



MEETING AGENDA

Budget and Implementation Committee

Time: 9:30 a.m.

Date: September 28, 2026

Location: BOARD ROOM
County of Riverside Administration Center
4080 Lemon St, First Floor, Riverside, CA 92501

TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM
City of Palm Desert
73510 Fred Waring Drive, Palm Desert, CA 92260

LARGE CONFERENCE ROOM
French Valley Airport
37600 Sky Canyon Drive, Murrieta, CA 92563

COMMITTEE MEMBERS

Linda Molina, **Chair** / Eric Cundieff, City of Calimesa
Valerie Vandever, **Vice Chair** / Alonso Ledezma, City of San Jacinto
Jeremy Smith / Kasey Castillo, City of Canyon Lake
Raymond Gregory / Ernesto Gutierrez, City of Cathedral City
Bob Magee / Timothy Sheridan, City of Lake Elsinore
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Ricky Estrada / Bob Karwin, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley

Cindy Warren / Lisa DeForest, City of Murrieta
Jan Harnik / Joe Pradetto, City of Palm Desert
David Ready / Grace Garner, City of Palm Springs
Steve Downs / Ted Weill, City of Rancho Mirage
James Stewart / Brenden Kalfus, City of Temecula
Chuck Washington, County of Riverside, District III
Yxstian Gutierrez, County of Riverside, District V

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director

AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight
Competitive Federal and State Grant Programs
Countywide Communications and Outreach Programs
Countywide Strategic Plan
Legislation
Public Communications and Outreach Programs
Short Range Transit Plans

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
BUDGET AND IMPLEMENTATION COMMITTEE**

www.rctc.org

AGENDA*

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

9:30 a.m.

Monday, September 28, 2026

BOARD ROOM

**County of Riverside Administrative Center
4080 Lemon Street, First Floor
Riverside, California 92501**

TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM

City of Palm Desert

73510 Fred Waring Drive, Palm Desert, California

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French Valley Airport

37600 Sky Canyon Drive, Murrieta, California

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 Committee may, either at the direction of the Chair or by majority vote of the Committee, 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. Also, the Committee may terminate public comments if such comments become repetitious. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Committee 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 Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. **ADDITIONS/REVISIONS** *(The Committee 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 Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee 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 – AUGUST 24, 2026

Page 1

6B. MONTHLY INVESTMENT REPORT

Page 10

Overview

This item is for the Committee to recommend the Commission take the following action(s):

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

6C. STATE AND FEDERAL LEGISLATIVE UPDATE

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Overview

This item is for the Committee to recommend the Commission take the following action(s):

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

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

Page 17

Overview

This item is for the Committee to recommend the Commission take the following action(s):

- 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.

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

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Overview

This item is for the Committee to recommend the Commission take the following action(s):

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

9. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

10. EXECUTIVE DIRECTOR REPORT

11. COMMISSIONER COMMENTS

Overview

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

12. ADJOURNMENT

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., October 26, 2026.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

BUDGET AND IMPLEMENTATION COMMITTEE

Monday, August 24, 2026

MINUTES

1. CALL TO ORDER

The meeting of the Budget and Implementation Committee was called to order by Chair Linda Molina at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California 92501 and at the teleconference sites: Council Chamber Conference Room, City of Palm Desert, 73510 Fred Waring Drive, Palm Desert, California 92260, and the Large Conference Room, French Valley Airport, 37600 Sky Canyon Dr., Murrieta, California 92563.

2. ROLL CALL

Members/Alternates Present

Edward Delgado
Steve Downs**
Ricky Estrada*
Kathleen Fitzpatrick**
Raymond Gregory**
Yxstian Gutierrez
Jan Harnik**
Bob Magee
Linda Molina
David Ready**
Jeremy Smith
James Stewart*
Valerie Vandever
Cindy Warren*
Chuck Washington*

Members Absent

*Joined the meeting at French Valley.
**Joined the meeting at Palm Desert.

3. PLEDGE OF ALLEGIANCE

Chair Molina introduced Commission Alternate Eric Cundieff who then led the Budget and Implementation Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

6. 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.*

M/S/C (Gutierrez/Smith) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – JULY 27, 2026

6B. MONTHLY INVESTMENT REPORT

This item is for the Committee to recommend the Commission take the following action(s):

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

7. STATE AND FEDERAL LEGISLATIVE UPDATE

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

Commissioner Harnik stated that she wanted to share some information about SB 1087 by Senator Christopher Cabaldon. There has been a lot of discussion both at Southern California Association of Governments (SCAG) and at California Association of Councils of Governments (CALCOG) and there has been some opposition to it based on we are not getting everything we want. Rather than looking at what we did not get we should look at what we got, we are changing the Sustainable Communities Strategies (SCS) cycle from four years to eight years. There will be more communication and outreach on the part of California Air Resources Board (CARB) and all the other entities involved as there will be more transparency. Additionally, all references to Vehicle Miles Traveled (VMT) has been removed from the bill. This is a modernization of SB 375 by Senator Darrell Steinberg, he has been part of the process because the author of that bill that has not been touched in 18 years is acknowledging a shining light on the fact it needs modernization, so it is relevant in this current not only physical and natural environment but political and economic environment. If we get this across the finish line what we then have done is acknowledged on many different fronts including by the original author of SB 375 that

needs to be modernized so for all those reasons it is important, relevant, and it is something we should do. We are not getting everything, but we are getting a lot and we are getting movement, and with validation that in fact this bill does need to be changed to be more relevant. For all those reasons this is something we are supporting at SCAG and at CALCOG and when you hear the reasons why it should not be supported by certain entities to give her a call. She thinks they are moving forward and we are building a pillar for future changes, so we need to get this done.

Chair Molina thanked Commissioner Harnik for explaining that for all our Commissioners because those are very good valid points.

M/S/C for the Committee to recommend the Commission take the following action(s):

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

8. METROLINK FISCAL YEAR 2026/27 OPERATING BUDGET - SECOND QUARTER FUNDING

Sheldon Peterson, Rail Manager, presented an update for the Second Quarter Funding request for Metrolink's Fiscal Year 2026/27 Budget, highlighting the following:

- RCTC and Metrolink (including a map of Metrolink's Regional Rail System)
 - ✓ Metrolink if funded by five-county JPA
 - ✓ Three RCTC routes: Riverside, IEOC, 91/Perris Valley
 - ✓ Nine Stations in our county
- A visual depiction of how we improve mobility for the people of Riverside County
 - ✓ Metrolink is a 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 on June 10th to amend its FY26 memorandum of understanding (MOU) to find 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 FY 22 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
- A graph of FY26 ridership by month – June 2026 – Metrolink Systemwide
- A graph of Metrolink overall fare revenues through FY26
- A graph of Metrolink overall expenses through FY26
- A graph of the systemwide budget trends
- A graph of the fixed versus variable operating costs
- Ongoing budget development
 - ✓ Multiple cost savings and service reduction scenarios
 - ✓ On July 18, 2026, Metrolink staff transmitted a FY27 Budget Proposal for 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

Vice Chair Vandever asked if the Coachella and Stagecoach Festivals increases it every year or do you not use that in the comparison.

Sheldon Peterson replied Coachella and Stagecoach are our future Coachella Valley Rail service that we have yet to implement, but we are working very hard, so we do not really serve those currently with transit right now. Hopefully in the future we will be able to.

Commissioner Harnik thanked Sheldon Peterson for the presentation there is a lot of information. She asked since Metrolink has lowered the fee have we seen an increase in ridership. Also, if we were to compare pre-COVID what was the cost of a standard adult fare as opposed to what is the cost of a standard adult fare today.

Sheldon Peterson replied that Metrolink coming out of COVID was working really hard to address the ridership and so the most popular program was the Student Advantage Fare which offered free fares for anyone claiming to be a student. They would get that ticket at the ticket vending machine and show their identification to the conductor. We saw some good jumps in ridership last year, that is where the FY25 numbers were significantly higher than FY24. We also saw some movement when Metrolink instituted a \$15 day pass you could go anywhere in the system roundtrip and that was able to help and had a bump in ridership as well. The challenges that is offset with on time performance and operating issues, so even though you are pulling people into the system you are kind of detracting a little bit as well. The Metrolink Board approved that \$15 day pass to move forward, they will increase it a bit so it will now be \$19 and increase some of the one-way fares to address these budget issues. One of the fares he recalls Riverside-Downtown to Los Angeles, the roundtrip was traditionally \$26 pre-COVID so that is kind of the difference. We offer good discounts, and are continuing to do that, but the challenge is that we need to get twice as many people to offset the revenue.

Aaron Hake, Executive Director, responded to Commissioner Harnik's question that pre-COVID a roundtrip fare from Downtown-Riverside to Los Angeles is about \$25 today it is \$15 because of the day pass option that exists. That day pass is going up to \$19, so it is still below what people were paying pre-COVID. The ridership did increase with the reduced fares but not to the degree that it compensated for the lower fare that we were offering. The member agency subsidies continued to increase much higher than the ridership and the revenue increased.

Sheldon Peterson clarified it was not revenue neutral and that was kind of the hope that it would be revenue neutral getting more people there.

Commissioner Ready stated regarding the access restrictions at the parking lots and the availability of parking. He suspects RCTC has analyzed that, but he did not know if something can be done there and it might be an area to consider.

Sheldon Peterson stated that RCTC has always been aggressive in providing ample free parking for our riders. We did get to the point years ago where we added a parking structure at North Main Corona Metrolink station, a significant investment as well as expanded service parking at Riverside-Downtown so we are doing our best part.

Other stations may not be in the same situation he knows that with Rancho Cucamonga, the city owns that station and has actually had to charge for parking. There are some challenges there, but as a system, we are trying to address it.

Aaron Hake stated every month he gets a status report on the lot usage at our stations depending on the station we are between 20 and 30 percent parked so we have 70-80 percent of our spaces available. We also have the Experience Metrolink Program, this is an award-winning program where we offer Riverside County residents free Metrolink. He asked Sheldon if it is for 60 or 90 days.

Sheldon Peterson replied it is for 90 days.

Aaron Hake stated with the 90-day free monthly pass we have had good usage of that program trying to get people hooked on the experience, but we are giving these tickets away and parking is free and we are doing everything we can to let people know. One of the things we are doing with this effort to reduce schedule to meet budget and these sorts of fiscal constraints realign the schedule. As you recall, a couple of years ago Metrolink embarked on the Metrolink Reimagined they were seeing trends where they did not have the peak commute anymore after COVID. People were teleworking or they were going into the office a couple days a week, which made the monthly pass less economical. Metrolink saw an increase in ridership during the middle of the day or on weekends for more recreational purposes and Metrolink realigned the schedule to try to capture that market. We did not see the commensurate in ridership we thought we would see by making that shift. We are now asking Metrolink as the schedule is being reduced to focus it on the core peak commuter we know relies on this service. That is our customer on Metrolink, it is the long-haul trip from the Inland Empire to get to work in Orange County or Los Angeles and then get back home without having to be on State Routes 60 or 91. Regarding Commissioner Ready's question about access made him think of this access also has to do with having a train available when our core customer wants to use it and focusing our resources there. Then if our fiscal situation gets better and ridership grows, we can start again looking at that midday occasional traveler.

Commissioner Ready stated it is multifaceted, for example at Redlands, if anyone in Coachella Valley wanted an option to go to Redlands you pick it up there and go to Los Angeles. The restriction where you cannot park overnight and are worried about whether you can get back or if you wanted to stay over so it would obviously be a partnership working with the cities. Even though there might be a cost which would be fair and people would be willing to pay, where you have a pass, you could park overnight so something like that would be huge to open up a market for the Coachella Valley.

Chair Molina stated she takes the train into Los Angeles Riverside riders ride the trains and a lot of them have their scooters so once they get into LA Union Station they get on their scooter or electric bike, so we really need them. For parking, the San Bernardino County Transportation Authority (SBCTA) has their Redlands station that has their indoor

parking building, and it is free parking. Also, the Arrow trains coincide with the trains into Los Angeles.

Commissioner Ready clarified that is a barrier because it is restricted, you cannot park overnight and you can only be there for so long.

Chair Molina clarified with Commissioner Ready that it is in that building as she has never had to do that.

Commissioner Ready replied yes.

Chair Molina stated it was just an option, it is indoor parking, it is safe, and it is not as much walking as the parking at the San Bernardino Metrolink station.

Aaron Hake asked Sheldon Peterson to address how RCTC handles parking at the Metrolink stations with regard to parking overnight.

Sheldon Peterson stated part of our stations in Riverside County, even Riverside-Downtown, not only do we serve Metrolink we also serve Amtrak service headed to Chicago. RCTC allows overnight parking at our Metrolink stations, we often ask you to let the guard know if you are going to be there for multiple days, but we do have 24-hour security and cameras. We do not really have that restriction in Riverside, but we can reach out to SBCTA to see if there is a policy issue at the Redlands station that maybe we can work with them on.

M/S/C (Smith/Vandever) for the Committee to recommend the Commission take the following action(s):

- 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.**

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

Eric DeHate, Transit Manager, presented the FY 2026/27 State of Good Repair Program allocations update, highlighting the following:

- Background information
 - ✓ State of Good Repair (SGR) established through SB 1 in 2017
 - ✓ Provides approximately \$105 million statewide annually
 - ✓ Eligible projects: maintenance, rehabilitation, and capital projects
 - ✓ Apportionments based on State Transit Assistance (STA) formulas: Public Utility Code (PUC) 99313 (discretionary) and 99314 (formula) and programmed based on local needs
 - ✓ Determined by State Controller's Office (SCO) – distributed at least twice a year (January and July)
- Recommended SGR Allocations – FY 2026/27 SGR Proposed Project Listing

M/S/C (Gutierrez/Delgado) for the Committee to recommend the Commission take the following action(s):

- 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.**

At this time, Commissioner Smith left the meeting.

10. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

There were no items pulled from the Consent Calendar.

At this time, Commissioner Gutierrez left the meeting.

11. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Thanked our legislative team, Tyler Madary and Andrew Sall, were working hard over the weekend to analyze SB 1087. It is the end of the legislative session this week so there may be a lot more late nights looking to see what gets amended

and put on the floor. We will keep you posted if there is anything significant that would impact the Commission.

- Stated at Metrolink there is a lot of work going on after hours to figure that out as well. He thanked our rail team, Sheldon Peterson and Lorelle Moe-Luna, Multimodal Services Director, for working on that.
- Announced the California Transportation Commission (CTC) met in San Diego last week they adopted the new cycle of funding for SB 1 Programs, the competitive grant programs. That cycle starts now so your jurisdictions that may be interested in applying for SB 1 funding have until November to submit their applications.
- Stated he will see everyone at its September 9 Commission meeting.

Chair Molina thanked everyone at their satellite locations for their very good attendance our Commissioners are very loyal to RCTC and also the people who make it into see RCTC staff in the audience.

12. COMMISSIONER COMMENTS

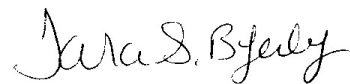
12A. Chair Molina wished good luck to all those who are up for re-election and those who are leaving that are termed out. We thank you for your service, and it is nice to see everyone.

12B. Commissioner Washington announced that Third District State of the District is being held at South Coast Winery on September 10 at 5:30 p.m.

13. ADJOURNMENT

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:15 a.m.

Respectfully submitted,



Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 6B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	September 28, 2026
TO:	Budget and Implementation Committee
FROM:	Maria Garcia, Financial Budget Manager Jennifer Fuller, Deputy Director of Finance
THROUGH:	Sergio Vidal, Chief Financial Officer
SUBJECT:	Monthly Investment Report

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 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

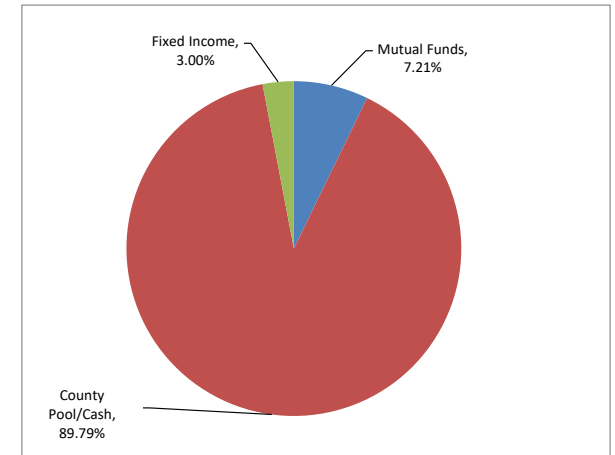
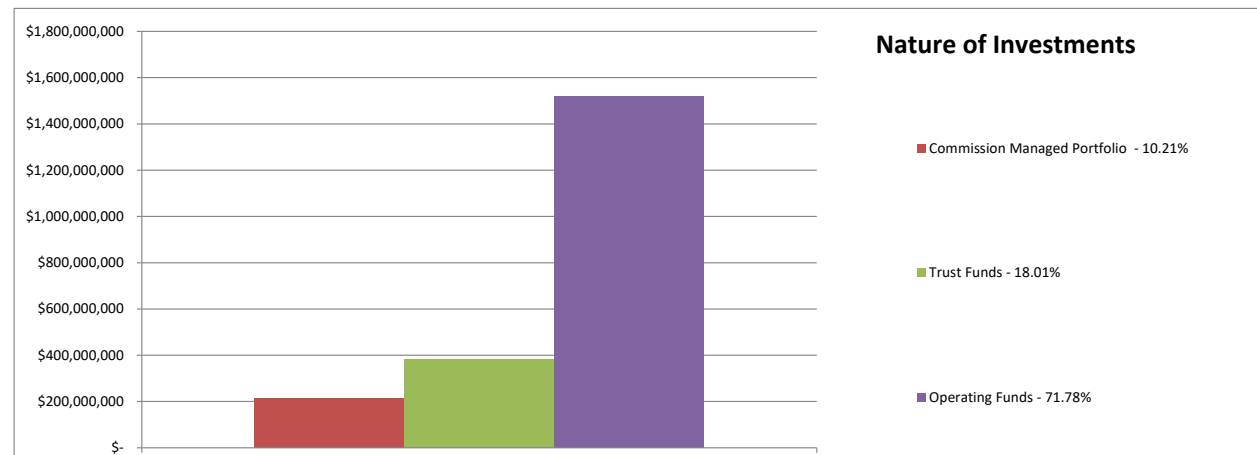
Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: August 31, 2026

	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:	September 28, 2026
TO:	Budget and Implementation Committee
FROM:	Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 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

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 28, 2026
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Fiscal Year 2025/26 Low Carbon Transit Operations Program Cycle B Allocations

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 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.

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	September 28, 2026
TO:	Budget and Implementation Committee
FROM:	Eric DeHate, Transit Manager
THROUGH:	Lorelle Moe-Luna, Multimodal Services Director
SUBJECT:	Citizens and Specialized Transit Advisory Committee Transit Needs Public Hearing Update

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 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

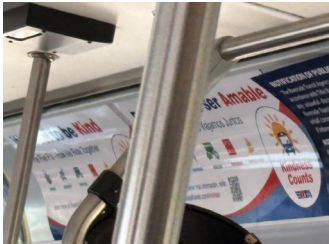
As of August 10, 2026

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

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"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