff also published a 30-day hearing notice in *The Press-Enterprise*, *The Desert Sun*, and *The Palo Verde Times* in both English and Spanish as required under PUC Section 99238.5 (a). The following methods were made available to the public to submit comments via oral or written testimony:

- 1) Email at info@rctc.org.
- 2) Postal Mail to:
Riverside County Transportation Commission
Attn: Transit Needs Public Hearing Comments
P. O. Box 12008, Riverside, CA 92502-2208
- 3) Via the website at www.rctc.org/contact-us/.
- 4) By phone at (951) 787-7141
- 5) In-person on Monday, August 10, 2026, at the CSTAC meeting at three locations: RCTC Main Office in Riverside, SunLine Transit Agency Office in Thousand Palms, and Palo Verde Valley Transit Agency Office in Blythe. Translation services in American Sign Language and Spanish were made available during the meeting.

There were a total of 18 public comments received (Attachment 2), of which 11 comments were received via the website, four in-person, two by e-mail, and one by phone.

A summary of the types of comments received are as follows:

Public Comment Category	No. of Comments*	Geographic Area(s)
Bus Stop/Station Improvements	3	Western County, Coachella Valley
Customer Service	3	Western County
Frequency	6	Countywide
Fares and Funding	4	Countywide
New Service	8	Countywide
Other	5	Countywide
Safety	1	Western County

*Some comments included multiple categories.

Staff has provided the comments to the appropriate transit operator for consideration of future service improvements.

FISCAL IMPACT:

There is no fiscal impact for this item.

Attachments:

- 1) CSTAC Public Hearing Flyer
- 2) CSTAC Public Hearing Comment Log 2026



PUBLIC HEARING ON RIVERSIDE COUNTY TRANSIT NEEDS

JOIN US!

Monday, August 10, 2026 • 11:00 A.M.

RCTC is holding a public hearing to gather input on transit needs within Riverside County. RCTC and transit operators will use information provided by the public for future transit improvements.

IN PERSON AT 3 LOCATIONS:

RCTC

March Field Conf. Room A
4080 Lemon Street
3rd Floor
Riverside, CA 92502-2208

SunLine Transit Agency

Board Room
32505 Harry Oliver Trail
Thousand Palms, CA 92776

Palo Verde Valley Transit Agency

415 N. Main Street
Room A
Blythe, CA 92225



¡ACOMPÁÑENOS!

Lunes, 10 de agosto de 2026 • 11:00 A.M.

RCTC está organizando una audiencia pública para coleccionar opiniones sobre las necesidades de transporte en el condado de Riverside. RCTC y los operadores de tránsito utilizarán la información recopilada del público para futuras mejoras de tránsito.

EN PERSONA EN TRES LUGARES:

RCTC

March Field Conf. Room A
4080 Lemon Street
3rd Floor
Riverside, CA 92502-2208

SunLine Transit Agency

Board Room
32505 Harry Oliver Trail
Thousand Palms, CA 92776

Palo Verde Valley Transit Agency

415 N. Main Street
Room A
Blythe, CA 92225



HOW TO SUBMIT A COMMENT:



EMAIL

Email comments to
publictransit@rctc.org with
*Transit Needs Public Hearing
Comments* in the subject line.



MAIL

Your comments to:
RCTC
Attn: Transit Needs
Public Hearing
PO Box 12008
Riverside, CA 92502-2208



Fill out the
ONLINE FORM
at [rctc.org/
TransitNeeds](http://rctc.org/TransitNeeds)



CALL (951) 787-7141

¿CÓMO ENVIAR UN COMENTARIO?



Por correo electrónico a
info@rctc.org.
Escriba en la línea de
asunto "Comentarios para
la Audiencia Pública Sobre
Necesidades de Transporte"



Por correo a RCTC
Attn: Transit Needs
Public Hearing
PO Box 12008
Riverside, CA 92502-2208



Complete el
**FORMULARIO
EN LÍNEA** en
[rctc.org/es/
TransitNeeds](http://rctc.org/es/TransitNeeds)



Llamar al (951) 787-7141

CSTAC Public Hearing Comment Log As of August 10, 2026								
No.	Category	Mode	Public Comment	Name	Community	Date Received	Source	
1	Fares, Customer Service, Other	Bus	Hi, I think the app and go micro bus needs to have wifi. I like to thank you for the \$0.25 fare until Aug 31 2026. Is it possible for free bus fare texas has free bus why only teens are free why t-now hemet san jacinto ca and others areas cancelled jul 2026 meeting? Are there grants available. I like to get back to t-now hemet san jacinto ca. kathleen prokop kpop	Kathleen Prokop	Hemet	7/10/2026	Website	
2	New Service	Rail, Bus	I've just discovered that there were no other Commuter Rail service going further south from Perris Downtown and South Perris to Sun City/Menifee, Murrieta/Temecula and the Escondido Transit Center and vice versa (in connection with the RTA Commuter Link). Why? Because I want to go to at least four terrific places including: The Promenade Mall in Temecula, The Pechanga Hotel and Casino also in Temecula, The Civic Center and Amphitheater also in Temecula, and of course the Escondido Transit Center in connection with the North County Transit District's (NCTD) Sprinter route to Oceanside (and vice versa) and the San Diego Metropolitan Transit System's (SDMTS) Rapid 235 route to the Santa Fe Depot in Downtown San Diego and vice versa. Also, I've just read an article about the new NCTD Rapid 483 bus route that will connect Temecula to Escondido and San Marcos with stops at popular destinations like (for example) Promenade Temecula Shopping Center, Pechanga Resort Casino & Hotel, California State University San Marcos and Palomar College also in the city of San Marcos. That bus route will provide vital access to jobs, schools, medical appointments, casino playing activities and more. Since Early 2025, SANDAG has been studying where the route could go, its potential stops, and many other details while continuing to collect public feedback along the way to inform that process. The previous work regarding to NCTD Rapid 483 will continue through 2026. Pending funding for planning, design, and construction , NCTD Rapid 483 could be open for riders as soon as 2029. Finally, I demand to know what's happening with the further commuter rail extension? They say thus far that they're considering with the High-Speed Passenger Rail. But my main concern is I prefer with the passenger/commuter rail route between Perris Downtown and the Escondido Transit Center. Can you please do something about those future commuter rail lines that would also be considered? Anyway, thank you for your generosity and for your cooperation.	Jose Dennis Alabaso	Western County	7/10/2026	Website	

CSTAC Public Hearing Comment Log

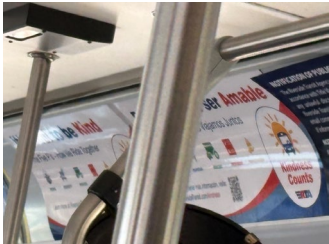
As of August 10, 2026

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
3	Bus Stop/ Station Improvements, Safety	Bus	Good [morning/afternoon], My name is Silvestre Leyva, and I am a Travel Trainer with Blindness Support Services, Inc. (BSS). I would like to share feedback that comes directly from the consumers we serve through our Travel Training Program. Many of our consumers have expressed concerns about the lack of shelter at bus stops, particularly in the Hemet, Menifee, and San Jacinto areas. During the summer months, they are often exposed to extreme temperatures exceeding 100°F while waiting for the bus, and during the winter they may have to wait in the rain without adequate protection. This becomes an even greater challenge when a bus is missed or delayed, as they may have to wait an hour or more for the next bus. For all individuals specially whom are blind or visually impaired, these conditions can create significant safety, health, and accessibility concerns. Our consumers would like to know what steps they can take to bring this issue to the attention of the appropriate agencies and decision-makers. They are hopeful that, by working together, we can explore solutions such as adding shaded shelters or other improvements at bus stops to make public transportation safer and more accessible for everyone. Thank you for your time and consideration of this important community concern.	Silvestre Leyva	Western County	7/10/2026	Website
4	Frequency	Bus	The Riverside Transit Agency is a disservice to the community!! They are the only transit agency in the region that does not offer service on holidays! This is stupid!	Jayson Sandoval	Riverside	7/11/2026	Website
5	New Service	Rail, Bus	Please DO SOMETHING about the public transit on the I-15 and th I-215 days., possibly using the center median. We need a Metrolink Rail throughout Riverside Co. Temecula/Murrieta is like “traffacula” and no one wants to drive here! If Temecula could put a station at the foot on Front street in Temecula is, maybe around Lienzo Charro, that could do the public a lot of good. It’s difficult to go northbound from south Temecula to Menifee off the 215 or from south Temecula to the I-15 north in the afternoon. The Metrolink going to Perris is great, but it needs to come south more. I think regular commuters would welcome not seeing so many accidents in a day and would LOVE not to have to spend so much of their commute time on our freeways.	Diane Friederich	Temecula	7/11/2026	Website
6	Frequency	Bus	It's genuinely disrespectful how there's no service on holidays. The people who rely on transit to get to their jobs on days like Christmas/New Years are the ones who are in an economic position where they NEED TRANSIT MORE THAN ANYONE ELSE. By denying them access to those services, you are effectively are hurting the most vulnerable in our community. It's a [expletive] disgrace.	Arthur Reeder	Countywide	7/13/2026	Email

**CSTAC Public Hearing Comment Log
As of August 10, 2026**

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
7	New Service	Rail	It would be very helpful to have a Metrolink station in the Banning or Beaumont area. There is currently no convenient public transportation option for traveling between this area and Orange County, and a station here would improve access for commuters, students, seniors, and others who rely on regional transit.	Ryan Haworth	Beaumont	7/29/2026	Website
8	Frequency, New Service	Rail, Bus	When will there ever be useful passenger transportation from the Coachella Valley to the Metro Los Angeles Area on a frequent, weekly 7-Day basis? Driving on the "never know when you will get there" I-10 is not an option for many. The best we can do right now is the Amtrak Thruway Bus from Palm Springs Airport, to Fullerton and then the Pacific Surfliner to LA Union Station. We've almost given up on the CV Rail Project stretching out another 10 years. Sunline M-F commuter service is not useful to most of us. We feel like orphans out here.	Gary Moline	Rancho Mirage	7/30/2026	Website
9	Frequency	Bus	Hello, I'm a former Menifee resident now living in Temecula. I used to take the RTA bus to the Temecula mall, and now I currently take the bus to commute to work in Murrieta. However, I would appreciate if it was possible for the bus arrival times to not be so spread out. Sometimes I have to leave two hours early from home to I can catch the bus that lines up with my work arrival time, which is usually in the evening. When I lived in Menifee, there would be a few times when I missed the bus, and I would have to wait an hour or more for the next bus to arrive. Even if it's just a 30 minute wait in between buses, that would be great. I would very much approve of my taxed income going towards improving public transportation. In the meantime, I'm very thankful for RCTC's help!	Claudia Zamora	Temecula	7/31/2026	Website
10	Fares, Customer Service	Bus	He appreciates the \$0.25 RTA bus fares this summer and hopes that becomes a regular summer fare. He stated that sometimes when he greets the bus drivers they do not greet him back. If that is the policy then it should be all drivers not just some of them that do not acknowledge when someone has greeted them.	DJ Johnson	Countywide	8/4/2026	Phone
11	Bus Stop/ Station Improvements, New Service	Bus	Requesting for a stop to be added in front of the Target Distribution Center located at 23000 Van Buren Blvd, Riverside, CA 92518.	Chris Falcon	Riverside	8/4/2026	Website
12	Fares, Customer Service	Bus	FIRST of all TY ;-) I Truly appreciate the RTA Summer 25¢ent Fair is a GODsend for ME. Please "Rinse and Repeat THIS as much as possible.. I know somehow and someone's paying the true co\$t. My Main Point is considering Your Current "KIND" Campaign for PASSENGERS to abide by and follow. *** See Attached Poster pic on an RTA bus *** IS THIS A 'Two-way street??' How About OUR RTA Drivers?? Is IGNORING someone as they board Especially When They Clearly GREET 🙋🏻🙋🏻 ??	Enrique R Jones	Western County	8/6/2026	Website

**CSTAC Public Hearing Comment Log
As of August 10, 2026**

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
			I don't understand Why Most RTA Drivers are Rude! And act like WE are an inconvenience. IF We did not use the bus How would they have their nice and easy job?! I hate THAT attitude. IF this is How they want to be Then I prefer An AI or Robots driving. What would be the difference!!!!!!!!????? Unless it is a blanket policy FOR Safety reasons Beyond the One above and beyond NOT Talking to them While Driving THEN Please Encourage at least If not "enforce" >> BASICS of Human Nature and some DECENCY. MV rider, Thanks 🙏🙏 DD BleSS YOU Attached photos:  				
13*	New Service	Bus	Good morning, Please find attached the City of Calimesa's comment letter for the transit needs public hearing. Thank you, Kelly Lucia Community Development Director	Kelly Lucia	Calimesa	8/9/2026	Email
14	Highway	Highway	The recent upgrades of passing lanes and a low curb on Gilman Springs Road, between Highway 79 and the 60 freeway, are inadequate for its high amount of traffic. It should be upgraded to a full 2-lane highway in both directions. The 6" curb does nothing to prevent cars for crossing into oncoming traffic and with only one passing lane in each direction traffic back up daily, especially eastbound in the afternoon. Generally this back-up is caused by the new signal on Bridge St. I have seen it backed up all the way from Bridge St to Alessandro St. People drive very fast on this roadway and severe and usually fatal accidents happen very often.	Theodore Petrich	Western County	8/10/2026	Website

CSTAC Public Hearing Comment Log
As of August 10, 2026

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
15	Bus Stop/ Station Improvements, Other	Bus	Michael Harrington, I'm a member of this committee and I wanted to speak at the public comment on this issue. I wanted to stress the importance that I'm seeing with my own eyes and experiencing and also feedback I'm hearing about out here in the Coachella Valley regarding shade and seating at bus stops. In my own neighborhood, just doing errands, I often see some of the stops, although they might appear adequate and have seating and shade, at certain peak hours, the number of people cannot fit. So there's people out in the open sun standing in brutal conditions. Also, there's been a lot of concerns raised. And I also know that there's been meetings held in the East Valley to address this. And I really think that's—I applaud that effort—but there's just so much concern going on about rural areas. And I don't see any comments from that district, but that doesn't mean that people don't have concerns. And I understand there are some complicated issues in rural areas such as the East Valley, that there might be other infrastructure lacking that has nothing to do with SunLine, but still to reach out and continue to hear from the community, explore solutions for shade and seating. I've literally seen some activists put chairs out to kind of make a point, there's no place to sit and no shade. But the answers are much more complex. Maybe there's no sidewalk. Maybe we're waiting for road expansion. But nonetheless, we're dealing with brutal conditions, especially for seniors. And the East Valley in particular has suffered and been really isolated for so long. And isn't this the time to reach out? It's always been the time and certainly it's past time to reach out and maybe increase the number of meetings, working groups, solutions, get the council in, get Supervisor Perez. I know he's always ready to either get involved or send somebody if he can't go. So, I really would urge that. In fact, I would suggest countywide, look at seating and shade and work on solutions and also outreach to explain to the community what's involved. Again, my name is Michael Harrington and thank you.	Michael Harrington	Coachella Valley	8/10/2026	In-Person
16	Funding, Other	Bus	Good morning, Chair and Commissioners. My name is Ashley Brown Mills and I am proud to represent Voices for Children, an organization that provides court-appointed special advocates, or CASAs, for children who have experienced abuse, abandonment, and neglect. Our CASA volunteers serve as the eyes and ears of the court, helping ensure judges have the information they need to make decisions that protect a child's safety, well-being and future. These dedicated volunteers walk alongside children during some of the most challenging periods of their lives, providing consistency, support and advocacy when it is needed most.	Ashley Brown Mills	Riverside County	8/10/2026	In-Person

**CSTAC Public Hearing Comment Log
As of August 10, 2026**

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
			One of the greatest barriers facing children in foster care is transportation. Unlike many of their peers, foster youth often lack reliable access to the places they need to be. Transportation is essential for attending court hearings, medical and mental health appointments, school meetings and activities, extracurricular programs, visits with siblings and family members, and for older youth, employment and independent living opportunities. That is why Measure A funding is so important. This investment does far more than provide transportation. It creates opportunity. It helps children stay connected to the services, relationships, and experiences that are critical to their healing, development, and long-term success. The impact of this funding is clear. During our most recent grant year, Voices for Children exceeded every major performance goal. Through this program, we provided 9,934 one-way trips, significantly surpassing our goal of 6,960. We also delivered more than 172,000 miles of transportation support and served 1,264 unique passengers, nearly three times our projected goal. The return on investment is substantial. Through the dedication of our CASA volunteers, more than \$341,000 in volunteer services was leveraged to support youth in our community. Measure A funding is amplified through the commitment of community members who generously donate their time and advocate for children who need it most. For the children we serve, transportation is not simply a ride from one destination to another. It is access to health care. It is connection to family. It is participation in school and community life. Most importantly, it is a pathway to stability, confidence and hope for the future. Without this support, many foster youth would face significant barriers to accessing the very services and opportunities that help them heal, thrive, and succeed. On behalf of Voices for Children and the young people we serve, thank you for your continued investment in the Measure A specialized transportation program. Last year alone, this funding helps to provide nearly 10,000 trips and more than 172,000 miles of transportation support for some of Riverside County's most vulnerable children. Your partnership is helping ensure that children who have experienced abuse and neglect remain connected to the services, opportunities, and supportive adults they need to rely on. Thank you.				
17	Frequency, New Service, Other	Bus	Good morning. Thank you for having me. My name is Matthew Taylor. I am a principal planner for the Community and Economic Development Department with the City of Riverside. My primary focus is long-range planning and policy work, including land use, and one of my primary projects and one of our most significant initiatives right now is a comprehensive update of the city's General Plan for the year 2050 and development of a Climate Action and Adaptation Plan. I'm here today because the primary purpose of the Climate Action and Adaptation Plan is to reduce the city's greenhouse gas emissions. And nearly 60% of greenhouse gas emissions in the city come from passenger vehicles. So, a robust and reliable public transit system is going to be one of the primary tools that we have to achieve the reduction in greenhouse gases and vehicle miles traveled that we have at our disposal. And so, I can't stress enough how important a robust public transit system is to achieving those goals.	Matthew Taylor	Riverside	8/10/2026	In-Person

**CSTAC Public Hearing Comment Log
As of August 10, 2026**

No.	Category	Mode	Public Comment	Name	Community	Date Received	Source
			So, I'm here today to share with you all that the City of Riverside is prepared to support the work of this Commission and our transit service operators and providers throughout the county in supporting more frequent, more reliable and more extensive service wherever we can and however we can, including the policy development for our 2050 General Plan update. We are about to commence work on the circulation and mobility component of the General Plan update. I'd like to share with you all that we will be having a public workshop on October 14th that all are invited to attend to talk about circulation and mobility needs and opportunities in the City of Riverside. So, you can sign up for updates about that event at riverside2050.com. And I am more than happy to work with Commission staff and transit service operator representatives on how the city's policies for 2050 can support a reliable public transit system in Riverside and in Riverside County. Thank you.				
18	Frequency, New Service	Bus	Hi, my name is Debi Hallbach and I'm in the Blythe area. There are people that are still in the city, but outside of a bus line that have no transportation, no way to get to town. An 88-year-old man has to walk over a mile to get the bus, and only if the college is running. Otherwise, he can't get on it because it's way too far to walk. He's got lung cancer, you know. There's a lot of people up in that area above the golf course that don't have vehicles and there's no alternative for them. And I would like to see, like, maybe one day a week, a bus scheduled to go there. Or, you know, I mean, that seems like a simple solution. I mean, when I was in Ripley, they came to my door. So that's quite a distance. And I mean, I'm talking a few miles at most. And one day a week does not seem unreasonable for a senior disabled citizen to be able to go get water and food because you can't carry water walking a mile up a road in 120-degree weather. I've talked to the people down here and they've tried, but it's been cut off, and I just think that our senior citizens and our disabled are being shut out. And that's not okay with me. It shouldn't be okay with you. So just consider, if you would, just adding one day a week and keeping that Gold Route going all year, not just when the college is there. Because otherwise it's, like, way farther. Like 10th and Lovekin, I think, instead of the golf course. So, I don't know. I just know that it's very important. I mean, this man will go without water or food or walk and pass out, which isn't okay. A person that he can get a ride from is over \$20 a trip. And, you know, we're on fixed incomes. That just is not doable. I don't see the problem with the charge, but a reasonable charge. Thank you so much.	Debi Hallbach	Blythe	8/10/2026	In-Person

*See attached letter

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"



August 4, 2026

Riverside County Transportation Commission
Attention: Transit Needs Public Hearing

Re: Public Comment on Transit Needs in Riverside County – City of Calimesa

Honorable Chair and Commissioners:

On behalf of the City of Calimesa and the Calimesa City Council, thank you for the opportunity to provide comments regarding transit needs within Riverside County. As Mayor of Calimesa, I appreciate RCTC's commitment to planning for the future of mobility throughout our region and respectfully request that the Commission give special consideration to the unique transit challenges facing our community.

Calimesa occupies a unique geographic position in western Riverside County. While we are part of Riverside County, we sit at its northwestern edge adjacent to the City of Yucaipa in San Bernardino County. As a result, our residents often find themselves in a transit "service island." While Calimesa is within the service area of the Riverside Transit Agency (RTA), their service effectively ends to the west, while to the east, the Cities of Beaumont and Banning each operate their own municipal transit systems (Beaumont Transit and Banning Connect), and to the north San Bernardino County's Omnitrans serves Yucaipa. The result is that Calimesa sits between multiple transit providers but is served by none, creating a gap in regional transit connectivity.

Historically, this has not always been the case. Beaumont Pass Transit Route 136 provided service along Calimesa Boulevard and to Mesa View Middle School. While Route 136 was ultimately discontinued due to ridership and operational considerations, its existence demonstrates that transit has previously been recognized as a community need. Since those routes were eliminated, Calimesa has experienced continued residential growth and demographic change, and additional growth is anticipated for decades to come.

Unlike many communities in Riverside County, Calimesa sits at the convergence of three transit service areas without being directly served by any of them. Riverside Transit Agency's fixed-route network does not extend to Calimesa, Beaumont Pass Transit focuses on the Pass Area communities, and Omnitrans serves adjacent Yucaipa in San Bernardino County. The result is a gap in regional connectivity that leaves Calimesa residents isolated from surrounding transit networks despite the City's strategic location along the I-10 corridor.

The City is entering a transformative period of development. Significant residential growth is planned through the Mesa Verde Specific Plan and the Summerwind Ranch Specific Plan, in addition to other infill and residential development opportunities throughout the community. Collectively, these projects are expected to add thousands of new homes and substantially increase the City's population over the coming decades. As Calimesa evolves from a primarily bedroom community into a larger regional community, the demand for transportation options will inevitably change.

We recognize that today's population may not yet justify the immediate implementation of traditional fixed-route bus service. However, we believe now is the appropriate time to begin planning for when that threshold is reached.

Accordingly, the City respectfully requests that RCTC establish objective performance metrics or planning thresholds that identify when a focused evaluation of Calimesa's transit needs should occur. Rather than waiting until unmet demand becomes evident, RCTC could proactively monitor factors such as population growth, housing production, employment, senior population, and major development activity. Once agreed-upon thresholds are reached—for example, a specified

number of additional dwelling units, population increase, or employment growth—RCTC could initiate a transit needs assessment to determine whether fixed-route service, commuter connections, or other mobility options have become warranted. Establishing transparent, data-driven triggers would provide both the City and RCTC with a predictable framework for future transit planning and ensure that transit investments are evaluated as community needs evolve.

In the meantime, we encourage RCTC to explore whether emerging mobility options could help bridge the current service gap. Microtransit, on-demand shuttle services, first-mile/last-mile connections, and other flexible transit models may provide cost-effective solutions for communities like Calimesa that are growing but have not yet reached the density necessary to support traditional bus routes. Pilot programs or partnerships with RTA could allow these innovative approaches to be evaluated before permanent fixed-route service is warranted.

Calimesa's location also presents an opportunity for regional connectivity. Improved transit coordination between Riverside County providers, Beaumont Pass Transit, and neighboring San Bernardino County transit agencies could create seamless connections for residents traveling to employment centers, educational institutions, medical facilities, and regional destinations. Today, the absence of service in Calimesa creates a noticeable gap between surrounding transit systems that limits mobility for residents who do not have access to a personal vehicle.

As Riverside County continues to grow, we ask that smaller but rapidly developing communities not be overlooked simply because they have historically lacked transit service. Planning proactively today will better position RCTC and its partner agencies to deliver efficient and equitable transit investments when the need arises.

The City of Calimesa looks forward to partnering with RCTC, Riverside Transit Agency, and other regional stakeholders to monitor our community's growth, evaluate future transit opportunities, and ensure that both current and future residents have access to safe, reliable, and connected transportation options.

Thank you for your consideration of these comments and for your continued investment in the mobility needs of Riverside County.

Respectfully,



Jeff Cervantez
Mayor
City of Calimesa

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	October 14, 2026
TO:	Riverside County Transportation Commission
FROM:	Budget and Implementation Committee Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2025/26 Low Carbon Transit Operations Program Cycle B Allocations

BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the allocation of \$3,121,773 from Fiscal Year (FY) 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B funds to eligible Riverside County transit operators; and
- 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.

BACKGROUND INFORMATION:

The LCTOP program was established through Senate Bill (SB) 862 in 2014 with a sunset date of 2030. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). LCTOP supports new or expanded transit services and expansion of intermodal transit facilities, with each project reducing greenhouse gas emissions. For agencies whose service areas include DACs, at least 50 percent of the total money received is to be expended on projects that will benefit these communities. In September 2025, the Governor signed Assembly Bill 1207 and SB 840 extending the LCTOP program through 2045.

LCTOP is administered by Caltrans in coordination with the California Air Resources Board and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, emissions reduction, disadvantaged community benefit, and other requirements of the law.

Funds are apportioned similar to the State Transit Assistance program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are directed to regional transportation planning agencies (RTPAs) such as RCTC to distribute under Public Utilities Code (PUC) 99313, and apportionments based on transit operator revenues

under PUC 99314 are specified for each transit operator. Apportionments for both PUC 99313 and 99314 are determined by the SCO.

This year, the SCO released two cycles of available LCTOP funding allocations for FY 2025/26 apportionments. Cycle A was released on February 27, 2026, and included \$4,196,536 for PUC Section 99313 and \$675,953 for PUC 99314, for a total of \$4,872,489. The Commission approved Cycle A funding allocations to the transit operators in May 2026. Cycle B was released on August 31, 2026, and is the subject of this report.

DISCUSSION:

The total estimated amount of Cycle B LCTOP funds available to Riverside County from FY 2025/26 is \$3,121,773. Of this amount, \$2,688,694 is apportioned by population pursuant to PUC Section 99313 and is to be allocated by the Commission. An additional \$433,079 is apportioned pursuant to PUC Section 99314 to eligible transit operators, as determined by the SCO. Combined, Cycles A and B provide \$7,994,262 in LCTOP funding for Riverside County, with \$6,885,230 in PUC Section 99313 funds and \$1,109,032 in PUC Section 99314 funds.

As the RTPA, the Commission has the following responsibilities related to LCTOP:

- Allocate PUC 99313 population-based LCTOP amounts as published by the SCO to eligible projects within Riverside County;
- Provide a contributing sponsor letter to Caltrans for the PUC 99313 funds with a list of LCTOP projects that will be submitted by the public transit operators;
- Verify and approve amendments to a transit operator's project that requires the RTPA signature; and
- Coordinate with all transit operators to ensure that all funds identified for Riverside County are accounted for in eligible projects.

Transit operators apply for the LCTOP funds directly to Caltrans and funds are not required to flow through RCTC. Project applications are due to Caltrans by October 30, 2026, along with the RTPA contributing sponsor letter for projects utilizing PUC Section 99313 funds.

The Commission's policy to allocate LCTOP PUC 99313 funds to transit operators is based on local needs as requested by the transit operators. This process includes staff facilitated discussions with each transit operator and a review of their priority projects to ensure that they are LCTOP-eligible. Staff also works towards identifying projects that are more regional and consistent across the county such as free fares for youth or other free/discounted programs. In addition, operating projects and capital projects that are under construction and/or construction ready that need additional funds are prioritized over other long-term capital projects.

Staff recommends approval of the FY 2025/26 LCTOP allocations as shown in Table 1. The city of Riverside has opted out of their PUC 99314 funds because they have sufficient LCTOP funds from previous Commission allocations and do not need additional funding at this time. When a transit

operator opts out of their funds, staff coordinates between the agencies to ensure all funds in Riverside County are allocated to another eligible agency and project.

Table 1: FY 2025/26 LCTOP Cycle B Allocations for Riverside County Transit Operators

Agency	PUC 99313 Funds*	PUC 99314 Funds*	Total LCTOP Allocation	Proposed Project Description
City of Banning	\$ 8,444	\$ 1,556	\$ 10,000	Free fares on fixed-routes within city limits
City of Beaumont	180,908	2,379	183,287	Discounted fares on pass Programs and Summer Pass Program
City of Corona	36,814	3,186	40,000	Free fares for seniors, people with disabilities, and students
City of Riverside	-	-	-	\$3,687 of PUC 99314 funds provided to RTA
Palo Verde Valley Transit Agency	28,687	1,313	30,000	Free fares on deviated fixed-routes
Palo Verde Valley Transit Agency	275,000	-	275,000	Battery Electric Bus Infrastructure
SCRRA	-	198,132	198,132	Student/Youth Discount Program
Riverside Transit Agency	1,558,841	140,580	1,699,421	Discounted and Free Fare Promotions
SunLine Transit Agency	300,000	85,933	385,933	Student Haul Pass Program
SunLine Transit Agency	300,000	-	300,000	Indio Liquid Hydrogen Station project
Total	\$ 2,688,694	\$ 433,079	\$ 3,121,773	

*Total available funds based on California SCO FY2025/26 LCTOP Cycle B Allocation Summary, dated August 31, 2026.

The projects listed above are anticipated to begin in FY 2027/28, subject to Caltrans and CARB approval and award timing, and will be budgeted and programmed in each transit operator's Short Range Transit Plan.

Staff also recommends authorizing the Executive Director, or designee, to execute and submit administrative documents related to the LCTOP program to Caltrans for approval, as needed. This may include any amendments to the transit operators' applications due to delays, scope changes, or programming modifications that require approval from the RTPA.

FISCAL IMPACT:

There is no financial impact for the allocation of these funds. LCTOP funds are distributed directly from the SCO to transit operators for their respective projects. RCTC-led projects are included in the FY 2026/27 budget.

Approved by the Budget and Implementation Committee on September 28, 2026

In Favor: 8 Abstain: 0 No: 0

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	October 14, 2026
TO:	Riverside County Transportation Commission
FROM:	David Thomas, Toll Projects Delivery Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Interstate 10 Corridor Project Development

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive a presentation on transportation project development along the Interstate 10 corridor within Riverside County;
- 2) Approve cancellation of the Design Engineering Evaluation Report (DEER) for I-10 Pass Area Ramp Metering Project;
- 3) Direct staff to initiate an amendment to Agreement No. 25-31-090-00 with WSP USA Inc. (WSP) to perform an I-10 Bi-County Express Lanes Toll Feasibility study from State Route 60 in the city of Beaumont to Ford Street interchange in the city of Redlands in San Bernardino County and authorize a cooperative agreement with San Bernardino County Transportation Authority (SBCTA) for the completion of this study; and
- 4) Direct staff to initiate an amendment to Agreement No. 26-72-010-00 with Kimley-Horn and Associates Inc. (Kimley-Horn) to expand the scope for the project initiation document (PID) phase of the I-10/SR-79 Interchange Project to include the improvements to the I-10/SR-60 Interchange.

I-10 Corridor Project Development

Staff will be presenting the significant transportation projects that are under development in Riverside County along the I-10 corridor from the San Bernardino county line east to the Arizona state line. Staff will provide a brief status on where each project is in project development, and the potential year of implementation should funding become available.

I-10 Pass Area Ramp Metering

At the 2023 Commission Workshop, staff was directed to evaluate the feasibility and effectiveness of implementing Coordinated Adaptive Ramp Metering (CARM) on I-10 from SR-60 to Ramsey Street in the cities of Banning and Beaumont in Riverside County. Staff completed the feasibility study in 2024.

At the 2025 Commission Workshop, staff presented the results of the above-referenced feasibility study. The closely spaced ramps within the cities of Beaumont and Banning were evaluated for ramp meter installation to determine ramp storage capacity for metering. A total of 9 out of 17 on-ramps within the study limits did not provide adequate storage for implementing ramp metering in a CARM system and would require widening and other improvements. It was noted that Caltrans adoption for future implementation of CARM is uncertain and is contingent on performance of the I-15 Temecula CARM Pilot Project. Therefore, staff recommended moving forward with an initial ramp metering project that would be compatible with both a Caltrans operated system or future implementation of CARM. Staff received direction to prepare a DEER for the I-10 Pass Area Ramp Metering Project.

The DEER for the I-10 Pass Area Ramp Metering Project was initiated with Caltrans in August 2025. Several geometric workshops were held with Caltrans to finalize the geometry of the ramps and scope of improvements. Caltrans informed that the on-ramp entrance geometry for all existing on-ramps and the existing ramp merge areas are non-standard and need to be improved. The I-10 Pass Area Ramp Metering Project was initially scoped to be a retrofit project with minimal improvements to the ramps and no improvements on the mainline. This was intended to be an early action project with the goal of providing near-term low-cost operational improvements with minimal throw-away costs while the I-10 Pass Express Lanes Project was being developed.

Staff reached out to Caltrans management to raise concern about the escalating project scope and cost and requested funding assistance for the project. Caltrans management responded that funding was not available due to limited funding and other competing projects in the State Highway Operation and Protection Program (SHOPP), but that Caltrans would work with RCTC to reduce the scope and cost of the project. Caltrans also noted that the cities on the corridor would have to concur with the reduced storage capacities on the on-ramps and queue spillbacks onto the local streets. A reduced scope project is estimated to cost approximately \$50 million. Staff consulted with the cities of Beaumont and Banning public works directors on the potential traffic impacts of implementing ramp metering on existing ramps and confirmed that the queuing on the local streets resulting from the ramp metering would be unacceptable to both cities. Due to the traffic impacts, the cities of Beaumont and Banning do not support the reduced scope project as offered by Caltrans.

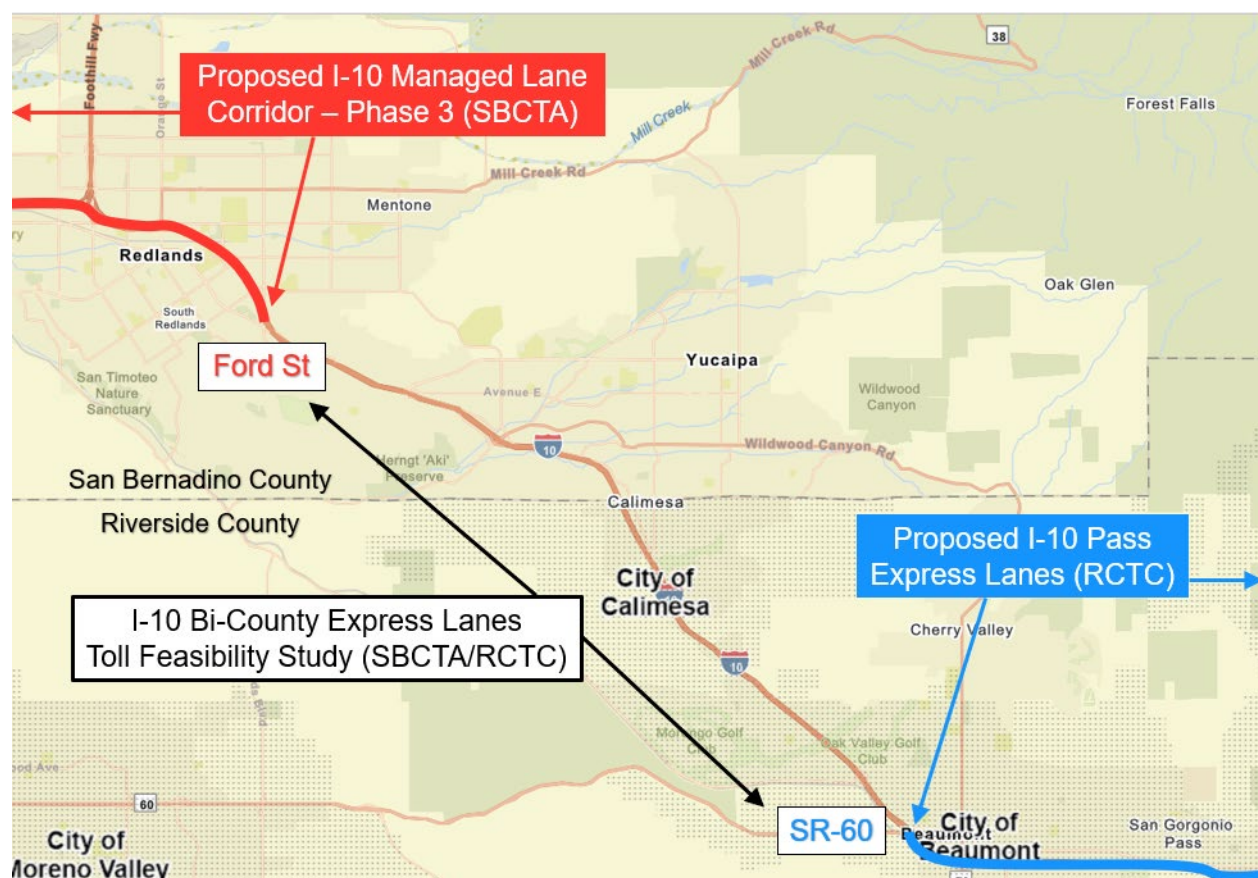
Due to these considerations and lack of funding availability from Caltrans, staff is recommending that the I-10 Pass Area Ramp Metering Project be cancelled.

I-10 Bi-County Express Lanes Feasibility Study

At its June 2025 meeting, the Commission approved awarding Agreement No. 25-31-090-00 to WSP to prepare the PID document for the I-10 Pass Express Lanes Project and authorized a cooperative agreement with Caltrans.

The I-10 Pass Express Lanes Project between SR-60 and SR-111 is intended to improve reliability, safety, and travel choices through the San Geronio Pass. As that project has advanced through the PID phase, early traffic findings indicate that improving capacity east of SR-60 could shift the next major bottleneck west, toward the segment of I-10 between SR-60 and the San Bernardino county line. Preliminary data demonstrates that this westerly segment of I-10 is already at or near capacity during peak travel periods. Moving the bottleneck west of SR-60 could exacerbate I-10 travel delays and limit the benefits that the I-10 Pass Express Lanes Project would deliver. This condition was not observed on the east end of the project at SR-111 and therefore no additional study east of SR-111 is proposed at this time.

The I-10 Bi-County Express Lanes Toll Feasibility Study would continue the corridor planning framework established through RCTC's I-10 Pass Express Lanes Project by evaluating the gap between SR-60 and Ford Street in Redlands (see map below). Ford Street is the currently planned eastern terminus of the SBCTA I-10 Managed Lane Corridor, where SBCTA is planning to add one new Express Lane in each direction by 2035. The proposed study would help determine whether managed lanes, ramp and interchange improvements, auxiliary lanes, and other operational strategies could provide a coordinated corridor solution that complements both RCTC's I-10 Pass Express Lanes Project and SBCTA's ongoing I-10 Express Lanes Program.



The Commission's Measure A program currently includes a project to add an eastbound truck climbing lane on I-10 from the San Bernardino county line to SR-60. It is proposed that the I-10 Bi-County Express Lanes Toll Feasibility Study include alternatives to evaluate Express Lanes on I-10 with and without the truck climbing lane as well as a stand-alone truck climbing lane to determine the appropriate project for this segment of I-10. The resulting study would provide RCTC and SBCTA with a technical basis for determining whether the Bi-County segment should advance into a future I-10 Express Lanes PID and the appropriate scope as it relates to the truck climbing lane in Riverside County.

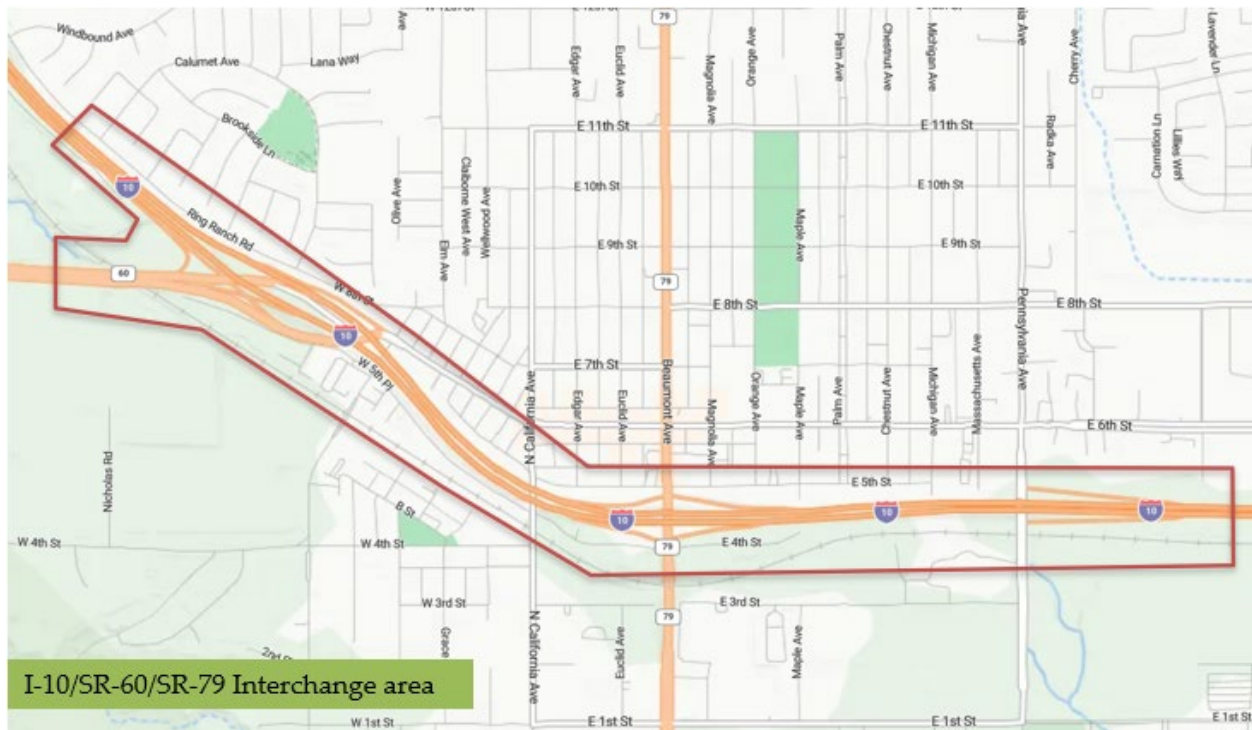
I-10/SR-60 Interchange Improvements

At its February 2026 meeting, the Commission approved awarding Agreement No. 26-72-010-00 to Kimley-Horn to prepare the PID document for the I-10/SR-79 Interchange Improvement Project and authorized cooperative agreements with the city of Beaumont and Caltrans.

Currently, the I-10 corridor, between the SR-60 and SR-79 (Beaumont Avenue) faces significant operational challenges due to the proximity of the interchanges and increasing traffic congestion on both the highways and adjacent local roads. Additionally, the existing left exit from westbound I-10 to the westbound SR-60 connector requires a high volume of trucks to weave into the higher speed left lanes of I-10 to continue onto SR-60 resulting in degradation of mainline operations.

Improvements to the I-10/SR-60 interchange have been a long-time planned project identified in the Commission's Measure A program. Reconstruction of the I-10/SR-60/SR-79 Interchange was also identified as a long-range project in Caltrans' September 2011 Pass Area Regional Transportation Needs Assessment Report. This intersection serves as a critical transportation hub for commuter traffic traveling to western Riverside County, Orange County, and Los Angeles County, as well as a key corridor for freight traffic moving through southern California and the western United States.

In September 2026, staff completed an independent Value Engineering (VE) workshop to evaluate alternatives on the I-10 between the SR-60 and SR-79 with the goal of establishing a blueprint for the I-10/SR-60/SR-79 Interchange. See map below for the limits of the study. At the completion of the study, it became apparent that the I-10/SR-79 Interchange Project is reliant on the future configuration of the I-10/SR-60 interchange. To minimize future throw-away and understand future traffic movements, these projects must be developed in conjunction with each other. Expanding the scope of the PID phase of the I-10/SR-79 Interchange Project to include the improvements to the I-10/SR-60 Interchange would ensure that these projects are coordinated with each other.



STAFF RECOMMENDATION

The cost to perform the I-10 Bi-County Express Lanes Toll Feasibility Study is estimated at \$1,000,000. The remaining budget for the I-10 Ramp Metering DEER is estimated to be approximately \$500,000. RCTC's share to complete the I-10 Bi-County Express Lanes Toll Feasibility Study will be based on a fair-share agreement with SBCTA. It is proposed to utilize the Measure A Economic Development funds remaining from the I-10 Ramp Metering DEER and additional Measure A funds, if needed, to complete the I-10 Bi-County Express Lanes Toll Feasibility Study. Due to their current work on the I-10 Pass Express Lanes PID and prior I-10 Express Lanes Toll Feasibility Study, it is recommended to amend this WSP agreement to perform the I-10 Bi-County Express Lanes Toll Feasibility Study.

The cost to amend the I-10/SR-79 Interchange Project PID to incorporate the I-10/SR-60 interchange improvements is estimated at \$1,500,000. The I-10/SR-60 Interchange improvements are identified in Measure A and therefore it is proposed to utilize Measure A funds for this amendment. Due to their current work on the I-10/SR-79 Interchange Project PID, it is recommended to amend this Kimley-Horn agreement to incorporate the I-10/SR-60 interchange improvements.

Staff will return to the Commission for formal authorization of the agreement with SBCTA and amendment with WSP for the I-10 Bi-County Express Lanes Toll Feasibility Study as well as the amendment with Kimley-Horn for the I-10/SR-60 interchange improvements.

AGENDA ITEM 10

PRESENTATION