RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

December 2019

Riverside County Long Range Transportation Study

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RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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ABBREVIATIONS AND ACRONYMS

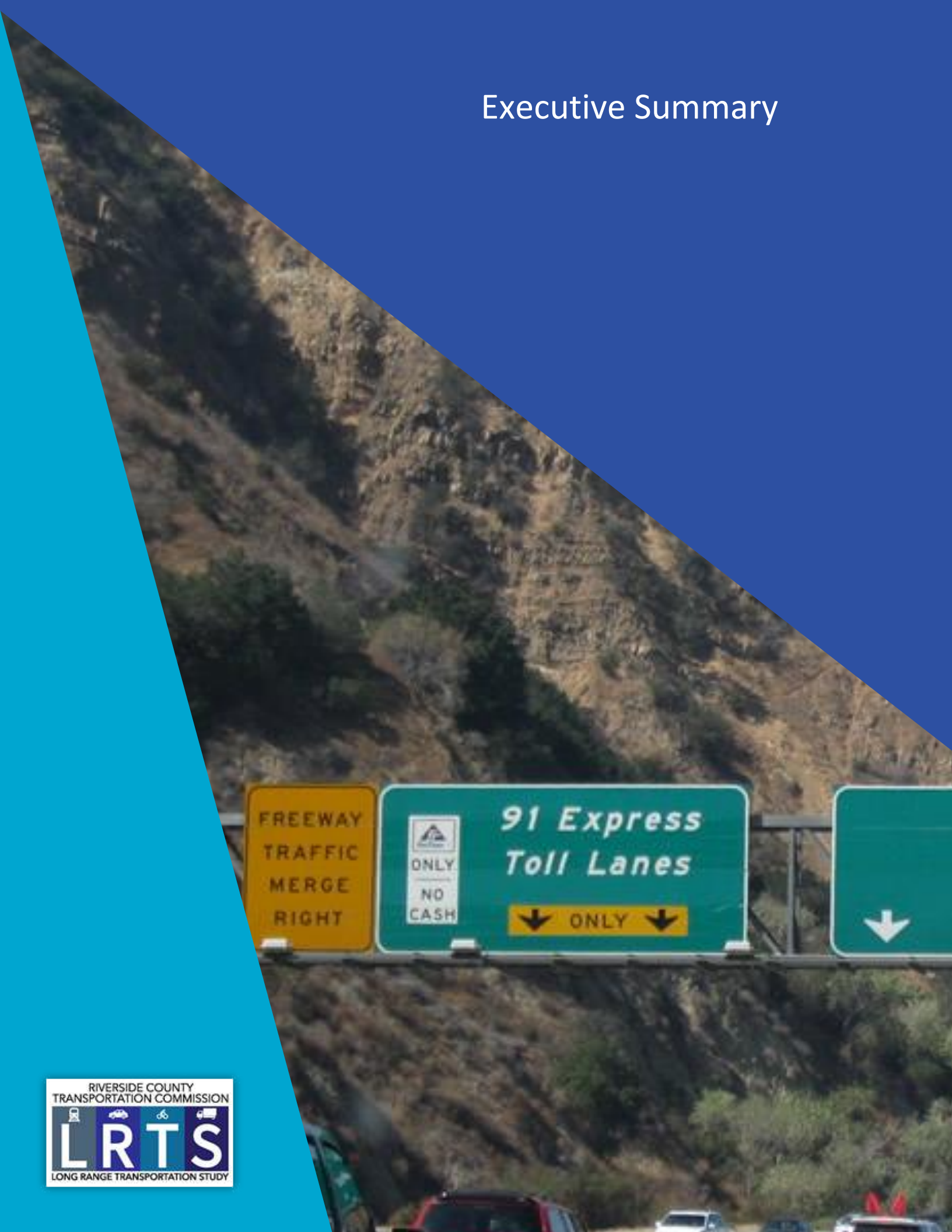
AADT	Annual Average Daily Traffic
AB	Assembly Bill
ACV	Automated/Connected Vehicle
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ARB	Air Resources Board
ATM	Advanced Traffic Management
ATP	Active Transportation Plan
AZ	Arizona
BCI	Bicycle Compatibility Index
BLOS	Bicycle Level of Service
BNSF	Burlington Northern Santa Fe Railroad
BRT	Bus Rapid Transit
BTA	Bicycle Transportation Account
BUILD	Better Utilizing Investment to Leverage Development
CA	California
Caltrans	California Department of Transportation
CAV	Connected and Automated Vehicles
CBD	Central Business District (City of Palm Springs)
CCP	Comprehensive Corridor Plan
CDP	Census Designated Place
CEQA	California Environmental Quality Act
CETAP	Community Environmental Transportation Acceptability Process
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Plan
CMS	Congestion Management System
CO	Carbon Monoxide
CPA	Community Planning Area (City of Los Angeles)
CPUC	California Public Utilities Commission
CSMP	Corridor System Management Plans
CTC	California Transportation Commission
CV Link	Coachella Valley Link
CVAG	Coachella Valley Association of Governments
DBF	Design-Build-Finance
DCCM	Dynamic Corridor Congestion Management
DOF	Department of Finance
DPR	Department of Parks and Recreation
EDD	Employment Development Department
EEM	Environmental Enhancement and Mitigation

EGPR	Environmental Goals and Policy Report
FAR	Floor Area Ration
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Project
FY	Fiscal Year
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GIS	Geographic Information System
HCM	Highway Capacity Manual
HDT	Heavy Duty Trucks
HIOC	Hoover Index of Concentration
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HQTA	High Quality Transit Areas
HSIP	Highway Safety Improvement Program
I	Interstate
ICM	Integrated Corridor Management
IEN	Information Exchange Network
IEOC	Inland Empire – Orange County
IOD	Index of Divergence
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System
LA Metro	Los Angeles County Metropolitan Transportation Authority
LCTOP	Low Carbon Transit Operations Program
LEHD	Longitudinal Employer – Household Dynamics
LOS	Level of Service
LPP	Local Partnership Program
LRTS	Long Range Transportation Study
LTF	Local Transportation Fund
LTS	Level of Traffic Stress
MaaS	Mobility as a Service
Map 21	Moving Ahead for Progress in the 21st Century Act
March ARB	March Air Reserve Base
MD	Metropolitan Division
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MSHCP	Multi-Species Habitat Conservation Plan
MUA	Mixed-Use Area
NAFTA	North American Free Trade Agreement
NAICS	North American Industry Classification System
NEPA	National Environmental Policy Act
NEV	Neighborhood Electric Vehicles
NHFN	National Highway Freight Network
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration

NMTP	Non-Motorized Transportation Plan
NOx	Nitrogen Oxide
NSFHP	Nationally Significant Freight and Highway Projects
NSFLRP	Nationally Significant Federal Lands and Tribal Projects
O&M	Operation and Maintenance
OCTA	Orange County Transportation Authority
OES	Occupational Employment Statistics
P3	Public-Private Partnerships
PBPP	Performance Based Planning and Programming
PeMS	Performance Measurement System
PM	Particulate Matter
Ppb	Parts Per Billion
PVL	Perris Valley Line
PVVTA	Palo Verde Valley Transit Agency
QCEW	Quarterly Census of Employment and Wages Database
RCIP	Riverside County Integrated Plan
RCTC	Riverside County Transportation Commission
RIITS	Regional Integration of Intelligent Transportation Systems
RivCOM	Riverside County Model
RivTAM	Riverside County Traffic Analysis Model
ROW	Right of Way
RTA	Riverside Transit Agency
RTP	Recreational Trails Program
RTP	Regional Transportation Plans
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCCP	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
SGC	Strategic Growth Council
SHOPP	State Highway Operations and Protection Program
SHSP	Strategic Highway Safety Plan
SOV	Single Occupancy Vehicle
Sq. Ft.	Square Feet
SR	State Route
SR2S	Safe Routes to School
SRTP	Short Range Transit Plan
STA	State Transit Assistance
STBG	State Transportation Block Grant Program
STIP	State Transportation Improvement Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TAZs	Transportation Analysis Zones
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIFIA	Transportation Infrastructure Finance and Innovation Act

TIGER	Transportation Investment Generating Economic Recovery (grant program)
TMA	Transportation Management Agency
TNCs	Transportation Network Companies
TOD	Transit-Oriented Development
TSM	Transportation System Management
TUMF	Transportation Uniform Mitigation Fee
TZD	Toward Zero Deaths
UCR	University of California, Riverside
UP	Union Pacific Railroad
U.S.	United States
USDOT	U.S. Department of Transportation
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure
WLC	World Logistics Center
WRCOG	Western Riverside Council of Governments

Executive Summary



RIVERSIDE COUNTY
TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Executive Summary

Framing the Issues

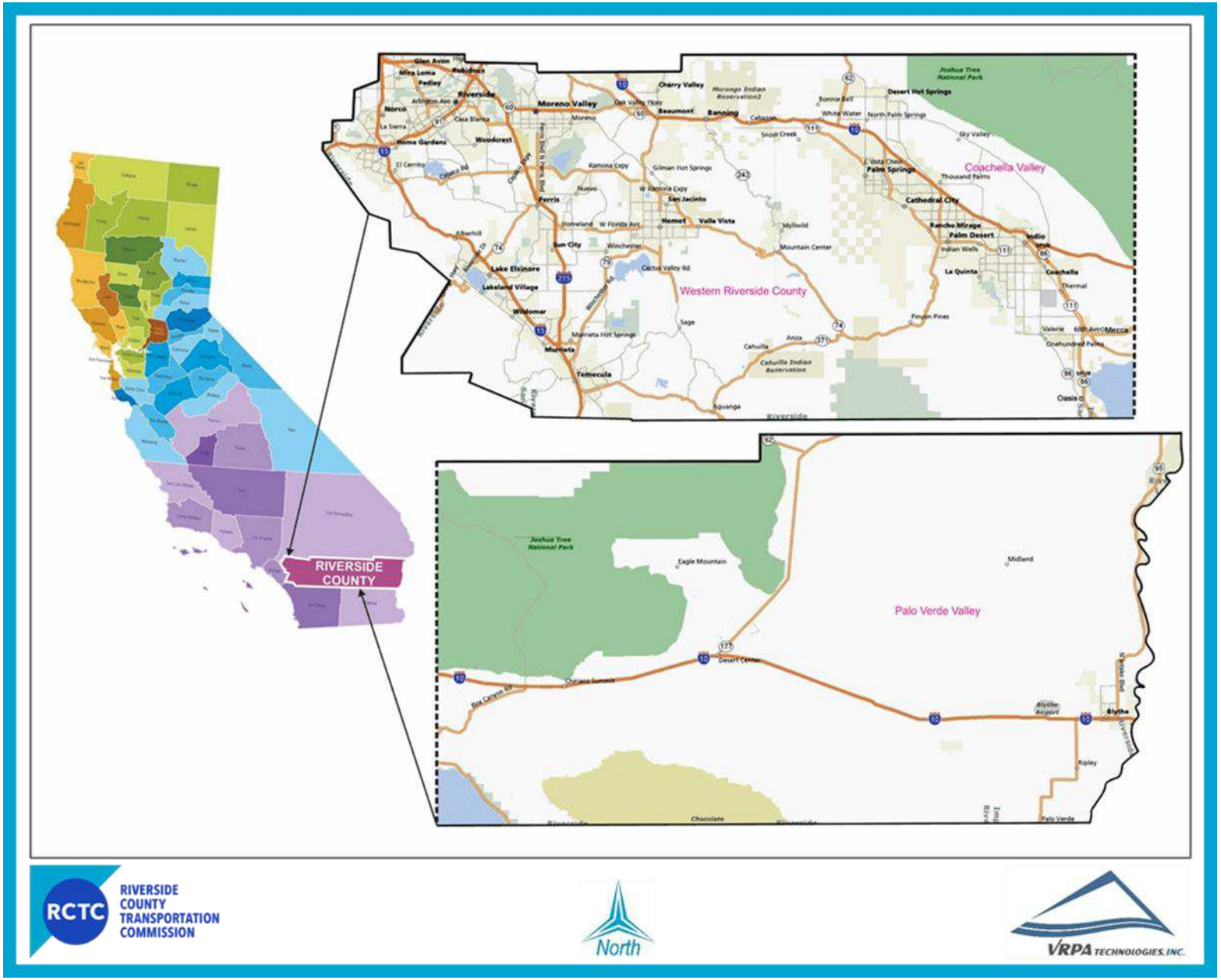
Riverside County is the 10th most populous county in the United States (U.S.) at 2.45 million, higher than 15 of the 50 U.S. states. The location of Riverside County and its major subareas are shown in Figure ES-1. Western Riverside County is embedded within the greater Los Angeles metropolitan area and for decades has served as a bedroom community to Orange and Los Angeles counties. Logistics and warehousing distribution centers have been located in the Inland Empire given the proximity to the seaports and availability of land. Western Riverside County has a long-standing goal to become more balanced with respect to jobs and housing. The Coachella Valley in the center of the County and the Palo Verde Valley in the east are more self-contained in terms of daily travel but are subject to spikes in seasonal and weekend travel. Riverside County's population is estimated to grow to 3.2 million by 2040 and planning for this growth will present many challenges and opportunities. This Study will address these overarching challenges along with limited transportation funding resources.

The Riverside County Transportation Commission (RCTC) is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC was created by the state legislature in 1976 and charged with coordinating transportation planning, funding and facilitation of all modes of transportation in Riverside County. The agency is governed by a 34-member Commission that includes a mayor or council member from each of Riverside County's cities, all five members of the Board of Supervisors, and a non-voting appointee of the Governor.

Short and long-range transportation planning within Riverside County is a key responsibility of RCTC, including coordination and funding of public mass transit service, approval of capital development projects for public transit and highway projects, and the identification of staging and scheduling of project development and construction relative to programming documents such as the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

In 1988 the Measure A half-cent sales tax was approved by Riverside County voters, along with a 20-year expenditure plan. RCTC became the agency charged with implementing the mobility improvements. In 2002, voters approved an extension of Measure A until 2039. Measure A funds go back to each of the three geographic areas within Riverside County: Western Riverside County, Coachella Valley, and Palo Verde Valley, in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program.

Figure ES-1 - Regional Location



Beyond Measure A, RCTC also helps allocate state and federal transportation funds in Riverside County. The California Transportation Commission (CTC) administers the State Transportation Improvement Program (STIP). The STIP consists of Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds for projects for improvements on the multimodal transportation system. As the regional transportation planning agency, RCTC selects projects proposed for RIP funds. Caltrans selects IIP-funded projects. RCTC and the California Department of Transportation (Caltrans) District 8 work closely in coordinating projects for these fund sources. The CTC approves the STIP during even-numbered years.

LRTS Goals and Objectives

Riverside County LRTS: Policy Goals and Objectives

The LRTS is driven by RCTC's four (4) core goals and underlying objectives for the people of Riverside County and the transportation system upon which they rely. These goals and objectives (Table ES-1) were also included in RCTC's Fiscal Year 2019/20 adopted budget.

The LRTS and Its Relationship to Other Agencies and Plans

Planning, programming and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional and local levels. Table ES-2 provides a summary of its key partner agencies and their responsibilities with which RCTC collaborates.

Federal Agency Partners

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing all of the state's transportation issues. Of its nine major divisions, two have substantial intersection with RCTC's operations. Caltrans, as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways. The CTC programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA), determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Table ES-1 – Policy Goals and Objectives

QUALITY OF LIFE ***RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.***	
Choice	RCTC empowers the residents of Riverside County to choose how to get safely to where they are going.
Environmental Stewardship	RCTC protects and preserves the County's environment for our residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
Access	RCTC projects are the connection to employment, schools, community institutions, parks, medical facilities and shopping in the community.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County
OPERATIONAL EXCELLENCE ***RCTC is a responsible and conservative steward of taxpayer dollars.***	
State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent; customers get fast, timely, quality service.
CONNECTING THE ECONOMY ***RCTC is a driver of economic growth in Riverside County.***	
Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC helps move the economy of Riverside County.
Population Growth	Since 1976, RCTC has been responsible for connecting our County's economy as the County's population has quadrupled from 550,000 to 2.3 million today.
Economic Impact	RCTC has invested $4 billion in the County's economy thanks to Measure A and future toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.
RESPONSIBLE PARTNER ***RCTC partners with local, regional, and state governments to deliver road and transit projects.***	
Streets and Roads	RCTC invests in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC is a partner with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access.
Active Transportation Facilities	RCTC is a partner with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
Grants	RCTC is a steward of state and federal grants to improve our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

Table ES-2 – RCTC and Its Partners Key Responsibilities

PARTNERS	Rulemaking	Transportation Policy	Transportation Planning	Transportation Financing	Transportation Programming	Regional Transportation Plan (RTP)	Regional Transportation Improvement Program (RTIP)	State Transportation Improvement Program (STIP)	Federal Transportation Improvement Program (FTIP)	Transportation Sales Tax Measure Planning & Implementation	TUMF Planning & Implementation	State Highway Construction, Operations & Maintenance	Local Street Construction, Operations, & Maintenance	Congestion Management	Express Lane Management	Transit/Passenger Rail Services	Air Quality Planning	Air Quality Policy	Air Quality Conformity	Air Quality Maintenance
Riverside County Transportation Commission		■	■	■	■		■			■				■	■					
Federal Agency Partners																				
U.S. Department of Transportation	■	■																		
Federal Highway Administration	■	■							■											
Federal Transit Administration	■	■							■											
AMTRAK																■				
Federal Railroad Administration	■																			
State Agency Partners																				
California State Transportation Agency	■	■																		
California Department of Transportation		■	■	■	■			■	■	■	■	■	■	■	■	■	■	■		
California Transportation Commission		■	■	■	■			■	■			■								
California Air Resources Board	■																■	■		
Regional Agency Partners																				
Southern California Association of Governments		■	■		■	■			■					■			■	■	■	
South Coast Air Quality Management District	■																■	■		■
Southern California Regional Rail Authority/Metrolink										■						■				
County-Level Partners																				
Imperial Valley Association of Governments		■	■	■	■		■			■				■		■				
Los Angeles Metropolitan Transportation Authority		■	■	■	■		■			■				■	■	■				
Orange County Transportation Authority		■	■	■	■		■			■				■	■	■				
San Bernardino County Transportation Authority		■	■	■	■		■			■				■	■					
San Diego Association of Governments		■	■	■	■		■			■				■	■					
Ventura County Transportation Commission		■	■	■	■		■			■				■	■	■				
Subregional Agency Partners																				
Western Riverside Council of Governments				■	■						■									
Coachella Valley Association of Governments				■	■						■									
Tribal Governments		■	■	■	■								■							
Local Agency Partners																				
County of Riverside and the 28 Incorporated Cities			■	■	■								■							
Riverside County's Fixed-Route Transit Operators			■	■	■											■				

Legend:
■ Primary Responsibility
Secondary or Support Responsibility

Regional Agency Partners

As a County Transportation Commission, RCTC represents the Riverside County subregion and assists the Southern California Association of Governments (SCAG) in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans maintained by the South Coast Air Quality Management District (SCAQMD). RCTC also is responsible for submitting projects to SCAG for inclusion in the RTP. Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

As mentioned previously, the SCRRA or Metrolink, is a joint powers authority consisting of five county transportation commissions [Los Angeles (LA Metro), Orange (Orange County Transportation Authority or OCTA), Riverside (RCTC), San Bernardino (San Bernardino County Transportation Authority or SBCTA), and Ventura (Ventura County Transportation Commission or VCTC)]. Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 route-mile network.

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including:

- ✓ Imperial Valley Association of Governments (IVAG)
- ✓ Los Angeles Metropolitan Transportation Authority (LA Metro)
- ✓ Orange County Transportation Authority (OCTA)
- ✓ San Bernardino County Transportation Authority (SBCTA)
- ✓ San Diego Association of Governments (SANDAG)
- ✓ Ventura County Transportation Commission (VCTC)

These above intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

Subregional Agency Partners

RCTC works with two primary subregional agencies. The Western Riverside County Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the county. In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both subregional agencies promote solutions to the common issues of the local governments and tribes that are its members. Both agencies administer Transportation Uniform Mitigation Fee (TUMF) programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

Tribal Governments

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the county.

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated Cities. Each of these local jurisdictions controls their own local streets, which collectively represent most roadway miles in the county. Other key local partner agencies include Riverside County's seven (7) transit operators:

- ✓ City of Banning Transit
- ✓ City of Beaumont Transit
- ✓ City of Riverside Special Transportation Services (Paratransit only)
- ✓ Corona Cruiser
- ✓ Palo Verde Valley Transit Agency
- ✓ Riverside Transit Agency (RTA)
- ✓ SunLine Transit Agency

Summary of Future Transportation Projects

A major component of the LRTS is the identification and evaluation of highway, major roadway and transit projects. A total of 130 State highway and major roadway projects and 57 major local and regional transit projects were identified for inclusion in the LRTS due to their size and/or level of regional significance and are also included in Riverside County's submittal to SCAG for the 2020 RTP/SCS update. Potential express lane facilities were analyzed separately in RCTC's Next Generation Toll Feasibility Study (2019). The express lane facilities analyzed in the Next Generation Toll Feasibility Study have been documented in the LRTS, but they are not currently included in the LRTS major projects list or in the list of projects submitted to SCAG for the 2020 RTP/SCS update. Potential major transit corridors were also documented in the LRTS from a separate process, the Next Generation Rail Study (2019).

Figure ES-2 through Figure ES-4 show the locations and types of projects included in the list.

Projects included in the LRTS were analyzed using a project evaluation process. The purpose was to provide information on the characteristics and benefits of each project. No attempt was made to provide a prioritization of projects since RCTC and local agencies have other processes in place for prioritization. The resulting project lists include a total of $12.3 Billion in capital costs for state highway and major roadway projects and $3.98 Billion in capital costs for major transit projects. The details are included in Appendix A and B. The details and results of the project evaluation process are also included in Appendix A and B.

Figure ES-2 - Project Locations – Western Riverside County

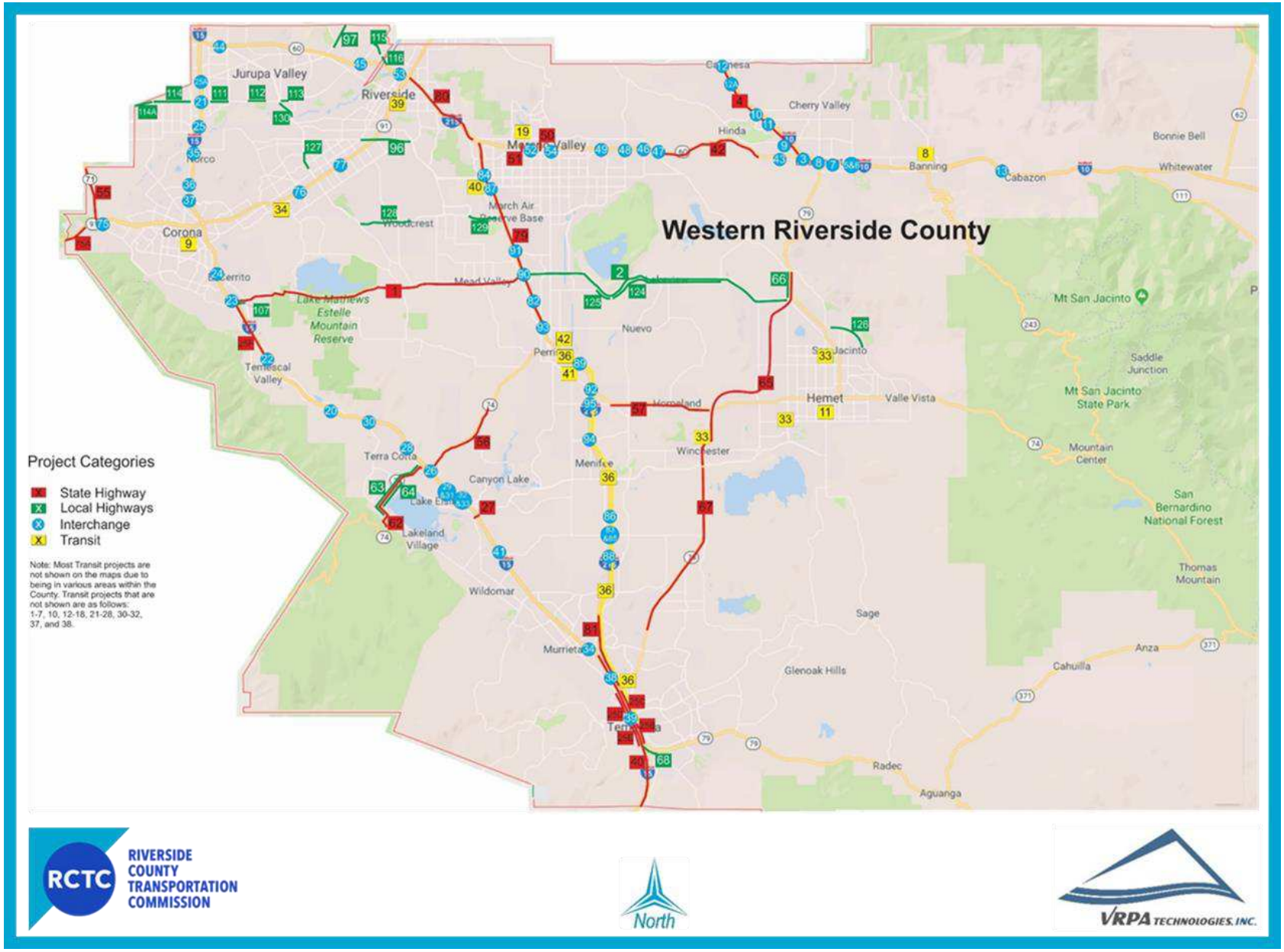


Figure ES-3 - Project Locations – Coachella Valley

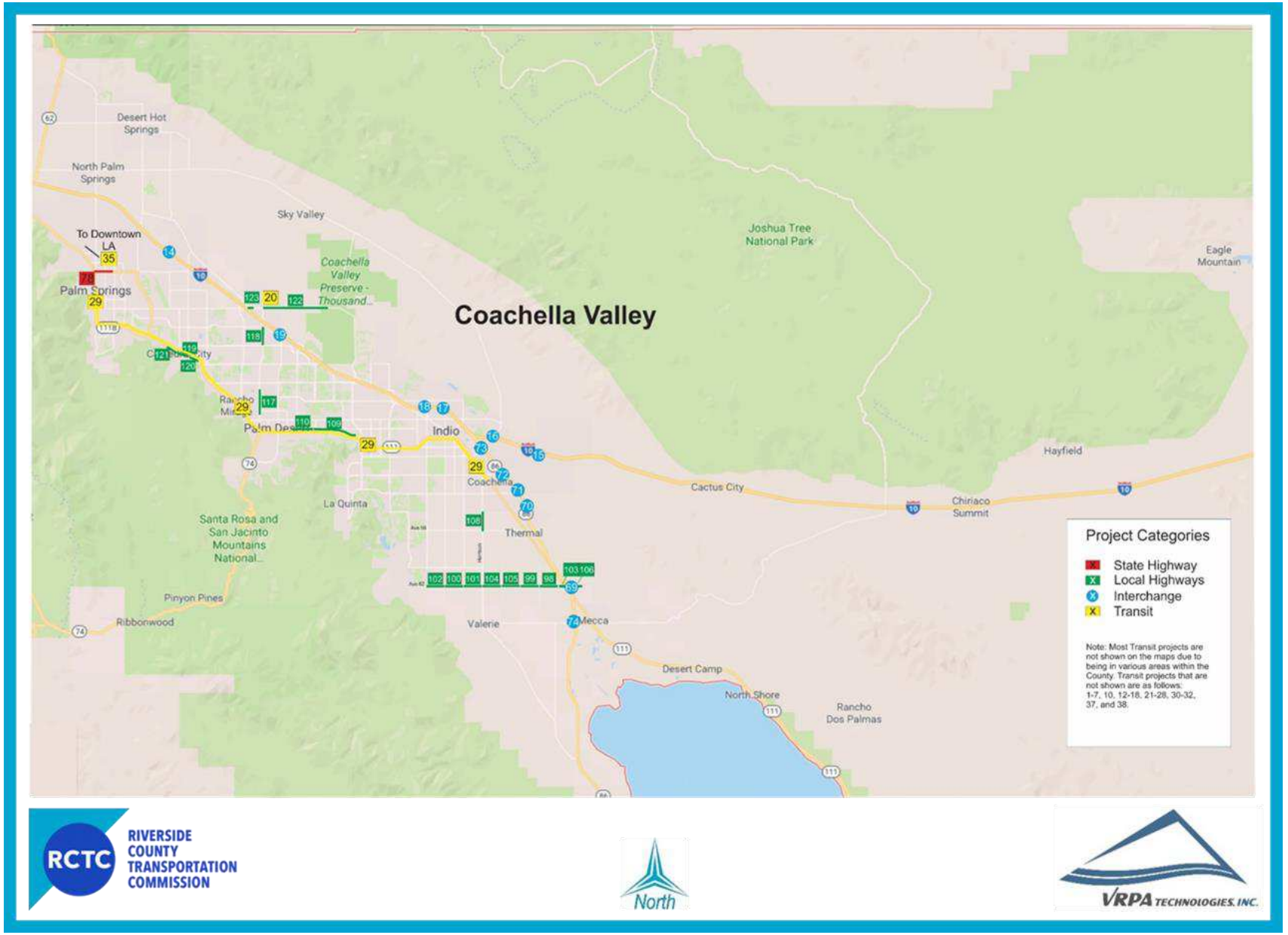


Figure ES-4 - Project Locations – Palo Verde Valley

For comparison purposes, it should be noted that the Riverside County Strategic Assessment, completed in 2016, identified $23.4 Billion in capital project costs for all projects, including many of the major LRTS projects and additional smaller projects. Any comparisons between cost estimates for the LRTS major projects and the Strategic Assessment should note that project lists and project cost estimates have changed somewhat between 2016 and 2019.

SCAG is the regional agency responsible for planning and programming projects at a regional level in the Southern California area including Riverside County and the Counties of Ventura, Los Angeles, San Bernardino, Orange, and Imperial. Every four years, SCAG prepares RTP/SCS, which incorporates transportation projects considering federal, state, and/or regional funding.

SCAG is currently in the process of preparing its 2020 RTP/SCS. Identification of Riverside County transportation projects for inclusion in the 2020 RTP/SCS was ongoing during the time of preparation of the LRTS. Appendix C provides a list of Riverside County transportation projects that were submitted to SCAG for inclusion in its 2020 RTP/SCS. This includes approximately 700 projects with an estimated capital cost of $20.57 Billion. Review of the 2020 RTP/SCS project list resulted in identification of $8.27 Billion in transportation improvements that were not included in the major projects described above. This $8.27 Billion in transportation improvement projects was included in the financial analysis described in the following chapter.

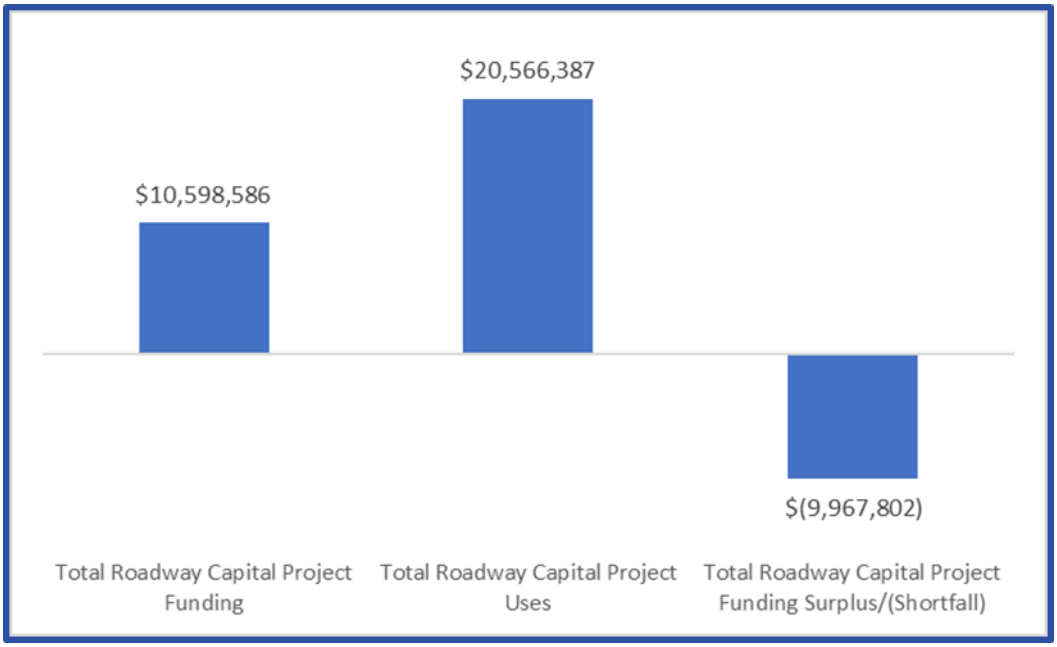
Funding of Roadway and Transit Capital Investments

As RCTC funding is limited, the LRTS aims to identify the most financially viable strategy for delivery of projects identified in the LRTS State Highway and Major Roadway projects list (Appendix A) and the Major Transit projects list (Appendix B). The LRTS uses detailed estimates of the amount and timing of funding sources and compares them to the amount and timing of funding uses to develop a Sources and Uses model. A complete list of available federal, state, regional, local and other funding programs is provided in Appendix D.

Roadway Sources and Uses Summary and Potential Funding Strategies

The full cost of a project is assumed to be expended in the year of Project completion (per the LRTS project lists), for projects under $100 million. Because the Roadway project list in this study only accounts for large projects, this analysis includes $7.7 billion in small project costs spread evenly over the analysis period. Figure ES-5 shows the total Roadway capital project funding, total Roadway capital project uses and the estimated total shortfall for the entire analysis period.

Figure ES-5 – Total Roadway Capital Project Funding vs. Total Roadway Capital Projects Uses (Thousands)



For the analysis period 2019 through 2045, there is total funding of $10.6 billion compared to total of uses $20.57 billion resulting in a cumulative funding shortfall of $9.97 billion. This shortfall is primarily driven by three (3) large projects from the Roadway Project list: the Community and Environmental Transportation Acceptability Process (CETAP) East-West Corridor, the Mid-County Parkway, and the SR-79 widening.

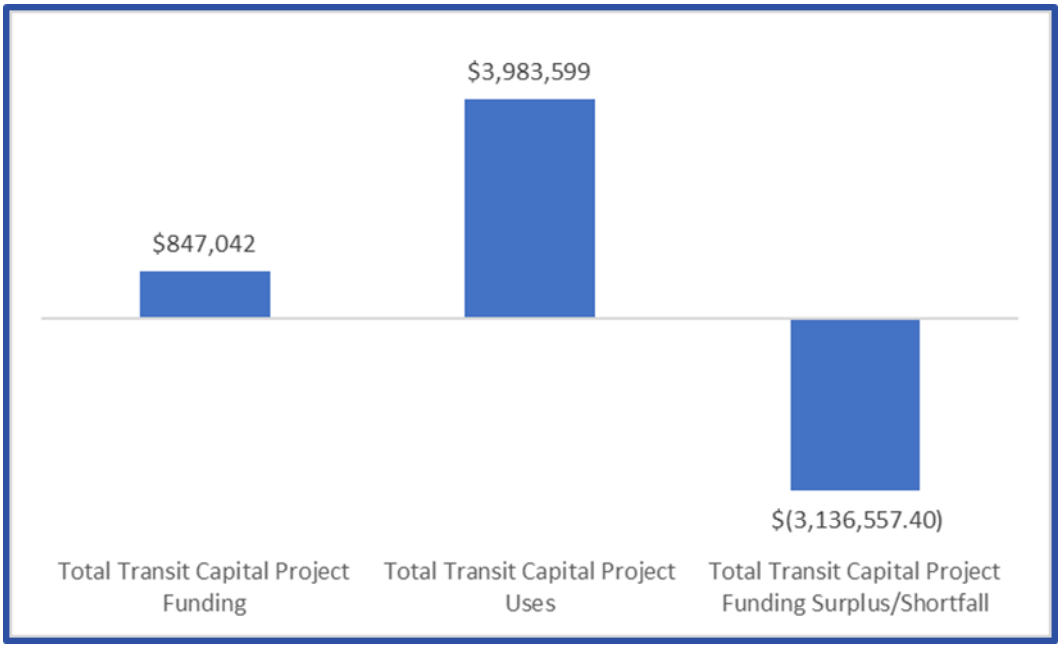
Transit Sources and Uses Summary and Potential Funding Strategies

Figure ES-6 shows the total Transit capital project funding, total Transit capital project uses and the estimated total shortfall for the entire analysis period. For the analysis period 2019 through 2045, there is total funding of $847.04 million compared to total uses of $3.98 billion, resulting in a total cumulative funding shortfall of $3.14 billion. Large expenditures relating to major capital project completions in 2040 are the primary drivers of the shortfall.

Summary of the LRTS Transportation Strategies

Riverside County faces many transportation challenges further discussed in the LRTS. Chapter V provides a complete listing of issues and potential strategies that need to be considered and evaluated to address the long-term transportation demand based on projected growth in population and employment. A synopsis of key strategies included in the LRTS is provided below. All modes of travel will require strategies to ensure mobility, economic growth, and efficient use of funds. The detailed analysis and considerations underlying these strategies are found in the chapters that follow.

Figure ES-6 – Total Transit Capital Project Funding vs. Total Transit Capital Project Uses (Thousands)



Regional Highway/Local Streets Network Connectivity, Maintenance, and Operations Strategies

Transportation System Preservation

Facing the level of maintenance and operation's needs, RCTC should place a high priority on investing in the maintenance and preservation of the multimodal transportation system by adopting "Fix-it-First" which prioritizes investments in the current infrastructure.

Operational Efficiency

The key strategies in operational efficiency of existing corridors are 1) Corridor System Management Plan (CSMP), 2) Integrated Corridor Management (ICM) and 3) Express Lanes. Partnering with Caltrans and local agencies will be critical in developing projects and programs to improve the operations of the state highway and roadway systems. RCTC will participate in Caltrans' Management Lanes Feasibility Study, which will provide a connectivity assessment of District 8 managed lanes in Western Riverside and San Bernardino counties and assess and prioritize future additions to the existing managed lanes system.

Transportation Safety

In 2015 Caltrans released an update to the Strategic Highway Safety Plan (SHSP), which includes the following goals:

- ✓ A 3% per year reduction for the number and rate of fatalities; and
- ✓ A 1.5% per year reduction for the number and rate of severe injuries.

These goals should be considered as a safety performance measure by RCTC.

Mobility Innovations

The key strategies in support of mobility innovations to ensure a safe and efficient transportation system for Riverside County are as follows:

- ✓ Incorporate technology for data gathering and managing traffic.
- ✓ Supportive of connected and automated vehicle (CAV)-related infrastructure projects.
- ✓ Engage CAV stakeholders to stay engaged with the industry best practices.
- ✓ Assess possible changes in agency roles and new skill requirements.

Rail, Transit and Paratransit System and Service Providers' Connectivity, Maintenance, and Operations

Continue to enhance programs that support rideshare and transfers to transit through incentive programs and the provision of Park and Ride facilities.

Continuing to expand these programs and introduce new incentive programs may help to reduce single occupancy vehicle travel. RCTC is currently undertaking a Park and Ride study, which may lead to a more comprehensive strategy for Park and Ride in Riverside County. This study should be reviewed, and the relevant strategies will be included in future updates of the LRTS.

Improve passenger convenience by investing in real-time data tools and mobile integration

Increased access to transit information through real-time information sharing can help increase predictability and convenience for transit riders. Easy access to accurate, real-time transit information has been shown to result in greater satisfaction with transit, increased perceptions of safety, and increased ridership frequency (Gooze, Watkins, and Borning, 2012). Exploring and integrating with existing tools, and the creation of new tools should be considered.

Support increased service coverage in rural disadvantaged areas

By increasing coverage, and targeting the most vulnerable areas, there is an opportunity to both increase ridership while supporting economic development among the most vulnerable populations. Implemented thoughtfully, providing public transportation alternatives in rural areas provides the opportunity for positive environmental impacts, improved economic opportunities for rural populations, and overall will provide a more equitable service offering that does not favor urban populations over rural.

Establish First and Last Mile partnerships with alternative transit providers

Transit agencies are increasingly partnering with Transit Network Companies (TNCs) to increase service offerings. Opportunities exist to partner with TNCs to provide discounted transportation for economically disadvantaged riders, or those within certain geographies, helping to address first-last mile challenges.

Facilitate communication among Riverside County's transit agencies to share learning and simplify service and fare structures

While each transit service provider in Riverside County faces a unique context, and set of challenges,

RCTC can play a key role in helping to facilitate communication and information sharing between the agencies, to allow for knowledge sharing. RCTC can also help to facilitate discussions around simplifying service and fare structures through coordination between agencies that may ultimately lead to improved service and increased cost efficiencies.

Transit-Oriented Development/High-Quality Transit Area Strategies

TOD Policy Framework

Working with the jurisdictions, SCAG and transit service providers, RCTC can help define place-types for different Transit Oriented Development (TOD) and transit supportive areas, in terms of development intensity, parking requirements, mobility and access design standards at or adjacent to Metrolink stations. In addition, the policy framework can help outline funding priority and conditions for projects that complement or support the building of TOD and transit-supportive projects.

Develop a TOD Standards Toolkit

In addition to developing a TOD policy, RCTC could update its TOD Policy to assist jurisdictions in getting access to relevant information on building TODs and transit-supportive communities. There are existing regional agencies and transit service providers (such as SCAG and LA Metro) that have TOD toolkits that can be utilized by local jurisdictions to facilitate transit-supportive development

Active Transportation Strategies

Identify local and countywide networks and prioritize network completion

With both ATPs identifying regional and local networks, RCTC can work with WRCOG and CVAG on developing a strategy of ranking each network in terms of countywide importance, level of completion, and other accessibility and equity metrics to prioritize projects, ensuring networks are completed within a desired timeframe, provided funding is available. RCTC can work with jurisdictions to help incentivize projects that not only complete networks but also improve access to transit or facilitate better mobility within desired TOD and transit-supportive districts.

Prioritize Safety & Security

Traditionally, bicycle facilities have been classified based on physical characteristics of the facility (Class I, II, III, etc.), which often do not take into consideration the immediate context that influences the use of these facilities. Recent studies and efforts have begun to classify bicycle facilities based on the level of comfort or stress of facilities for its users. The metric rates facilities, irrespective of the facility type, on how many types of bicyclists would feel comfortable while riding it. A Bicycle Level of Service (BLOS), a Bicycle Compatibility Index (BCI), or a Level of Traffic Stress (LTS) type of index could be reviewed by RCTC to ensure regional and local bicycle facilities improve the level of safety along countywide networks. RCTC currently takes into consideration bicycle collision data in the evaluation of SB 821 bicycle and pedestrian projects to ensure key unsafe segments or intersections are prioritized.

Pedestrian safety also is a key issue, particularly in order to increase transit ridership. RCTC can develop a strategy based on design and location-based criteria to ensure greater pedestrian safety. As done

with the safe routes to school program, RCTC can work with jurisdictions to identify safe routes to transit, or other community facilities. Similar to the recommendation to prioritize improvements at locations of bicycle collisions, pedestrian improvements can be prioritized at high collision locations across the county. In addition, Americans with Disabilities Act (ADA) improvements can be prioritized along key corridors, particularly improving access to transit, and within TOD and transit-supportive districts.

Goods Movement Strategies

Continue Funding for Grade Separations and Quiet Zones

As both freight rail and vehicle traffic congestion increase overtime, grade separation projects and quiet zones are increasingly important in addressing environmental and social health concerns. Continuing to fund these improvements is a key strategy in mitigating negative impacts from goods movement.

Collaborate with local governments in disadvantaged communities to understand ways of reducing the impacts of goods movements

The disadvantaged communities identified by SCAG are experiencing a disproportionate share of the negative impacts from the goods movement system. Fully understanding the experiences of these communities will be paramount in avoiding further growth in inequity. By working directly with communities, it may be possible to mitigate existing negative experiences while avoiding future environmental justice concerns.

Continue to support priority grade separations and advocate for federal support

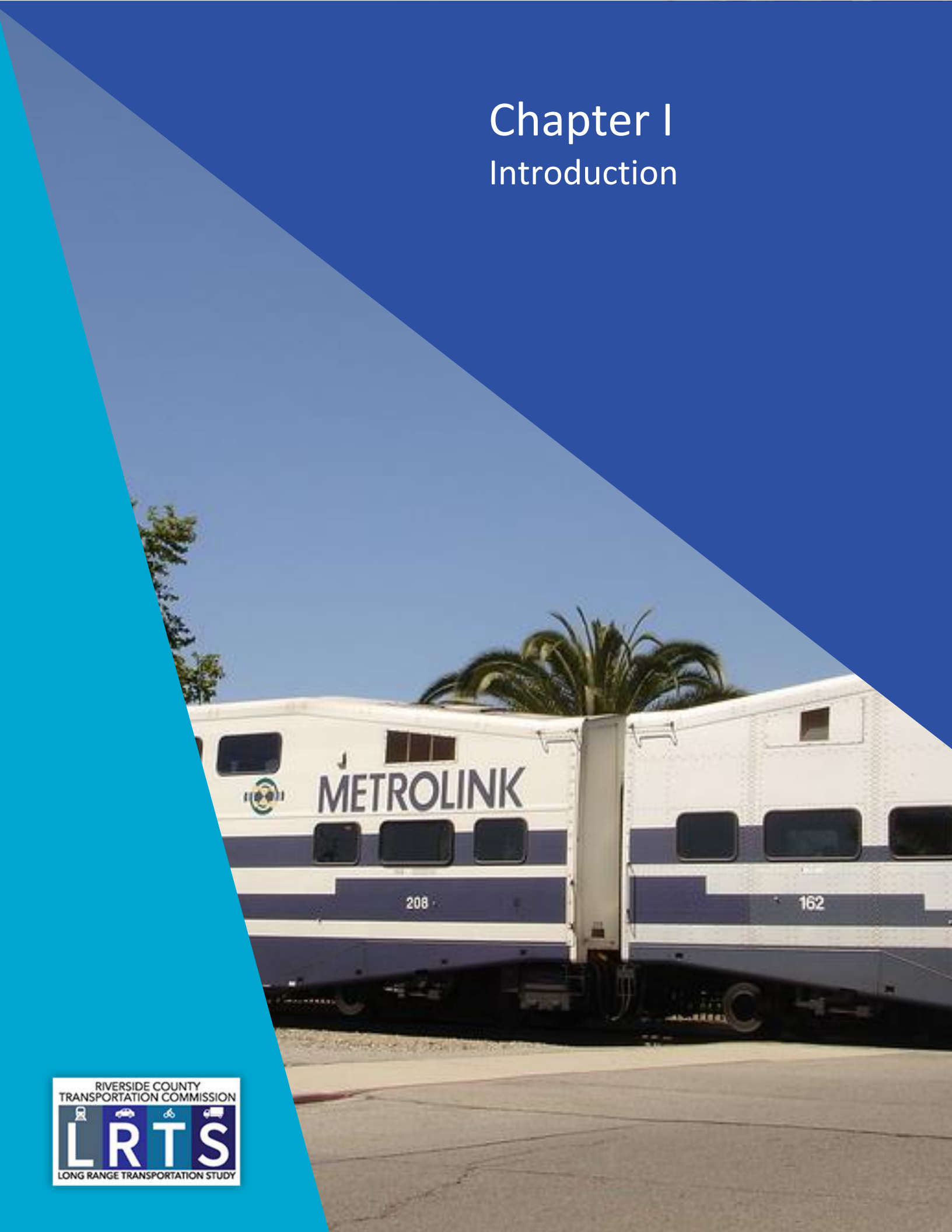
While there has been great progress in reducing at grade crossings in Riverside County, ongoing effort is required to undertake all high priority projects to ensure safety and improve air quality. Continued coordination with railroads and advocacy for federal and State funding will be necessary to complete grade separations priority projects.

Transportation System Management/Transportation Demand Management Strategies

RCTC, with the support of member agencies can maximize opportunities to implement Transportation Systems Management (TSM) and Transportation Demand Management (TDM) projects and strategies in the following ways:

- ✓ Work with Caltrans and SCAG in promoting planning tools, methodologies, and priorities so that RCTC and member agencies can program TSM and TDM strategies wherever they provide cost-efficient and effective solutions to improve the transportation system.
- ✓ Ensuring that RCTC and member agencies have access to the latest information regarding TSM and TDM strategies and programs.
- ✓ Maximizing opportunities to access funding at the federal, state, and regional levels for TSM and TDM projects.

Chapter I
Introduction



RIVERSIDE COUNTY TRANSPORTATION COMMISSION
LRTS
LONG RANGE TRANSPORTATION STUDY

Chapter I. Introduction

Overview of Riverside County and RCTC

Riverside County is the 10th most populous county in the United States (U.S.) at 2.45 million, higher than 15 of the 50 U.S. states. The location of Riverside County and its major subareas are shown in Figure 1. Western Riverside County is embedded within the greater Los Angeles metropolitan area and for decades has served as a bedroom community to Orange and Los Angeles counties. Logistics and warehousing distribution centers have been located in the Inland Empire given the proximity to the seaports and availability of land. Western Riverside County has a long-standing goal to become more balanced with respect to jobs and housing. The Coachella Valley in the center of the County and the Palo Verde Valley in the east are more self-contained in terms of daily travel but are subject to spikes in seasonal and weekend travel. Riverside County's population is estimated to grow to 3.2 million by 2040 and planning for this growth will present many challenges and opportunities. This Study will address these overarching challenges along with limited transportation funding resources.

The Riverside County Transportation Commission (RCTC) is the Regional Transportation Planning Agency (RTPA) for Riverside County. RCTC was created by the state legislature in 1976 and charged with coordinating transportation planning, funding and facilitation of all modes of transportation in Riverside County. Major RCTC planning activities and functions are listed in Table 1. The agency is governed by a 34-member Commission that includes a mayor or council member from each of Riverside County's cities, all five members of the Board of Supervisors, and a non-voting appointee of the Governor.

Short and long-range transportation planning within Riverside County is a key responsibility of RCTC, including coordination and funding of public mass transit service, approval of capital development projects for public transit and highway projects, and the identification of staging and scheduling of project development and construction relative to programming documents such as the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP). RCTC plans and implements transportation and transit improvements, particularly those that affect more than one jurisdiction. The agency also assists local governments with money for local streets and roads and develops plans and programs to improve commuting and goods movement. Policies adopted by RCTC also aim to ensure that all persons have equitable access to transportation.

In 1988 the Measure A half-cent sales tax was approved by Riverside County voters, along with a 20-year expenditure plan. RCTC became the agency charged with implementing the mobility improvements. In 2002, voters approved an extension of Measure A until 2039.

Measure A funds go back to each of the three geographic areas within Riverside County: Western Riverside County, Coachella Valley, and Palo Verde Valley, in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program.

Figure 1 – Regional Location

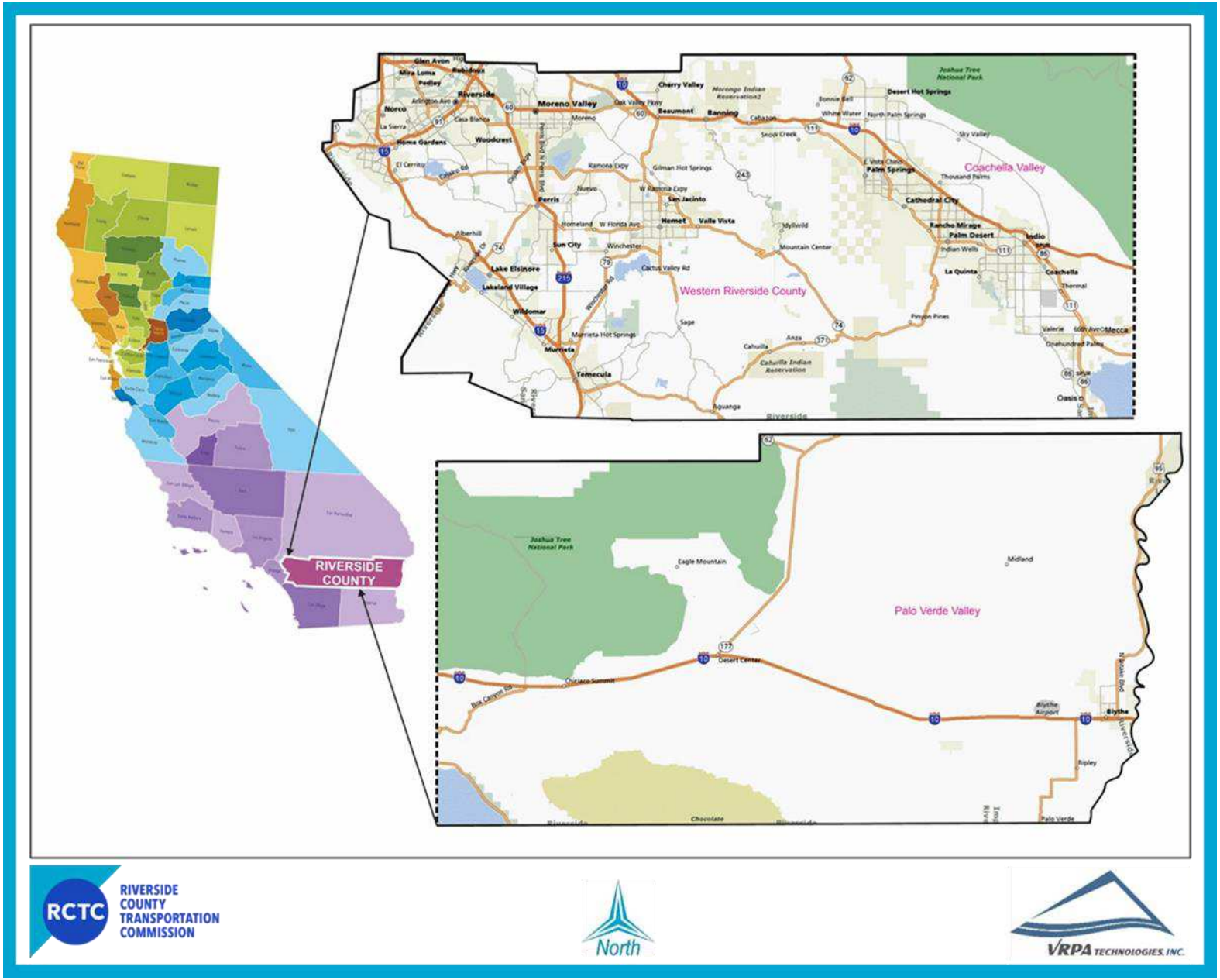


Table 1 – RCTC Activities and Functions

Major Roadway Corridors
Enhance freeway and expressway capacity
Maximize efficiency of freeway system, e.g., via Operation of Express Lanes
Provide roadside assistance: Freeway Service Patrol and Roadside Call Boxes
Roads
Provide funding for local jurisdictions to improve local arterials and roads, including signal coordination
Identify and support infrastructure safety programs, e.g., roadway/rail grade separation projects
Transit
Support Metrolink services and plan Metrolink expansion
Support fixed-route bus service
Support paratransit
Transportation Demand Management/Non-Motorized Transportation
Implement ridesharing and other demand management services
Provide funding for local jurisdictions to implement and expand bicycle and pedestrian facilities and infrastructure
Sustainability
Support economic development and improve jobs/housing balance
Support facilities for pedestrians, bicyclist and other low-impact modes
Support transit-oriented development
Support alternative fuel and other air quality improvement programs

In addition to major highway projects, over $1 billion from Measure A funds has been used to improve local streets and roads throughout Riverside County. Table 2 shows that between 1990 and 2017 cities and unincorporated county areas received the following Measure A revenues for local streets and roads:

Table 2 – Measure A Revenue for Local Streets and Roads

Geographic Area	Measure A Revenue*
Western Riverside County	$747.9
Coachella Valley	$249.8
Palo Verde Valley	$25.2
Total Local Streets and Roads Revenues	$1,022.9

*Revenue in millions

Source: RCTC, 2019

Beyond Measure A, RCTC also helps allocate state and federal transportation funds in Riverside County. The California Transportation Commission (CTC) administers the State Transportation Improvement Program (STIP). The STIP consists of Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds for projects for improvements on the multimodal transportation system. As the regional transportation planning agency, RCTC selects projects proposed for RIP funds. Caltrans selects IIP-funded projects. RCTC and Caltrans District 8 work closely in coordinating projects for these fund sources. The CTC approves the STIP during even-numbered years.

RCTC receives regional arterial funds from the Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Program. TUMF regional arterial funds are used for roadway improvement projects and the Community Environmental Transportation Acceptability Process projects. In Western Riverside County, RCTC augments TUMF funding through the Measure A Regional Arterial (MARA) program for projects to widen existing roads and construct new roads on the regional arterial transportation system.

RCTC is a member of a five-county Southern California Regional Rail Authority (SCRRA) that operates Metrolink. Three Metrolink lines currently serve Riverside County providing connections to Los Angeles, Orange and San Bernardino Counties. RCTC also functions as the Riverside County Congestion Management Agency. In this capacity, RCTC analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in regional transportation and air quality plans.

Key RCTC Partners

Planning, programming and delivery of transportation projects is achieved in conjunction and in partnership with dozens of other agencies at the federal, state, regional, subregional and local levels. Table 3 provides a summary of its key partner agencies and their responsibilities with which RCTC collaborates.

Federal Agency Partners

Key federal partners include U.S. Department of Transportation and its two principal surface transportation agencies, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Other federal agencies include the Federal Railroad Administration (FRA), and Amtrak, which operates interstate passenger rail services with support from Caltrans.

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing all of the state's transportation issues. Of its nine major divisions two have substantial intersection with RCTC's operations. The California Department of Transportation (Caltrans) as the steward and operator of the state highway system, is involved in the implementation of RCTC-led projects on state highways. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Regional Agency Partners

As a County Transportation Commission, RCTC represents the Riverside County subregion and assists the Southern California Association of Governments (SCAG) in carrying out its functions as the Metropolitan Planning Organization (MPO). SCAG, in coordination with RCTC, performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans maintained by the South Coast Air Quality Management District. RCTC also is responsible for submitting projects to SCAG for inclusion in the Regional Transportation Plan. Per federal and state regulations, all projects programmed with federal and state funds, including locally funded regionally significant projects, are required to be included in the RTP. SCAG as the MPO is responsible for conducting analysis to enable CARB and the EPA to determine air quality conformity with adopted air plans for the six counties in the SCAG region (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties).

As mentioned previously, the SCRRA or Metrolink, is a joint powers authority consisting of five county transportation commissions (Los Angeles (LA Metro), Orange (OCTA), Riverside (RCTC), San Bernardino (SBCTA), and Ventura (VCTC)). Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 route-mile network.

Table 3 – RCTC and Its Partners Key Responsibilities

PARTNERS	Rulemaking	Transportation Policy	Transportation Planning	Transportation Financing	Transportation Programming	Regional Transportation Plan (RTP)	Regional Transportation Improvement Program (RTIP)	State Transportation Improvement Program (STIP)	Federal Transportation Improvement Program (FTIP)	Transportation Sales Tax Measure Planning & Implementation	TUMF Planning & Implementation	State Highway Construction, Operations & Maintenance	Local Street Construction, Operations, & Maintenance	Congestion Management	Express Lane Management	Transit/Passenger Rail Services	Air Quality Planning	Air Quality Policy	Air Quality Conformity	Air Quality Maintenance
Riverside County Transportation Commission		■	■	■	■		■			■				■	■					
Federal Agency Partners																				
U.S. Department of Transportation	■	■																		
Federal Highway Administration	■	■							■											
Federal Transit Administration	■	■							■											
AMTRAK																■				
Federal Railroad Administration	■																			
State Agency Partners																				
California State Transportation Agency	■	■																		
California Department of Transportation		■	■	■	■			■	■	■	■	■		■	■	■				
California Transportation Commission		■	■	■	■			■	■			■								
California Air Resources Board	■																■	■		
Regional Agency Partners																				
Southern California Association of Governments		■	■		■	■			■					■			■	■	■	
South Coast Air Quality Management District	■																■	■		■
Southern California Regional Rail Authority/Metrolink																■				
County-Level Partners																				
Imperial Valley Association of Governments		■	■	■	■		■			■				■		■				
Los Angeles Metropolitan Transportation Authority		■	■	■	■		■			■				■	■	■				
Orange County Transportation Authority		■	■	■	■		■			■				■	■	■				
San Bernardino County Transportation Authority		■	■	■	■		■			■				■	■					
San Diego Association of Governments		■	■	■	■		■			■				■	■					
Ventura County Transportation Commission		■	■	■	■		■			■				■	■	■				
Subregional Agency Partners																				
Western Riverside Council of Governments				■	■						■									
Coachella Valley Association of Governments				■	■						■									
Tribal Governments		■	■	■	■								■							
Local Agency Partners																				
County of Riverside and the 28 Incorporated Cities			■	■	■								■							
Riverside County's Fixed-Route Transit Operators			■	■	■											■				

Legend:
■ Primary Responsibility
□ Secondary or Support Responsibility

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including:

- ✓ Imperial Valley Association of Governments (IVAG)
- ✓ Los Angeles Metropolitan Transportation Authority (LA Metro)
- ✓ Orange County Transportation Authority (OCTA)
- ✓ San Bernardino County Transportation Authority (SBCTA)
- ✓ San Diego Association of Governments (SANDAG)
- ✓ Ventura County Transportation Commission (VCTC)

These above intercounty partnerships are especially important because of shared borders and transportation linkages between Riverside County and these counties. Since SANDAG is also a Metropolitan Planning Organization, the relationship with SANDAG may involve SCAG for larger MPO planning purposes.

Subregional Agency Partners

RCTC works with two primary subregional agencies. The Western Riverside County Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the county.

In the Coachella Valley, the Coachella Valley Association of Governments (CVAG) is the planning agency coordinating government services in the Coachella Valley. Both subregional agencies promote solutions to the common issues of the local governments and tribes that are its members.

Both agencies administer Transportation Uniform Mitigation Fee (TUMF) programs that complement and enhance Measure A projects and programs. CVAG, WRCOG, RCTC, and SCAG coordinate efforts to plan, fund, and implement transportation improvement projects.

Tribal Governments

RCTC consults with tribal governments in the development of projects and planning that have the potential to impact tribal lands. There are 11 tribal governments within Riverside County primarily located in Southwest, Central, Coachella Valley and Eastern portions of the county.

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated Cities. Each of these local jurisdictions controls their own local streets, which collectively represent most roadway miles in the county. Other key local partner agencies include Riverside County's seven (7) transit operators:

- ✓ City of Banning Transit
- ✓ City of Beaumont Transit
- ✓ City of Riverside Special Transportation Services (Paratransit only)
- ✓ Corona Cruiser
- ✓ Palo Verde Valley Transit Agency
- ✓ Riverside Transit Agency (RTA)
- ✓ SunLine Transit Agency

Study Purpose

The Long Range Transportation Study (LRTS) represents an important step toward strengthening transportation in the region in order to improve mobility, safety, and economic prosperity for Riverside Country residents. The LRTS dovetails with and bridges local plans and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It supports the County's economy and quality of life through smart planning, project development and implementation. The Study is multimodal in nature and encompasses all forms of transportation: highways, local roads, transit, rail, pedestrian and bicycle facilities.

The LRTS aims to:

- ✓ Develop strategies to address transportation challenges.
- ✓ Provide a realistic vision of transportation in Riverside County in 2045.
- ✓ Develop a list of high priority feasible and fundable projects.
- ✓ Comprise RCTC's input to SCAG's RTP/SCS (Connect SoCal), scheduled to be released in 2020.

SCAG's RTP/SCS, is a long-range regional plan covering the six counties within the SCAG region. The Riverside County LRTS focuses only on Riverside County and its Cities. SCAG's RTP/SCS is required to address transportation and related elements such as housing, aviation, air quality conformity, public health, environmental justice, and conservation lands. The LRTS focuses on transportation projects and funding.

The Study development process was guided by RCTC staff and incorporates other RCTC led planning efforts including: Next Generation Toll Feasibility Study, Next Generation Rail Study, Regional Logistics Fee Study and review of Short Range Transit Plans. Because the LRTS was occurring in between the 2016 RTP/SCS and upcoming 2020 RTP/SCS information from both cycles were used. RCTC also recently initiated a corridor plan with SBCTA, SCAG, and Caltrans called the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which is intended to meet Senate Bill (SB) 1 Solutions for Congested Corridors Program guidelines in addition to other discretionary funding opportunities. The IE CMCP will analyze and plan for multimodal project improvements along north-south and east-west corridors in Western Riverside and San Bernardino counties and will be more detailed as far as costs, project prioritization, and applied performance measures.

Riverside County LRTS: Policy Goals and Objectives

The LRTS is driven by RCTC's four (4) core goals and underlying objectives for the people of Riverside County and the transportation system upon which they rely. These goals and objectives (Table 4) were also included in RCTC's Fiscal Year 2019/20 adopted budget.

Table 4 – Policy Goals and Objectives

QUALITY OF LIFE ***RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.***	
Choice	RCTC empowers the residents of Riverside County to choose how to get safely to where they are going.
Environmental Stewardship	RCTC protects and preserves the County's environment for our residents.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a mobility partner.
Access	RCTC projects are the connection to employment, schools, community institutions, parks, medical facilities and shopping in the community.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County
OPERATIONAL EXCELLENCE ***RCTC is a responsible and conservative steward of taxpayer dollars.***	
State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Innovation	Program and project delivery innovations drive results, savings, and greater economic opportunities for Riverside County residents.
Information	RCTC operations are transparent; customers get fast, timely, quality service.
CONNECTING THE ECONOMY ***RCTC is a driver of economic growth in Riverside County.***	
Workforce Mobility	RCTC improves the economy by creating a robust workforce to workplace system; RCTC helps move the economy of Riverside County.
Population Growth	Since 1976, RCTC has been responsible for connecting our County's economy as the County's population has quadrupled from 550,000 to 2.3 million today.
Economic Impact	RCTC has invested $4 billion in the County's economy thanks to Measure A and future toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.
RESPONSIBLE PARTNER ***RCTC partners with local, regional, and state governments to deliver road and transit projects.***	
Streets and Roads	RCTC invests in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC is a partner with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access.
Active Transportation Facilities	RCTC is a partner with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general master and active transportation plans.
Grants	RCTC is a steward of state and federal grants to improve our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.

The Critical Need for Additional Funding

An important subset of the LRTS projects are those projects that are substantially funded by Riverside County's transportation sales tax (Measure A). Since 2006, RCTC has maintained a 10-Year Delivery Plan for the Riverside County Measure A Highway program. This Delivery Plan establishes priorities for the implementation of the renewed Measure A sales tax program, which began collecting sales tax revenue in July 2009 for a 30-year period.

RCTC recently updated its 10-Year Measure A Delivery Plan in Western Riverside County. As discussed in more detail in the next chapter, an initial analysis by an ad hoc committee identified substantial funding shortfalls, owing to rapid population and economic growth in Western Riverside County, and concurrent increase in congestion and other transportation challenges that require new investment. The Coachella Valley Association of Governments updates its Transportation Project Prioritization Study (TPPS) for Coachella Valley on a regular basis, which also identifies funding shortfalls.

This points to a need to evaluate new funding resources in the near term to support future plans and projects to accommodate the growth in population and employment. An augmentation of the current Measure A program is one potential source of additional funding. Riverside County voters have twice demonstrated willingness to support a small increase in sales tax for needed transportation projects. As with past sales tax measures, RCTC and its partners will ensure new revenues generated will fund transportation modes and projects that address transportation need equitably in all parts of Riverside County. Financing mechanisms and continued support of transportation funding increases at the federal and state levels will also play a significant role in order to implement projects and programs to keep up with the pace of the fastest growing county in the SCAG region.

What We Have Learned from Riverside County Residents

RCTC believes that solving Riverside County's transportation challenges requires listening to the region's residents to ensure that together a better future is created. As RCTC plans for future transportation solutions and transit improvements they look to the residents of Riverside County for feedback and assistance to better understand how people use the region's transportation and transit networks and what their needs are moving forward. RCTC has recently completed two efforts where the agency looked to the public and stakeholders for input. The first was through the Riverside County Strategic Assessment completed in January 2016 and the second was through the recently completed #Reboot My Commute campaign.

Riverside County Strategic Assessment

The Riverside County Strategic Assessment identified four categories of strategic actions for RCTC to take: Plan for the Future (including the development of the Long Range Transportation Study); Maximize Our Assets; Increase Funding; and Communicate More by developing a greater public awareness. Public engagement for this effort was completed in the late summer/early fall of 2015 through a random sample telephone poll and a series of five community summits. Summit attendees had a strong focus on environmental awareness, alternative transportation options, and governance/policy issues. Top priorities identified by both engagement activities included roadway maintenance, reducing highway congestion, and improving freeway patrol services. Key needs and desires identified include:

- ✓ Improved accessibility to public transit including extended hours of service, more routes and improved frequency, better/easier connections, and improved access to schedules and availability information.
- ✓ Safer sidewalks, Americans with Disabilities Act (ADA) accessible curb ramps, and first and last mile access including access for Seniors.
- ✓ Link land use and transportation policies.
- ✓ Respect the needs of users in improving quality of life.
- ✓ Ensure better connectivity between rural and urban area.
- ✓ Maximize capacity through the use of existing infrastructure and information technology.

A summarization of results from both engagement activities are documented in the Riverside County Strategic Assessment, which is available on RCTC's website.

#Reboot My Commute

With the #Reboot My Commute campaign, RCTC acknowledged that the status quo of potholes, congestion, late trains, and delayed transportation improvements must change. RCTC asked stakeholders to join the conversation to say how and where to spend the County's limited transportation dollars to make the biggest impact so that together the future will be better for Riverside County transportation network users. Stakeholders could share their road, bus, train and active transportation experiences, pictures, and videos via text, social media, phone or webpage. Comments were accepted for a 90-day period between March and June of 2019. The campaign provided RCTC with 948 comments which were sorted into seven topics and seven geographical areas.

The July 2019 RCTC Commission Agenda (Item 9B #Reboot My Commute Public Engagement Program Summary) provides a more detailed summarization of the comments that RCTC received for #Reboot My Commute engagement activities.

Addressing What We Have Learned with the Long Range Transportation Study

As noted above, the LRTS provides a realistic vision for the future of transportation in Riverside County with a multimodal system including highways, roads, public transit, freight, commuter rail lines, truck routes, pedestrian and bicycle facilities. Stakeholder needs and their related input will further the LRTS and assist RCTC and their partner agencies to successfully support the County's economy and quality of life with transportation projects that will improve mobility and safety. Table 5 below provides a snapshot of how select comments received from the above engagement efforts will be addressed by the LRTS.

Table 5 – How the LRTS Addresses Key Public Engagement Comments

BUILDING A BETTER RIVERSIDE TOGETHER ***Identifying how the LRTS will address what RCTC has learned through public engagement***	
What We Heard	**How the LRTS Addresses the Concern**
Riverside County Strategic Assessment	
Reduce highway congestion	Provides strategies for relieving congestion that are multimodal
Repair highways and roadways – fix potholes, resurface	Positions RCTC to help Caltrans and local agencies obtain state and regional roadway maintenance funding
Expand public transit services – rail and bus, extended hours of service, more routes, improve frequency	Positions RCTC to coordinate with transit operators to obtain state and federal funding to expand transit
Improved safety	Provides strategies for roadway safety improvements
Respect the needs of the users	Identifies improvements that are multimodal providing choices for all users
#Reboot My Commute	
Reduce the need to commute – bring higher paying jobs to Riverside County	Supports roadway improvements needed to encourage economic development
Offer more incentives to alter commute patterns	Positions RCTC and partner agencies to obtain funding for transit incentives, rideshare, and first/last mile options
Stop new home construction	Provides information on the future of the transportation system so that the County and cities with land use authority can make intelligent decisions regarding future growth
Provide more rail and bus options, expand services to neighboring County's	Provides strategies to improve rail and bus transportation
Limit travel times for big rig vehicles	Highlights sources of information on truck travel that will allow goods movement industry to consider new operational strategies

Chapter Preview

Chapter II, Delivering the Promise, takes a detailed look at the state of Riverside County and its transportation needs in the next ten years.

Chapter III, Riverside County Profile, examines forecasts of future land use and population characteristics and assesses the connection between transportation infrastructure and economic development in Riverside County.

Chapter IV, Riverside County Today - Existing (2016) Conditions, details transportations conditions and the factors underlying them. The discussion includes the following topics:

- ✓ Existing Land Use and Population Characteristics
- ✓ Travel Market and Mobility Trends
- ✓ Freeways, Highways, and Major Arterial Roadways
- ✓ Transit System
- ✓ Active Transportation
- ✓ Freight and Goods Movement
- ✓ Aviation
- ✓ Mobility Innovations

Chapter V, Riverside County in The Future – Multimodal Transportation System, looks at transportation forecasts 20 - 25 years into the future. The chapter reviews the expected growth in travel demand on Riverside County's highways, major arterial roadways and major transit facilities, and examines important transportation issues and strategies affecting policy and investment decisions.

Chapter VI, Major Projects and Evaluation Assumptions and Methods, identifies the highway, major roadways and transit projects that respond to the travel demands identified in Chapter V and address the strategies and issues identified in Chapter V. The centerpiece of Chapter VI is a detailed list of projects, their locations, and key characteristics in including their cost. This chapter also describes key assumptions and methodology underlying the financial analysis.

Chapter VII, Funding of Roadway and Transit Capital Investment describes the funding and financing of transportation investments identified in Chapter VI.

Chapter VIII, Financial Sources Analysis, highlights the amount of funding from current major revenue sources including Measure A sales tax. Since existing funding sources are insufficient, other potential revenue and funding sources are identified to reduce the projected shortfall.

Chapter IX, Riverside County Congestion Management Program, describes how RCTC addresses federal Congestion Management Process requirements.

Chapter X, Study Update Process, describes the next step in the LRTS Planning process. It also outlines how the LRTS will be updated going forward.

Chapter II
Delivering the Promise

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
LRTS
LONG RANGE TRANSPORTATION STUDY

Chapter II. Delivering the Promise

Riverside County's transportation sales tax initiative, Measure A, was approved by the voters in 2002. Since approval of this sales tax measure, Riverside County residents have enjoyed the benefits of a large number of transportation projects that have been planned, funded, and built throughout the County. This chapter highlights the ongoing need to provide for highway and other transportation improvements over the coming years.

Measure A Western Riverside County 10-Year Delivery Plan

Since 2006, RCTC has maintained a Ten-Year Delivery Plan for highways in Western Riverside County. This Delivery Plan establishes priorities for the implementation of the renewed Measure A sales tax program, which began collecting sales tax revenue in July 2009 for a 30-year period. The Delivery Plan was recently updated to reflect changes in anticipated sales tax revenue, as well as changes in revenue from other sources, project costs, and the priorities of Riverside County and its Cities.

Figure 2 shows a map and description of the proposed highway projects included in the 2019-2029 10-Year Delivery Plan that was approved by RCTC on July 10, 2019. Figure 3 provides a summary of the evaluation of these projects.

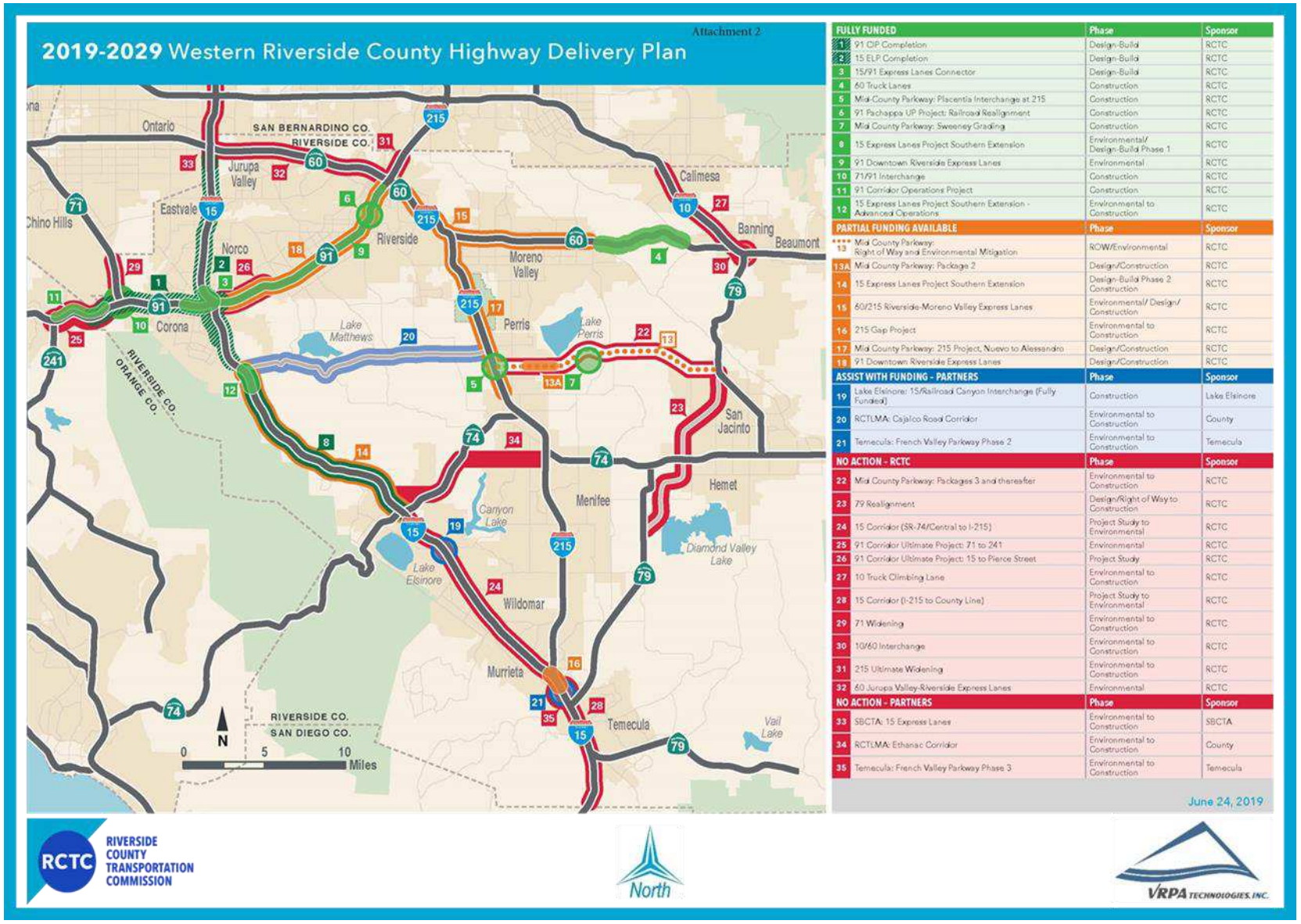
Prioritization factors included:

1. Consequence of deferring delivery.
2. Deferred projects from the 2009-2019 Western Riverside County Highway Delivery Plan.
3. Projects that fulfill or enhance projects named in the Measure A Expenditure Plan approved by Riverside County voters.
4. Projects that can realistically attain sufficient funding to achieve completion of a usable segment.
5. Projects with the potential to minimize Measure A contributions, through competitiveness for state or federal grants.
6. Eligibility for "restrictive" funding sources.
7. Projects that provide a positive economic impact to the region.

This evaluation process revealed that differentiating projects on objective criteria can be especially challenging given the universal need for additional transportation capacity throughout Western Riverside County. Indeed, every major transportation corridor in the region can benefit from additional investment.

Full funding for all Measure A Western Riverside County 10-year Delivery Plan projects will require additional funding in the amount of approximately $5.5 billion. Project funding needs in the Coachella Valley are determined by CVAG under a separate process. Based on the funding shortfall from the Delivery Plan and projects included in the LRTS for the entire county, a potential augmentation of the Measure A sales tax should be further evaluated.

Figure 2 – 2019 - 2009 Western Riverside County Highway Delivery Plan



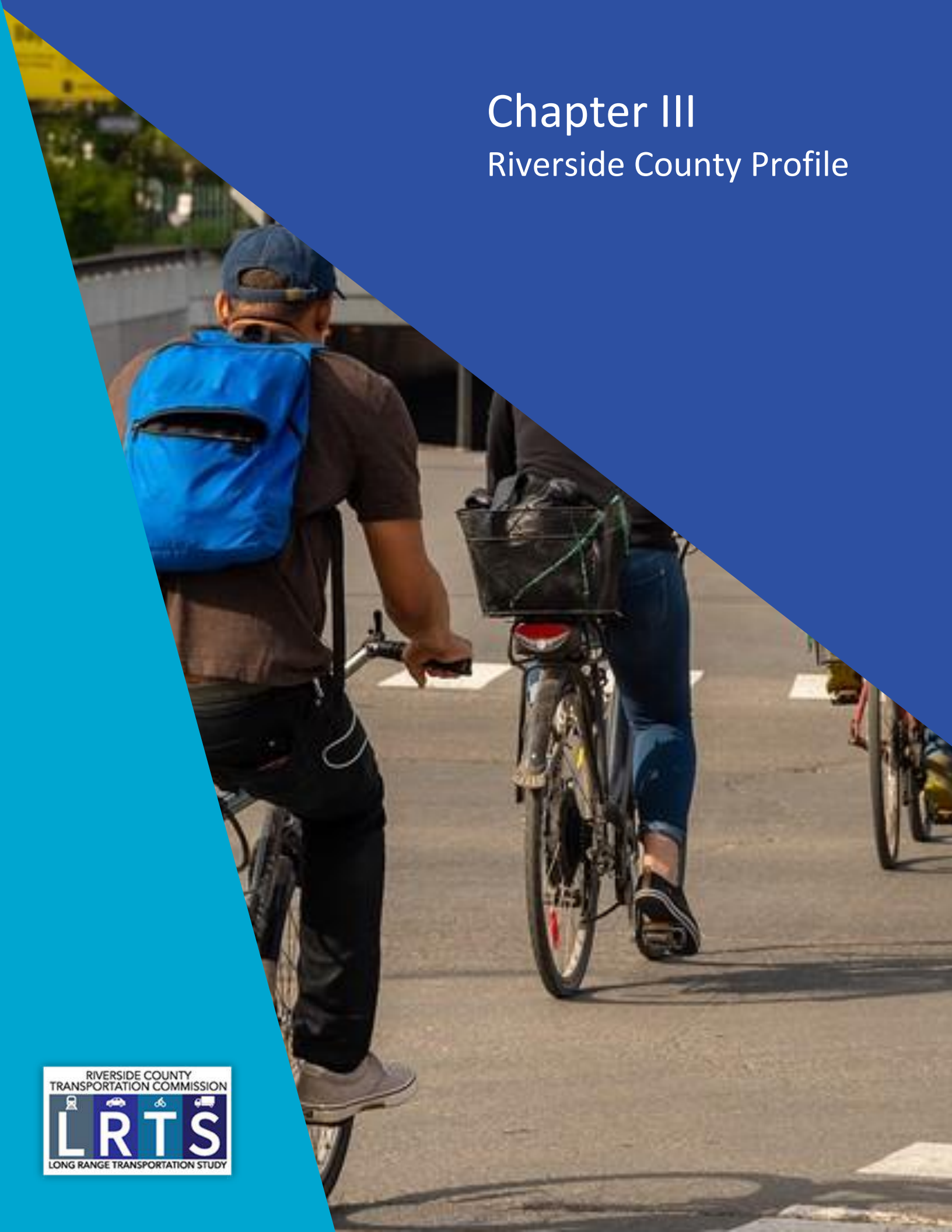
FULLY FUNDED		Phase	Sponsor
1	91 CIP Completion	Design-Build	RCTC
2	15 ELP Completion	Design-Build	RCTC
3	15/91 Express Lanes Connector	Design-Build	RCTC
4	60 Truck Lanes	Construction	RCTC
5	Mid-County Parkway: Placentia Interchange at 215	Construction	RCTC
6	91 Pachappa UP Project: Railroad Realignment	Construction	RCTC
7	Mid County Parkway: Sweeney Grading	Construction	RCTC
8	15 Express Lanes Project Southern Extension	Environmental/ Design-Build Phase 1	RCTC
9	91 Downtown Riverside Express Lanes	Environmental	RCTC
10	71/91 Interchange	Construction	RCTC
11	91 Corridor Operations Project	Construction	RCTC
12	15 Express Lanes Project Southern Extension - Advanced Operations	Environmental to Construction	RCTC
PARTIAL FUNDING AVAILABLE		**Phase**	**Sponsor**
13	Mid County Parkway: Right of Way and Environmental Mitigation	ROW/Environmental	RCTC
13A	Mid County Parkway: Package 2	Design/Construction	RCTC
14	15 Express Lanes Project Southern Extension	Design-Build Phase 2 Construction	RCTC
15	60/215 Riverside-Moreno Valley Express Lanes	Environmental/ Design/ Construction	RCTC
16	215 Gap Project	Environmental to Construction	RCTC
17	Mid County Parkway: 215 Project, Nuevo to Alessandro	Design/Construction	RCTC
18	91 Downtown Riverside Express Lanes	Design/Construction	RCTC
ASSIST WITH FUNDING - PARTNERS		**Phase**	**Sponsor**
19	Lake Elsinore: 15/Railroad Canyon Interchange (Fully Funded)	Construction	Lake Elsinore
20	RCTLMA: Cajalco Road Corridor	Environmental to Construction	County
21	Temecula: French Valley Parkway Phase 2	Environmental to Construction	Temecula
NO ACTION - RCTC		**Phase**	**Sponsor**
22	Mid County Parkway: Packages 3 and thereafter	Environmental to Construction	RCTC
23	79 Realignment	Design/Right of Way to Construction	RCTC
24	15 Corridor (SR-74/Central to I-215)	Project Study to Environmental	RCTC
25	91 Corridor Ultimate Project: 71 to 241	Environmental	RCTC
26	91 Corridor Ultimate Project: 15 to Pierce Street	Project Study	RCTC
27	10 Truck Climbing Lane	Environmental to Construction	RCTC
28	15 Corridor (I-215 to County Line)	Project Study to Environmental	RCTC
29	71 Widening	Environmental to Construction	RCTC
30	10/60 Interchange	Environmental to Construction	RCTC
31	215 Ultimate Widening	Environmental to Construction	RCTC
32	60 Jurupa Valley-Riverside Express Lanes	Environmental	RCTC
NO ACTION - PARTNERS		**Phase**	**Sponsor**
33	SBCTA: 15 Express Lanes	Environmental to Construction	SBCTA
34	RCTLMA: Ethanac Corridor	Environmental to Construction	County
35	Temecula: French Valley Parkway Phase 3	Environmental to Construction	Temecula

Figure 3 – 2019 - 2029 Western Riverside County Highway Delivery Plan – Evaluation Process

10-Year Western Riverside County Highway Delivery Plan 2019-2029
RCTC-Sponsored Group 1 and Group 2 Projects

	Projects	Phase	Sponsor	Cost	Available Funding	PRIORITIZATION FACTORS 1	2	3	4	5	6	7
				(in millions $)	(in millions $)	Consequence of deferring delivery	Deferred projects from the 2009-2019 Western County Highway Delivery Plan	Projects that fulfill or enhance projects named in the approved Measure A expenditure plan	Projects that can realistically attain sufficient funding to achieve completion of a usable segment	Projects with the potential to minimize Measure A contributions	Eligibility for "restrictive" funding sources	Economic benefit to the region due to the constructed traffic improvement
Group 1	*Fully Funded: Part of the 2019-2029 Delivery Plan*											
COMPLETE	91 CIP Completion	Design-Build	RCTC	$ 36		X		X	X	X	X	n/a (project closeout)
	I-15 ELP Completion	Design-Build	RCTC	22		X		X	X		X	n/a (project closeout)
BUILD	15/91 Express Lanes Connector	Design-Build	RCTC	220		X	X	X	X	X	X	MEDIUM
	SR-60 Truck Lanes	Construction	RCTC	123		X		X	X	X	X	MEDIUM
	Mid-County Parkway: Placentia Interchange at I-215	Construction	RCTC	60		X		X	X	X	X	MEDIUM
	91 Pachappa UP Project: Railroad realignment	Construction	RCTC	18		X		X	X	X	X	n/a (railroad constr.)
	Mid County Parkway: Sweeney Grading	Construction	RCTC	5		X		X	X		X	n/a (no lane const.)
	* 71/91 Interchange	Construction	RCTC	128		X	X	X	X	X	X	MEDIUM
	* SR-91 Corridor Operations Project (Westbound auxiliary lane: Green River to 241)	Construction	RCTC	40			X	X	X	X	X	HIGH
	* I-15 Express Lanes Project Southern Extension (Cajalco to 74): Advanced Operations	Environmental through Construction	RCTC	28			X	X	X	X	X	MEDIUM
START	I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Environmental	RCTC	33			X	X	X	X	X	n/a (no lane const.)
	* I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Design-Build phase 1	RCTC	24			X	X	X	X	X	n/a (no lane const.)
	* 91 Downtown Riverside Express Lanes	Environmental	RCTC	22					X	X	X	n/a (no lane const.)
			Group Total	$ 757	$ 757							
	* = project (or project phase) fully-funded based on the June FFI Committee Innovative Financing Opportunities staff report recommendations and potential July 2019 Board approval											
	Note: The June FFI Committee Innovative Financing Opportunities staff report estimated between $228M and $467M of proceeds available, use of $241M of proceeds are assumed above											
Group 2	*Partial Funding Likely Available: Part of the 2019-2029 Delivery Plan*											
	Mid County Parkway: Right of Way and Environmental Mitigation	ROW/Environmental	RCTC	40		X		X	X		X	n/a (no lane const.)
	Mid-County Parkway: Package 2	Design/Construction	RCTC	84		X		X	X		X	HIGH
	Mid County Parkway: I-215 Project, Nuevo to Alessandro	Design/Construction	RCTC	145				X			X	HIGH
	I-15 Express Lanes Project Southern Extension (Cajalco to 74)	Design-Build phase 2 construction	RCTC	470			X	X		X	X	MEDIUM
	60/215 Riverside-Moreno Valley Express Lanes											
	60/215 Riverside-Moreno Valley Express Lanes	Environmental	RCTC	38				X	X	X	X	n/a (no lane const.)
	60/215 Riverside-Moreno Valley Express Lanes	Design/Construction	RCTC	342				X		X	X	HIGH
	I-215 Gap Project (I-215 to French Valley Parkway)	Environmental to Construction	RCTC	18				X	X		X	n/a
	91 Downtown Riverside Express Lanes	Design/Construction	RCTC	197						X	X	HIGH
			Group Total	$ 1,335	$125-$525							
Group 3	*Partner Agency Projects: Assist with Funding in 2019-2029*											
	Lake Elsinore: I-15/Railroad Canyon Interchange (fully funded)	Construction	Lake Elsinore	$ 36		X			X		X	MEDIUM
	RCTLMA: Cajalco Road Corridor	Environmental to Construction	County	452				X			X	HIGH
	Temecula: French Valley Parkway Phase 2	Environmental to Construction	Temecula	120							X	MEDIUM
			Group Total	$ 608	$36-$100							
Group 4	*Not Part of 2019-2029 Delivery Plan: RCTC Projects*											
	Mid County Parkway: Packages 3 and thereafter	Environmental to Construction	RCTC	$ 800		X		X			X	HIGH
	79 Realignment	Design/ROW to Construction	RCTC	1,300		X		X				MEDIUM
	I-15 Corridor (SR-74 to 215/15 interchange)	Project Study to Environmental	RCTC	35			X	X		X	X	n/a (no lane const.)
	SR-91 Corridor Ultimate Project:											
	SR-91 Corridor Ultimate Proj.: 2035 (EB & WB general purpose lanes: 71 to 241)	Environmental	RCTC	50			X	X		X	X	n/a (no lane const.)
	SR-91 Corridor Ultimate Proj.: 2035 (EB & WB general purpose lanes: I-15 to Pierce)	Environmental	RCTC	25			X	X		X	X	n/a (no lane const.)
	I-10 Truck Climbing Lane	Environmental to Construction	RCTC	75			X	X		X		n/a
	I-15 Corridor (215/15 interchange to San Diego County line)	Project Study to Environmental	RCTC	35				X		X	X	n/a (no lane const.)
	SR-71 Widening	Environmental to Construction	RCTC	100				X		X		MEDIUM
	10/60 Interchange	Environmental to Construction	RCTC	500				X		X		MEDIUM
	215 Ultimate widening (60 to San Bernardino County line)	Environmental to Construction	RCTC	1,000				X				MEDIUM
	60 Jurupa Valley-Riverside Express Lanes	Environmental	RCTC	51						X	X	n/a (no lane const.)
	Managed Freeway Projects	Pilot Project	RCTC	50								n/a (benefit unknown)
			Group Total	$ 4,022	$ -							
Group 5	*Not Part of 2019-2029 Delivery Plan: Partner Agency Projects*											
	SBCTA: 15 Express Lanes	Environmental to Construction	SBCTA	N/A							X	n/a (cost unknown)
	RCTLMA: Ethanac Corridor	Environmental to Construction	County	N/A								n/a (cost unknown)
	Temecula: French Valley Parkway Phase 3	Environmental to Construction	Temecula	N/A								n/a (cost unknown)
			Group Total	N/A	$ -							

Chapter III
Riverside County Profile



RIVERSIDE COUNTY TRANSPORTATION COMMISSION
LRTS
LONG RANGE TRANSPORTATION STUDY

Chapter III. Riverside County Profile

Future Land Use and Population Characteristics

This section builds mainly on data used to develop SCAG's 2016 RTP/SCS, since there are no other comparably detailed and disaggregated data for the base year (2016) and a horizon year (2040) that is close to the horizon year of the LRTS (2045). Moreover, the transportation modeling for the LRTS is based on SCAG's modeling databases, including land use and economic databases. Data presented includes:

- ✓ Households and Population data
- ✓ Employment and Major Industries data
- ✓ Household and Worker Income data

Past growth trends, visitor, seasonal and part-time population, employment and disadvantaged communities are also discussed in this section.

Table 6 shows future forecasts of population and employment for Riverside County and other counties in the region and the region as a whole. Riverside County has been and will continue to be the fastest growing county in the region in terms of population. By 2040 Riverside County will have doubled in population compared to 2000 and will have nearly 3.2 million residents. Residential growth has outpaced employment growth. Employment growth is increasing – nearly one in four net new jobs in the SCAG region will be in Riverside County, and the ratio of population to employment is projected to fall from a high of 3.7 in 2010 to 2.7 in 2040. Nonetheless, Riverside County will continue to have a higher ratio of population to jobs compared to the SCAG region as a whole: The region's population to employment ratio was 2.5 in 2010 and is projected to be 2.3 in 2040. This is because residential growth in Riverside County is also expected to be significant: Over one in four new residents added to the SCAG region between 2015 and 2040 will reside in Riverside County.

Table 7 shows detailed population and employment data for Riverside County and its three principal geographic subareas for 2040. Comparing Table 6 with Table 7 indicates both areas of continuity and change between 2016 and 2040:

- ✓ The distribution of households by size is not expected to change. In 2040 as in 2015, 50% of households in Riverside County will be one and two-person households and 35% of households have four or more persons.
- ✓ The share of persons over 65 will increase, and the share of younger age cohorts will decrease.
- ✓ Households without a worker will continue to represent 31% of the total; the share of two and three or more worker households will increase slightly.
- ✓ While both population and K-12 students will increase, the K-12 student share of population will decline.
- ✓ Median household incomes are projected to decline slightly, controlling for inflation.
- ✓ The share of single-family dwellings is expected to increase slightly.
- ✓ The share of low-paying jobs (<$35,000) is expected to increase slightly from 56% to 58%.

- ✓ The share of jobs in construction, the professions, and education will increase; shares of jobs in other industries will be stable or declining.

Table 6 – SCAG Regional Population and Employment by County, 2040

		2015		2040		Difference (2015-2040)	
		Number	%	Number	%	Number	%
Population	Imperial	182,390	1.0%	282,024	1.3%	99,634	0.3%
	Los Angeles	10,158,776	54.1%	11,513,435	52.0%	1,354,659	-2.0%
	Orange	3,157,074	16.8%	3,464,487	15.7%	307,413	-1.2%
	Riverside	2,316,438	12.3%	3,167,584	14.3%	851,146	2.0%
	San Bernardino	2,111,258	11.2%	2,731,321	12.3%	620,063	1.1%
	Ventura	853,188	4.5%	965,210	4.4%	112,022	-0.2%
	SCAG Region	18,799,123	100.0%	22,124,061	100.0%	3,344,938	
	HIOC*	58.19		55.00		-3.2	
Employment	Imperial	76,000	0.9%	124,609	1.3%	48,609	0.4%
	Los Angeles	4,463,010	55.7%	5,225,707	52.9%	762,697	-2.4%
	Orange	1,633,000	20.4%	1,898,685	19.2%	265,685	-1.1%
	Riverside	742,000	9.3%	1,174,500	11.9%	432,500	2.5%
	San Bernardino	729,000	9.1%	1,028,132	10.4%	299,132	1.3%
	Ventura	363,000	4.5%	419,808	4.3%	56,808	-0.2%
	SCAG Region	8,006,030	100.0%	9,871,441	100.0%	1,865,411	
	HIOC*	63.43		59.53		-3.9	
	IOD**	0.052		0.045		-0.007	
P-E Ratio	Imperial	2.4		2.3		-0.1	
	Los Angeles	2.3		2.2		-0.1	
	Orange	1.9		1.8		-0.1	
	Riverside	3.1		2.7		-0.4	
	San Bernardino	2.9		2.7		-0.2	
	Ventura	2.4		2.3		-0.1	
	SCAG Region	2.3		2.2		-0.1	

Note: *HIOC (Hoover Index of Concentration) measures the distribution of population and employment. If HIOC equals 0, then population and employment are perfectly de-concentrated. If HIOC equals 100, then the county's share in comparison with the entire SCAG region's population or employment would be concentrated to a single county of the SCAG region. However, if the HIOC drops to 0, then each county's share would be equal. **IOD (Index of Divergence) measures the intra-regional segregation of population.
Source: CA DOF, CAEDD, SCAG

Table 7 – Riverside County Population and Employment, 2040

	Western Riverside		Coachella Valley		Palo Verde Valley		Overall County	
	Totals	%	Totals	%	Totals	%	Totals	%
Total Population (Percent of County	**2,455,997**	**77%**	**680,156**	**21%**	**47,225**	**1%**	**3,183,378**	
Residential Population	2,425,776		676,758		39,172		3,141,706	
Persons Age 5-17 (School Age)	458,369	19%	120,170	18%	8,933	19%	587,472	18%
Persons Age 18-24 (College Age)	223,647	9%	58,431	9%	4,594	10%	286,672	9%
Persons Age 16-64 (Working Age)	1,479,710	60%	389,696	57%	28,798	61%	1,898,204	60%
Persons 65 and over (Retirement Age)	443,890	18%	148,513	22%	8,924	19%	601,327	19%
Zero-Worker Households	229,618	29%	90,226	35%	4,574	35%	324,418	31%
One-Worker Households	273,291	35%	90,556	35%	4,036	31%	367,883	35%
Two-Worker Households	201,054	26%	57,065	22%	3,031	23%	261,150	25%
Three+ Worker Households	82,214	10%	17,627	7%	1,265	10%	101,106	10%
K-12 Students	490,872	20%	99,960	15%	4,723	10%	595,555	19%
College Students	138,821	6%	18,044	3%	5,899	12%	162,764	5%
Median Household Income	$55,001		$52,279		$51,791		$54,268	
Low Income (<$35k) HHs	255,861	33%	91,601	36%	4,377	34%	351,839	33%
Median:	$20,491		$19,676		$21,162		$20,305	
Med. Income ($35-75k) HHs	252,148	32%	81,737	32%	4,451	34%	338,336	32%
Median:	$51,919		$49,903		$54,375		$51,477	
High Income ($75-150k) HHs	208,274	26%	60,335	24%	2,925	23%	271,534	26%
Median:	$98,744		$97,653		$100,263		$98,509	
Very High Inc. (>$150k) HHs	69,894	9%	21,801	9%	1,153	9%	92,848	9%
Median:	$190,285		$214,185		$206,849		$196,482	
Single Family Dwelling Units	546,180	69%	177,969	70%	8,740	68%	732,889	69%
Multi-Family Dwelling Units	239,997	31%	77,505	30%	4,166	32%	321,668	31%
Total Jobs	866,316		280,537		27,647		1,174,500	
Low-wage Jobs (<$35k)	593,874	69%	194,084	69%	18,790	68%	806,748	69%
Med. -wage Jobs (<$35-75k)	160,038	18%	52,095	19%	5,058	18%	217,191	18%
High-wage Jobs (>$75k)	112,404	13%	34,358	12%	3,799	14%	150,561	13%
Agricultural & Mining Jobs	8,303	1%	6,157	2%	274	1%	14,734	1%
Construction Jobs	95,836	11%	32,997	12%	3,364	12%	132,197	11%
Manufacturing Jobs	38,140	4%	7,849	3%	775	3%	46,764	4%
Wholesale Jobs	24,229	3%	6,355	2%	589	2%	31,173	3%
Retail Jobs	102,046	12%	29,770	11%	2,881	10%	134,697	11%
Transport, Warehouse, Utilities	35,598	4%	10,611	4%	943	3%	47,152	4%
Information Jobs	13,596	2%	5,292	2%	437	2%	19,325	2%
FIRE Jobs	28,532	3%	9,840	4%	944	3%	39,316	3%
Professional Jobs	101,228	12%	34,655	12%	3,257	12%	139,140	12%
Education Jobs	238,806	28%	74,945	27%	7,711	28%	321,462	27%
Arts & Entertainment Jobs	104,441	12%	39,192	14%	3,492	13%	147,125	13%
Other Service Jobs	44,994	5%	14,828	5%	1,515	5%	61,337	5%
Public Administration Jobs	30,567	4%	8,046	3%	1,465	5%	40,078	3%
Workers Paying for Parking	9,716	1%	0		0		14,567	1%

Source: SCAG 2016 RTP/SCS

Economic Development

This section assesses the connection between transportation infrastructure and economic development in Riverside County. It first provides a summary of the pertinent economic development issues and strategies. Next, it describes the important connection between transportation infrastructure and development/growth. It then provides an overview of the County's economy and the geography of jobs, followed by a description of commute patterns associated with the current set of jobs and workers. SCAG RTP forecasts of Riverside County through 2040 are also described. Finally, this section highlights some of the key opportunities and challenges for Riverside County as it looks to spur new economic development in a broad set of industries, improve the job-housing balance, enhance quality of life, reduce congestion and commute times, and increase the use of transit, pedestrian, and bicycle travel.[1]

Land Use, Transportation, and Economic Development

There is a dynamic connection between economic conditions, land use/development, and transportation infrastructure. Past transportation investments have played a fundamental role in the evolution of Riverside County and the locations of its jobs, households, and development. These transportation infrastructure investments have connected different areas of Riverside County, while also providing connections to the broader Southern California region and beyond. Past and current phases of growth, including the acceleration of single-family residential development starting in the mid-1980's and the more recent logistics and distribution boom, were enabled by broader regional economic growth (e.g. growth in port activity) and past transportation infrastructure investments in the County and the region. At the same time, this growth put new pressure on the County's transportation infrastructure spurring new investments to accommodate this demand.

Future transportation investments in the County must respond to the needs of recent and new development, while also responding to emerging trends and changes, as well as broader County goals, such as economic development, jobs-housing balance, and community quality of life, among others. For such a large County with numerous jurisdictions, multiple focal points of economic activity and living, and an economy so inter-connected with the large regional/State economy, the demands for transportation investment are large and multi-dimensional.

For this assessment, the term "economic development" is used broadly to refer to the potential role of transportation investments in supporting County growth in employment, population, income, real estate investment and other economic activity. Investments in automobile, transit, rail, bike and pedestrian infrastructure can enhance the competitive position of a neighborhood, community, or the broader region by increasing economic connectivity and integration.

Transportation infrastructure can also send a positive market signal about the long-term comparative

[1] *In addition to data from the U.S. Census, the California Departments of Finance and Economic Development, and forecasts by the Southern California Association of Governments (SCAG), this section seeks to incorporate the insights of the UC Riverside Center for Economic Forecasting and Development and Dr. John Husing's Inland Empire Quarterly Economic Report.*

advantage and public commitment to a particular area/location. At the same time, the economic benefits of different transportation investments can vary significantly depending on the type of transportation investment, the areas and ways in which it connects, the existing or evolving socioeconomic context and local efforts to plan for and effectively harness opportunities that may arise.

Broadly speaking, transportation infrastructure can be thought of as providing three types of economic benefits, including in-commute benefits, out-commute benefits, and transit/walkable area benefits. In-commute and out-commute benefits are associated with all forms of investment in transportation infrastructure, which provide improved connectivity between places of work and places of residence, while transit/walkable area benefits are more specifically associated with investments in transit, bicycle, and pedestrian infrastructure. These three types of benefits are described conceptually below and are important when considering the benefits and role of different types of transportation investments in Riverside County.[2]

Out-Commute Benefits

Transportation infrastructure can serve households with employed residents commuting out to employment destinations. Substantial Riverside County growth has been driven by the transportation connections provided between residential growth and employment destinations in other counties and communities. This can be in the form of both automobile infrastructure (freeways, highways, and arterial roads) as well as commuter rail/transit. While automobile infrastructure carries the large majority of out-commute connections in Riverside County, increasing traffic congestion can also generate increased demand for commuter rail where provided, especially in and near major metropolitan areas.

The "out-commute" model facilitates economic development in smaller to medium size cities, including many in Riverside County. Efficient transportation connections can increase the attractiveness of housing further away from major employment centers, especially if it is associated with access to lower cost and desirable communities. As this migration occurs, residential communities continue to grow outside of the cities with major employment centers and are fueled by the wages collected from employment and reinvested in the local housing market and other consumer/resident-driven uses (typically retail, service, and office uses). While Riverside County is expanding its own employment base, as with all California counties, out-commuting will remain a reality for many employed residents in many households.

In-Commute Benefits

The "in-commute" model has historically been associated with well-developed business and commercial districts, though this characterization is evolving. Employment centers receive a range of benefits, including the provision of employment opportunities for local residents (where there is a skills match), private investment in real estate and infrastructure, a range of tax and other public revenue

[2] *These types of benefits should also be considered in conjunction with the interconnected range of quantifiable benefits that are addressed in the Cost-Benefit Analysis portion of the LRTS (e.g. commute time savings, safety improvements).*

benefits, and spinoff benefits that often attract additional businesses. The City of Riverside is a noteworthy example of an in-commute center in Riverside County. There are also, however, communities that gradually evolve from primarily bedroom communities to successful commercial and job centers in their own right. These cities benefit from an increasing concentration of employed residents, as well as strong transportation connections to the larger metropolitan area.

Transit Areas, Place-Making, and Economic Development Benefits

Investment in transit and associated station areas can provide benefits at a more granular, area-specific level. In some cases, these investments provide unique opportunities for walkable and accessible mixed-use districts that combine residential, retail, and office developments. Not all transit stops/nodes will attract or be suitable for these types of development activity. However, when strong transit locations and ridership are coupled with appropriate real estate market conditions and policies that support compact development and walkable areas, transit-oriented development and communities can ensue. Even without transit service or nodes, cities can encourage new development, both residential, retail, and office, by creating attractive, compact, and walkable districts whether in historic city centers or newer centers of activity. Such areas are often popular with smaller households, including younger workers and empty nesters who in turn can spend a portion of their incomes locally. Where successful, these activity centers also bring additional benefits, such as reduced automobile congestion/travel. The development of these transit/walkable districts typically evolve incrementally over time.

Riverside County Economy

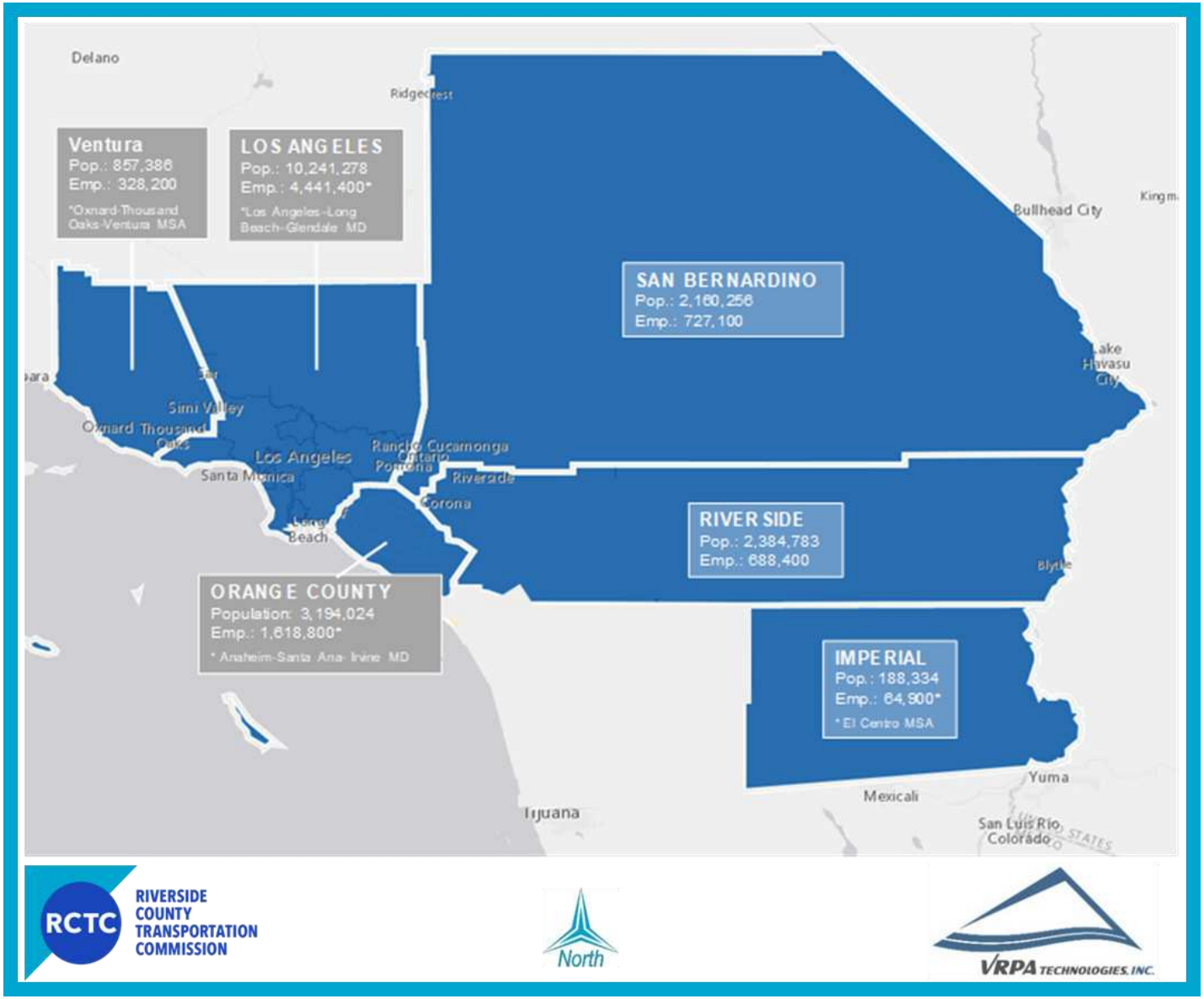
Riverside County in the Region

Riverside County is one of the six counties that make up the core of the SCAG region. In recent decades Riverside County has served as a bedroom community to Los Angeles, Orange and San Diego Counties. These three coastal counties have larger and more diversified employment and more expensive housing compared to Riverside County. Riverside County's position on the eastern edge of the SCAG region and the presence on I-10 and major interstate railroads has also led to the County becoming a major warehousing and distribution center serving all of Southern California.

As shown in Figure 4, based on State of California data, Riverside County currently has a population of about 2.4 million, about 11% of the Southern California total, and a jobs base of 688,000, about 7% of the Southern California total.[3] Like its northern neighbor San Bernardino County, with which it makes up the Inland Empire, Riverside County covers an expansive geography, with adjacencies with Orange County, San Diego County, Imperial County, the State of Arizona, as well as San Bernardino County. For the purposes of the LRTS, Riverside County is divided into three subareas – Western Riverside County, Coachella Valley, and Palo Verde Valley - as shown in Figure 16.

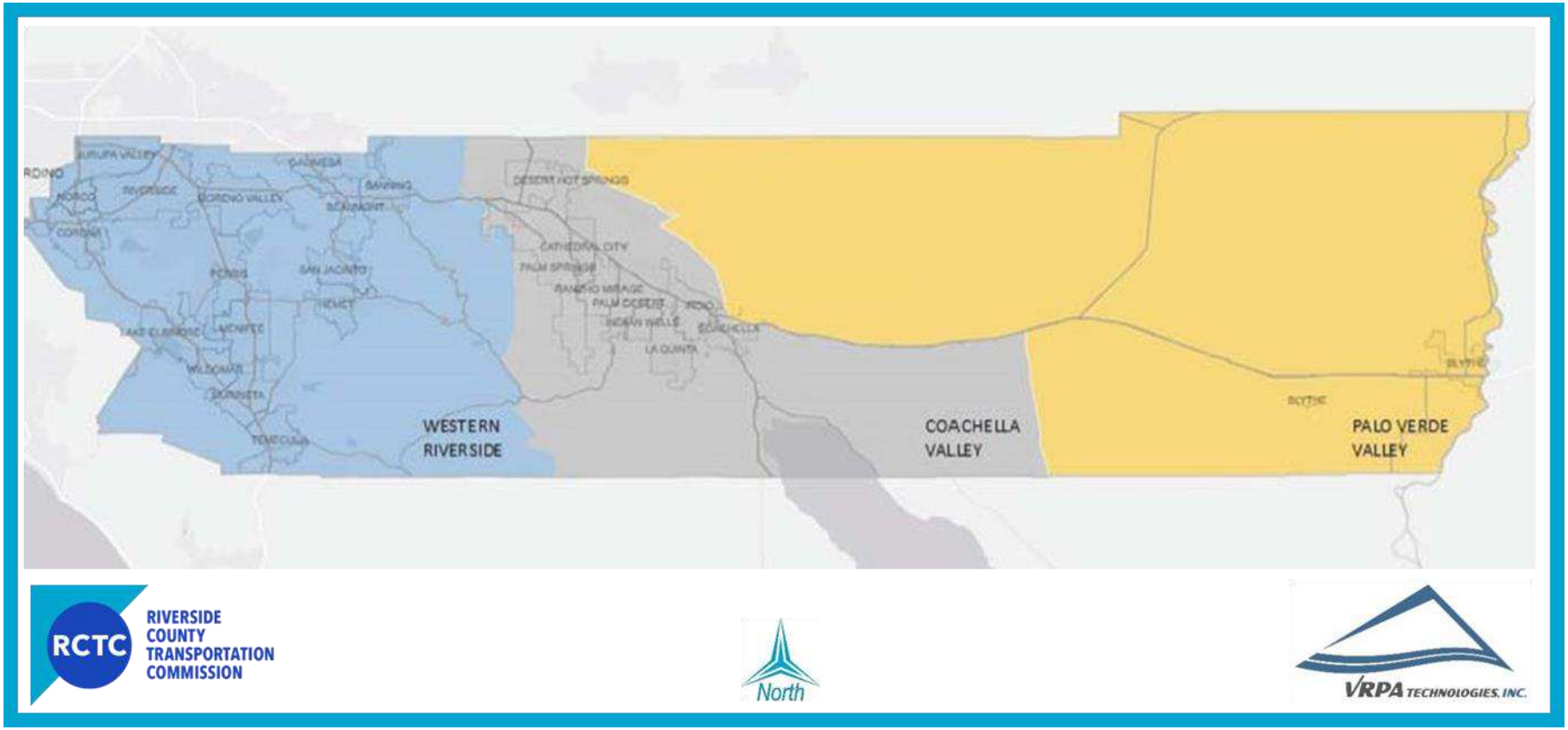
[3] *Southern California total includes the SCAG region. Area is reflected in six-county area seen below in Figure 4.*

Figure 4 – Population and Employment by SCAG Region, 2018



Note: Metropolitan Division (MD). Metropolitan Statistical Area (MSA)
Source: Department of Finance (Table E-1, 2018) and Employment Development Department (QCEW, Q1 2018)

Figure 5 – Population and Employment by SCAG Region, 2018



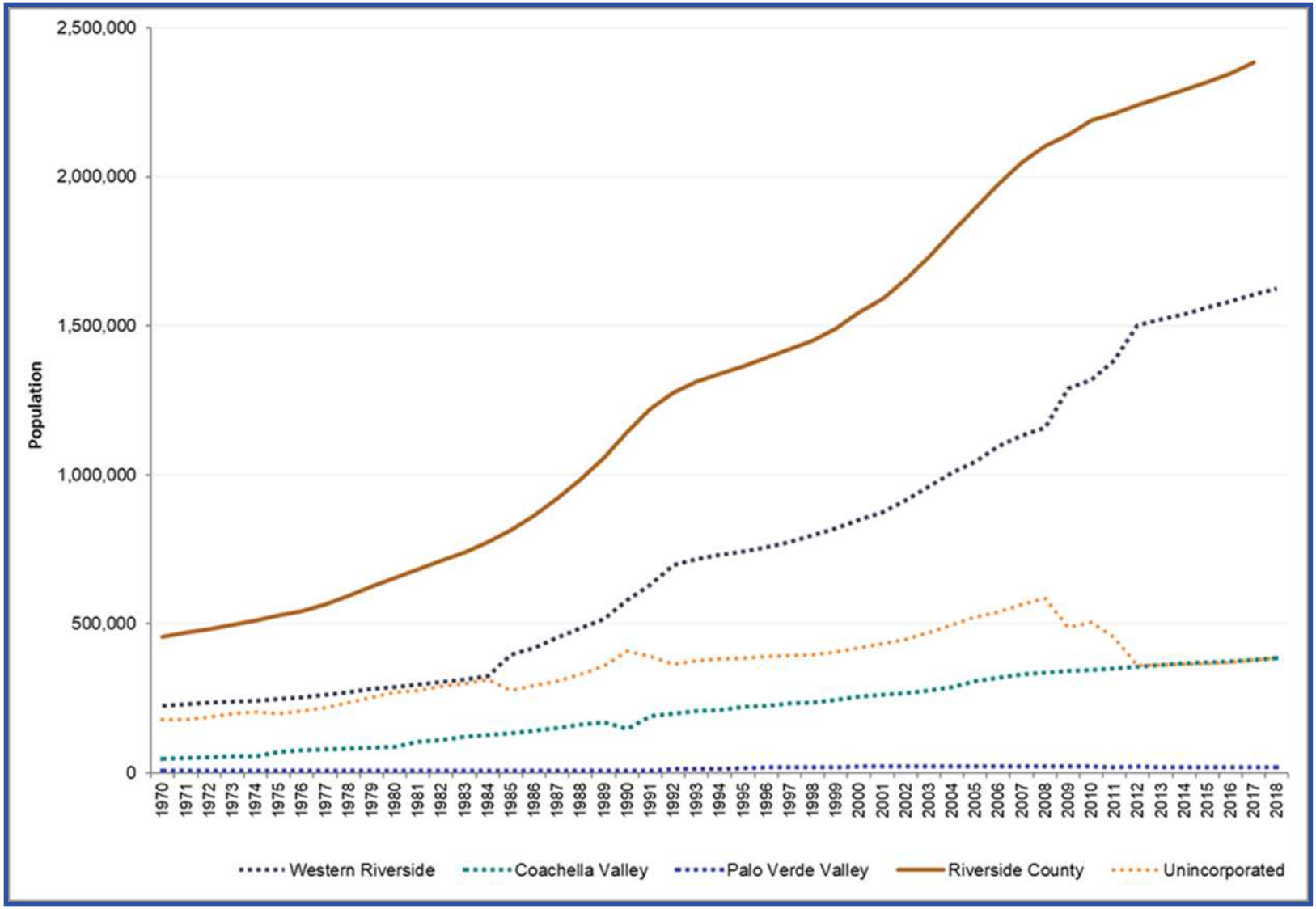
Source: Department of Finance and Employment Development Department

Historical Growth

The Riverside County population has increased about five-fold since 1970, increasing from 460,000 in 1970 to about 2.4 million in 2018. This represented an average annual growth of about 42,200 residents each year and an average annual growth rate of about 3.5 percent. Figure 6 shows total County population growth, as well as growth in population of the cities in the three subareas. Western Riverside County cities, which include about 67% of the County's population, added the largest number of residents over this period, with a period of accelerated growth beginning in the mid-1980's with periodic dampening of growth during economic downturns. Western Riverside County cities represent a larger share of total County population today than they did in 1970. Coachella Valley city population also grew substantially from a modest population of about 50,000 residents in 1970 to about 384,000 residents in 2018. Palo Verde Valley includes one incorporated city with a population of approximately 19,400, substantially larger than it was in 1970. The remainder of the County population lived in unincorporated areas of the County, which saw periods of growth as well as decline due to new city incorporation (and the associated shift of population).

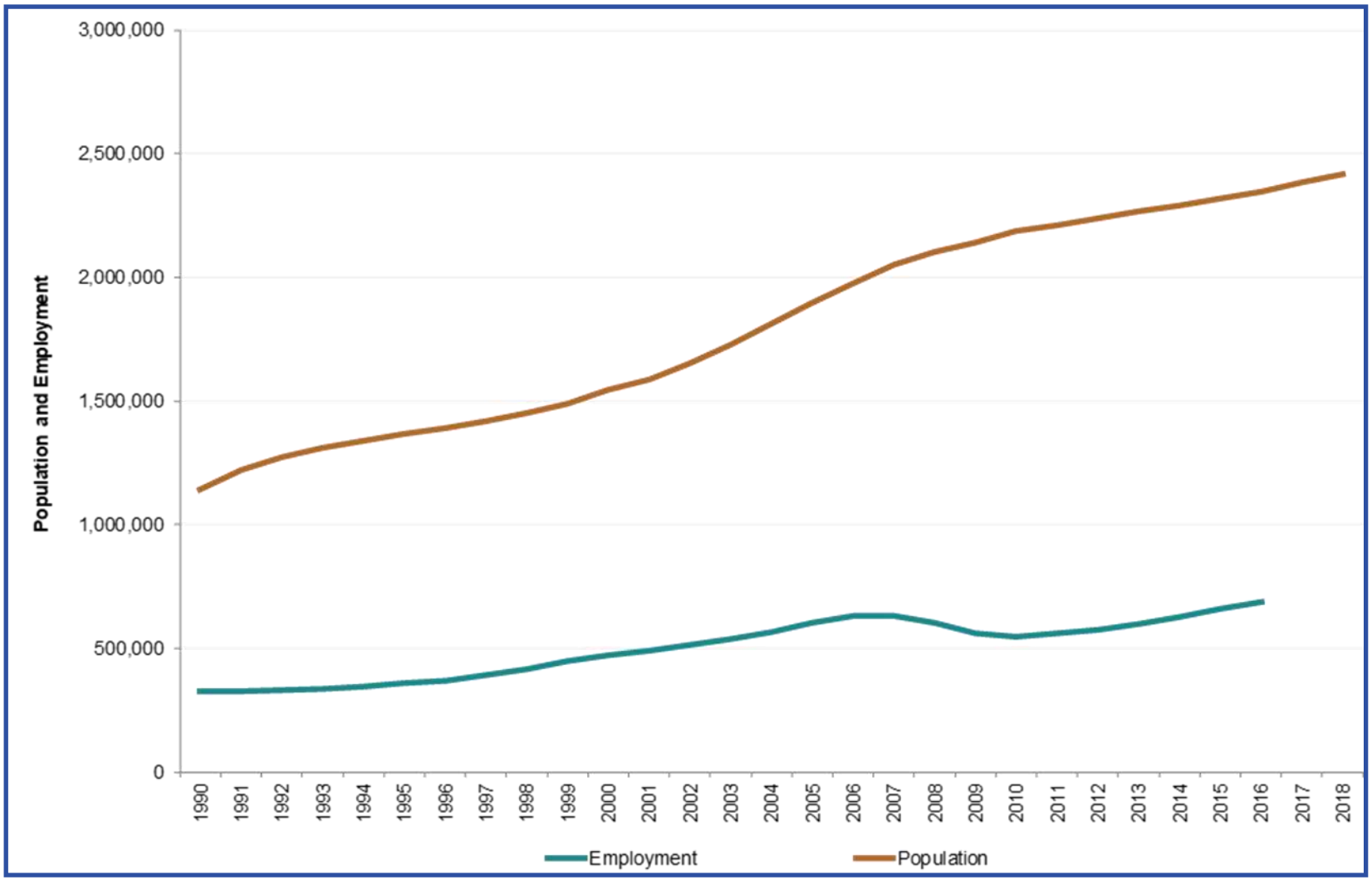
As shown in Figure 7, Riverside County's jobs base increased from 325,000 in 1990 to about 690,000 in 2016, based on State Employment Development Department (EDD) data. This represents the average annual addition of about 14,000 jobs each year, or an average annual growth rate of 2.9%. Most of this growth occurred between 1990 and 2007, a period where an average of 20,000 jobs were added each year. The Great Recession resulted in substantial job losses and it was not until 2014 that the County's job base returned to similar levels as in 2007. As discussed in more detail in sections below, in 2016 the County's jobs to population ratio (one measure of jobs and housing "balance"), was 0.29, very similar to the 0.28 ratio in 1990 (this ratio had increased to 0.32 prior to the Great Recession). The overall ratio for the Southern California economy was about 0.5, indicating the relatively larger role Riverside County has historically played in the region as a provider of housing more than of jobs.

Figure 6 – Riverside County Population Growth by District, 1970 - 2018



Note: Population estimates are based on data for incorporated cities within each respective subarea.
Sources: Department of Finance (2018)

Figure 7 – Riverside County Population and Job Growth, 1970 - 2018



Source: Department of Finance (Table E-1, 2018) and Employment Development Department (QCEW, Q1 2018)

Riverside County Jobs

According to U.S. Census data (that uses a different job counting procedure to the State EDD), Riverside County was the location of close to 595,000 jobs in 2015. Table 8 shows the distribution of County jobs by industry sector. As shown, the largest shares of employment in Riverside County (and collectively over 50 percent of County jobs) are in the Health Care and Social Assistance (12.6%), Retail Trade (12.6%), Accommodation and Food Services (11.7%), Education Services (10.9%), and Construction (8%). While these industry sectors also represent a significant proportion of overall jobs in the six-County SCAG region, with the exception of Health Care and Social Assistance, the Riverside County job concentrations in these industries are substantially higher than the regional average. Similarly, transportation and warehousing and public administration represented higher proportions of total jobs in Riverside County than in the region.

At the same time, there are several industry sectors that represent a smaller proportion of Riverside County jobs than regional jobs. Manufacturing, Information, Finance and Insurance, Professional, Scientific, and Technical Services, and Management of Companies and Enterprises, some of the industry sectors with higher average compensation, all show job concentrations (percent of the total) of 75% or less than the average for the SCAG region.

In terms of current job by occupations (in the Inland Empire), 16% of workers are employed as office and administrative support, 11% are employed as transportation and moving workers, and 11% are employed as sales workers, as seen in Table 9. Between years 2012 and 2017, occupational growth was strongest for construction and extraction jobs (49.8% growth), transportation and moving jobs (40.6% growth), and personal care and service (33.1% growth). While all occupations' average wages increased in nominal dollar terms, some occupations, including education, business and financial operations, and construction, had slower wage growth.

In general, there is a link between the education level of a workforce and the economic development and job opportunities in a county. Table 9 shows the levels of formal educational attainment of the persons 18 years and older in Riverside County and the State of California in years 2006 and 2016. As shown, in 2016, Riverside County showed a somewhat different distribution from the State as a whole, with about 20% of the population holding a bachelor's degree or higher relative to 30% in the State as a whole. At the same time, the level of education of the Riverside County population is increasing. As seen in Table 10, between 2006 and 2016, Riverside County showed increases in the number and proportion of the population with some college, associate degrees, bachelor's degrees, and graduate degrees (collectively, an increase from 47% to 55%).

Table 8 – Top Industry Sectors (2015) for Riverside County Compared to SCAG Region

Industry	Riverside County		SCAG Total		Riverside/ SCAG Ratio
Agriculture, Forestry, Fishing and Hunting	11,384	1.9%	55,865	0.8%	2.38
Mining, Quarrying, and Oil and Gas Extraction	324	0.1%	7,338	0.1%	0.51
Utilities	4,034	0.7%	47,773	0.7%	0.98
Construction	47,643	8.0%	301,708	4.4%	1.84
Manufacturing	39,860	6.7%	622,342	9.0%	0.75
Wholesale Trade	25,990	4.4%	401,795	5.8%	0.75
Retail Trade	74,589	12.6%	729,467	10.5%	1.19
Transportation and Warehousing	32,822	5.5%	280,891	4.1%	1.36
Information	5,782	1.0%	254,893	3.7%	0.26
Finance and Insurance	10,246	1.7%	268,270	3.9%	0.45
Real Estate and Rental and Leasing	8,668	1.5%	131,596	1.9%	0.77
Professional, Scientific, and Technical Services	20,667	3.5%	470,825	6.8%	0.51
Management of Companies and Enterprises	2,921	0.5%	109,226	1.6%	0.31
Administration & Support, Waste Management and Remediation	37,098	6.2%	482,502	7.0%	0.90
Educational Services	64,457	10.9%	592,144	8.6%	1.27
Health Care and Social Assistance	74,781	12.6%	909,789	13.1%	0.96
Arts, Entertainment, and Recreation	14,495	2.4%	149,106	2.2%	1.13
Accommodation and Food Services	69,189	11.7%	619,965	9.0%	1.30
Other Services (excluding Public Administration)	17,226	2.9%	217,481	3.1%	0.92
Public Administration	31,644	5.3%	272,111	3.9%	1.36
Total	**593,820**	**100.0%**	**6,925,087**	**100.0%**	

Source: OntheMap LEHD, 2015

Table 9 – Top Occupations (2012-2017) for Riverside County MSA

Occupations*	2012			2017			% Change (2012/2017)	
	Jobs	%	Average Wages	Jobs	%	Average Wages	Jobs	Average Wages
Management	48,830	4%	$103,596	58,800	4%	$110,838	20.4%	7.0%
Business and Financial Operations	39,730	3%	$66,089	50,500	4%	$66,746	27.1%	1.0%
Computer and Mathematical	14,330	1%	$74,481	15,010	1%	$78,014	4.7%	4.7%
Architecture and Engineering	12,150	1%	$78,963	13,790	1%	$80,930	13.5%	2.5%
Life, Physical, and Social Science	8,930	1%	$68,804	8,620	1%	$75,452	-3.5%	9.7%
Community and Social Services	16,150	1%	$52,116	18,510	1%	$55,169	14.6%	5.9%
Legal	4,590	0%	$93,719	5,920	0%	$99,056	29.0%	5.7%
Education, Training, and Library	90,590	8%	$61,162	95,590	7%	$61,234	5.5%	0.1%
Arts, Design, Entertainment, Sports, and Media	9,930	1%	$47,731	11,060	1%	$50,733	11.4%	6.3%
Healthcare Practitioners and Technical	61,670	5%	$82,143	72,860	5%	$87,968	18.1%	7.1%
Healthcare Support	32,800	3%	$28,955	30,030	2%	$34,307	-8.4%	18.5%
Protective Service	33,690	3%	$49,909	35,710	3%	$53,258	6.0%	6.7%
Food Preparation and Serving-Related	115,160	10%	$21,561	137,410	10%	$26,192	19.3%	21.5%
Building and Grounds Cleaning and Maintenance	39,640	3%	$26,795	43,890	3%	$30,609	10.7%	14.2%
Personal Care and Service	31,230	3%	$24,727	41,560	3%	$28,719	33.1%	16.1%
Sales and Related	123,510	11%	$33,985	145,520	11%	$36,980	17.8%	8.8%
Office and Administrative Support	193,670	17%	$34,992	215,160	16%	$37,913	11.1%	8.3%
Farming, Fishing, and Forestry	6,420	1%	$21,564	7,560	1%	$24,805	17.8%	15.0%
Construction and Extraction	47,700	4%	$51,824	71,450	5%	$53,280	49.8%	2.8%
Installation, Maintenance, and Repair	42,560	4%	$46,649	54,790	4%	$49,643	28.7%	6.4%
Production	64,470	6%	$32,050	82,190	6%	$35,673	27.5%	11.3%
Transportation and Material Moving	104,220	9%	$33,836	146,510	11%	$36,908	40.6%	9.1%
Total	**1,141,950**		**$44,506**	**1,362,440**		**$47,637**	**19.3%**	**7.0%**

* The sum of jobs per category may differ slightly from Total jobs as a result of rounding errors.
Source: Occupational Employment Statistics (OES) Survey Results

Table 10 – Riverside County Population Education Level, 2016

Education Level of 18+	2006				2016				Change			
	Riverside County		California		Riverside County		California		Riverside County		California	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than 9th grade	140,900	10%	2,613,411	10%	147,668	8%	2,613,696	9%	6,768	5%	285	0%
9th to 12th grade, no diploma	177,223	12%	2,704,629	10%	170,506	10%	2,455,483	8%	-6,717	-4%	-249,146	-9%
High school graduate (includes equivalency)	456,665	31%	6,659,027	25%	491,119	28%	6,542,555	22%	34,454	8%	-116,472	-2%
Some college, no degree	344,785	23%	5,997,410	22%	482,063	27%	7,283,222	24%	137,278	40%	1,285,812	21%
Associate's degree	102,118	7%	1,955,359	7%	133,680	8%	2,214,667	7%	31,562	31%	259,308	13%
Bachelor's degree	164,384	11%	4,581,094	17%	224,400	13%	5,781,881	19%	60,016	37%	1,200,787	26%
Graduate or professional degree	82,715	6%	2,415,573	9%	124,368	7%	3,265,264	11%	41,653	50%	849,691	35%
Total	**1,468,790**	**100%**	**26,926,503**	**100%**	**1,773,804**	**100%**	**30,156,768**	**100%**	**305,014**	**21%**	**3,230,265**	**12%**

Source: United States Census Bureau

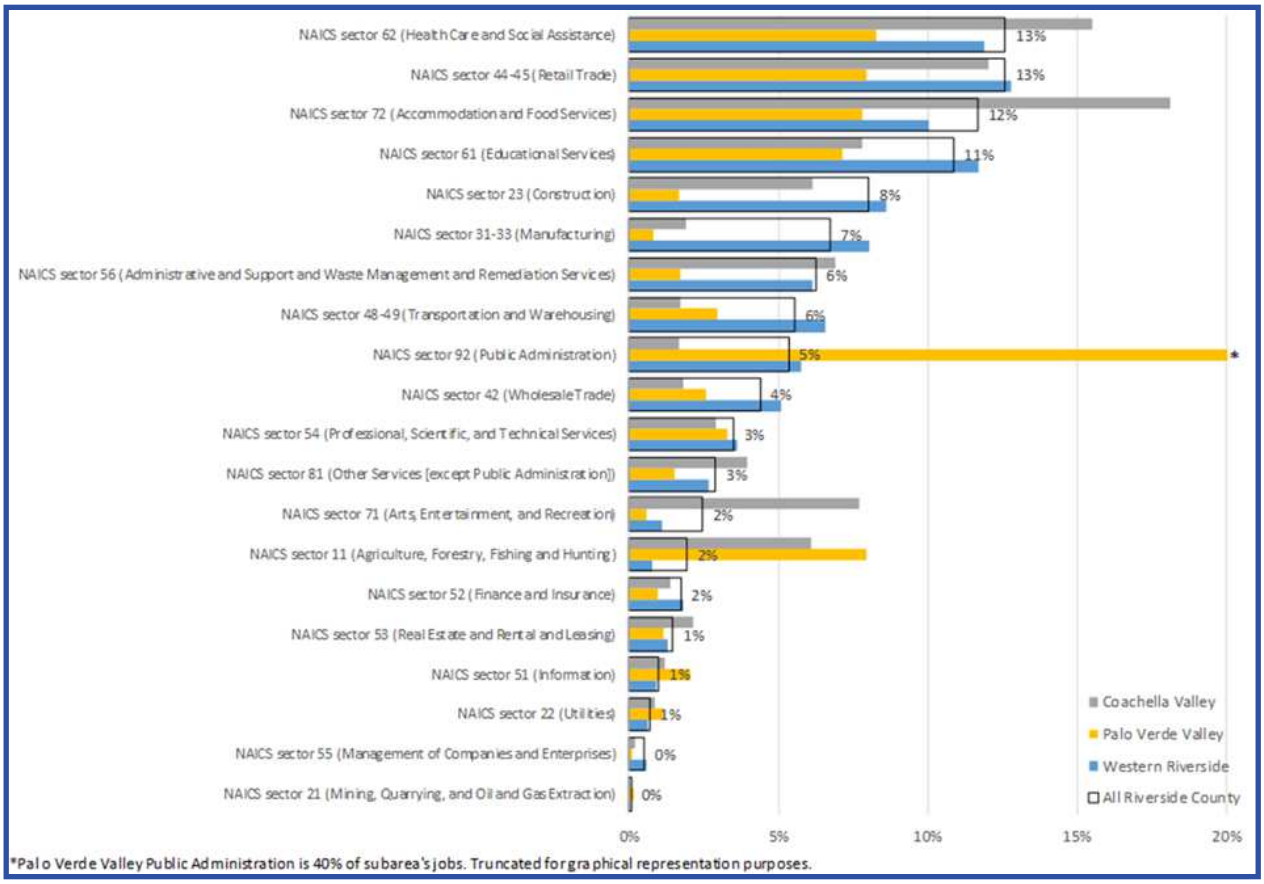
Geography of Jobs

Riverside County has a multi-faceted economy with jobs spread across jurisdictions and subareas. Figure 8 shows the distribution of jobs by industry sector in the County's three subareas relative to the County as a whole. Each of the subareas has a substantial proportion of jobs in the healthcare and social assistance, retail trade, and accommodation and food services sectors. They all also have lower proportions of jobs in the mining, management, and utilities sectors. At the same time, there are several distinctions.

Western Riverside County includes the large majority of jobs in the County, so its industry concentrations are most close to the County as a whole. However, its industry concentrations show that it is the key County subarea for the transportation and warehousing, wholesale trade, construction, and manufacturing sectors. This is reflective of its location in the regional and State economy and its interconnectivity to the Ports of Los Angeles and Long Beach, and the larger Southern California economy through major transportation infrastructure.

The Coachella Valley also has a distinctive economy with a particularly strong tourism/visitor sector. As a result, it has particularly high concentrations in accommodation and food services and arts and entertainment sectors. Palo Verde Valley is a smaller scale economy dominated by the public administration sector that represents 40% of its current jobs base.

Figure 8 – Subarea Percent of Jobs by Sector



*Palo Verde Valley Public Administration is 40% of subarea's jobs. Truncated for graphical representation purposes.

Figure 9 illustrates the concentration of all primary jobs[4] in Riverside County with labels indicating the largest employers in the County. This "heat map" – with an ordering from relatively high to relatively low (red, to yellow, to purple, to blue) - indicates the broad geographic distribution of jobs throughout the County, as well as places with particular concentrations. For example, as shown, in absolute terms, the areas in and around and between the Cities of Riverside and Corona and in the Murrieta/Temecula area have the highest concentration of jobs. At the same time, there are also significant concentrations in the Moreno Valley/Perris area, in Hemet, in multiple locations within Coachella Valley, and in Blythe. As also shown, the largest employers in the County include the school districts and other public administration agencies, medical centers, and, in Coachella Valley, the resort/casino/hospitality employers.

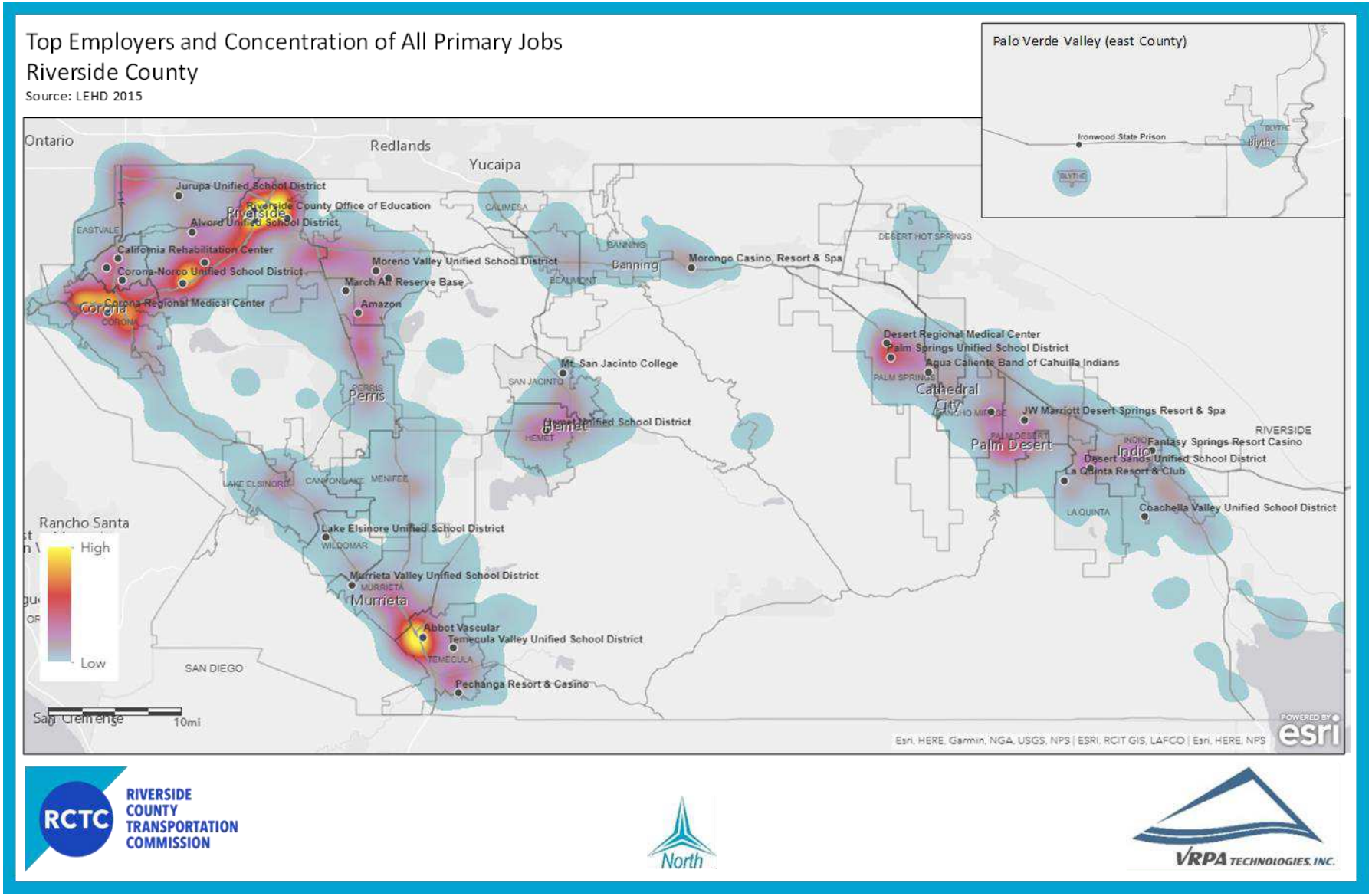
Riverside County has a dispersed and multi-nodal jobs distribution. This is consistent with the analysis and observations of the UC Riverside Forecasting Center that indicated that a lower proportion of Riverside County jobs proximate to its largest job center (the City of Riverside), relative to other counties. This pattern of jobs distribution, which is expected to continue into the future, has direct implications for current and future transportation needs and, arguably, makes the development of an effective Countywide transportation program more challenging than in other counties.

Considering the distribution of jobs in particular industry sectors shows the degree to which different sectors cluster in particular locations. Figure 10 shows the concentration of jobs in Riverside County for transportation and warehousing jobs. This is a large industry sector in the County that has driven a lot of the County's recent economic growth and has particular transportation infrastructure needs. As shown, these jobs are particularly clustered in Western Riverside County, in and around Jurupa Valley, the Cities of Riverside, Moreno Valley, and Perris, along the key transportation corridors. There are also smaller clusters elsewhere in the County.

Figure 11 shows the concentration of jobs in the County for professional, scientific, and technical services. Jobs in this industry sector often provide higher paying jobs for skilled workers, often requiring office/Research and Development buildings, and, in some cases, suitable for location in transit-served areas. These jobs have a different pattern of location from the transportation and warehousing sector with the strongest concentrations in and between the Cities of Riverside and Corona, as well as in Temecula and Jurupa Valley in Western Riverside County. There are smaller clusters throughout the Coachella Valley, including Palm Springs and Palm Desert. Finally, Figure 12 shows the distribution of County employed residents, providing a comparison point to Figure 9 and the distribution of County jobs (a critical relationship discussed further in the following section on commute patterns).

[4] *The dominant (or primary) job for an individual is defined as the job that earned the individual the most money.*

Figure 9 – Concentration of Transportation and Warehousing Jobs in Riverside County



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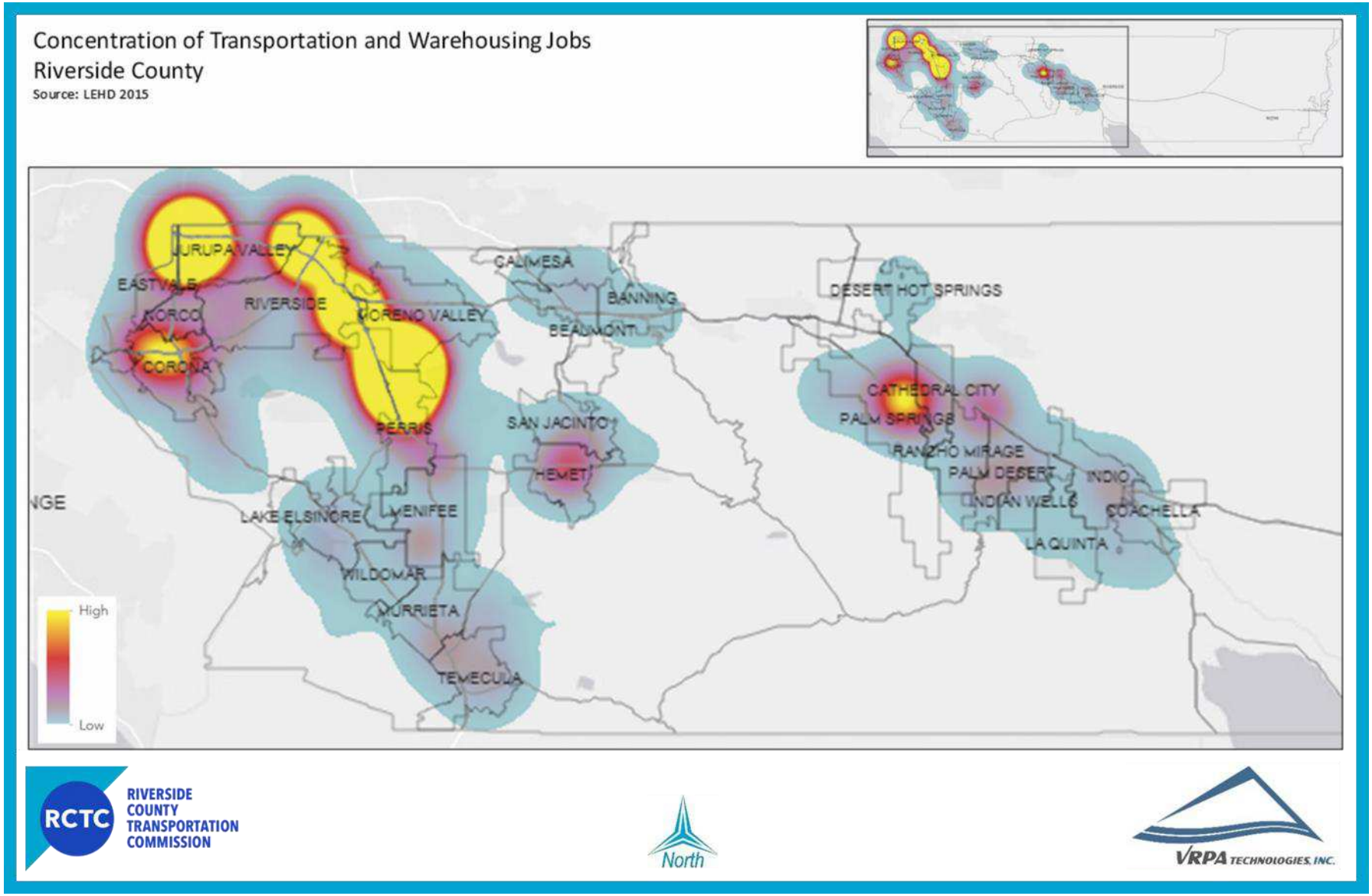


Figure 11 – Concentration of Professional, Scientific, Technical Services Job in Riverside County

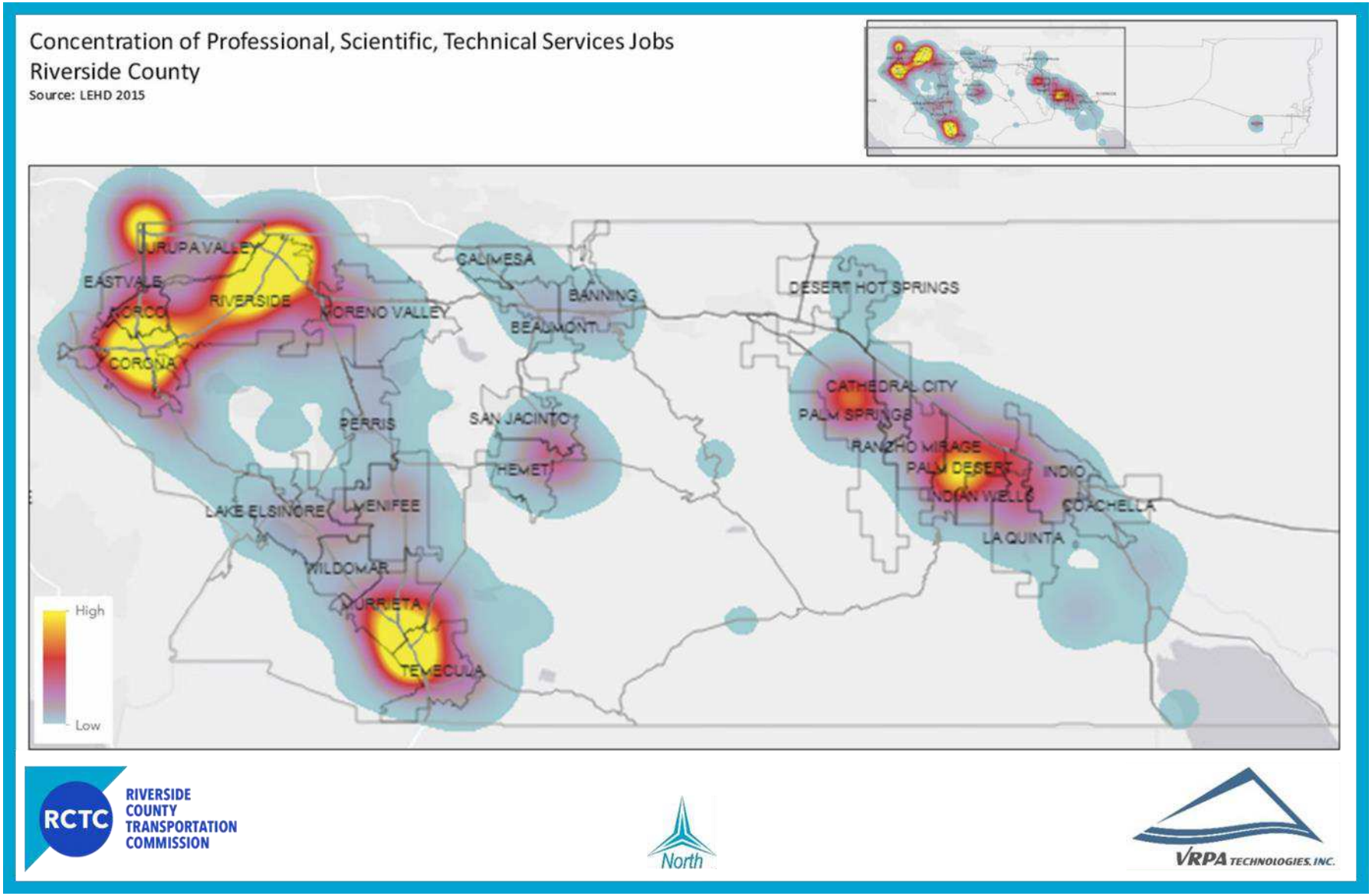
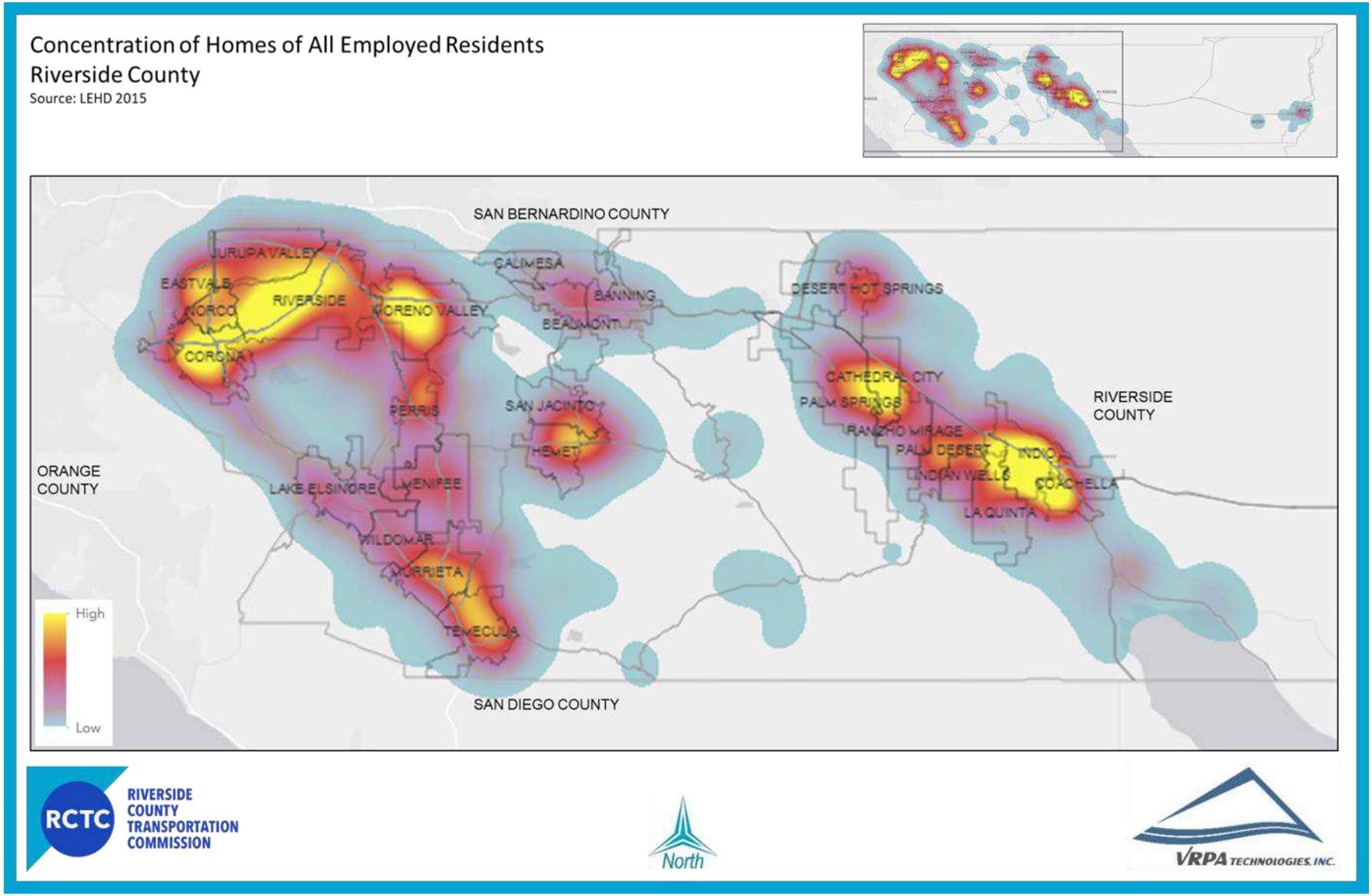


Figure 12 – Concentration of Homes of All Employed Residents in Riverside County



Workspace Real Estate Development

The development of workspace provides another indication of the distribution of economic activity and jobs. Workspace development – generally divided into office, retail, and industrial space – responds to market demands and reflects historic, current, and expected near-term market trends. Over time, demand for different types of workspace can accelerate, diminish, or shift. The current state of demand can generally be seen by looking at the historic workspace development construction trends, actual and changes in vacancy rates and lease rates, as well as information about building re-use and rehabilitation.

Table 11 provides 2017 information on private workspace inventory for the County and its three subareas, as well as average lease rates and vacancy rates. It also indicates the change in average lease rates and vacancy rates between years 2006 and 2017. As shown, Riverside County, as a whole, has a substantially different distribution of workspace. In the State of California, about 25% of workspace is office, 30% is retail, and 45% is industrial. In contrast, Riverside County's 205 million square feet of industrial space represents a substantially higher 60% of the County total, while the County's 35.2 million square feet of office space represents a substantially lower proportion, and the County's 100 million square feet of retail space represents 30% of the total. Controlling for relative population, the per capita office development is less than half in the State average in Riverside County, consistent for retail development, and above average for industrial. Western Riverside County has a higher industrial space per capita than the County and State averages, while the Coachella Valley has substantially more retail development per capita than both the County and State averages.

As with jobs, Western Riverside County provides the majority of the workspace in the County, though the concentration of industrial space is especially high at 90% of the County total compared to 75% of the office space and 70% of the retail space. Western Riverside County's workspace distribution is 10% office space, 25% retail space, and 65% industrial space, reflecting its substantial inventory of warehouse and distribution and other industrial space.

The Coachella Valley has a significantly different distribution with 20% office space, 60% retail space, and 20% industrial space, reflecting its strong visitor economy. The Palo Verde Valley private workspace inventory is more modest in scale and is predominantly retail.

The percentage growth in inventory in all workspace categories since 2006 has been substantially higher in Riverside County than in the State of California as a whole. Industrial development, in particular, grew by 40% in this period, almost five times the growth in the State as a whole. The growth in retail and office space grew about three times the percentage growth in California. For industrial development, this reflects the boom in logistics and distribution space in Riverside County at a time when new industrial development is modest in much of the State. The higher growth in retail space likely reflects the relatively higher population growth in the County relative to the State as a whole, though many retail formats are struggling throughout the State as an increasing proportion of consumer expenditures shift to online shopping. The greater proportionate growth in office development may also represent a response to the increasing County population and the need for a range of professional and other services. Still, the overall level of office development in the County remains low as a proportion of total development.

Table 11 – Real Estate Historical Market Conditions

Land Use	California			Riverside County			Western Riverside Subarea			Coachella Valley Subarea			Palo Verde Valley Subarea		
	Metric 2017	%	% Ch. '06-'07	Metric 2017	%	% Ch. '06-'07	Metric 2017	%	% Ch. '06-'07	Metric 2017	%	% Ch. '06-'07	Metric 2017	%	% Ch. '06-'07
Inventory (Sq.Ft.)															
Office	1.47 Billion	24%	7.3%	35,239,663	10%	23.7%	26,524,404	9%	27.2%	8,431,918	19%	14.7%	66,304	6%	0.0%
Retail	1.73 Billion	28%	5.5%	100,650,299	30%	14.3%	71,049,768	25%	13.8%	26,812,075	59%	17.1%	819,126	76%	3.8%
Industrial	2.97 Billion	48%	8.4%	204,658,575	60%	39.5%	182,916,634	65%	43.3%	9,985,266	22%	19.7%	191,436	18%	0.0%
Inventory (Sq.Ft.)/Per Resident															
Office	37.2			14.7			16.3			22.0			3.4		
Retail	43.8			41.7			43.7			69.8			42.2		
Industrial	75.1			84.7			112.5			26.0			9.9		
Vacancy Rate															
Office	9.1%		-0.6%	8.1%		0.7%	7.5%		0.9%	9.6%		1.3%	3.4%		-0.1%
Retail	4.4%		0.8%	7.0%		0.4%	5.6%		0.6%	10.3%		-0.6%	8.5%		-3.1%
Industrial	3.5%		-2.0%	5.0%		-1.0%	4.8%		-1.3%	3.8%		-3.3%	12.0%		5.2%
Rent/ Sq.Ft.															
Office	$32.68		17.7%	$22.47		-11.5%	$20.37		-12.0%	$20.80		-28.7%	$18.90		16.7%
Retail (NNN)	$23.03		-10.6%	$18.09		-17.9%	$18.12		-14.0%	$17.92		-22.9%	$10.11		-40.5%
Industrial (NNN)	$9.39		37.3%	$7.17		8.3%	$5.90		-0.3%	$20.63		86.7%	N/A		N/A

Source: CoStar

Commute Patterns

Inter County Commute Patterns

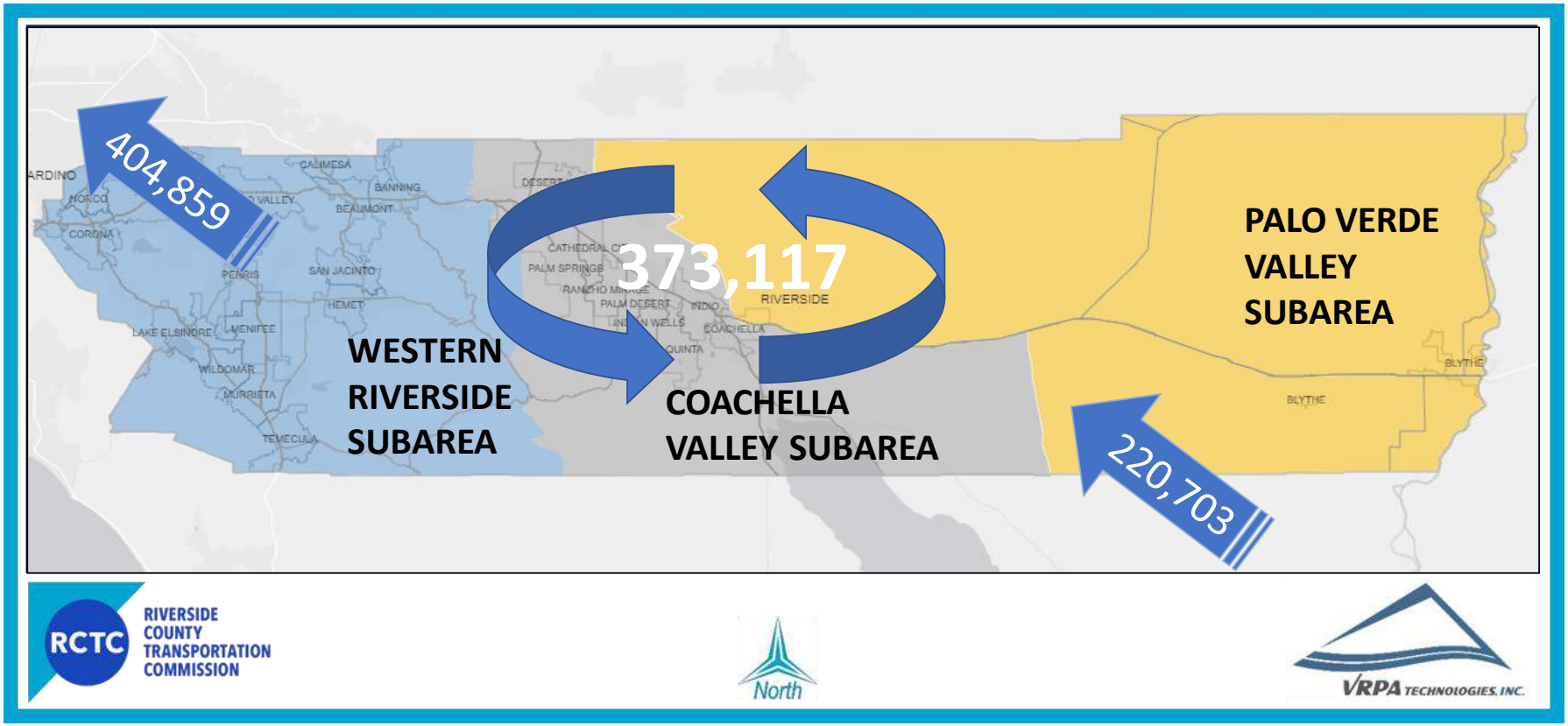
The commute patterns for Riverside County reveal that its workforce is integral to the larger region. As shown in Figure 13 and Table 12, of the 593,000 jobs in the County (based on US Census data), about 373,000 jobs (63%) are filled by County residents and 220,000 jobs (37%) are filled by in-commuters residing in other counties. Of the 778,000 employed residents living in Riverside County, 405,000 (52%) of them out-commute to other counties for their jobs, while 373,000 of them (48%) have jobs located in the County. Overall, there are 625,000 inter-County commuters (both in-commuters and out-commuters) with a net outflow of 185,000 persons. The level of in- and out-flow is substantially larger for Western Riverside County than the Coachella Valley due to its location relative to other Counties and their jobs and employed residents.

In a large metropolitan area like Southern California, substantial inflows and outflows of workers are not unusual. Orange County, for example, also sees a significant proportion of its jobs filled by in-commuters and a significant proportion of its employed residents commuting out of the County for work. Differences do, however, arise between counties in terms of their relative numbers of jobs and employed residents and their jobs-to-housing ratio. A jobs to employed residence ratio of 1.0 means that there is precise balance between the number of jobs and employed residents, though it can still be accompanied by significant inflows and outflows of commuters. A jobs to employed residents balance of above 1.0, means that the County (jurisdiction) is a net provider of jobs, while below means the County is net provider of workers.

As shown in Table 12, Riverside County has the lowest jobs to employed resident ratio of 0.76 of the SCAG counties. The County of Los Angeles's ratio is slightly above 1.0, Orange County's is 1.12, and San Bernardino, Imperial and Ventura Counties are between 0.8 and 0.9. These differences, which are consistent with the differences in the jobs-housing ratio, are reflective of the relative roles of Orange County and Los Angeles County as job centers and the greater role of the other counties as places of residence. A move over time towards a greater balance between jobs and employed residents doesn't necessarily reduce inter-County commuting, though when the jobs attracted are suitable for employed residents, decisions on where to work can change and distance of commutes can be reduced.

As shown in Table 13, based on US Census data, of the in-commuters who work in the county, 51% work in non-goods producing and non-trade sectors (these sectors include professional services, health care, and public administration), 25% work in trade sectors, and 18% work in goods-producing sectors. About 38% of these jobs pay more than $3,333 each month ($40,000 annually). For out-commuters, there was a higher percentage in the services sector (57% relative to 51%) and a higher proportion of workers receiving more than $40,000 annually (47% relative to 38%).

Figure 13 – Riverside County Inflow/Outflow, 2015



Note: Of the 593,820 jobs in Riverside County (based on US Census data), 373,117 jobs (63%) are filled by County residents and 220,703 jobs (37%) are filled by in-commuters residing in other counties. Of the 777,976 employed residents living in Riverside County, 404,859 (52%) of them out-commute to other counties for their jobs, while 373,117 of them (48%) have jobs located in the County

Table 12 – County and Subarea Commute Inflow/Outflow, 2015

Education Level of 18+	Employed Residents	Employed Residents		Employment Commute Patterns						
		Working in the Jurisdiction		Total	Inflow		Outflow	Occupied Units	Jobs/ Housing	Jobs/ Emp. Resident
		#	%		#	%	#			
Riverside County	**777,976**	**373,117**	**62.8%**	**593,820**	**220,703**	**37.2%**	**404,859**	**707,485**	**0.84**	**0.76**
Subareas										
Palo Verde Valley	7,294	3,418	49.7%	6,872	3,454	50.3%	3,876	N/A	N/A	0.94
Coachella Valley	136,443	85,507	70.4%	121,494	35,987	29.6%	50,936	N/A	N/A	0.89
Western Riverside	634,239	265,241	57.0%	465,478	200,237	43.0%	368,998	N/A	N/A	0.73
Other Counties										
Orange County	1,290,523	843,337	58.4%	1,443,968	600,631	41.6%	447,186	1,016,793	1.42	1.12
Los Angeles County	3,736,504	3,029,802	77.1%	3,928,040	898,238	22.9%	706,702	3,288,948	1.19	1.05
Ventura County	321,759	158,462	61.5%	257,587	99,125	38.5%	163,297	271,593	0.95	0.80
Imperial County	60,283	40,681	77.7%	52,325	11,644	22.3%	19,602	49,722	1.05	0.87
San Bernardino County	719,501	342,210	54.2%	631,347	289,137	45.8%	377,291	626,262	1.01	0.88

Source: OntheMap LEHD, 2015; Department of Finance

Table 13 – Major Job Categories and Monthly Earnings Categories by Subarea, 2016

Education Level of 18+	Riverside		Palo Verde Valley		Coachella Valley		Western Riverside	
	Inflow	Outflow	Inflow	Outflow	Inflow	Outflow	Inflow	Outflow
Industry Segment								
Goods Producing	**18%**	**18%**	7%	17%	14%	14%	18%	18%
Trade, Transportation, Utilities	**31%**	**25%**	11%	27%	26%	28%	32%	25%
All Other Services	**51%**	**57%**	81%	56%	60%	58%	50%	57%
Total	**100%**	**100%**	100%	100%	100%	100%	100%	100%
Earnings								
<$1,250	**22%**	**18%**	10%	27%	24%	24%	22%	18%
$1,251 to $3,333	**40%**	**35%**	19%	40%	43%	39%	39%	34%
$3,333+	**38%**	**47%**	72%	33%	32%	37%	39%	48%
Total	**100%**	**100%**	100%	100%	100%	100%	100%	100%

Source: OntheMap LEHD, 2015

Subarea Commute Patterns

Table 12 also shows the commute patterns within the County amongst the three subareas. The Coachella Valley is relatively self-contained, with 70.4% of the jobs held by subarea employed residents, relative to 57% of the jobs in Western Riverside County, and 50% in Palo Verde Valley. As noted above, Western Riverside County's proportionate capture of employed residents is similar to that of Orange County and San Bernardino County. Table 14 through Table 16 provide additional information on the commute patterns of the three subareas.

As shown in Table 14, about 58% of the jobs (265,000 jobs) in Western Riverside County are held by Western Riverside County residents with the largest numbers of these workers residing in the Cities of Riverside, Corona, Menifee, Temecula, and Moreno Valley. The remaining 196,565 jobs were held by workers predominantly residing in a combination of cities in Los Angeles, Orange, San Diego, and San Bernardino Counties. Of the 265,000 employed residents working in Western Riverside County, the largest number of jobs were in the Cities of Riverside, Corona, Temecula, and Moreno Valley. Western Riverside County employed residents out-commuted to a broad range of cities in nearby Counties. Overall, there were substantial net out-commutes (out-commuters minus in-commuters) from Western Riverside County to the Cities of Los Angeles, San Bernardino, Ontario, Anaheim, Irvine, Santa Ana, Rancho Cucamonga, and San Diego. Within Western Riverside County, the Cities of Riverside, Corona, and Temecula were the only cities that provided substantially more jobs than employed residents.

The Coachella Valley (Table 15) is somewhat more self-contained with about 76% of the jobs held by Coachella Valley residents and about 67.5% of Coachella Valley employed residents working in the Coachella Valley. Jobs are geographically distributed also, though Palm Springs, Palm Desert, and Rancho Mirage provide a greater number of jobs relative to employed residents. Out-commuters from the Coachella Valley primarily commute to jobs in Western Riverside County Cities and the Cities of Los Angeles and San Diego.

As seen in Table 16, jobs in the Palo Verde Valley are held by about 53% employed residents and 47% in-commuters. In-commuters tend to come from within Riverside County. Out-commuters work in Ehrenberg, Arizona, which borders the City of Blythe.

Table 14 – Western Riverside County Commute Pattern Data, 2015

Where Workers Live Who are Employed in the Western Riverside Subarea			Where Workers are Employed Who Live in the Western Riverside Subarea		
Jurisdiction	**#**	**%**	**Jurisdiction**	**#**	**%**
Workers Living in the Western Riverside Subarea			**Workers Employed in the Western Riverside Subarea**		
Jurupa Valley	11,655	2.5%	Jurupa Valley	11,198	1.8%
Eastvale	4,559	1.0%	Eastvale	2,550	0.4%
Norco	3,269	0.7%	Norco	6,532	1.0%
Riverside	50,302	10.8%	Riverside	72,275	11.4%
Corona	19,261	4.1%	Corona	29,896	4.7%
Moreno Valley	29,195	6.3%	Moreno Valley	20,134	3.2%
Calimesa	803	0.2%	Calimesa	492	0.1%
Banning	4,055	0.9%	Banning	2,811	0.4%
Beaumont	5,160	1.1%	Beaumont	3,075	0.5%
Perris	10,628	2.3%	Perris	10,614	1.7%
San Jacinto	7,578	1.6%	San Jacinto	4,965	0.8%
Hemet	12,927	2.8%	Hemet	13,080	2.1%
Canyon Lake	1,922	0.4%	Canyon Lake	933	0.1%
Menifee	12,794	2.7%	Menifee	7,101	1.1%
Lake Elsinore	8,635	1.9%	Lake Elsinore	7,860	1.2%
Wildomar	5,734	1.2%	Wildomar	2,754	0.4%
Murrieta	17,158	3.7%	Murrieta	15,819	2.5%
Temecula	17,593	3.8%	Temecula	30,479	4.8%
All Other Locations	42,013	9.0%	All Other Locations	22,673	3.6%
East Hemet	3,672	0.8%	**Subtotal**	**265,241**	**41.8%**
Subtotal	**268,913**	**57.8%**	**Workers Employed Outside the Western Riverside Subarea**		
Workers Living Outside the Western Riverside Subarea			Los Angeles	25,137	4.0%
Los Angeles	11,736	2.5%	San Bernardino	20,104	3.2%
Fontana	8,483	1.8%	San Diego	18,634	2.9%
San Bernardino	8,329	1.8%	Ontario	17,669	2.8%
San Diego	6,380	1.4%	Irvine	14,272	2.3%
Ontario	5,484	1.2%	Anaheim	13,971	2.2%
Anaheim	5,261	1.1%	Santa Ana	11,169	1.8%
Rancho Cucamonga	5,095	1.1%	Rancho Cucamonga	10,424	1.6%
Rialto	4,687	1.0%	Fontana	8,532	1.3%
All Other Locations	141,110	30.3%	All Other Locations	229,086	36.1%
Subtotal	**196,565**	**42.2%**	**Subtotal**	**368,998**	**58.2%**
Number of Jobs	**465,478**	**100.0%**	**Employed Residents**	**634,239**	**100.0%**

Source: OntheMap LEHD, 2015

Table 15 – Coachella Valley Commute Patterns, 2015

Where Workers Live Who are Employed in the Coachella Valley Subarea			Where Workers are Employed Who Live in the Coachella Valley Subarea		
Jurisdiction	**#**	**%**	**Jurisdiction**	**#**	**%**
Workers Living in the Coachella Valley Subarea			**Workers Employed in the Coachella Valley Subarea**		
Desert Hot Springs	4,995	4.1%	Desert Hot Springs	1,719	1.3%
Cathedral City	11,691	9.6%	Cathedral City	4,984	3.7%
Palm Desert	9,577	7.9%	Palm Desert	15,756	11.5%
Rancho Mirage	2,533	2.1%	Rancho Mirage	9,063	6.6%
Palm Springs	8,145	6.7%	Palm Springs	16,031	11.7%
Indian Wells	671	0.6%	Indian Wells	2,616	1.9%
Indio	18,166	15.0%	Indio	10,150	7.4%
La Quinta	8,295	6.8%	La Quinta	7,999	5.9%
Coachella	10,141	8.3%	Coachella	5,377	3.9%
Thousand Palms	1,503	1.2%	Thousand Palms	3,072	2.3%
Bermuda Dunes	2,010	1.7%	Thermal	1,940	1.4%
North Shore	744	0.6%	Bermuda Dunes	1,639	1.2%
Mecca	1,450	1.2%	All Other Locations	11,812	8.7%
Garnet	1,131	0.9%	**Subtotal**	**92,158**	**67.5%**
All Other Locations	11,293	9.3%	**Workers Employed Outside the Coachella Valley Subarea**		
Subtotal	**92,345**	**76.0%**	Los Angeles	3,738	2.7%
Workers Living Outside the Coachella Valley Subarea			San Diego	3,183	2.3%
Los Angeles	1,954	1.6%	Riverside	2,828	2.1%
San Diego	1,590	1.3%	Temecula	1,147	0.8%
Yucca Valley	1,286	1.1%	San Bernardino	1,016	0.7%
Riverside	776	0.6%	Irvine	946	0.7%
All Other Locations	23,543	19.4%	All Other Locations	31,427	23.0%
Subtotal	**29,149**	**24.0%**	**Subtotal**	**44,285**	**32.3%**
Number of Jobs	**121,494**	**100.0%**	**Employed Residents**	**136,443**	**100.0%**

Source: OntheMap LEHD, 2015

Table 16 – Palo Verde Valley Commute Patterns, 2015

Where Workers Live Who are Employed in the Palo Verde Valley Subarea			Where Workers are Employed Who Live in the Palo Verde Valley Subarea		
Jurisdiction	**#**	**%**	**Jurisdiction**	**#**	**%**
Workers Living in the Palo Verde Valley Subarea			**Workers Employed in the Palo Verde Valley Subarea**		
Blythe	2,830	41.2%	Blythe	2,873	39.4%
Mesa Verde	143	2.1%	All Other Locations	545	7.5%
Ripley	105	1.5%	**Subtotal**	**3,418**	**46.9%**
All Other Locations	588	8.6%	**Workers Employed Outside the Palo Verde Valley Subarea**		
Subtotal	**3,666**	**53.4%**	Ehrenberg	268	3.7%
Workers Living Outside the Palo Verde Valley Subarea			Los Angeles	244	3.3%
Indio	306	4.5%	Riverside	236	3.2%
La Quinta	143	2.1%	San Diego	194	2.7%
Riverside	138	2.0%	El Centro	118	1.6%
Moreno Valley	113	1.6%	San Bernardino	74	1.0%
San Francisco	89	1.3%	Palm Desert	67	0.9%
San Diego	86	1.3%	Brawley	59	0.8%
Los Angeles	81	1.2%	Palm Springs	57	0.8%
All Other Locations	2,250	32.7%	All Other Locations	2,559	35.1%
Subtotal	**3,206**	**46.7%**	**Subtotal**	**3,876**	**53.1%**
Number of Jobs	**6,872**	**100.0%**	**Employed Residents**	**7,294**	**100.0%**

Source: OntheMap LEHD, 2015

Forecasts

As the region's metropolitan planning organization (MPO), SCAG is responsible for producing socioeconomic estimates and projections that are used for federal and state mandated long-range planning efforts. The latest SCAG forecasts are for the years 2012-2040 period and forecast population, households, and jobs. This forecast reflects SCAG's "preferred Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) scenario".[5] SCAG's preferred scenario accounts for future regional growth that coordinates with transportation system improvements of the approved 2016 RTP/SCS, as well as anticipated new transportation projects planned by the region's transportation commissions, local agencies, and transit providers. This approach looks at the region as a whole and considers population and employment growth from a regional perspective, meanwhile accounting for subregional investments and circumstances.

[5] *http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_04_CreatingAPlanForOurFuture.pdf*

Figure 14 is a SCAG map that shows the forecasted employment change for the entire SCAG region. As shown, major concentrations of growth are expected to occur in Los Angeles County, Orange County, San Bernardino County, and Riverside County (including Western Riverside County and the Coachella Valley).

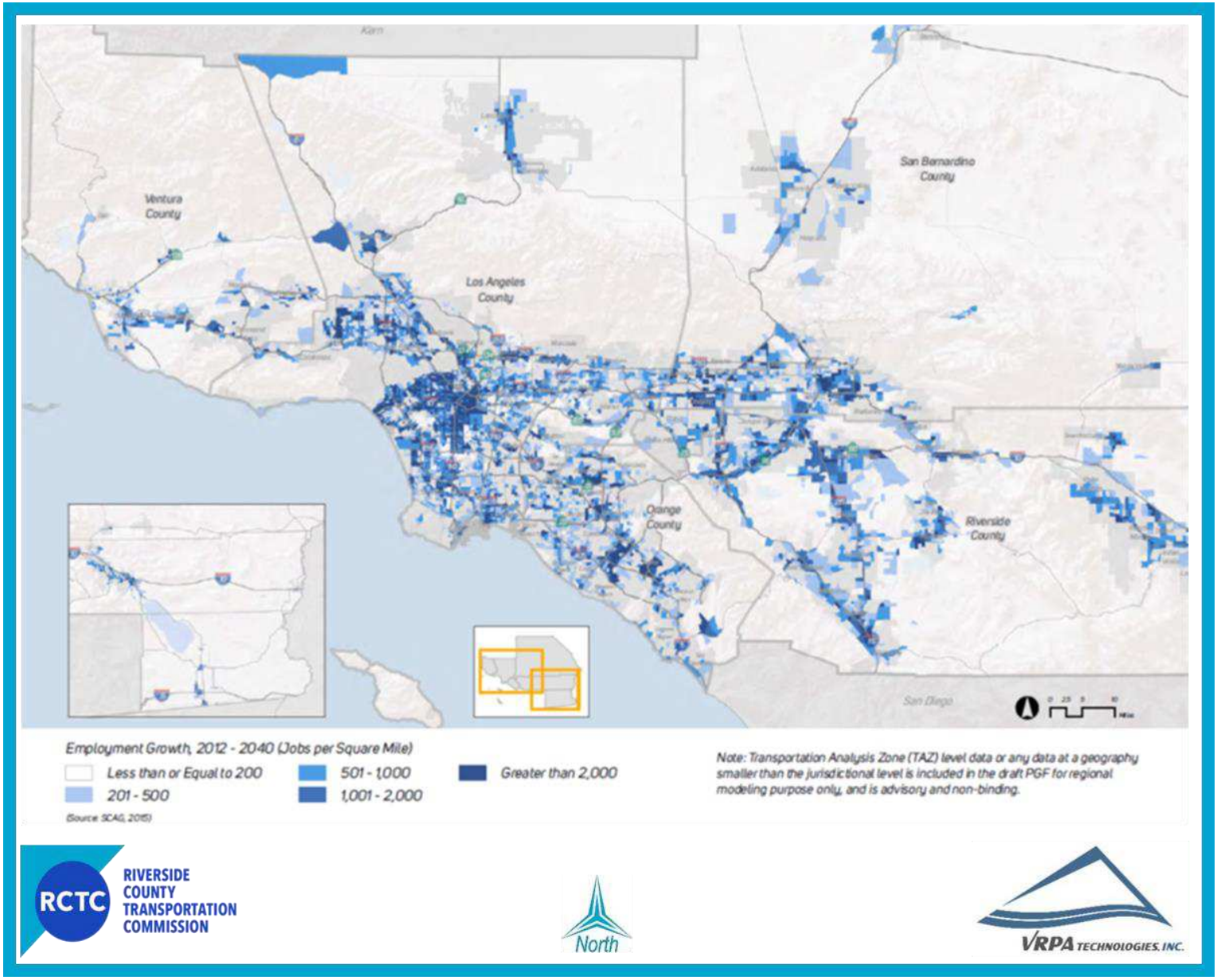
Table 17 and Table 18 summarize SCAG's population, household, and employment (jobs) forecast for 2012-2040. As shown, Riverside County is expected to grow by about 42% (approximately 938,600 residents), to a population of 3.18 million over this period; an annual average growth of 33,500 residents each year. This represents a substantial amount of growth, similar in absolute terms to the last 28 years (1990 – 2018), but more modest in terms of proportional growth. Of the three subareas, Coachella Valley cities are expected to grow the most relative to their current population size.

Table 18 shows that jobs in Riverside County are expected to increase substantially by 2040. A total of 557,700 net new jobs are forecast to be added between years 2012 and 2040, an annual average increase of 20,000 jobs and an overall increase of 90 percent. Of this total, about 343,000 net new jobs are expected in Western Riverside County, 122,800 jobs in the Coachella Valley, and 89,000 jobs in unincorporated portions of the county. Generally consistent with the population growth forecast, a total of about 360,000 new households are forecast, an annual average increase of 12,900 jobs and an increase of 52%.

Significantly, these forecasts show a substantially higher pace of job growth relative to population and household growth. These SCAG forecasts indicate a net attraction of new businesses and economic activity over-and-above those directly driven by increases in resident expenditures. In 2012 the jobs-to-housing ratio was about 0.9. This is relative to a current regional jobs-to-housing ratio of over 1.25. Between years 2012 and 2040, the SCAG forecasts for Riverside County indicate a growth in jobs and households representing a 1.55 jobs to housing ratio during this period. When combined with the current 2012 jobs and household, these forecasts result in a significant increase in the overall County jobs to housing ratio to 1.1 by 2040 (Table 18).

Table 19 shows the SCAG job forecasts for Riverside County by jurisdiction. As shown, the majority of growth is spread across the cities and unincorporated areas in Western Riverside County and the Coachella Valley. In terms of absolute growth, the Cities of Riverside and Moreno Valley are both expected to attract over 50,000 net new jobs. The Cities of Indio, Coachella, Corona, Hemet, Murrieta, and Temecula are all also expected to attract over 20,000 new jobs between years 2012 and 2040. In terms of proportionate growth, the cites of Desert Hot Springs, Coachella, Beaumont, Calimesa, Lake Elsinore, and Moreno Valley, San Jacinto, and Wildomar are all expected to see job growth of over 150% through year 2040.

Figure 14 – SCAG Region Employment Change, 2012-2040



Source: SCAG

Table 17 – Population Projections by Subarea, 2012-2040

Area	Population				
	2012	2040	%	Change	% Ch.
Palo Verde Valley	20,000	24,600	1%	4,600	23%
Coachella Valley	357,600	595,100	19%	237,500	62%
Western Riverside	1,508,000	2,060,800	65%	552,800	37%
Other	359,500	503,200	16%	143,700	40%
Total	**2,245,100**	**3,183,700**	**100%**	**938,600**	**42%**

Source: 2016-2040 RTP/SCS SCAG Projections

Table 18 – Job Projection by Subarea, 2012-2040

Area	Employment					Household			
	2012	2040	%	Change	% Ch.	2012	2040	Change	% Ch.
Palo Verde Valley	3,700	6,600	1%	2,900	78%	4,500	6,200	1,700	38%
Coachella Valley	130,900	253,700	22%	122,800	92%	132,100	227,100	95,000	72%
Western Riverside	410,800	753,800	64%	343,000	83%	445,100	656,000	210,900	47%
Other	71,200	160,200	14%	89,000	125%	112,700	165,000	52,300	46%
Total	**616,600**	**1,174,300**	**100%**	**557,700**	**90%**	**694,400**	**1,054,300**	**359,900**	**52%**

Source: 2016-2040 RTP/SCS SCAG Projections

Table 19 – SCAG Region Employment Growth by City, 2015-2040

City	Employment			
	2012	2040	Change	% Change
Palo Verde Valley				
Blythe	3,700	6,600	2,900	78%
Coachella Valley				
Desert Hot Springs	3,700	12,900	9,200	249%
Cathedral City	10,800	21,200	10,400	96%
Palm Springs	26,300	45,800	19,500	74%
Palm Desert	36,900	53,600	16,700	45%
Rancho Mirage	12,300	20,500	8,200	67%
Indian Wells	4,000	7,000	3,000	75%
Indio	16,000	36,800	20,800	130%
La Quinta	12,400	21,500	9,100	73%
Coachella	8,500	34,400	25,900	305%
Subtotal	**130,900**	**253,700**	**122,800**	**94%**
Western Riverside				
Banning	7,300	14,200	6,900	95%
Beaumont	5,900	18,000	12,100	205%
Calimesa	1,300	5,900	4,600	354%
Canyon Lake	1,200	2,700	1,500	125%
Corona	66,400	88,400	22,000	33%
Eastvale	4,300	9,800	5,500	128%
Hemet	21,000	45,500	24,500	117%
Lake Elsinore	11,800	31,700	19,900	169%
Menifee	10,300	23,500	13,200	128%

Table 19 - SCAG Region Employment Growth by City, 2015-2040 (continued)

City	Employment			
	2012	2040	Change	% Change
Western Riverside				
Moreno Valley	31,400	83,200	51,800	165%
Murrieta	23,200	45,100	21,900	94%
Norco	13,200	25,700	12,500	95%
Perris	15,100	32,200	17,100	113%
Riverside	120,000	200,500	80,500	67%
San Jacinto	5,900	17,800	11,900	202%
Temecula	43,000	63,500	20,500	48%
Wildomar	5,000	13,500	8,500	170%
Jurupa Valley	24,500	32,600	8,100	33%
Subtotal	**410,800**	**753,800**	**343,000**	**83%**
Other				
March JPA	700	3,600	2,900	414%
Unincorporated	70,500	156,600	86,100	122%
Subtotal	**71,200**	**160,200**	**89,000**	**125%**
Total	**616,600**	**1,174,300**	**557,700**	**90%**

Source: 2016-2040 RTP/SCS SCAG Projections

Transit-Oriented and Transit-Potential Areas

The Transit-Oriented Development/High-Quality Transit Areas section indicates the boundaries of plan areas within Riverside County where policies support transit-oriented development, transit potential, and/or activity nodes. Transit-oriented development include transit services, as well as policies that support the intensification of development around them; transit potential cities include cities with supportive policies and where future transit service is expected/possible; and, activity nodes indicate cities with policies that support compact development and pedestrian and bike mobility. The High-Quality Transit Areas identified by SCAG are displayed in Chapter V.

These policies when coupled with the appropriate market conditions (and, in some cases, catalytic public investments) can support the development of new mixed-use districts that can both act to reduce automobile travel and congestion, but also to attract households and businesses interested in this type of environment.

For the identified cities and areas (transit-oriented and transit potential), Table 20 provides Census estimates of the number of households and median household income for each of the identified plan areas/nodes. Table 21 provides a summary of workspace inventory (office, retail, and industrial) and the number of multi-family units from CoStar[6] data for the same areas.

The following narrative provides a brief description of each plan area (by City) along with the corresponding demographic and real estate data. These areas have the greatest potential to bring the transit/walkable area economic development benefits described earlier in this section.

Corona

Corona currently has two Metrolink stations, the North Main Station and the West Corona Station, both of which are owned and operated by RCTC. The North Main Station is located just north of the Downtown area and the West Corona Station is located in another activity node with office and industrial surrounding land uses. The North Main Station Area and Downtown Area are located roughly one-half mile apart, divided by SR-91. The Downtown Specific Plan area is currently developed with a mix of uses including 460,000 square feet of office space, 630,000 square feet of retail space, 80,000 square feet of industrial space and 1,500 households (see line item entitled Corona Mixed Use Downtown). The North Main Street Specific Plan (see line item entitled Corona Mixed Use 1) is currently developed with 95% industrial uses. The City envisions more intensified future development in the station area and has allowed for increased density of up to 60 units per acre and 2.0 Floor Area Ratio (FAR). While Corona's Downtown and adjacent North Main Street Station Specific Plan Areas encourage mixed-use development and alternative travel modes, it will likely take time to coordinate and implement these plans. The North Main Street Area in particular will need to undergo a major transformation from industrial uses into diversified and intensified transit-oriented development.

[6] *CoStar is a commercial real estate firm which develops and maintains a comprehensive database on commercial properties. A full company profile can be found at Co.Star.com.*

Table 20 – Plan Area and Demographics

City / Plan Area	Transit Policy Class	Number of Households (2017)	Median Household Income
Corona			
Corona Mixed Use Downtown [1]	Transit Oriented	1,518	$38,945
Corona Mixed Use [1]	Transit Oriented	2	$42,500
Hemet			
Hemet Mixed Use Area Around Future Metrolink	Transit Potential	N/A	N/A
Hemet Mixed Use	Transit Potential	88	$26,329
Jurupa Valley			
Jurupa Valley Rubidoux Village Center Overlay	Transit Potential	61	$38,078
Jurupa Valley Pedley Village Overlay	Transit Potential	36	$55,981
Jurupa Valley Glen Avon [1]	Transit Potential	968	$50,086
Perris			
Perris Downtown Specific Plan	Transit Potential	1,622	$36,858
Riverside			
Riverside Mixed Use Urban	Transit Oriented	380	$19,263
Riverside Downtown Specific Plan	Transit Oriented	1,863	$32,058
Riverside Western Mixed Use Areas [2]	Transit Oriented	16,003	$51,187
Temecula			
Temecula Jefferson Ave Specific Plan	Transit Potential	11	$171,824
Temecula Old Town Specific Plan	Transit Potential	292	$36,384
Palm Desert			
Palm Desert University Area	Transit Potential	194	$84,410
Palm Desert Downtown	Transit Potential	2,254	$35,545
Sub-Total / Wght. Average Plan Areas		**25,292**	**$46,233**
Riverside County Total		**741,071**	**$60,180**

[1] A 0.5-mile radius was drawn about the center of the plan areas

[2] A custom polygon was drawn about the outer corners of the mixed-use areas along Magnolia Ave.

Source: ESRI

Table 21 – Plan Area Real Estate Conditions

City / Plan Area	Transit Policy Class	Real Estate Inventory (Sq.Ft.)				Share Industrial	Number of Multifamily Units
		Office	Retail	Industrial	Total Non-Residential		
Corona							
Corona Mixed Use Downtown [1]	Transit Oriented	457,794	630,421	81,404	1,169,619	7%	547
Corona Mixed Use [1]	Transit Oriented	N/A	5,229	102,878	108,107	95%	N/A
Hemet							
Hemet Mixed Use Area Around Future Metrolink	Transit Potential	N/A	N/A	N/A	0	N/A	N/A
Hemet Mixed Use	Transit Potential	123,860	442,624	226,619	793,103	29%	46
Jurupa Valley							
Jurupa Valley Rubidoux Village Center Overlay	Transit Potential	81,467	253,826	19,674	354,967	6%	43
Jurupa Valley Pedley Village Overlay	Transit Potential	28,009	143,389	2,000	173,398	1%	N/A
Jurupa Valley Glen Avon [1]	Transit Potential	10,157	96,570	N/A	106,727	N/A	529
Perris							
Perris Downtown Specific Plan	Transit Potential	154,627	480,032	301,022	935,681	32%	926
Riverside							
Riverside Mixed Use Urban	Transit Oriented	32,104	933,140	76,256	1,041,500	7%	786
Riverside Downtown Specific Plan	Transit Oriented	3,199,649	893,329	407,927	4,500,905	9%	781
Riverside Western Mixed Use Areas [2]	Transit Oriented	2,645,518	6,624,303	511,111	9,780,932	5%	9,423
Temecula							
Temecula Jefferson Ave Specific Plan	Transit Potential	890,775	980,414	1,155,710	3,026,899	38%	0
Temecula Old Town Specific Plan	Transit Potential	236,016	451,508	88,476	776,000	11%	534
Palm Desert							
Palm Desert University Area	Transit Potential	310,607	146,940	19,623	477,170	4%	260
Palm Desert Downtown	Transit Potential	1,254,824	3,732,820	N/A	4,987,644	N/A	1,231
Sub-Total / Wght. Average Plan Areas	**N/A**	**9,425,407**	**15,814,545**	**2,992,700**	**28,232,652**	**11%**	**15,106**
Plan Area as Share of Riverside County		27%	16%	1%	8%		11%
Riverside County Total	**N/A**	**35,208,756**	**100,778,065**	**202,748,154**	**338,734,975**	**60%**	**133,978**

[1] A 0.5-mile radius was drawn about the center of the plan areas

[2] A custom polygon was drawn about the outer corners of the mixed-use areas along Magnolia Ave.

Source: CoStar

Hemet

The City of Hemet has developed transit-supportive policies in anticipation of the future Downtown Hemet Metrolink station (see line item Mixed Use) and another potential station in West Hemet (see line item Mixed Use Area Around Future Metrolink). The future station is planned to be located in the existing Downtown area, which is currently developed with roughly 50% retail uses, 30% industrial uses, and a small amount of office and multifamily uses. The Downtown area includes a portion of existing development along with large parcels of undeveloped or underutilized land to the north. There are currently just 88 households in the specific plan area, but the City envisions transit-oriented mixed-use development and intensified building to support the future Metrolink. The potential station, West Hemet, does not currently have any quantifiable real estate uses. The City aims to establish multimodal transit services to connect the two stations and expand the City's alternative-transportation infrastructure.

Jurupa Valley

The City of Jurupa Valley has identified three existing village centers for intensified development and transit-centric infrastructure improvements. A Metrolink station is located in the Pedley Village Area, which is the City's historic downtown. This specific plan area is currently developed with 82% retail uses, minimal office and industrial uses, and 36 single-family households. The other two identified areas, Rubidoux and Glen Avon, do not have Metrolink stations but have been targeted by the City in their recent General Plan through the use of Village Center Overlays, which encourage infill development and the establishment of town centers. Rubidoux is centered around a main thoroughfare, Mission Boulevard, and has a retail-heavy mix of uses and a small number of existing residents, most of whom live in multifamily buildings. Glen Avon, on the other hand, has roughly 1,000 households and 530 multifamily units, making it the most residential of the three areas. The City envisions that these three activity nodes be redesigned to give greater or equal priority to alternative transportation nodes as to automobile traffic.

Perris

The City of Perris has prepared a Downtown Specific Plan for the existing Metrolink station. The Downtown area currently houses roughly 1,600 households, most of whom live in multifamily buildings. The existing downtown is currently developed at low densities but includes roughly 480,000 square feet of retail space, or roughly 50% of the total, with another 30% industrial space, and the remaining 20% office space. Additionally, the City has a Trail Master Plan that focuses on enhancing the City's pedestrian and bicycle networks.

Riverside

There are three existing Metrolink stations in the City of Riverside, with locations at La Sierra, downtown, and Hunter's Park. The California Air Resource Board (CARB) will house its new state-of-the-art research and testing facility, and Southern California headquarters on a 19-acre site near the campus of University of California, Riverside, and in proximity to the Hunter Park station. The City has developed a downtown specific plan that aims to enhance the existing mixed-use downtown area

through intensified development and increased activity. The Downtown area is currently developed with 3.2 million square feet of office space, or 70% of the area's non-commercial space, with another 900,000 square feet of retail space and 400,000 square feet of industrial space. Additionally, Downtown has 1,860 households, many of whom live in the area's 780 multifamily units. The City's existing Transit-Oriented Development (TOD) policies, along with the established mixed-use nature of the Downtown, make Downtown Riverside a promising area for near-term TOD.

Temecula

The City of Temecula has identified two activity nodes for increased development intensity. The Temecula Old Town Specific Plan is the location of the City's downtown and is currently developed with mostly retail uses (roughly 450,000 square feet), office uses (roughly 230,000 square feet), and nearly 300 households. The Old Town area has a natural creek that divides the predominately commercial area from the predominately residential area.

The second activity node identified herein is the Jefferson Avenue area, which is centered around the Jefferson Avenue corridor adjacent to the Old Town Area. The Jefferson Ave area includes just 11 households and is currently developed with 40% percent industrial uses, 30% percent office uses, and the remaining 30% percent retail uses. This area runs parallel to the I-15 freeway with most of the existing development included in shopping centers and business parks.

Palm Desert

The City of Palm Desert, located in the Coachella Valley, has identified two areas for focused TOD development, Downtown and University. Downtown is currently developed with 1.3 million square feet of office space and another 3.7 million square feet of retail space. Additionally, the Downtown area is home to 2,250 households and roughly 1,230 multifamily units, further indicating the existing mixed-use nature of the City's Downtown area. The City aims to enhance connectivity within the area and amongst the rest of the City by enhancing mobility through high-quality transit. The second identified activity node, the University Area, includes the University of California, Riverside extension campus and the California State University, San Bernardino Palm Desert Campus. While the area is currently developed with mostly office uses and roughly 260 multifamily units, the City aims to leverage the potential of the Universities to develop the area with uses that support the growth of the universities while creating a well-connected mixed-use district. Additionally, the City has identified the University area as a prime location for future BRT or light rail service, which would help Palm Desert connect with the rest of the region. Furthermore, the CV Link project (a revolutionary new concept in active and alternative transportation), headed by the Coachella Valley Association of Governments, will provide infrastructure for active and alternative transportation modes from Palm Springs to Coachella, with plans to extend from Desert Hot Springs to the Salton Sea at some point in the future. CV Link broke ground in 2017 with its first segment in Cathedral City, a 2 ½ mile segment from Ramon Road to Vista Chino.

Opportunities and Constraints

The preceding data and analysis provide sufficient background information to indicate the key opportunities and constraints related to County goals for economic development.

Opportunities

Opportunities for Growth

Riverside County and the Inland Empire, more generally, have an historic and ongoing advantage in providing opportunities for new growth and development. The Southern California region will continue to grow and as land and development opportunities become limited in the region's coastal area, there will be an ongoing interest in looking to the Inland Empire for residential and economic development opportunities.

Growing Residential Population and Jobs-Pull

The Great Recession hit the Inland Empire hard, but the County's population has continued to grow and, between natural growth and in-migration from other Southern California counties, population growth is expected to continue. This growth and the associated increased labor force will continue to provide an "out-commute" economic boost through household expenditures. In addition, the increasing population and workforce, combined with the increasing educational levels in the County, will combine to create an incrementally higher "jobs-pull" in other industry sectors in Riverside County. Over time, in combination with a range of other factors, this could act to support job growth in a range of industries as some businesses choose to locate closer to their workforces. This would result in substantial "in-commute" benefits.

Goods Movement, Logistics, and More

The combination of the regional and County transportation and goods movement infrastructure and the increasing shift toward e-commerce have made Western Riverside County a key center for distribution/logistics developments. These intermediaries in the trade and flow of goods have been an important source of jobs in the County, with further expansions and developments expected. There has also been increased development of Industrial Flex buildings that can combine office, R&D, manufacturing, and storage. These buildings provide space for a range of different industry sectors, often providing less expensive space than in other counties. However, increased truck trips have impacted the highway systems and RCTC is currently studying these impacts to assess the costs related to warehouse development.

Business and Leisure Travel

The expanding population and jobs base in Riverside County will continue to grow the amount of business travel from elsewhere in the State and beyond. The Coachella Valley, in particular, attracts a large number of leisure visitors spurring investments and spending on hotels, casinos, entertainment, retail, and associated activities. This influx of visitors to Riverside County is expected to continue to grow, bringing dollars and economic activity into the County.

Commuter Rail Supportive Investments

With the recent investments in Metrolink, intra-County and inter-County commuters have new commute options. These investments will bring increased transit ridership for commuters and, in selected cases, support the emergence of attractive mixed-use districts for living and working. Additionally, there are many areas in the County where city policies will support compact forms of development and bicycle and pedestrian improvements. These investments and policies, when coupled with supportive market conditions, could both reduce automobile use while also spurring economic development.

Challenges

Historical Trends, Commute Patterns, and Office Development

Industry sectors and businesses often cluster together in particular locations, with new businesses attracted to areas with existing clusters. New businesses often look to locate in business districts/office parks and the investment is less likely to occur where there is not a proven track record. This can be seen in Riverside County, and Western Riverside County in particular, where many employed residents commute out to often high-paying jobs in other counties. In the real estate sector, this is also apparent in the office market, where demand for office space has been relatively weak. While government and education functions occupy non-industrial space, new office development for private uses in the County has been modest. In recent years, there are signs of change and a shift in the jobs-housing balance, though this will be an evolving process.

Education Levels

Education levels in Riverside County have historically been lower than the average for Southern California. In recent years, however, this disparity has started to close. Going forward, continued efforts to provide a strong education to school and college-aged children will be important in developing a new generation of workers who have strong employment opportunities and who can provide a workforce to businesses interested in locating in Riverside County. Furthermore, keeping these college educated students in Riverside County will be critical as historically many do not remain in Riverside County after graduation.

Scale and Land Use Patterns

The size of Riverside County makes economic development efforts more complex due to the different advantages and preferences among jurisdictions and subregions. As noted in the UC Riverside Forecast, Riverside County's clusters of jobs are more dispersed with less singular concentration around one major employment center. As a result, there is less opportunity to provide transit or other transportation solutions with one single investment. Instead, with Riverside County's multiple jobs and housing centers, Riverside County will need a range of transportations investments and types to improve commutes, reduce congestion, and shift more travel to non-vehicular modes. Similarly, the historical pattern of lower density residential and industrial development also means that the development of mixed-use and walkable districts may take more time to evolve and/or need to be developed anew.

Use Conflicts

In a diverse economy that mixes residential development with a range of non-residential development types, there are likely to be conflicts between land uses and their associated transportation needs. In particular, supporting the goods movement/logistics industry, an important engine of economic growth, while maintaining a strong quality of life for existing and future residents and other types of businesses will be critical.

Funding

Many of the ongoing opportunities for economic development in Riverside County relate to the core characteristics, established businesses and population, and other comparative advantages associated with Riverside County (such as location within the Metropolitan Region). Many of the additional opportunities are, however, tied to investments in transportation infrastructure, place-making, human capital (education), and other amenities that boost regional quality of life and are attractive to firms and to workers. Like many California jurisdictions, Riverside County and its jurisdictions have faced shrinking levels of State and federal dollars available for these important investments for many years. At the same time, while the County and its local jurisdictions played a critical role in passing Measure A to support transportation investments, among others, the needs are substantial, and current funding levels are insufficient to fund planned improvements.

Issues

Riverside County's historical and future growth and economic prosperity are tied to a multitude of factors. One important factor - that has played a major role in the evolution of the County's economy and quality of life and that will continue to be important in the decades ahead - is investments is transportation infrastructure and the associated effects on mobility, land uses, and development.

Riverside County currently has a lower jobs-housing balance than other counties in Southern California, meaning that it is relatively "housing rich" and "jobs poor" compared to neighboring Counties. The resulting high level of out-commuting, especially in the western part of the County, has implications for the transportation needs, congestion, and quality of life of County residents.

Riverside County also faces unique challenges in designing its optimal transportation investment program due to its geographic scale, its numerous and varied cities/communities, its more dispersed pattern of jobs, and its varied transportation demands. Transportation investments must serve both inter-County and intra-County mobility and connectivity. Differing transportation needs and challenges also exist within its three subareas – Western Riverside County, Coachella Valley, and Palo Verde Valley – and different demands drivers – goods movement industry, tourism/leisure industry, daily commuting, and local trips.

RCTC's Long Range Transportation Study will respond to the mobility demands of existing and forecasted households and jobs, and, through its investment decisions, will play a role in shaping future economic development in the County. The RCTC's goals include supporting economic development in the County through transportation investments, where possible, to support economic prosperity and

quality of life. This includes helping to reduce congestion and improve quality of life by improving mobility, providing a range of mobility options, and, where possible, catalyzing economic development and job opportunities through its transportation investments.

Strategies

The overall economic development strategy for transportation investments is to improve inter and intra-County mobility for goods and people movement, reduce congestion and commute times, and encourage economic development by providing jobs-supporting transportation infrastructure. The economic development benefit of different transportation investments can be viewed through five different, but related, lenses/strategies:

- ✓ **Improve mobility for residents and workers**. Transportation investments, as quantified in Cost Benefit Analysis, can provide substantial economic benefits through travel time savings and safety improvements. A key loss of economic productivity and quality of life relates to travel time related to traffic congestion, whether during commute or other hours. Where households and businesses have choices, congestion detracts from a location's relative standing. Where they do not, it results in lost time, lower work productivity and diminished quality of life.
- ✓ **Support local economic development and a long-term "jobs-pull strategy" by improving commuter mobility infrastructure by expanding capacity and providing alternative modes of transportation.** Improved mobility connections between Riverside County and other counties (and within the County) will strengthen the economic connections and improve opportunities to attract new workers (as residents) as well as new jobs. New out-commuting residents will act both to drive local economic development through their local expenditures (on retail goods and services) as well as to increase the attractiveness of Riverside County for new employers as a location with an accessible workforce. Over the long run, an increasing labor force with a broad skill base can create labor pool "tipping point" that will help drive the attraction of new businesses and associated job opportunities.
- ✓ **Combine transit investments and bicycle/pedestrian improvements with place-making and economic development opportunities where local jurisdictions are supportive.** As discussed in the "Transit- Oriented Development/ High Quality Transit Areas" section, there are a number of areas in the County that are now being served by or may be served by new transit investments and/or pedestrian/bicycle connections. Not only do these investments bring new commute and local mobility options, reduced congestion, and increased transit ridership by commuters, but they can also act to support the emergence of attractive mixed-use districts for living and working. These investments would be most likely to catalyze economic development where the policy of local jurisdictions is supportive of such investments and the potential compact forms of workforce and residential development that can accompany them and where market conditions support these use types.
- ✓ **Maximize regional economic impacts of transportation investments**. Major transportation investments generate a substantial number of jobs (for a broad range of workers with different skill levels), salaries and wages, and economic output. These direct economic impacts, in turn, generate "multiplier" effects associated with the purchase of supplies and services that support the transportation projects as well as from the personal expenditures of the workers. The net regional

economic impact is larger when local funding is matched with regional, State, and/or federal funding.

- ✓ **Enhance and manage goods movement industry-supportive transportation investments.** The County's location and transportation infrastructure, in combination with the broader shift towards e-commerce, has made Western Riverside County, in particular, a major attractor of logistics/ distribution space and associated jobs. As the Southern California region continues to grow, the expansion of this industry sector will continue providing job opportunities and economic activity and requiring investments in associated transportation infrastructure. As the County provides the supporting transportation infrastructure, it will be important to understand the needs and impacts of the truck traffic and seek to minimize its potential impacts on the quality of life of residents and workers.

Conclusions

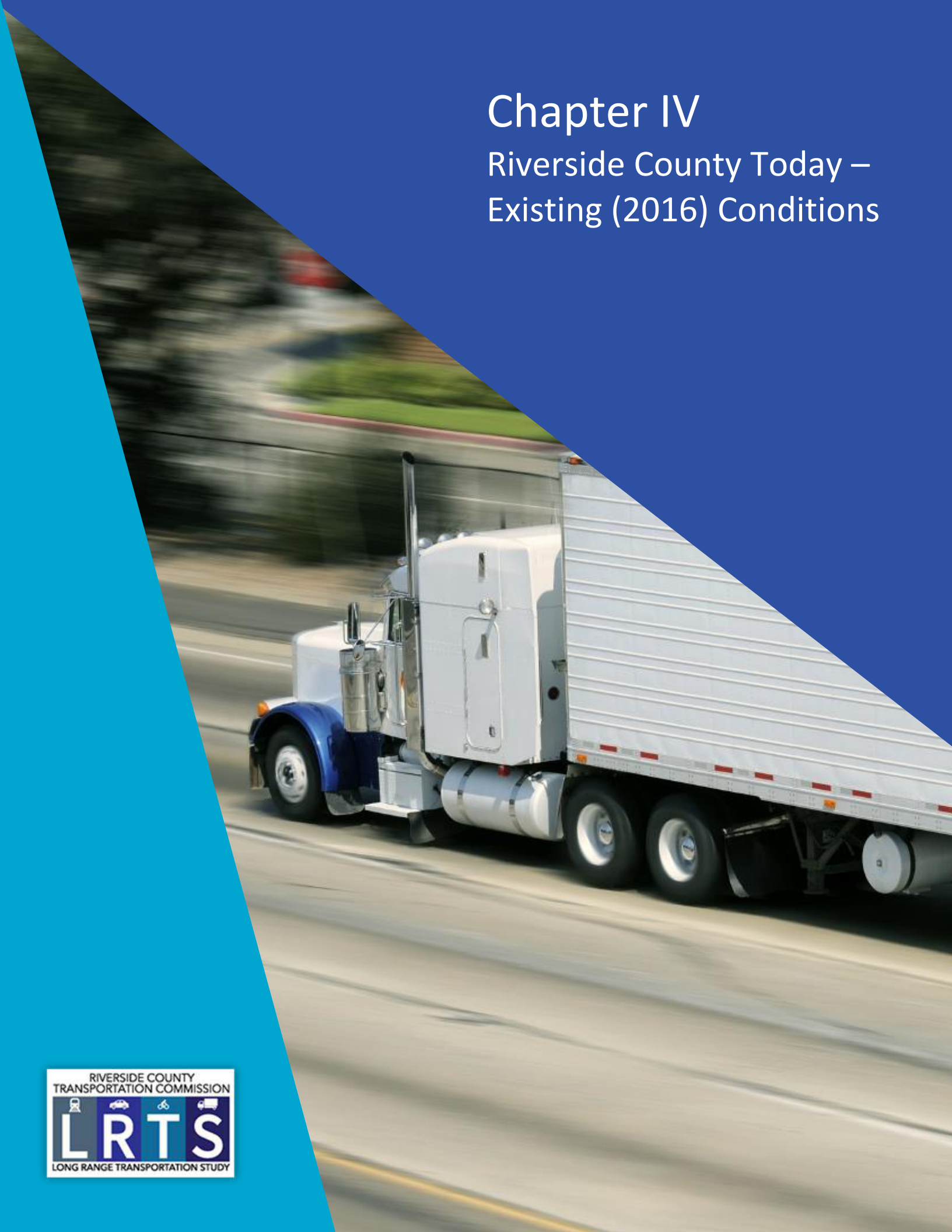
SCAG's adopted 2016 RTP/SCS (and associated growth forecast) envisions strong job, household, and population growth in Riverside County through 2040. The forecast envisions a shift in the historical pattern, where job growth exceeds household and population growth, gradually changing the historical jobs-housing imbalance and likely reducing the proportionate level of out-commuting. Under this future, the economic benefits associated with the increasing numbers of households and employed residents will continue, while job growth will bring a range of new economic activities, tax revenues, and investments in real estate and infrastructure.

Supporting the achievement of this future will be important for the economic health and welfare of County and regional residents. It would also lead to a virtuous cycle where new employment opportunities provide more options not to commute long distances, where local employment opportunities allow for a shift between transportation modes, and where growth and development generate revenues that can be re-invested in essential infrastructure.

Transportation is just one piece of the economic development puzzle, but a critical one, especially for a county as expansive and dispersed as Riverside County. The willingness and ability to fund transportation improvements and system preservation and maintenance will prove critical to managing this growth, supporting additional growth, and maintaining/sustaining the quality of life of County residents. In addition to highway and arterial improvements, judicious investments in transit, pedestrian, and bicycle infrastructure will also offer alternative travel options, supporting compact mixed-use development districts in some places, linking households without vehicles to jobs in other locations, and generally helping to reduce congestion, improve air quality and public health.

Chapter IV

Riverside County Today – Existing (2016) Conditions



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Chapter IV. Riverside County Today – Existing (2016) Conditions

Existing Land Use and Population Characteristics

This section builds mainly on data used to develop SCAG's 2016 RTP/SCS, since there are no other comparably detailed and disaggregated data for the base year (2016) and the horizon year (2045). Moreover, the transportation modeling is based on SCAG's modeling databases, including its land use and economic databases. Data presented includes:

- ✓ Households and Population data
- ✓ Employment and Major Industries data
- ✓ Household and Worker Income data

Past growth trends, visitor, seasonal and part-time population, employment and disadvantaged communities are also discussed in this section.

Table 22 shows past trends of population and employment for Riverside County and other counties in the region and the region as a whole.

Table 23 shows detailed population and employment data for Riverside County and its three principal geographic subareas for 2016. The data presented in Table 22 and 23 were compiled from SCAG 2016 RTP/SCS socioeconomic databases used in the transportation modeling being performed for the LRTS and are therefore consistent with the travel forecasts presented in later sections of this Study.

Examining Table 22 and 23, several notable aspects of Riverside County's 2016 demography are evident:

- ✓ 50% of households in Riverside County are one and two-person households; 35% of households have four or more persons.
- ✓ 20% of Riverside County's resident are school age; this proportion holds for all three subareas.
- ✓ Not surprisingly, the Coachella and Palo Verde Valleys have a higher proportion of persons and heads of household over 65 compared to Western Riverside County.
- ✓ Nearly one-third (31%) of households in the county have no worker present. This figure includes retired households as well as households of unemployed persons and full-time college students. The data reflects the great recession and slow recovery during the first half of the current decade.
- ✓ More than one-third of households are one-worker households.
- ✓ Median income is higher in Western Riverside County compared to the eastern subareas.
- ✓ Countywide, nearly two-thirds of households had incomes of $75,000 or less.
- ✓ Over two-thirds of Riverside County's dwelling units are single-family.
- ✓ Nearly 70% of jobs in Riverside County paid $35,000 per year or less.
- ✓ Only 13% of jobs in Riverside County paid $75,000 per year or more.
- ✓ Education is the dominant industry in Riverside County, representing a quarter of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 10% of jobs.

- ✓ Only 2 percent of jobs in Riverside County are in the Information industry such as computer programming, system design, telecommunications, and others.
- ✓ Very few workers' pay for parking at work; those that do all work in Western Riverside County.
- ✓ At 1.1%, employment growth in Riverside County (noted in red in Table 22) is more significant than any other county in the SCAG region.

Table 22 – SCAG Regional Population and Employment by County, 2000 - 2015

		2000		2010		2015		Difference (2010-2015)	
		Number	%	Number	%	Number	%	Number	%
Population	Imperial	143,151	0.9%	175,594	1.0%	182,390	1.0%	6,796	0.0%
	Los Angeles	9,543,983	57.6%	9,827,070	54.4%	10,158,776	54.1%	331,706	-0.3%
	Orange	2,853,893	17.2%	3,017,089	16.7%	3,157,074	16.8%	139,985	0.1%
	Riverside	1,557,271	9.4%	2,191,800	12.1%	2,316,438	12.3%	124,638	0.2%
	San Bernardino	1,719,190	10.4%	2,038,771	11.3%	2,111,258	11.2%	72,487	0.0%
	Ventura	756,902	4.6%	825,378	4.6%	853,188	4.5%	27,810	0.0%
	SCAG Region	16,574,390	100.0%	18,075,702	100.0%	18,799,123	100.0%	703,421	
	HIOC*	62.09		58.34		58.19		-0.1	
Employment	Imperial	54,080	0.7%	56,480	0.8%	76,000	0.9%	19,520	0.2%
	Los Angeles	4,444,600	59.7%	4,140,040	57.1%	4,463,010	55.7%	322,970	-1.3%
	Orange	1,516,770	20.4%	1,492,940	20.6%	1,633,000	20.4%	140,060	-0.2%
	Riverside	513,740	6.9%	591,850	8.2%	742,000	9.3%	150,150	1.1%
	San Bernardino	587,340	7.9%	682,830	9.0%	729,000	9.1%	46,170	0.1%
	Ventura	323,200	4.3%	322,560	4.4%	363,000	4.5%	40,440	0.1%
	SCAG Region	7,439,730	100.0%	7,256,700	100.0%	8,006,030	100.0%	749,330	
	HIOC*	67.41		64.91		63.43		-1.48	
	IOD**	0.054		0.066		0.052		-0.013	
P-E Ratio	Imperial	2.6		3.1		2.4		-0.7	
	Los Angeles	2.1		2.4		2.3		-0.1	
	Orange	1.9		2		1.9		-0.1	
	Riverside	3		3.7		3.1		-0.6	
	San Bernardino	2.9		3.1		2.9		-0.2	
	Ventura	2.3		2.6		2.4		-0.2	
	SCAG Region	2.2		2.5		2.3		-0.1	

Note: *HIOC (Hoover Index of Concentration) measures the distribution of population and employment. If HIOC equals 0, then population and employment are perfectly de-concentrated. If HIOC equals 100, then the county's share in comparison with the entire SCAG region's population or employment would be concentrated to a single county of the SCAG region. However, if the HIOC drops to 0, then each county's share would be equal. **IOD (Index of Divergence) measures the intra-regional segregation of population.
Source: CA DOF, CAEDD, SCAG

Table 23 – Riverside County Population and Employment, 2016

	Western Riverside		Coachella Valley		Palo Verde Valley		Overall County	
	Totals	%	Totals	%	Totals	%	Totals	%
Total Population (Percent of County	**1,871,660**	**79%**	**463,849**	**20%**	**26,993**	**1%**	**2,362,502**	
Residential Population	1,845,239		461,026		19,967		2,326,232	
Persons Age 5-17 (School Age)	378,539	20%	90,786	20%	5,287	20%	474,612	20%
Persons Age 18-24 (College Age)	183,625	10%	43,001	9%	2,709	10%	229,335	10%
Persons Age 16-64 (Working Age)	1,188,577	64%	284,267	61%	18,072	67%	1,490,916	63%
Persons 65 and over (Retirement Age)	243,877	13%	73,166	16%	4,206	16%	321,249	14%
Zero-Worker Households	169,129	30%	60,805	35%	2,877	41%	232,811	31%
One-Worker Households	206,296	36%	66,545	39%	2,335	33%	275,176	37%
Two-Worker Households	138,945	24%	35,667	21%	1,509	21%	176,121	24%
Three+ Worker Households	54,668	10%	9,311	5%	353	5%	64,332	9%
K-12 Students	396,313	21%	80,701	17%	3,815	14%	480,829	20%
College Students	111,707	6%	14,520	3%	4,747	67%	130,974	6%
Median Household Income	$56,521		$54,839		$53,045		$56,036	
Low Income (<$35k) HHs	184,188	32%	63,091	37%	2,472	35%	249,751	33%
Median:	$20,641		$19,746		$21,300		$20,436	
Med. Income ($35-75k) HHs	174,184	31%	52,812	31%	2,262	32%	229,258	31%
Median:	$52,154		$51,566		$55,172		$52,073	
High Income ($75-150k) HHs	160,064	28%	41,564	24%	1,766	25%	203,394	27%
Median:	$97,212		$98,090		$98,224		$97,448	
Very High Inc. (>$150k) HHs	50,602	9%	14,861	9%	574	8%	66,037	9%
Median:	$193,385		$220,896		$211,037		$200,488	
Single Family Dwelling Units	392,646	69%	108,965	63%	3,946	56%	505,557	68%
Multi-Family Dwelling Units	176,392	32%	63,363	38%	3,128	45%	242,883	32%
Total Jobs	548,335		178,241		6,041		732,617	
Low-wage Jobs (<$35k)	375,366	68%	123,770	69%	3,831	63%	502,967	69%
Med. -wage Jobs (<$35-75k)	101,205	18%	33,160	19%	1,102	18%	135,467	18%
High-wage Jobs (>$75k)	71,764	13%	21,311	12%	1,108	18%	94,183	13%
Agricultural & Mining Jobs	7,011	1%	6,584	4%	550	9%	14,145	2%
Construction Jobs	49,151	9%	12,953	7%	322	5%	62,426	9%
Manufacturing Jobs	38,574	7%	4,621	3%	61	1%	43,256	6%
Wholesale Jobs	19,571	4%	3,401	2%	107	2%	23,079	3%
Retail Jobs	73,437	13%	21,785	12%	733	12%	95,955	13%
Transport, Warehouse, Utilities	30,180	6%	5,867	33%	204	3%	36,251	5%
Information Jobs	7,553	1%	5,174	3%	49	1%	12,776	2%
FIRE Jobs	17,814	3%	7,201	4%	322	5%	25,337	3%
Professional Jobs	58,341	11%	23,464	13%	241	4%	82,046	11%
Education Jobs	142,216	26%	36,493	20%	987	16%	179,696	25%
Arts & Entertainment Jobs	56,441	10%	37,758	21%	609	10%	94,808	13%
Other Service Jobs	25,423	5%	8,335	5%	298	5%	34,056	5%
Public Administration Jobs	22,623	4%	4,605	3%	1,558	26%	28,786	4%
Workers Paying for Parking	14,567	3%	0		0		14,567	2%

Source: SCAG 2016 RTP/SCS

Travel Market and Mobility Trends

Travel Market

The transportation system is mainly comprised of two components: Travel Demand (trips) and Transportation Supply (infrastructure). There are over 7.6 million-person trips made every day by residents and employees within Riverside County and this number is expected to grow by approximately 35% by 2040. This is illustrated in Table 24 for the entire county as well as each of its three subregions.

The generalized origin and destination of these trips in the base year and expected by 2040 are depicted in Figure 15 and 16. These figures illustrate percentages of auto trips that originate or end in Riverside County and Western Riverside County, showing trips that stay within Riverside County and Western Riverside County (intra-county trips), and those trips that travel into or outside of Riverside County and Western Riverside County (inter-county trips).

As shown in Figure 15, the highest percentage of Riverside County's existing inter-county daily auto trips occur between Riverside and San Bernardino Counties (14%), with trips to and from Orange, Los Angeles, and Imperial Counties ranging from less than 1% to 3% trips in 2016, with similar travel patterns in 2040.

Figure 16 shows that the highest percentage of Western Riverside County's inter-county daily auto trips occur between Riverside and San Bernardino Counties (18%), with trips to and from Los Angeles, San Diego and the rest of Riverside County ranging from less than 1% to 5% trips in 2016, with similar travel patterns in 2040. Trips to and from Western Riverside County are at 68% in 2016 and 70% in 2040.

Figure 17 illustrates existing and future Heavy Duty Trucks (HDTs) travel patterns that originate or end in Riverside County. The majority of daily truck trips (49%) are intra-county for existing conditions. Future inter-county daily truck trips are expected to be similar to the existing. A majority of existing Riverside County inter-county truck trips occur between Riverside and Los Angeles (20%). Truck trips to and from Riverside County to San Bernardino and Orange Counties comprise most of the remaining daily truck trips, 20% and 10%, respectively.

Figure 18 examines existing and future HDT travel patterns for Western Riverside County. The majority of daily truck trips (43%) are intra-county for existing conditions. Future inter-county daily truck trips are expected to be similar to the existing. A majority of Riverside County inter-county truck trips occur between Riverside and San Bernardino (21%). Truck trips to and from Riverside County to Los Angeles and Orange Counties comprise most of the remaining daily truck trips, 20% and 11%, respectively.

Table 24 – Daily Person Trips

REGION	SCENARIO	PERSON TRIPS	DIFF% WRT. 2016
Western Riverside County	2016	5,985,000	N/A
	Baseline 2040	8,060,000	35%
	Plan 2040	7,976,000	33%
Coachella Valley	2016	1,605,500	N/A
	Baseline 2040	2,296,000	43%
	Plan 2040	2,306,000	44%
Palo Verde Valley	2016	63,500	N/A
	Baseline 2040	163,500	157%
	Plan 2040	153,000	141%
Riverside County	2016	7,654,000	N/A
	Baseline 2040	10,519,500	37%
	Plan 2040	10,435,000	36%

Figure 15 – Existing and Future Daily Auto Trips in and to/from Riverside County

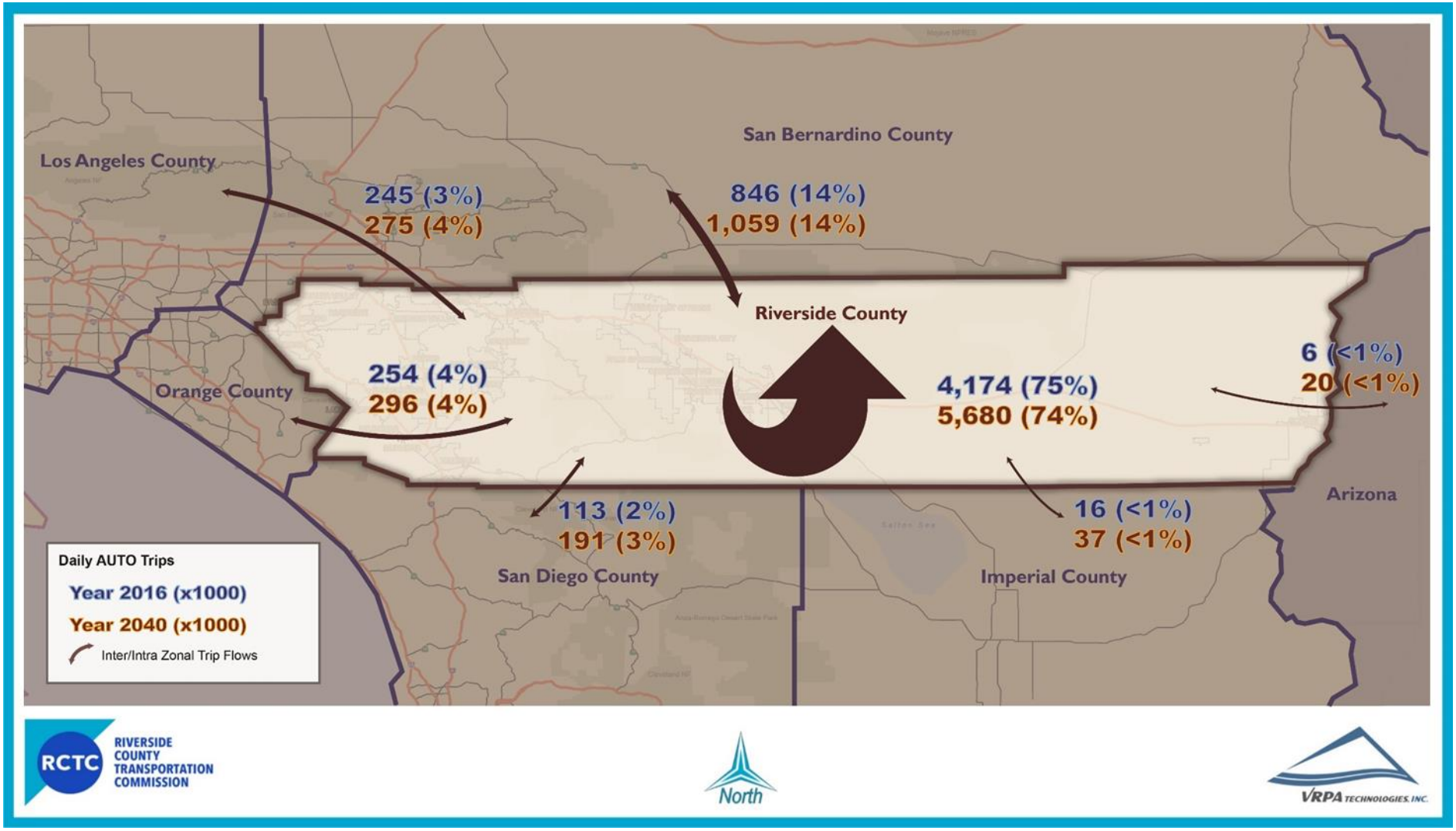


Figure 16 - Existing and Future Daily Auto Trips in and to/from Western Riverside County

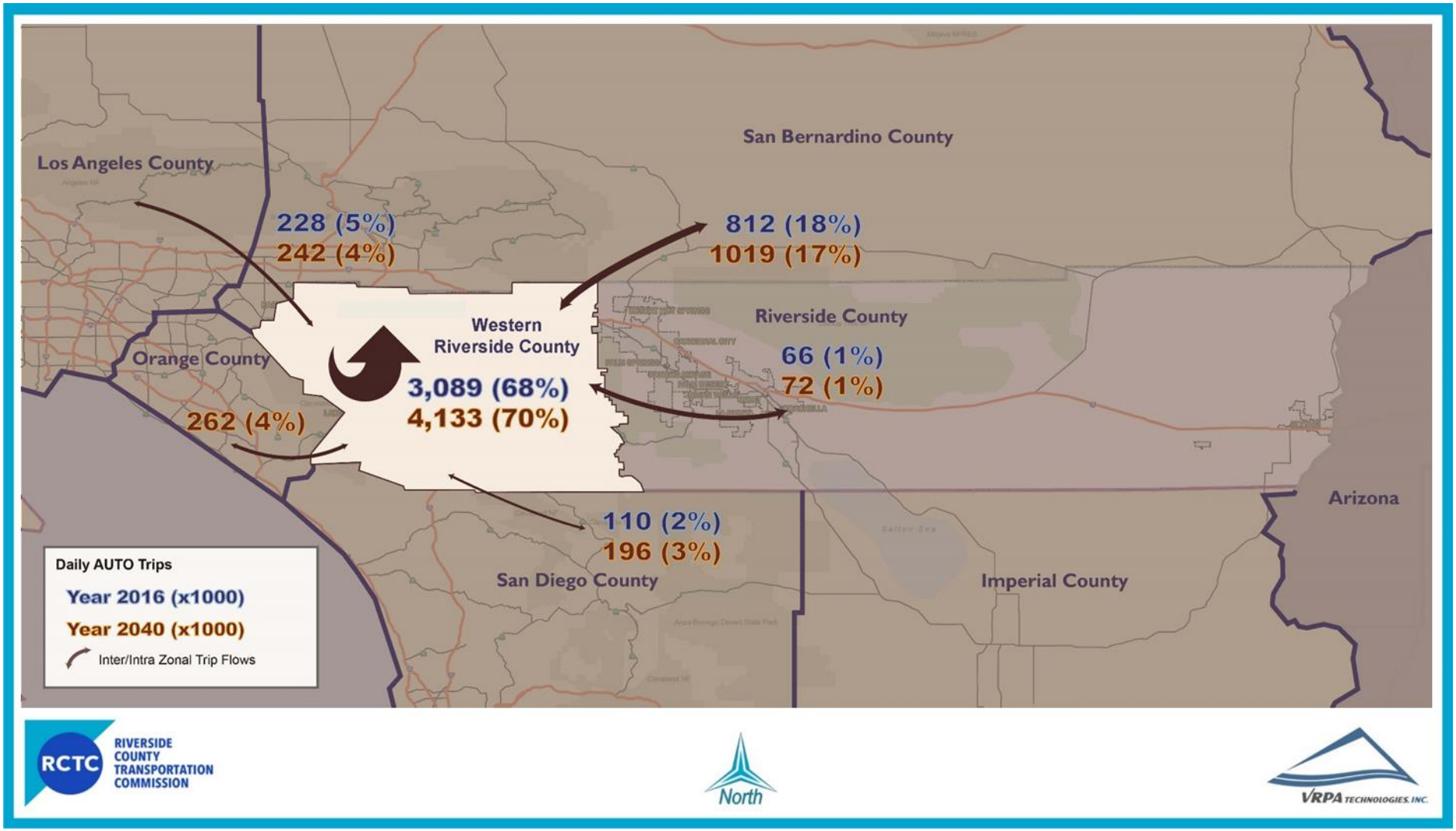


Figure 17 – Existing and Future Truck Daily Trips in and to/from Riverside County

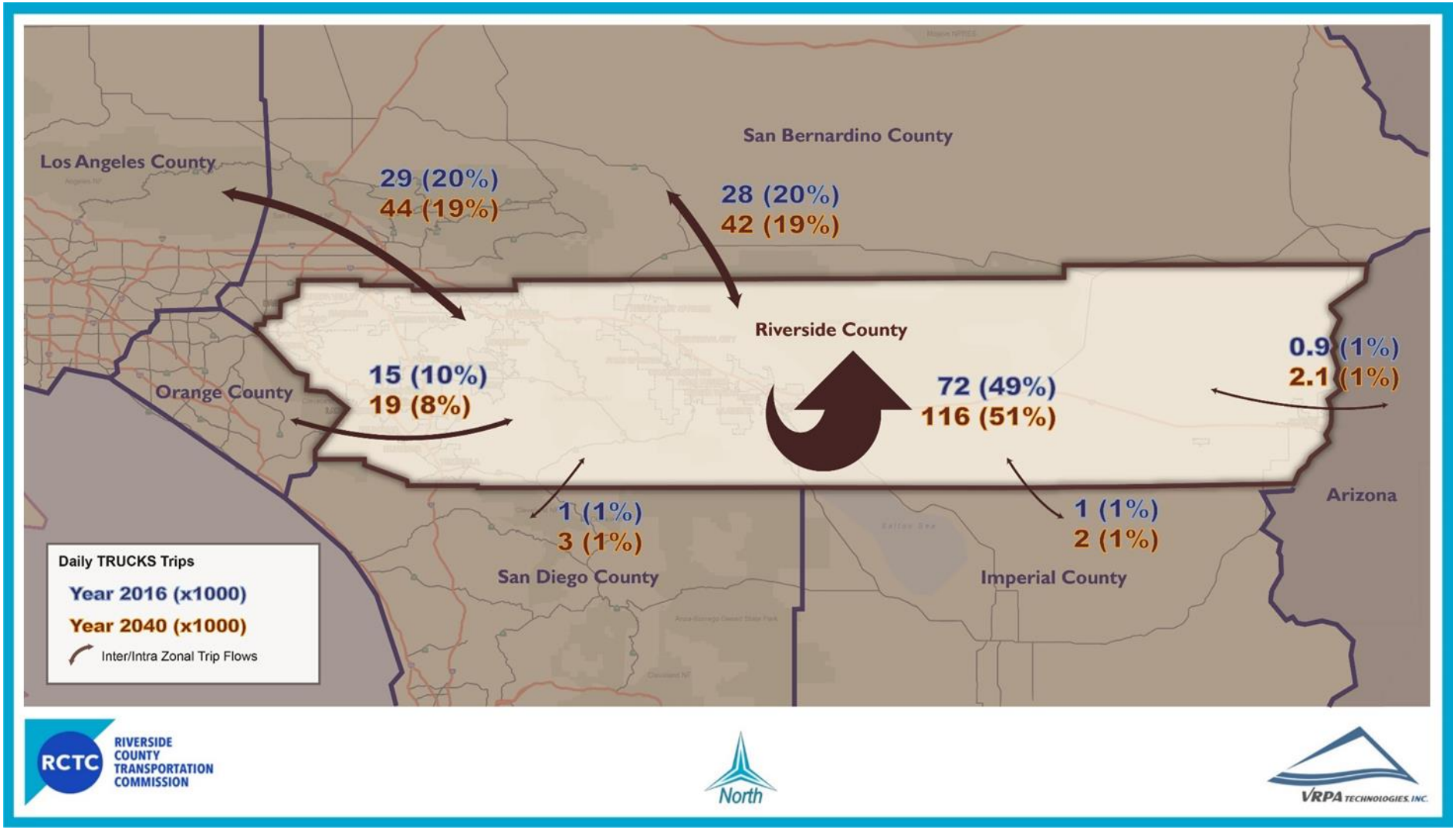
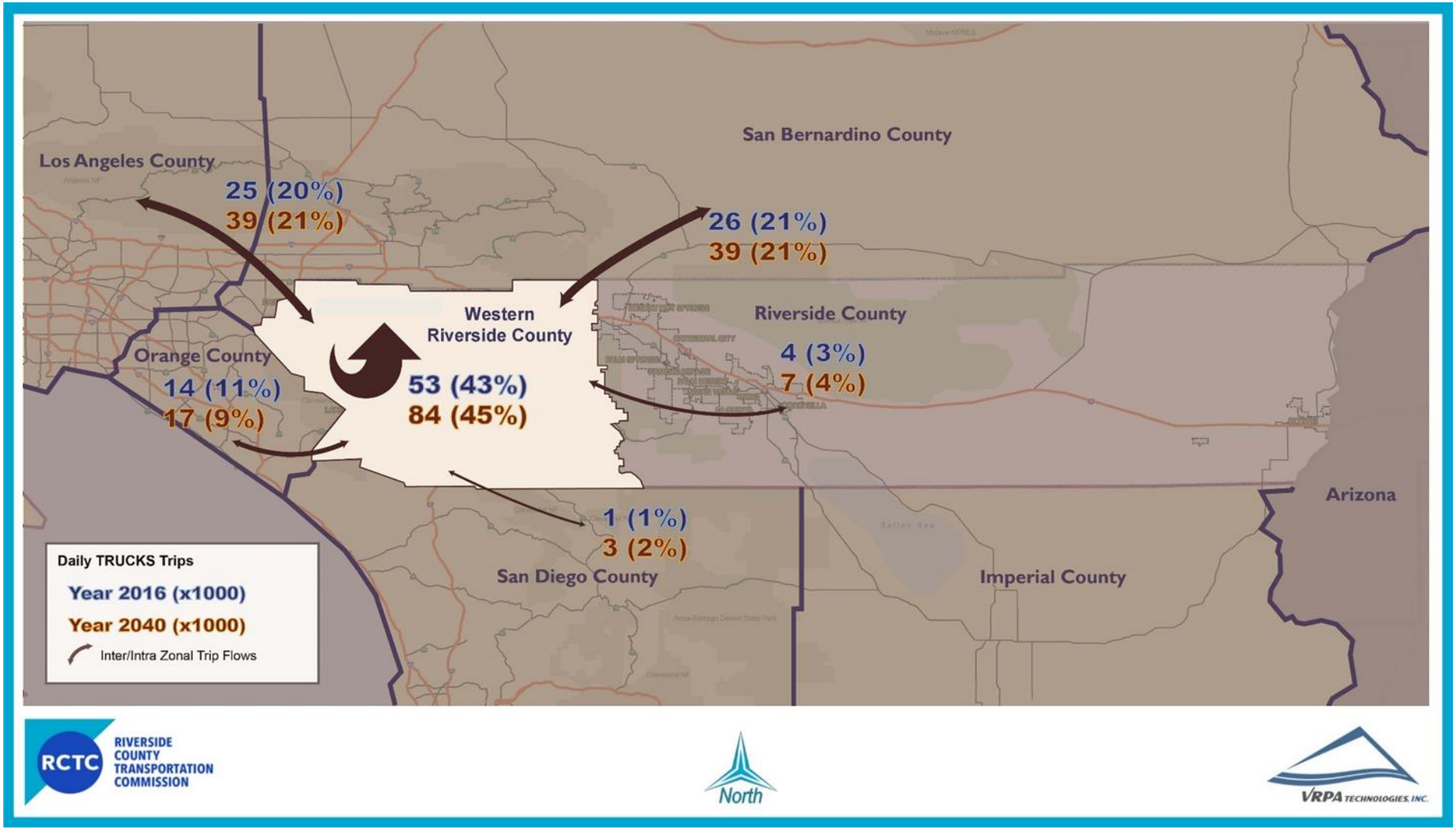


Figure 18 - Existing and Future Truck Daily Trips in and to/from Western Riverside County



To further understand the travel patterns, the AM (6-9) and PM (3-7) peak period total (autos and trucks) vehicle trips are analyzed by focusing on the inter-county trips. Results from this analysis are presented in Table 25 and Table 26. The number of outbound vehicles, leaving Riverside County to Los Angeles, Orange and San Bernardino counties, are expected to grow by 13% from 2016 to 2040 but inbound vehicles are expected to grow by 30% during AM peak period. The PM peak period exhibits similar patterns with the reverse order of 31% increase for outbound traffic and 14% increase for inbound traffic. Given the current "exporting" of commute trips is expected to result in more balanced inbound/outbound traffic patterns.

Table 25 – AM Peak Period (6-9 AM) Inter-County Auto and Truck Trips

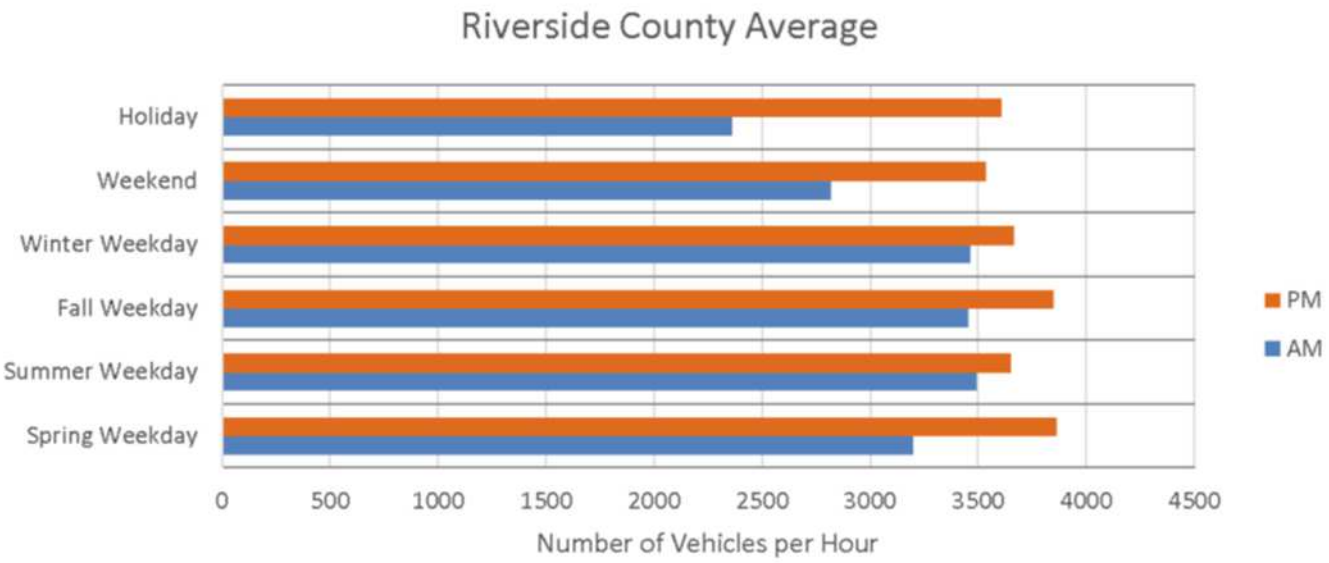
COUNTY	OUTBOUND			INBOUND		
	2016	2040	Change%	2016	2040	Change%
Los Angeles	39,300	45,200	15%	21,100	26,500	26%
Orange	45,700	45,900	0%	17,900	22,800	27%
San Bernardino	90,900	107,700	18%	79,100	104,900	33%
Total	175,900	198,800	13%	118,100	154,200	31%

Table 26 – AM Peak Period (6-9 AM) Inter-County Auto and Truck Trips

COUNTY	OUTBOUND			INBOUND		
	2016	2040	Change%	2016	2040	Change%
Los Angeles	33,000	43,300	31%	50,600	54,900	8%
Orange	27,900	36,900	32%	58,600	61,900	6%
San Bernardino	130,300	168,400	29%	142,300	170,100	20%
Total	191,200	248,600	30%	251,500	286,900	14%

In addition, weekend, holiday, and seasonal weekday (winter, fall, summer, spring) travel and traffic patterns represent variations to average weekday travel conditions on the major roadway facilities of Riverside County. While variations differ slightly by morning and afternoon time periods, as shown in Figure 19, the purposes of travel are expected to be very different. For example, the majority of weekday travel is commuter or work oriented, while weekend and holiday travel consider different purposes. For each major facility in Riverside County (SR-60, SR-91, I-10, I-15, and I-215), traffic counts were reviewed and used to determine changes in seasonal, weekend, and weekday travel patterns. This data was collected from the California Department of Transportation (Caltrans) Performance Measurement System (PeMS) for two hours in morning (7:00 AM to 9:00 AM) and the afternoon (4:00 PM to 6:00 PM). Future conditions are expected to remain similar to those reported for existing conditions.

Figure 19 – Existing, Holiday, Weekend, and Seasonal Traffic Patterns in Riverside County



Freeways, Highways, and Major Arterials Roadways

The Riverside County roadway system is comprised of an extensive network of regional and local facilities. These are comprised of limited-access interstates/state routes, managed lanes and local arterials which provide access for inter- and intra-regional trips. The highways and arterial roadways support the movement of people and goods throughout the County. In addition to serving autos and heavy-duty vehicles, the complete highway network also serves other modes of travel including transit and active transportation, i.e., walk and bike.

Freeways

Riverside County is served by three interstate highways and several state highways. The following paragraphs describe major freeway facilities including Interstate 10 (I-10), Interstate 15 (I-15), Interstate 215 (I-215), State Route 60 (SR-60) and State Route 91 (SR-91).

Interstate 10

I-10 traverses 156 miles of Riverside County, from near Calimesa Boulevard in the west to the Arizona state border in the east. Major interchanges with I-10 in Riverside County are: Freeway SR-60, which provides east-west access from Los Angeles County to Riverside County, as well as other major state routes including SR-79, SR-243 in the Beaumont-Banning area, SR-111, SR-86, and SR-62 in Coachella valley and SR-78 in Blythe.

The I-10 Corridor generally has three to five through lanes in each direction of travel with intermittent auxiliary lanes. The 2016 Caltrans Annual Traffic Volumes Report indicates that the annual average daily traffic (AADT) for the I-10 corridor ranges from 140,000 near Beaumont and Banning to less than 30,000 vehicles per day east of Indio. Recreational travel activities along I-10 includes golf and hotel resorts, casinos, outlet malls/shopping centers, and music festivals.

Interstate 15

I-15 traverses 52 miles in the County of Riverside as the primary north-south route connecting Riverside County to San Bernardino and San Diego counties. The corridor passes through the Cities of Temecula, Murrieta, Wildomar, Lake Elsinore, Corona, Jurupa Valley, Norco, and Eastvale. The I-15 corridor varies between a six to ten-lane freeway facility through its length in the county. The corridor has two major freeway interchanges in Riverside County with I-215 in the City of Murrieta and SR-91 in the City of Corona.

The corridor is a primary link for the Inland Empire and the High Desert to major economic centers and geographic regions of the Greater Los Angeles area and San Diego. It is one of the most significant freight corridors in the United States, facilitating the movement of goods between the Ports of Los Angeles and Long Beach, Ontario and Southern California Airports, States to the east, and the border crossings with Mexico. It also serves as a conduit for recreation travel to San Diego, Las Vegas, and other destinations along I-15 such as Lake Elsinore and wine country in the Temecula Valley.

In 2016, Average Daily Traffic (ADT) ranged from 145,000 vehicles near the Riverside/San Diego County Line to 220,000 near the Riverside/San Bernardino County Line. The growing population and relatively affordable housing market in Riverside and San Bernardino Counties, along with increasing employment opportunities in the Greater Los Angeles, Orange County, and San Diego County areas, and increasing goods movement and recreational traffic have increased demand on the corridor in the last decade and are expected to continue into the future.

In anticipation of this growth in demand, a project is underway to add express lanes along I-15 from SR-60 in the north and the Cajalco Road interchange to the south. The I-15 Express Lanes Project will be open to traffic by 2020 and will consist of dual express lanes in each direction and direct connections to the RCTC SR-91 express lanes.

Interstate 215

I-215 passes through 36 miles of Riverside County. The southern terminus of I-215 is at the junction of

I-15 in the City of Murrieta in southern Riverside County. It then runs north through Perris before joining SR-60 in Moreno Valley. I-215 splits from SR-60 at SR-91 in Riverside, where it continues north into San Bernardino County.

This route is an alternative to I-15 for drivers traveling through the region, for example from Las Vegas or San Bernardino to the San Diego metropolitan area. The route also provides for intraregional mobility between the Cities of Temecula, Sun City, Perris, Moreno Valley, and Riverside. I-215 also provides access to the University of California, Riverside, March Air Reserve Base, Riverside National Cemetery, and major employment centers in the County.

I-215 is currently a six-lane freeway (three lanes in each direction) from I-15 in Murrieta to its merger with SR-60 in eastern Riverside. Through the area where I-215 and SR-60 share the same roadway, the freeway has been expanded to include four general purpose lanes and one High-Occupancy Vehicle (HOV) lane in each direction. From the SR-60/SR-91/I-215 interchange near downtown Riverside north to I-10, I-215 has four lanes in each direction. The 2016 AADT on the I-215 corridor ranges from 85,000 cars just north of I-15 in Murrieta to 185,000 cars just north of where I-215 and SR-60 merge together in east Riverside.

State Route 60

SR-60 is a principal east-west artery, and major truck route, traversing 30 miles of Western Riverside County. The 12 miles in Western Riverside County has four mixed-flow lanes and one HOV lane in each direction. The section in Moreno Valley has two mixed flow lanes and one HOV lane in each direction, and the eastern 10 miles of SR-60 in unincorporated Riverside County and Beaumont have two lanes of mixed-flow traffic in each direction. The AADT in 2016 was highest at the San Bernardino/Riverside County line near Milliken Avenue at 190,000 vehicles per day and the lowest AADT of 55,000 was the terminus of SR-60 at Jackrabbit Trail. Between the Cities of Riverside and Moreno Valley, SR-60 and I-215 share a common facility.

RCTC is currently implementing truck climbing and descending lanes, along with shoulder widening and flattening roadway curves, on a 4.5-mile segment through the Badlands between Gilman Springs Road and 1.4 miles west of Jack Rabbit Trail. This safety project is scheduled to be complete in 2021.

State Route 91

SR-91 in Riverside County stretches 22 miles from the Orange/Riverside County line to the I-215/SR-60 interchange in Riverside. The corridor passes through the Cities of Corona and Riverside. The corridor is an eight to ten-lane freeway with one HOV lane in each direction. The corridor has three major system interchanges at SR-71 (Chino Valley Freeway), I-15 (Corona Freeway), and I-215/SR-60.

As a primary corridor that connects the Inland Empire to the commercial centers in Orange and Los Angeles counties, SR-91 has become one of the most congested freeways in Southern California. In 2016, nearly 265,000 vehicles per day used the corridor near the Riverside-Orange County Line. The western part of the corridor, east of Madison Street, carried around 185,000 vehicles per day.

Furthermore, SR-91 is an increasingly important freight corridor, facilitating the movement of goods between the Port of Los Angeles and Long Beach, regional airports, and warehousing and distribution facilities in the Inland Empire. The growing population and relatively affordable housing market in Riverside County, coupled with increasing employment opportunities in Orange and Los Angeles counties, continues to increase demand on the corridor.

In response to this growth in demand, express lanes were added to SR-91 between the Orange County line in the west and I-15 in the east, completed in 2017. The RCTC 91 Express Lanes serves as an extension of the Orange County Transportation Authority 91 Express Lanes and will have a direct connection to the I-15 Express Lanes that are set to open in 2020.

Other State Routes in the County include:

- ✓ SR-79 extends north-south from I-10 at Beaumont to SR-74 in Hemet.
- ✓ SR-74 extends east-west from the Orange County border near Lake Elsinore to Palm Desert.
- ✓ SR-111 extends east-west from I-10 east of Cabazon to Imperial County on the eastern shore of the Salton Sea.
- ✓ SR-86 extends north-south from I-10 in Indio to Imperial County on the western shore of the Salton Sea.

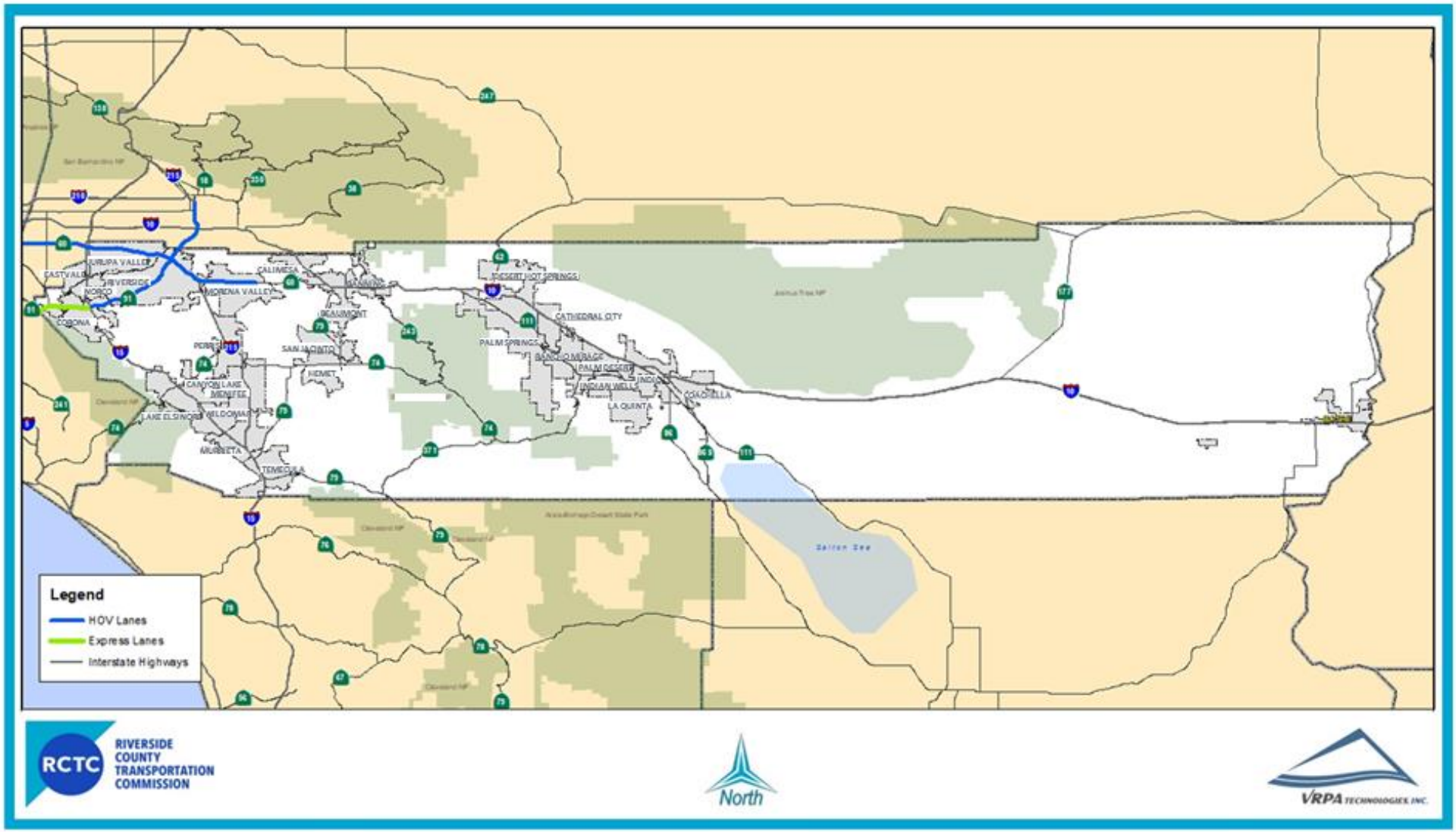
Managed Lanes

Highway facilities include general purpose lanes as well as managed lanes which include both high-occupancy vehicle (HOV) lanes and high-occupancy toll (HOT) or express lanes. Managed Lanes are referred to as transportation strategies, generally within major freeway corridors, which are intended to better manage congestion and improve safety and reliability by actively managing the traffic demand on the facility. Currently, HOV lanes exist on:

- ✓ I-215 along the stretch of highway shared with SR-60;
- ✓ I-215 in Riverside between the I-215/SR-60/SR-91 interchange to San Bernardino County line;
- ✓ SR-60 in Western Riverside County between the San Bernardino County line and I-215;
- ✓ SR-60 in Moreno Valley; and
- ✓ SR-91 from the Orange County line to the I-215/SR-60/SR-91 interchange.

HOV lanes, express lanes and other existing highway are shown in Figure 20 (Existing Highways).

Figure 20 – Existing Highways



Express Lanes

In 2007, RCTC established a Toll Program to supplement Measure A funding and to employ a new strategy to reduce congestion along the SR-91 corridor. In March 2017, RCTC opened the RCTC 91 Express Lanes, extending the OCTA 91 Express Lanes into Riverside County and ending near the I-15 Interchange. The I-15 Express Lanes Project, currently under construction and scheduled to open in 2020, adds 2 express lanes in each direction from south of SR-60 to the Cajalco Road interchange. Existing and proposed express lane direct connectors at the SR-91 and I-15 interchange will add to the operational efficiency of this system. The 91 and 15 Express Lane systems are expected to improve traffic operations and generate sufficient revenue to cover Operations and Maintenance, debt obligations, and potential surplus for future infrastructure development along the I-15 and SR-91 toll corridors.

As a result of these successes and new initiatives to further address the County's and region's mobility needs, RCTC determined that a "Next Generation" of possible toll corridors would need to be evaluated to expand the SR-91 and I-15 backbone into a regional network of express lanes. RCTC has prepared the Next Generation Toll Feasibility Study that evaluated the potential for new or expanded express lanes and identified the most feasible for implementation. In addition, Caltrans is preparing a Managed Lanes Feasibility Study that will also provide further analysis of manage lanes strategies and proposed project recommendations. The outcomes of this effort will be reviewed by the Commission.

Arterial Roadways

Overall, arterials account for approximately 80% of the total lane miles of all highway facilities in the County. Arterial highways include facilities that are under local jurisdiction control as well as conventional (non-freeway) state highways. Major continuous traffic carrying arterials in the County, which connect multiple communities, include but are not limited to the following:

Western Riverside County:

- ✓ Cajalco Road/Ramona Expressway extends east-west from I-15, crossing over the I-215 and SR-79, until it connects to SR-74.
- ✓ Mission Boulevard/Van Buren Boulevard is an inter-county arterial that runs east-west from Valley Boulevard in Los Angeles County, through San Bernardino County and extends all the way to I-215 in Riverside County.
- ✓ Central Avenue/Alessandro Boulevard runs east-west from Van Buren Boulevard across the I-215 to Gilman Springs Rd.
- ✓ Perris Boulevard is a north-south arterial which runs through SR-74 and I-215 all the way to the north County boundary.

Coachella Valley:

- ✓ Varner Road runs parallel to the I-10 for roughly ten miles from Palm Drive to Golf Center Parkway.
- ✓ Garnet Avenue and 20th Avenue, both running parallel to and on each side of I-10, from the I-10/SR-62 to I-10/North Indiana Canyon Drive Interchanges.
- ✓ North Palm Canyon Drive, South Gene Autry Trail, East Vista Chino, Grapefruit Boulevard or SR-111, running through much of Coachella Valley.

Operational Efficiency

As concern grows about the overall performance of the transportation system, the need to operate the transportation system as efficiently, reliably, and safely as possible has become the top priority among the transportation system stakeholders. Operation efficiency strategies are designed to optimize the transportation system throughput by managing and reducing congestion and delays. Key strategies in operation efficiency include:

- ✓ Corridor System Management Plans (CSMP)
- ✓ Integrated Corridor Management (ICM)

A CSMP is a multi-jurisdictional and multimodal plan to improve operation and management along a corridor experiencing regularly recurring delay and congestion. A CSMP results in a listing and phasing plan of recommended operational improvements including Intelligent Transportation Systems (ITS), Transportation System Management (TSM), Incidence Management, Managed Lanes, and roadway improvements such as auxiliary lanes and interchange improvements.

As shown in Figure 21, there are currently four CSMPs identified by Caltrans in Riverside County:

- ✓ I-10: San Bernardino County line to SR-60
- ✓ I-215: I-15 in San Bernardino County to I-15 in Riverside County
- ✓ SR-91: Orange County Line to I-215/SR-60
- ✓ I-15: San Diego County line to San Bernardino County line

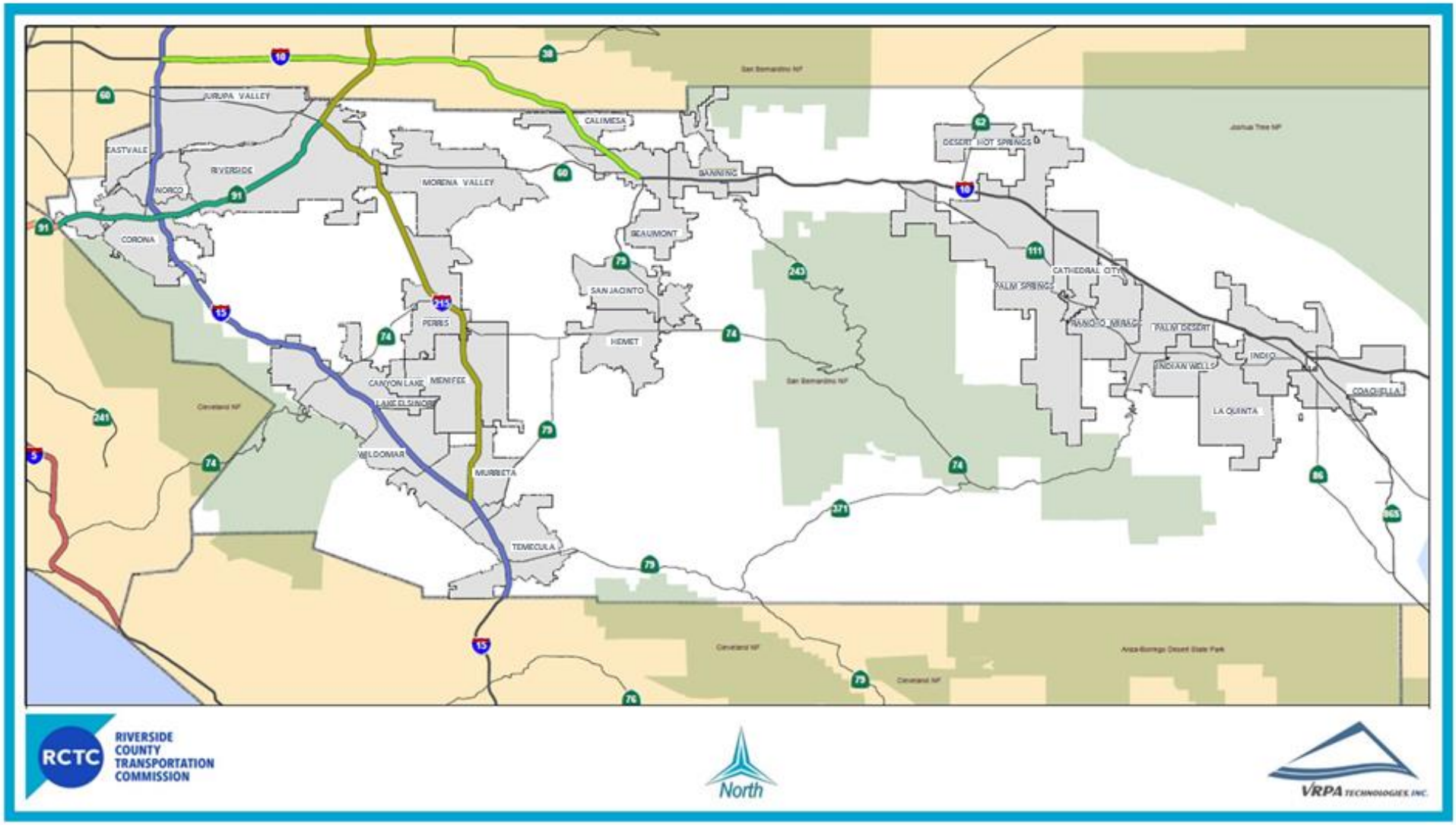
CSMPs were required for all projects receiving Proposition 1B (2006) Corridor Mobility Improvement Account (CMIA) funding. Senate Bill (SB) 1 Solutions for Congested Corridors Program (SCCP) requires comprehensive multimodal plans. In 2018 the California Transportation Commission (CTC) developed and released Comprehensive Multimodal Corridor Plan Guidelines.

Looking into the future, RCTC, SBCTA, SCAG, and Caltrans have initiated the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP) that aims to develop east-west and north-south corridor plans in Western Riverside County consistent with CTC's corridor development guidelines and Caltrans' corridor handbook. The IE CMCP will be utilized for the SCCP Cycle 2 application process in Spring 2020 as well as other future state and federal funding opportunities. Caltrans will work with Coachella Valley agencies in preparing CMCPs for eastern Riverside County.

The Integrated Corridor Management (ICM) will be part of these CMCPs. The ICM initiative was first introduced by the US Department of Transportation (USDOT) in 2006. The vision of ICM is that multimodal transportation networks (including freeways, arterials and transit) will realize significant improvements in the efficient movement of people and goods when all elements within a corridor are proactively managed and are able to communicate. Key ICM strategies are:

- ✓ Arterial signal coordination
- ✓ Dynamic traffic re-routing due to incidents or events
- ✓ Ramp Metering
- ✓ System Coordination between Caltrans and local jurisdictions
- ✓ Traveler information exchange

Figure 21 – Corridor System Management Plan Projects



Regional Intelligent Transportation Systems (ITS) Program

The ITS Architecture provides a framework for implementing advanced technologies in a way that maximizes information sharing among agencies and the traveling public to improve safety and optimize traffic flow. It provides common standards that allow multiple agencies to develop systems that can work together. The ITS Architecture also fulfills a Federal Highway Administration (FHWA)/FTA requirement and allows the Region to use federal ITS funding.

The Inland Empire ITS Strategic Plan was approved by the RCTC in 1997 and was subsequently updated in 2003. The Strategic Plan contains a list of goals and policies to be followed by responsible agencies within Riverside County to achieve a viable ITS infrastructure that improves mobility and enhances safety within the region. Nine core ITS components have been identified by RCTC that are needed to deploy a comprehensive set of ITS services throughout the county's metropolitan areas. These components are:

- ✓ Traffic Signal Control
- ✓ Freeway Management
- ✓ Transit Management
- ✓ Incident Management
- ✓ Electronic Fare Payment
- ✓ Electronic Toll Collection
- ✓ Railroad Grade Crossings
- ✓ Emergency Management Services
- ✓ Regional Multimodal Traveler Information

SCAG recently updated the Regional ITS Architecture. Regional ITS projects (Highway and Transit) containing ITS elements are required to be consistent with the Southern California Regional ITS Architecture to be eligible for federal transportation funds.

Transit System

Introduction

As a member of the five-county Southern California Regional Rail Authority, RCTC oversees operations of Metrolink service in Riverside County. Additionally, RCTC owns and operates all of the nine Metrolink stations that serve Riverside County. All stations are ADA-compliant and are staffed with 24-hour security guards. Currently, RCTC is studying the potential of providing additional Amtrak intercity rail service between Los Angeles and Coachella Valley.

Public Transportation in Riverside County is also provided by the following seven (7) transit operators:

- ✓ City of Banning Transit
- ✓ City of Beaumont Transit
- ✓ City of Riverside Special Transportation Services (Paratransit only)
- ✓ Corona Cruiser

- ✓ Palo Verde Valley Transit Agency
- ✓ Riverside Transit Agency (RTA)
- ✓ SunLine Transit Agency

Transit in Riverside County is overseen by RCTC, who is responsible by statute for developing and approving a Short Range Transit Plan (SRTP) for the County. It is updated annually and serves three purposes:

1. To identify transit services and capital improvements required to meet the transit needs of Riverside County over a three-year period and the proposed sources of funding to carry out the plan.
2. Serves as a management tool for operators to guide their activities over the next year.
3. Provides justification for operating and capital assistance for grant applications to be submitted to state and federal funding agencies.

Annual Short Range Transit Plans

Under the guidance of the SRTP, each transit operator is responsible for preparing a plan for their respective agency. RCTC is responsible for approving all plans and ensuring that they are consistent with SCAG's RTP/SCS. Further, RCTC must determine or approve the location, staging, scheduling, and capacity of all capital development projects, and must select and approve appropriate mass transit hardware and technology. Following approval and adoption of the agency plans by RCTC, the operators are responsible for their implementation. Two transit agencies have been delegated to coordinate the agency SRTPs: Riverside Transit Agency in Western Riverside County, and SunLine Transit Agency in the Coachella Valley.

Public Transit – Human Services Transportation Coordinated Plan for Riverside County

In 2016, RCTC completed a full update of the Coordinated Public Transit Human Services Transportation Plan which provides a road map for addressing mobility needs of more vulnerable groups, including older adults, persons with disabilities, persons of limited income, persons of limited English proficiency and military veterans. The plan identified network gaps and areas of unmet need, and created a blueprint to address them through five strategies:

- ✓ Grow Mobility Options
- ✓ Connect and Coordinate Services
- ✓ Promote Safety and Comfort
- ✓ Improve Health Access
- ✓ Promote and Improve Communication

Additionally, the plan is used as a tool to pursue funding for discretionary projects from the FTA Section 5310 program and from other state and federal funding sources as they become available. Further, the plan can be used by the county's transit providers to identify strategies that improve mobility of target groups (RCTC 2017).

First and Last Mile Mobility

The regional First and Last Mile Mobility Plan, prepared by RTA, documents ways to increase transit ridership through developing strategies that address first and last mile barriers to transit use.

The plan lays out a foundation for developing a safer and more accessible transit network in Riverside County by:

- ✓ Summarizing the RTA's existing ridership characteristics;
- ✓ Highlighting the future needs of RTA's customers;
- ✓ Developing a set of Station Typologies (type and intensity of land use development) to characterize all 2,500 RTA stations (bus stops);
- ✓ Identifying various strategies to improve First and Last Mile access;
- ✓ Identifying pilot projects for each Station Typology (Urban Core, Core, Suburban, Rural, Commercial, and Industrial and Business Parks); and
- ✓ Providing an Implementation Plan.

A key goal of the plan is to support the reduction of bicycle and pedestrian related collisions near transit stations and bus stops through safety improvements in catchment areas (where the catchment area is equal to a 3-mile, or 15-minute bicycling distance). The plan identified six (6) pilot projects representing each of the six (6) Station Typologies to be implemented in the near term, as depicted in Table 27. The six stations were analyzed based on bus stop location, bicycle and pedestrian related collisions, land use mix and population and employment densities. Based on this analysis, a unique set of strategies were developed for each station (detailed information about the strategies is documented in the First and Last Mile Mobility Plan). Successful pilots will eventually be duplicated at similar stations over time, as funding becomes available.

Table 27 – First and Last Mile Mobility Plan Pilot Station Locations

Station Typology	Station	Location	Catchment Area Coverage
Urban Core	East University Avenue and Lemon Street	City of Riverside	City of Riverside, Jurupa Valley
Core	Perris Transit Center	City of Perris	City of Perris, Riverside County, RCTC
Suburban	Winchester Road and Nicolas Road	City of Temecula, City of Murrieta, Riverside County	City of Temecula, City of Murrieta, Riverside County
Rural	Winchester Road and Simpson Road	Riverside County	Riverside County - Winchester
Commercial	Limonite Avenue and Pats Ranch Road	Jurupa Valley	Eastvale, Jurupa Valley
Industrial & Business Park	Perris Boulevard and Rivard Road	Moreno Valley, Perris	Moreno Valley, Perris

High Quality Transit Areas

In the SCAG 2016 RTP/SCS, a series of High Quality Transit Areas (HQTAs) were identified. HQTAs are areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. The HQTAs, which account for approximately 3% of the total land area in SCAG, are planned and projected to accommodate 46% of the region's future household growth and 55% of future employment growth.

As of 2012, Riverside County's HQTAs accommodate only 0.05% of households and provide 4% of employment (SCAG 2016). It is anticipated with the 2020 SCAG/RTP update that there will be an increase in housing and employment accommodation percentages; however, funding will be needed to support investment in HQTAs.

ITS Applications on Transit

ITS applications on public transit are being deployed in the county, in forms such as WiFi on buses, real-time bus arrival information and text alerts, and on-board cameras.

One example, the SunLine Transit Agency in the Coachella Valley, received over $4.7 million in funding from the FTA for the procurement of 51 bus shelters equipped with ITS technology in 2009[7]. Today, all SunLine Transit Agency buses are equipped with automatic passenger counters, automatic voice annunciators, automated vehicle locaters, global positioning systems, and WiFi. Passengers can utilize the interactive SunBus Tracker to receive up-to-date bus information. The SunLine Transit Agency SRTP updated for fiscal year (FY) 2020 identifies the following features to be implemented in a pilot program to improve operator and passenger safety:

- ✓ Forward collision warning
- ✓ Headway monitoring and warning
- ✓ Pedestrian detection
- ✓ Lane departure warning
- ✓ Speed limit indicator

Recent Transit Initiatives

The Riverside County Public Transportation Annual Countywide Performance Report for fiscal year 2015/16 identified five (5) new and recent transit initiatives in the county, which include:

- ✓ The Perris Valley Line, the first expansion of the Metrolink network since 1994, commenced service in June 2016.
- ✓ The City of Blythe secured a Federal "Rides to Wellness" grant that will improve access to medical centers in the Coachella Valley.
- ✓ The SunLine Transit Agency was awarded $12.5 million from the California Climate Investments initiative to purchase five zero-emission hydrogen fuel cell buses and to upgrade a hydrogen-fueling station in the Coachella Valley.

[7] Pro Publica Inc., 2015

- ✓ RCTC completed the 2016 Coordinated Public Transit – Human Services Transportation Plan Update to identify network gaps and areas of unmet need.
- ✓ RTA completed the Downtown Riverside Stop Improvement Project with the aim of addressing long-term growth in transit service and promoting downtown mobility (RCTC, 2017).

Riverside-La Sierra Metrolink Station improvements were made in 2018, which included adding approximately 513 new parking spaces, six (6) bus bays, and a signalized access/driveway onto Indiana Avenue.

RTA recently launched the CommuterLink Express Route 200, an express route connecting the Cities of San Bernardino, Riverside, and Anaheim at a cost of $3.00, with Disneyland being a destination for employee and leisure travelers. Buses are equipped with bike racks and free Wi-Fi and USB charging ports. Further, RTA is collaborating with the University of California, Riverside (UCR) to develop the UCR Mobility Hub, with the goal of improving service to the campus (RCTC 2017).

Fixed-Route Transit

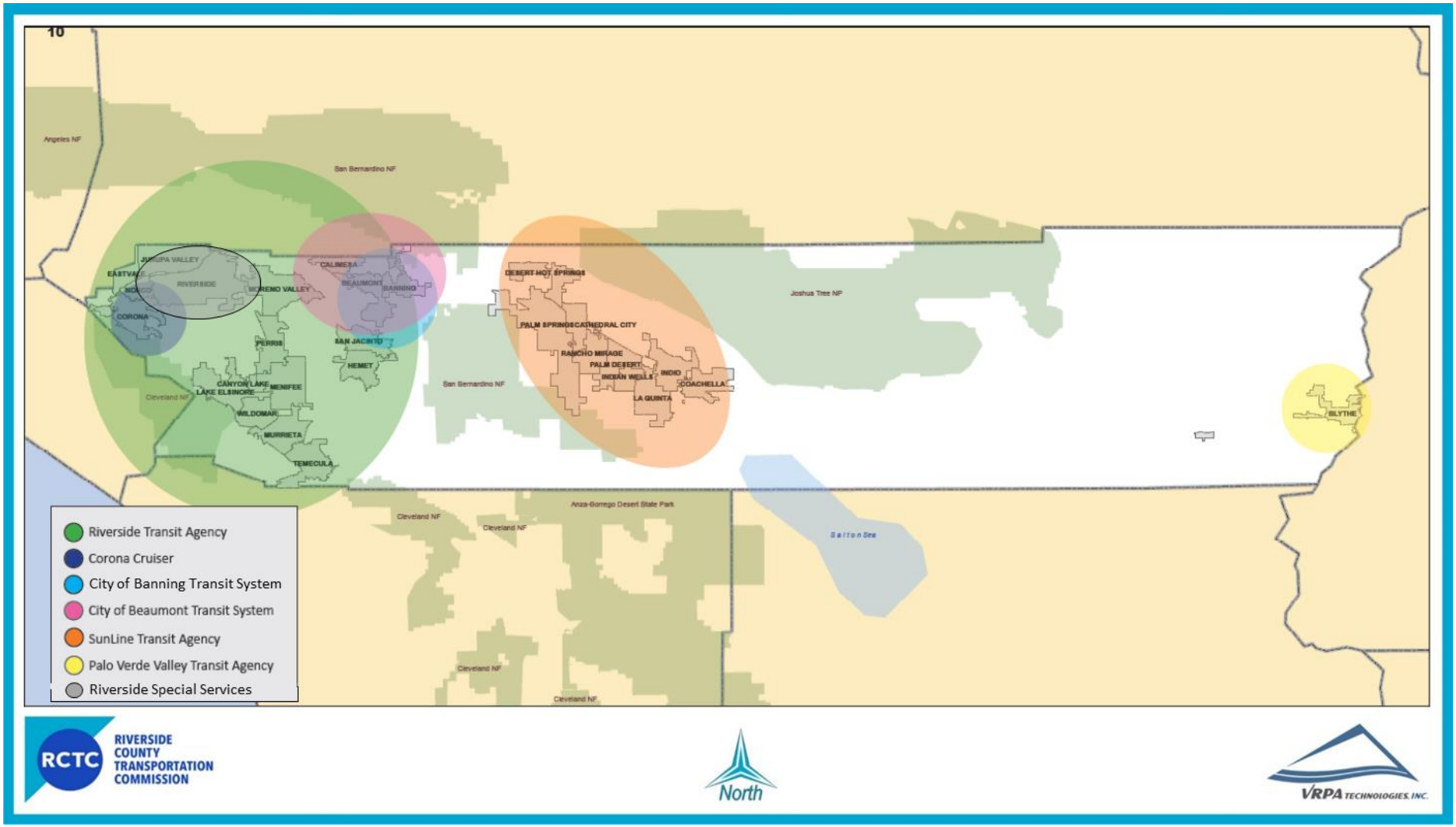
As noted above, there are seven (7) transit operators. The service areas and service offerings of each are summarized in Table 28. The general service areas of each provider are shown in Figure 22.

Table 28 – Transit Providers and Service Offerings in Riverside County

Transit Provider	Services Offered	Areas Served
City of Banning Transit	Circulator, Intercity	Banning, Cabazon
City of Beaumont Transit	Local, Express Intercity, Special Event Shuttles	Beaumont, Cherry Valley, Calimesa, and Cabazon
City of Corona, Corona Cruiser	Circulator	Corona
City of Riverside Special Transportation Services	Intercity, Demand Responsive/Paratransit	Riverside*
Palo Verde Valley Transit Agency (PVVTA)	Circulator, Intercity, Demand Responsive/Paratransit (Desert Road Trip)	Blythe, Mesa Verde, Ripley, Ehrenberg AZ, CA State Prisons
Riverside Transit Agency (RTA)	Local, Express Intercity,	Anaheim, Banning, Beaumont, Canyon Lake, Corona, Country Village, Eastvale, Escondido, French Valley, Glen Avon, Hemet, Highgrove, Homeland, Romoland, Home Gardens, Jurupa Valley, Lake Elsinore, Loma Linda, Mead Valley, Menifee/Sun City, Mira Loma, Moreno Valley, Montclair, Murrieta, Norco, Oceanside, Ontario, Orange, Orange Crest, Pedley, Perris, Riverside, Rubidoux, San Jacinto, Temecula, Temescal Valley, Wildomar, Winchester, Woodcrest
SunLine	Intercity bus	Desert Hot Springs, Desert Edge, Palm Springs, Cathedral City, Thousand Palms, Rancho Mirage, Palm Desert, Indian Wells, Bermuda Dunes, Indio, La Quinta, Coachella, North Shore, Thermal Mecca

*Users can also go to designated transfer points to travel into Corona, Loma Linda, Mira Loma, San Bernardino and Woodcrest

Figure 22 – Riverside County Fixed-Route Service Providers and Service Areas



County-wide System Performance

In Riverside County, the only system performance measure with a regulatory requirement is the farebox recovery ratio that is established in California law under the Mills-Alquist Deddeh Act of 1971 (SB 325). All transit agencies in California must establish minimum contributions to operating costs from their riders' fares, called farebox, to ensure basic efficiencies and protect continued funding from public transit programs receiving Local Transportation Funds. The standards vary for rural and urban providers. Riverside County transit providers have established "blended" rural and urban minimum standards, which have been approved by Caltrans to reflect the county context. There are four important components to agency farebox recovery ratios:

- ✓ They reflect the interaction of factors that include ridership, agency policy and operating costs;
- ✓ They are heavily influenced by ridership as more riders will generate increased fare revenue while declining ridership will bring down the fare contribution to operating costs;
- ✓ They reflect critical agency policy as transit fares are a key policy area determined by the transit agency;
- ✓ They are influenced by attention to operating costs as systems operating efficiently will have lower expenses with fares representing comparatively higher proportions of total costs, higher farebox ratios.

While the transit providers are currently meeting the farebox recovery standards, the majority of transit agencies in the county are experiencing a decline in ridership. If this trend continues it will become increasingly challenging for the providers to meet their farebox requirements. Operators are focused on introducing a mix of strategies to attract new ridership, including the Riverside Transit Agency's focus on downtown service, and a new marketing campaign and website at SunLine targeting young riders. Riverside Transit Agency has been focusing on improving downtown service, while also expanding interregional services.

Utilization

SCAG measures the relationship between transit trips taken and population growth by trips per capita. In the 2015/16 fiscal year, Riverside County saw a 5% decline in trips per capita from 7.2 to 6.8. While rail ridership grew by 2%, fixed route ridership (which makes up 85% of all ridership) declined by 5%. Demand responsive services, (including Dial-A-Ride), which account for 5% of all trips did not experience a change in ridership during this same period, but the Specialized Transportation Call program ridership dropped by 23% because of the termination of Federal funding for Commuter Link services (RCTC 2017).

Accessibility and Coverage

Population coverage in Riverside County is measured as the percentage of residents living within ¾ of a mile of public fixed-route transit service, consistent with the Americans with Disabilities Act requirement of complementary paratransit to eligible persons with disabilities. The measure excludes dial-a-ride services.

Transit providers in Riverside County reported the following levels of coverage within their service areas:

- ✓ Riverside Transit Agency – 74% (no change from the previous year)
- ✓ SunLine Transit Agency – 82% (an 8% increase since FY 2013/14)
- ✓ Corona Transit – 73%
- ✓ Pass Transit – 92% coverage (a nearly 10% increase from the previous year)
- ✓ Palo Verde Valley Transit – 90%

Connectivity

Connectivity is a key measurement in Riverside County given its large geographic area where trips often require transfers between systems. Overall, there were minimal changes to connections across the county in FY 2015-16.

Transit Operator Facts and Services

Information on key characteristics and service offerings of each of Riverside County's public transit operators is found in RCTC's Riverside County Long Range Transportation Study Existing and Future Conditions Memorandum.

Further Transit Considerations

Transit in Riverside County has undergone significant changes in recent years. In particular, there are two key issues influencing the county transit system:

- ✓ **Funding for public transportation is increasingly complex.** After many years of increasing revenues, state and local funding (from the California Transportation Development Act, Local Transportation Fund, and State Transit Assistance Fund), have flattened compared to previous years. Flat funding and continued population growth may limit the ability of the Riverside County Transportation Commission to develop new services or expand frequency or coverage of existing services.
- ✓ **There is early evidence of declining public transit ridership in Riverside County.** Transit ridership countywide declined by 10% to 14% in FY 2017. This is a result of low gasoline prices, an improving economy, ride hailing services (Uber and Lyft), and an increase in personal automobile purchases and access to drivers' licenses which can be attributed to the passing of Assembly Bill 60[8] that allows undocumented immigrants to obtain a driver's license (Egel, 2018). Declining ridership presents a challenge for operators in meeting their TDA legally mandated farebox recovery standards.

These trends may likely impact operations and policy for RCTC and its transit agencies moving forward (RCTC, 2017).

[8] *Assembly Bill 60 was passed in 2013 and it is speculated that as a result over 1 million undocumented immigrants have received driver's licenses in the State of California.*

Active Transportation

Introduction

Active and low-speed transportation, defined here as alternative travel modes that operate at lower speeds than conventional automobiles and focus on non-pollutant means of propulsion (including walking, cycling, scooters, and neighborhood electric vehicles) are an important component of the Riverside County transportation system. The following sections provide an overview of the existing and future conditions of active and low-speed transportation facilities in Riverside County. Conditions in Western Riverside County, and Coachella and Palo Verde Valleys are provided through reviews of the Western Riverside Council of Governments' Western Riverside County Active Transportation Plan (ATP) and the Coachella Valley Association of Governments Active Transportation Plan (ATP). Where individual cities have adopted active transportation plans, they are summarized. The coverage areas of WRCOG's ATP, CVAG's ATP, and city-specific ATPs are summarized in Figure 23. Finally, Safe Routes to School programs are discussed at the federal and state levels. Before discussing the existing and future conditions, it is helpful to understand the four bikeway facility types that apply throughout Riverside County.

There are four (4) types of bikeway facilities recognized by the State of California – Class I, Class II, Class III, and Class IV facilities. Each bikeway classification is described below and depicted in Figure 24 through Figure 27.

- ✓ Class I facilities are multi-use paths, often referred to as bicycle paths that are physically separated from motor vehicle routes. Caltrans requires that paths are a minimum of eight (8) feet wide and are paved. They are intended to accommodate multiple user groups, including cyclists, pedestrians, and, in some cases, neighborhood electric vehicles (NEVs).
- ✓ Class II facilities are referred to as bicycle lanes and provide exclusive space for cyclists on roadways. They are one-way facilities and carry bicycle traffic in the same direction as motor vehicle traffic.
- ✓ Class III facilities are known as bicycle routes and are designated by signage and painted "sharrows" in vehicle lanes. They are shared with motor vehicle traffic, typically on roadways with speed limits of 35 mph or less.
- ✓ Class IV facilities are separated bikeways or "bicycle boulevards", which are physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, planters and landscaping, flexible posts, and on-street parking.

Currently, active transportation infrastructure in Riverside County is mostly found in larger cities. Vehicle travel is the dominant choice for transportation, with non-motorized transportation accounting for less than 3% of trips (according to American Community Survey 2012 – 2016 estimates). However, extensive improvements to the active transportation network are planned, which will reduce VMT and GHG, in addition to improved public health.

Additional details pertaining to Active Transportation Plans and overall planning for pedestrians, bicyclist and small, low speed vehicles can be found in WRCOG's ATP, CVAG'S ATP, and city-specific ATPs.

Figure 23 – Riverside County Active Transportation Plans

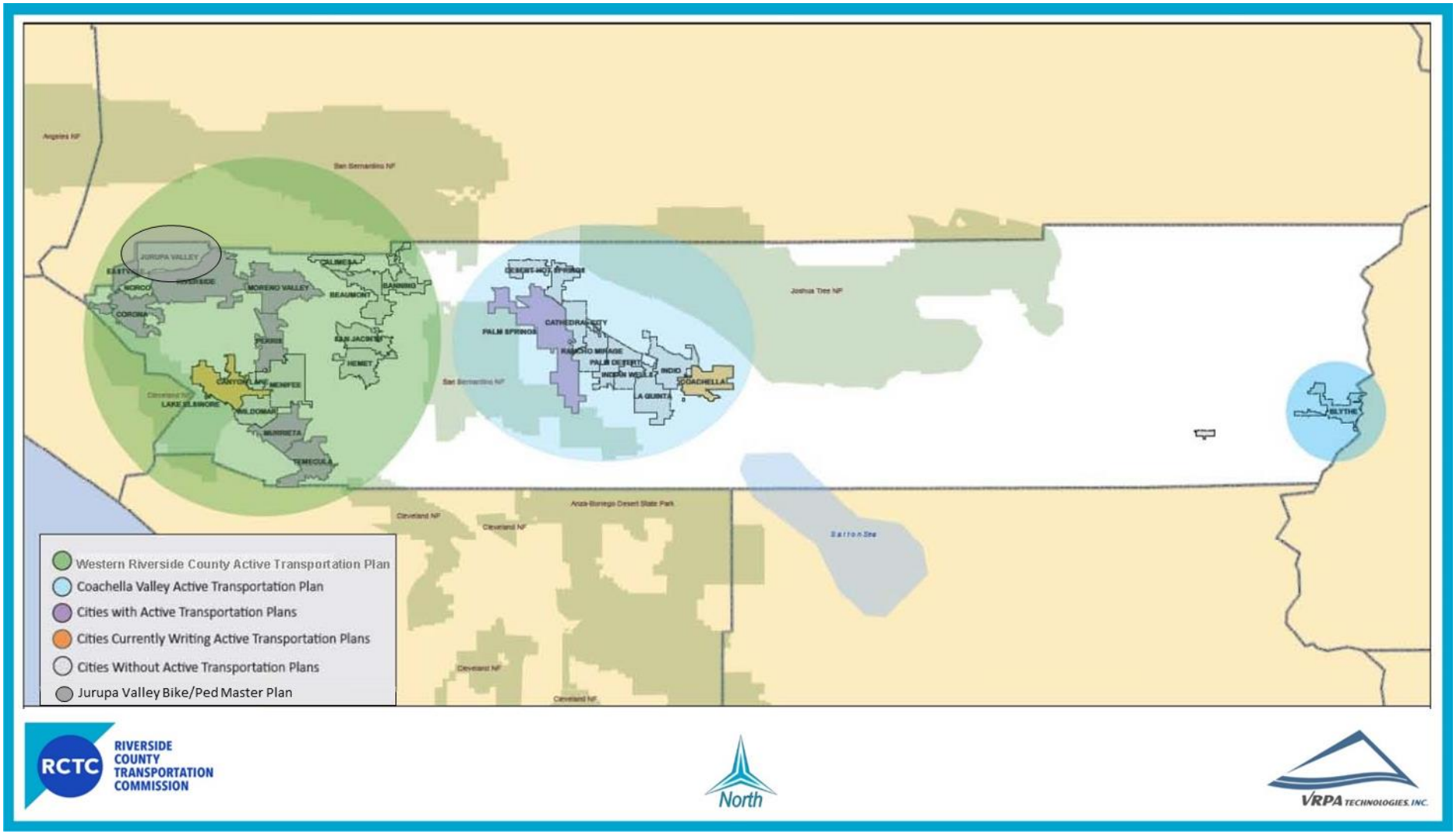


Figure 24 – Class I Bikeway

Source: Caltrans

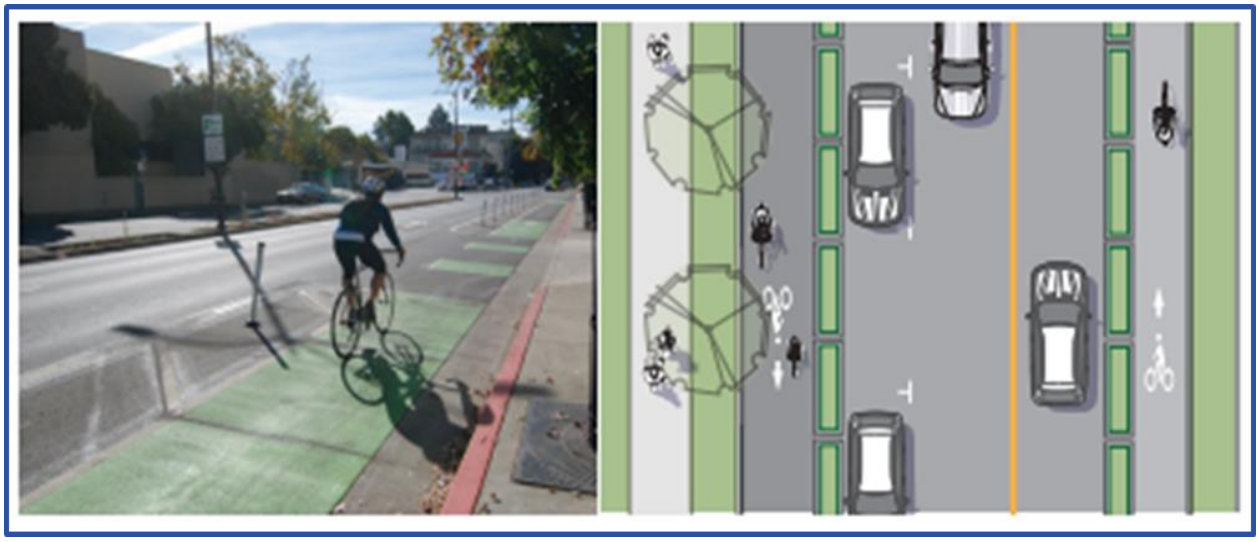
Figure 25 - Class II Bikeway

Source: Caltrans

Figure 26 - Class III Bikeway

Source: Caltrans

Figure 27 - Class IV Bikeway



Source: Caltrans

Freight and Goods Movement

Introduction

Freight transportation and goods movement in Southern California and Riverside County are significant contributors to the state and national economies, and maintaining an efficient system has implications to both economic vitality, and quality of life.

Continual growth in Southern California's population is driving an increase in national freight demand, with port cargo expected to triple by 2035 (SCAG, 2013). Although inland, Riverside County plays and will continue to play a key role in moving these goods. Of goods that enter through the Ports of Long Beach and Los Angeles, 77% pass through Riverside County, with 65% moving by rail, and 35% by truck, resulting in having a train at most rail crossings at least twice an hour (RCTC, 2012). As freight demand increases in the region, freight rail and truck traffic are likely to increase in Riverside County, especially given that national freight demand drives freight traffic in Riverside County to levels higher than almost anywhere else in the United States.

In 2014, 66 trains with an average length of 4,000 feet passed through Riverside County daily, resulting in 600 vehicle hours of delay per day (where one vehicle hour of delay is defined as a single car delayed for one hour). By 2035, this is expected to increase to 137 trains with an average length of 5,200 feet. Vehicle hours of delay per day are expected to increase to 3,700 by 2035. These delays result from at-grade crossings where vehicles must wait for train crossings (RCTC, 2012).

Additionally, truck traffic has been increasing faster than passenger car traffic over the past 20 years, and it is expected that vehicle miles traveled (VMT) for truck traffic will increase by over 8% by 2035. One of the top 100 most congested truck bottlenecks in the country, as named by the American Transportation Research Institute in 2018, is located in Riverside County in the City of Corona (I-15 at SR-91) (ATRI 2018). Figure 29 displays the major truck routes location in Riverside County.

Rail/Freight

There are three (3) major freight corridors that run through Riverside County, which are a part of the nationally significant Alameda Corridor-East (ACE) Trade Corridor. Freight operators on these corridors include the Burlington Northern Santa Fe (BNSF) and the Union Pacific Railroad (UP). The freight rail corridors for Riverside County are shown in Figure 28.

The first of major freight rail corridors is the Southern Transcon Line operated by BNSF, which runs from the Ports of Los Angeles and San Diego, traverses Riverside County via the City of Corona and the City of Riverside and continues across the nation to Chicago, Illinois. It is a critical artery in the national freight movement system.

The two other major freight rail corridors, the UP Los Angeles Subdivision and the UP El Paso Line are operated by the UP. The UP LA Sub route connects with the UP El Paso Line via the BNSF Southern Transcon Line between west Riverside and Colton. The UP LA Sub route, while owned and operated by UP, is also shared with Metrolink per operating agreements. Metrolink operates commuter passenger rail service on the Riverside Line on this corridor with approximately 12 trains per weekday. There is no weekend passenger rail service on this corridor and there are seven stations. The UP El Paso line heads south through Imperial County, towards Yuma, Arizona, and the eastern side of the Salton Sea.

Figure 28 – Riverside County Freight Rail Corridors

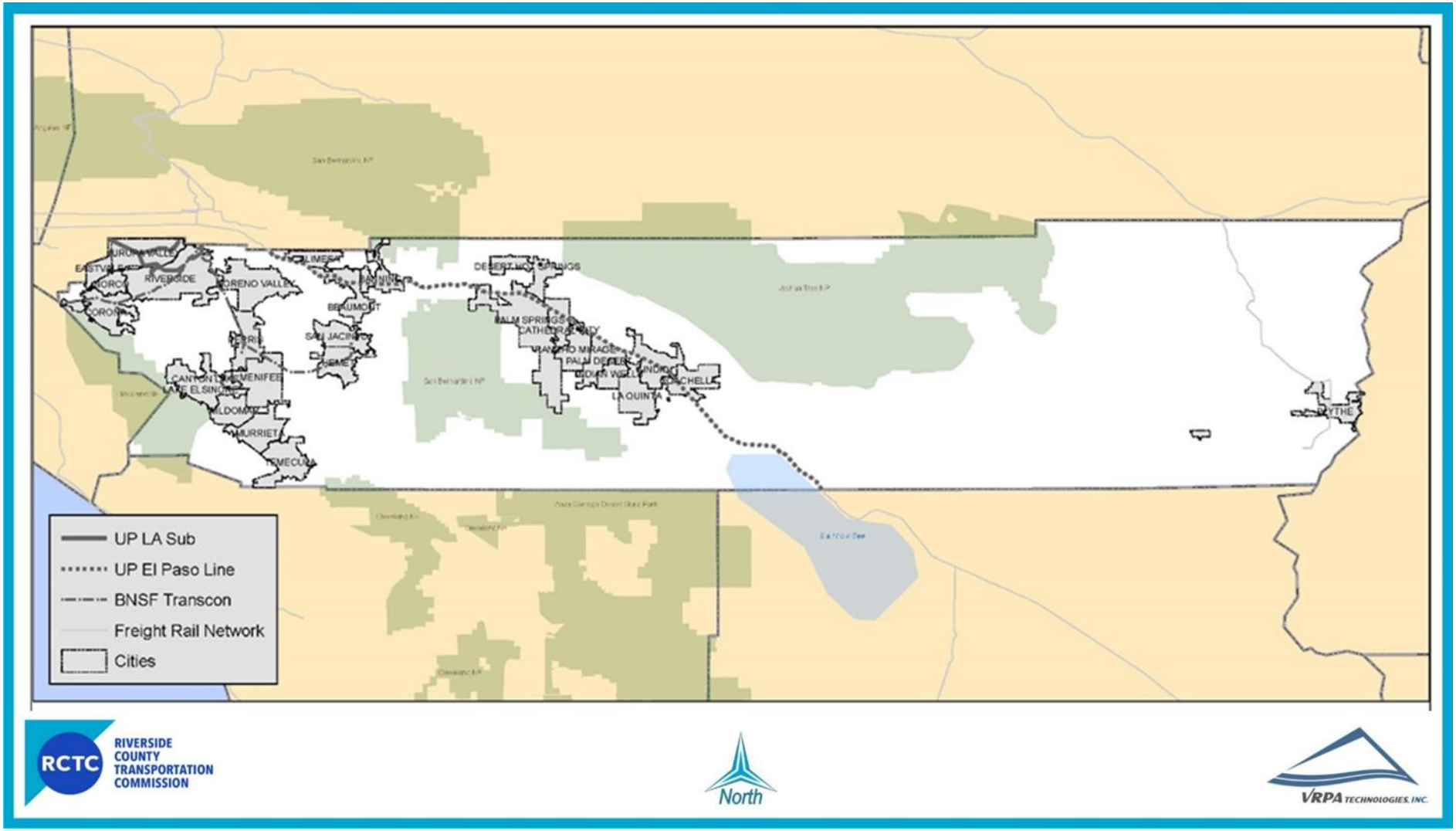
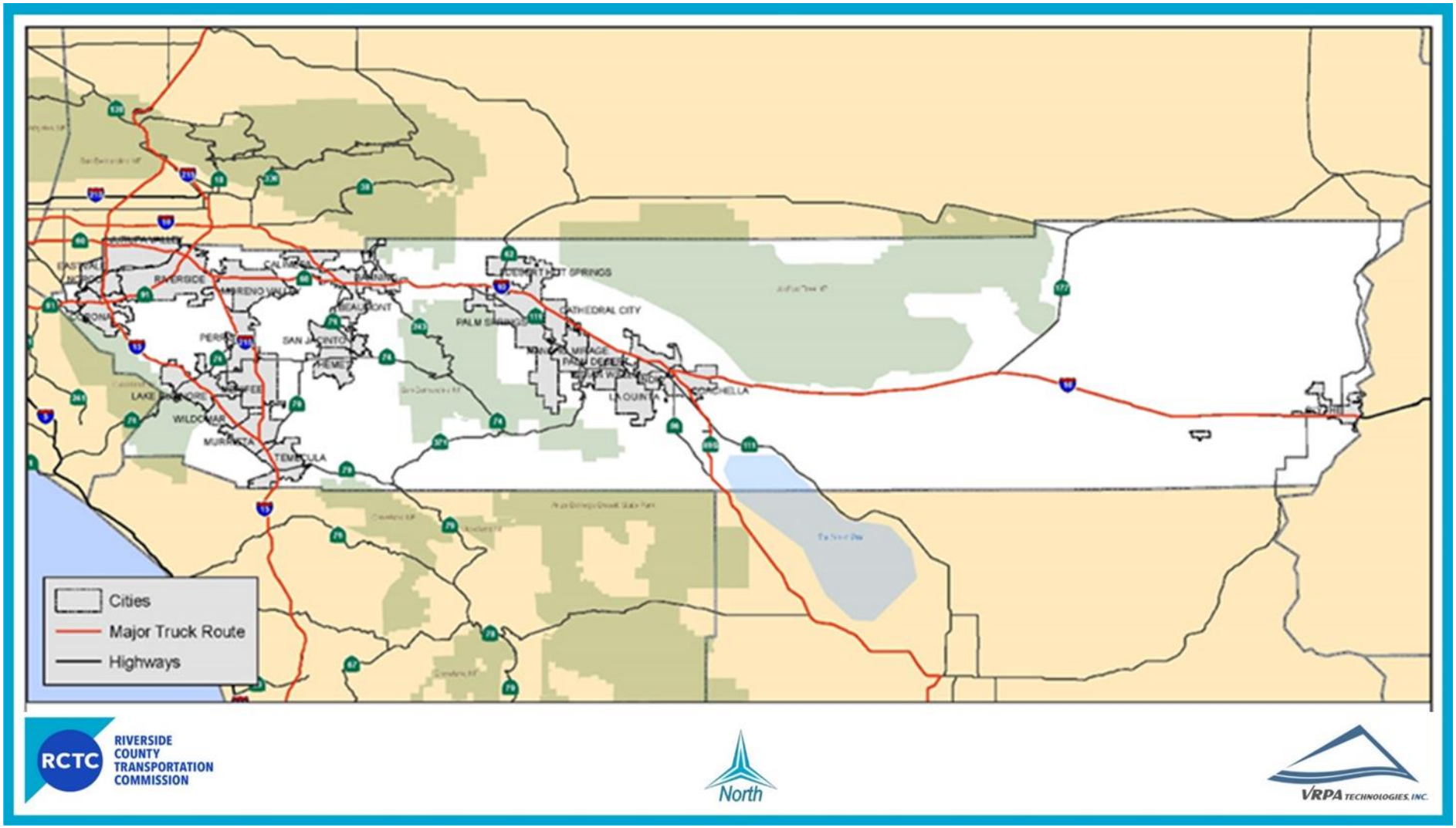


Figure 29 – Riverside County Major Truck Routes



Trucking

Of the more than 1.1 million daily truck trips in Southern California in 2012, approximately 8.2% (95,124) occur in Riverside County (SCAG 2013). While the majority of these 95,124 trips are moving goods internally (within the county), approximately 5,200 are external, port, intermodal, or secondary trips. There are seven (7) primary goods movement routes through Riverside County, including three (3) interstate highways (I-10, I-15, and I-40) and four (4) state routes (SR-60, SR-86, SR-91, SR-215) which cover a total of 313 miles, or approximately 21% of Southern California's total primary freight network (SCAG 2016). Figure 30 displays trucking corridors and major bottlenecks located in Riverside County.

Of the eight primary goods movement routes in Riverside County, one has been identified as a high priority truck bottleneck location in the SCAG Regional Transportation Plan (SR-91 at I-15). The SCAG's 2016 RTP/SCS identified approximately $5 billion to relieve goods movement bottlenecks from now to 2040. Additionally, on routes that experience high trucking volumes, pavement degrades at a higher rate, resulting in the need for more frequent maintenance and increased costs. Both bottleneck relief strategies and highway maintenance will remain important considerations moving forward to improve operations and goods movement corridors.

Major Intermodal Centers

There are three major intermodal centers within Riverside County:

- ✓ Tri-Rail Distribution Services (Rail and Truck, City of Riverside): connections to I-215, SR-60, Transcon.
- ✓ Ancon Transportation (Rail and Truck, City of Riverside): connection to I-215, SR-60, UP, Transcon, El Paso Line.
- ✓ National Distribution Centers (Rail and Truck, City of Corona): connections to SR-91, Transcon.

Additionally, there are 20 intermodal centers within 15 miles of Riverside County, of which 16 are to the north in San Bernardo County, two (2) are northwest in Los Angeles County, and two (2) are to the west in Orange County. These have connections to major trucking routes and freight rail corridors that enter Riverside County, including SR-60, SR-91, I-10, I-15, I-215, the UP El Paso Line, the UP LA Sub Line, and the BNSF Transcon. Any volume increases occurring at these centers over time are likely to result in increased freight rail and trucking traffic in Riverside County. Figure 31 displays Riverside County goods movement network showing intermodal facilities.

Grade Separation Projects

In recent years, approximately $500 million in funding has been invested to address conflicts between rail and highway traffic in Riverside County, primarily through providing grade separations at rail crossings. In 2006 and again in 2008, RCTC developed funding strategies to support the construction of many of these grade-separations. In March 2012, RCTC adopted the Grade Separation Priority Update Study for the ACE Trade Corridor (Riverside County). This study identified priority grade separation projects based on methodologies for safety evaluation, rail crossing delays, vehicle emissions, noise impacts, distance to nearest grade separation, local agency priority, project readiness, and isolated locations (RCTC 2012).

Figure 30 – Riverside County Trucking Corridors and Major Bottlenecks

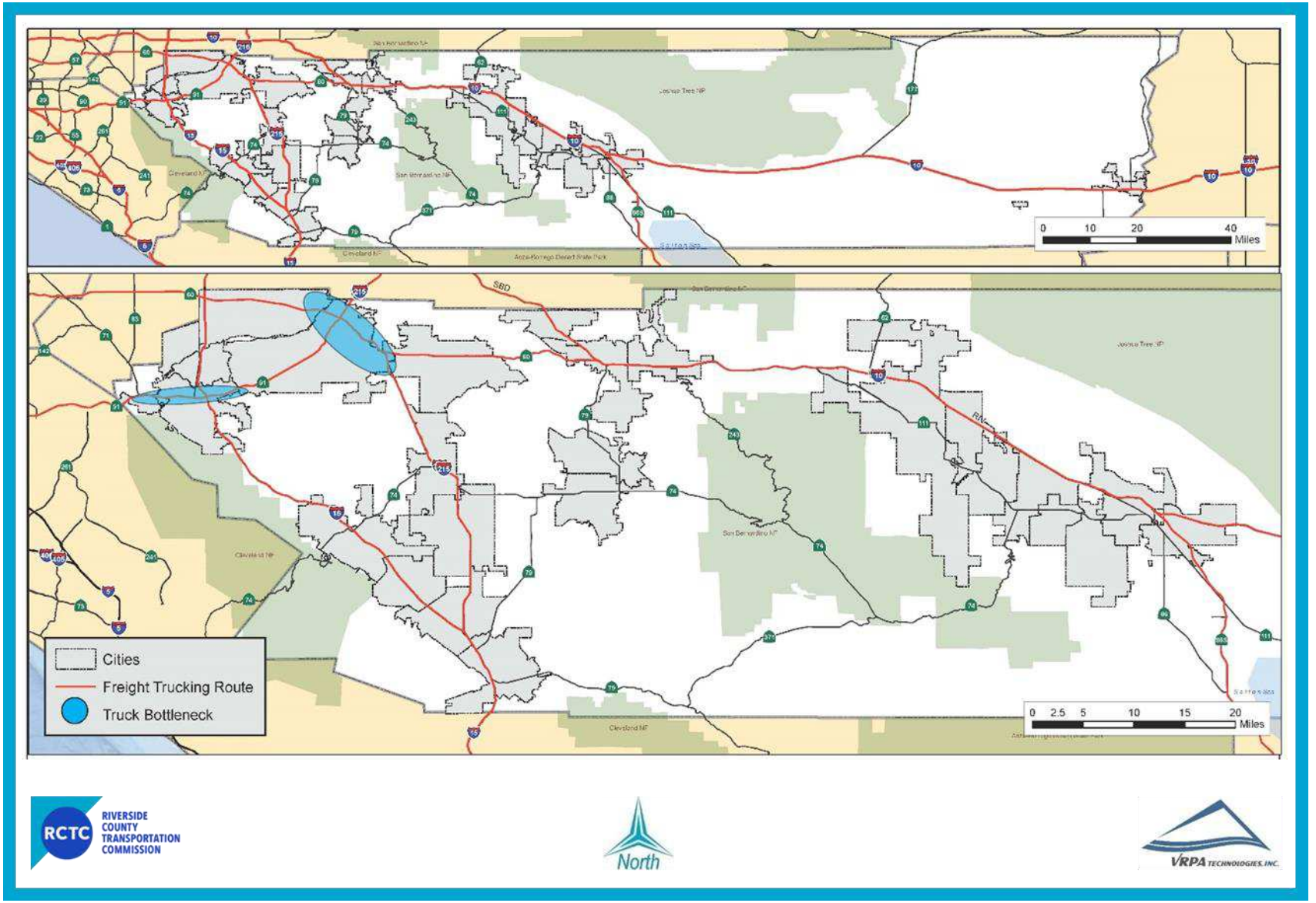
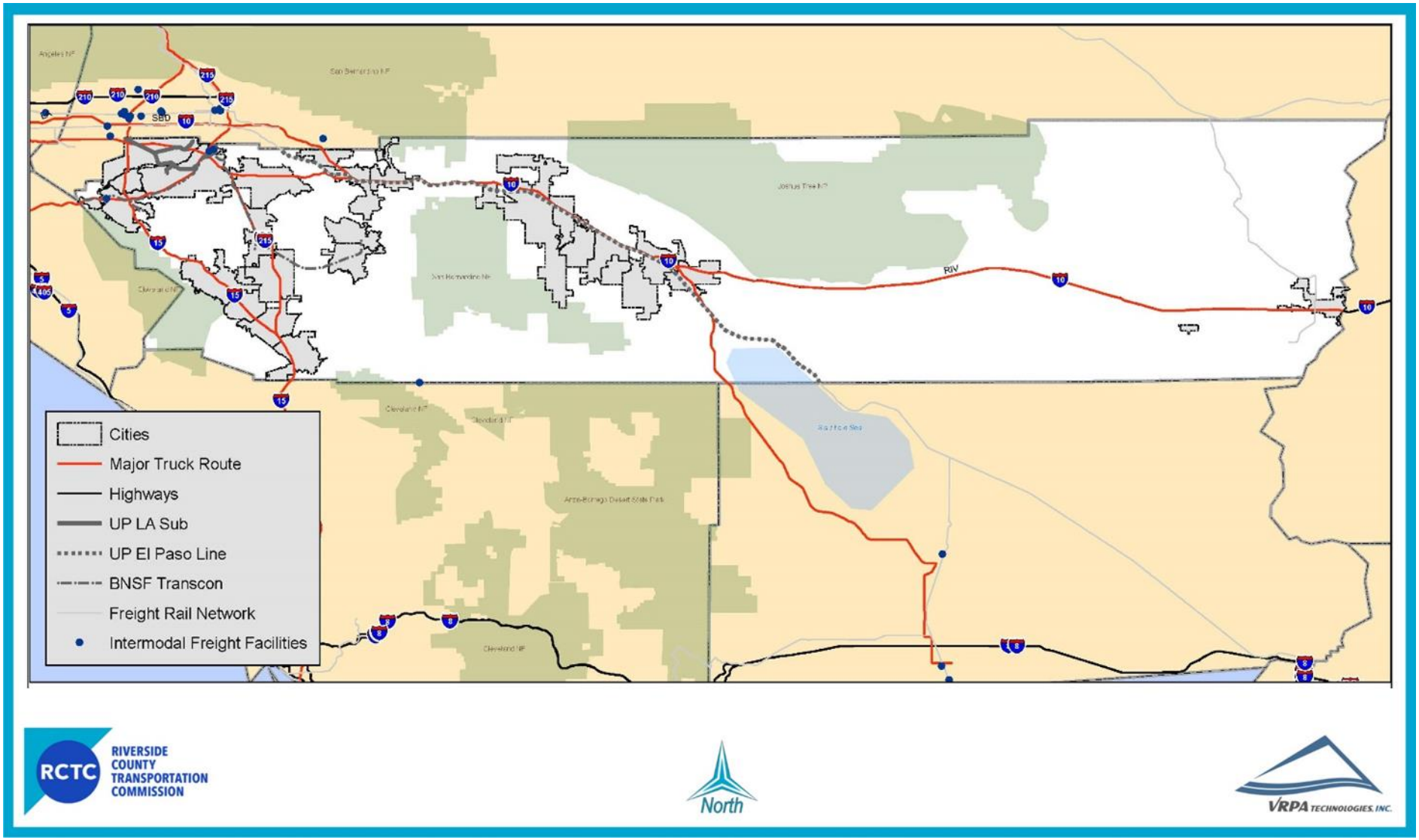


Figure 31 – Riverside County Goods Movement Network Showing Intermodal Facilities



In the 2012 Grade Separation Priority Update Study for Alameda Corridor East, RCTC identified 18 high priority crossings of the 46 remaining at-grade crossings located on the UP and BNSF main lines in Riverside County (16 in Western Riverside County and 2 in Coachella Valley). These projects were recommended to SCAG for inclusion on its constrained projects list based on the criteria (safety evaluation, rail crossing delays, vehicle emissions, noise impacts, distance to nearest grade separation, local agency priority, project readiness, and isolated locations). Riverside County Priority Grade Separation Projects can be found in Chapter V. Funding commitments are currently being secured; however full funding for the majority of the 18 projects will require a significant amount of future funds.

Other grade separation projects recently completed include:

- ✓ Magnolia Avenue (County)
- ✓ Sunset Avenue (Banning)
- ✓ Clay Street (Jurupa Valley)
- ✓ Avenue 56/Airport Boulevard (County)

The recently completed March Inland Cargo Airport I-215 Van Buren Ground Access Improvement project was also a key infrastructure improvement serving a large job center located in the county at the March Joint Powers Authority re-use area, estimated to create 38,000 jobs in the industrial, logistics, and medical sectors.

Major Commodities and Volumes Moved

Nearly half of the goods entering California enter through the Ports of Los Angeles and Long Beach. Of these, 77% pass through Riverside County, with 65% moving by rail and 35% by truck. Using these figures, approximate values of major commodities moving through Riverside County by rail and truck have been calculated from US North American Free Trade Agreement Freight Volumes for California. The results for the major commodities moved by rail and truck in Riverside County are shown below in Figure 32 and Figure 33.

Figure 32 – Major Commodities Moved by Rail in Riverside County

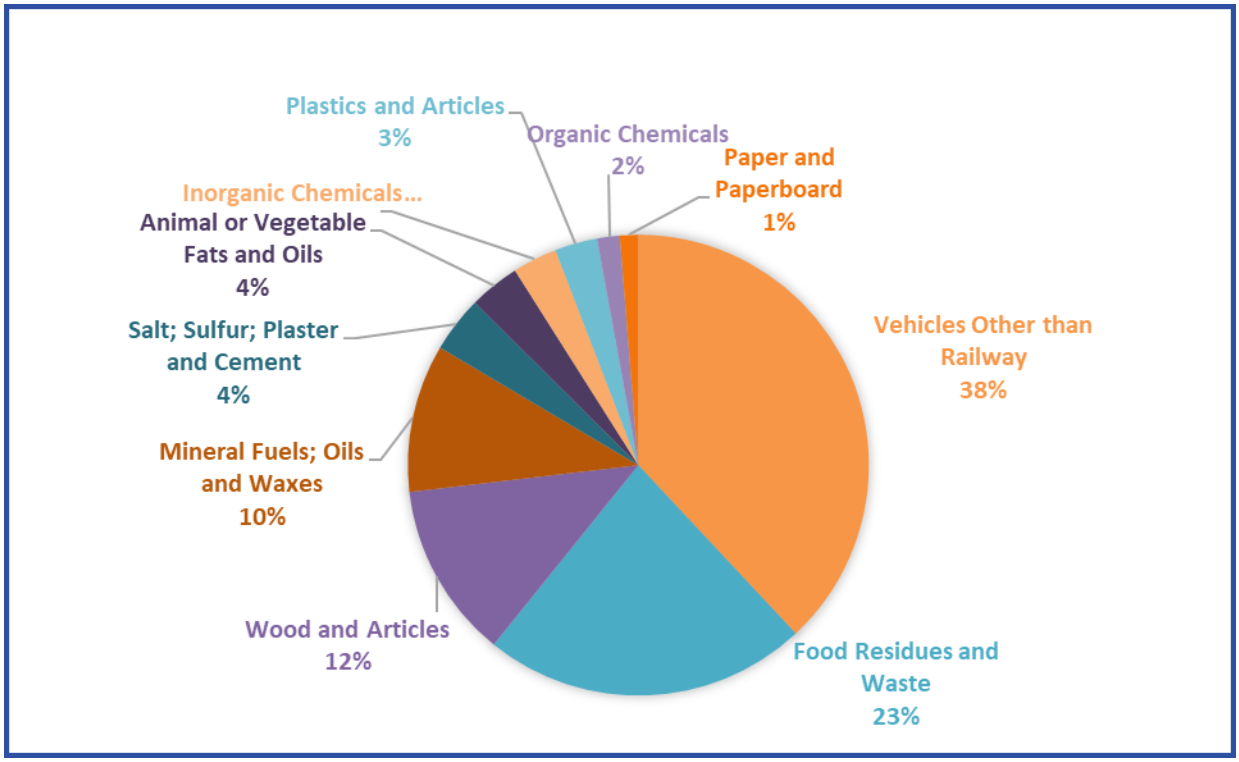
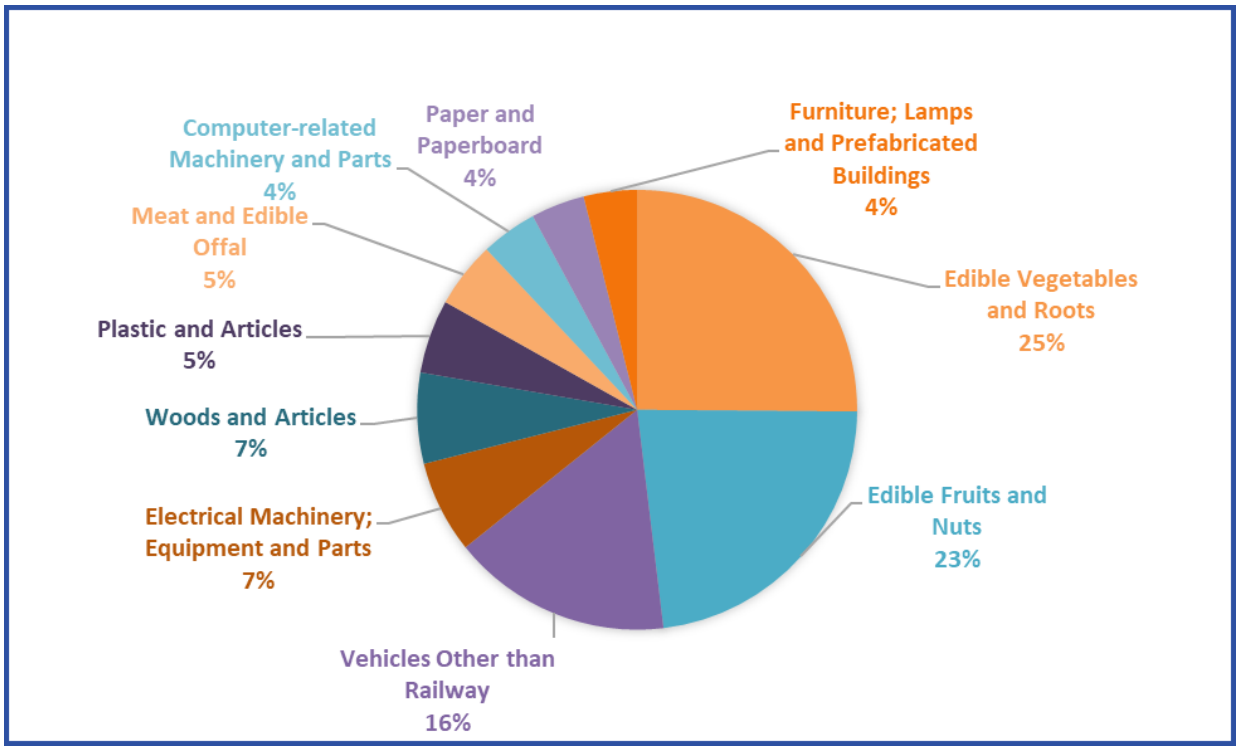


Figure 33 – Major Commodities Moved by Truck in Riverside County



Aviation

Palm Springs International Airport

Location and Access

Palm Springs International Airport is Riverside County's only commercial airport, located 2 miles east of downtown Palm Springs (Figure 34). It serves as the major commercial and general aviation air transportation center for Coachella Valley. The airport is highly seasonal, with most flights operating during the winter, and is driven by the tourism industry. Tourism in Greater Palm Springs has been steadily increasing, with an estimated 12.9 million day and overnight visits in 2015, up 6.1% from 2013, and this trend is expected to continue (Greater Palm Springs, 2015).

Ground transportation to the airport includes vehicle access from the CA-111, and to I-10 approximately five (5) miles south. Transit access is available via Sunline Transit Agency and Amtrak. Additional ground transportation options include:

- ✓ Personal vehicle (1,933 parking spaces available)
- ✓ Car rentals
- ✓ Services for Disabled or Seniors
- ✓ Limousine, Luxury Sedans, Vans, & Coaches
- ✓ Shuttle Companies
- ✓ Taxi Companies
- ✓ Bus Companies
- ✓ Bus-to-train (Amtrak)
- ✓ Transportation Network Companies (like Uber and Lyft) provide service to the airport on an operator permit program[9]

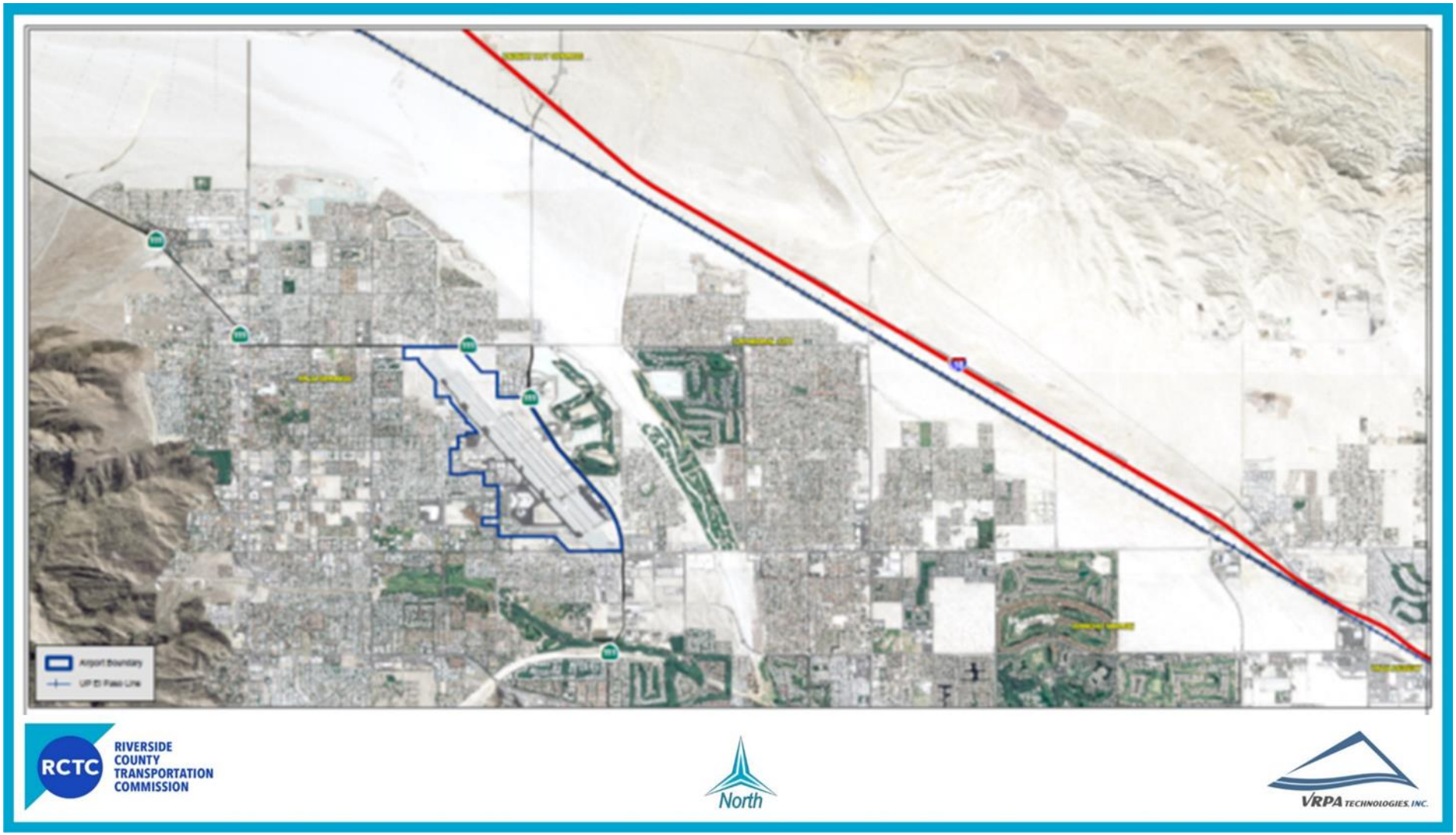
Additionally, there are 209 employee parking spaces available. Pedestrian facilities such as sidewalks and crosswalks are available for pedestrians moving between parking lots and terminals, but it is not convenient to arrive at the airport by foot or bicycle.

Airport Characteristics and Usage

The airport has a main passenger terminal and complex with two passenger concourses and two (2) fixed-based operators, providing a wide range of aviation services on two runways. In 2016, the airport averaged 153 operations per day, of which 33% were transient general aviation, 28% were air taxi, 27% were commercial, 9% were local general aviation, and 3% were military. In all, these trips generated an approximate 2.1 million visitors in 2017, a 5% increase over the previous year (City of Palm Springs 2018). While mode split data is not available for the airport, journey to work data from 2016 for Palm Springs indicates that the majority of trips in Southern California (76%) are made by car, suggesting that approximately 1.5 million of the annual visitors at Palm Springs International Airport arrive and depart by car.

[9] *In December 2017, the Palm Springs city council voted to allow TNC to provide services at the airport terminal if drivers undergo the same background check process and drug and alcohol testing that taxis are subject to.*

Figure 34 – Palm Springs International Airport Location



Recent Improvements and Planned Upgrades

The Palm Springs International Airport Master Plan, approved in 2015, outlined several key improvements aimed at increasing airport capacity and safety, and improving user experience. Improvements germane to the ambient transportation network include increasing parking availability for employees, rental cars, and the public (City of Palm Springs 2015).

The City of Palm Spring's current focus for the airport is to improve employee and passenger transportation and tourist transportation to resort destinations nearby. Given the expected continual increase in passenger volumes at the airport, there is the potential for increased congestion on highways and crowding on public transportation near the airport.

March Air Reserve Base

The March Air Reserve Base (March ARB) is operated as a public-use airport under a Joint Use Agreement with the U.S. Air Force. As shown in Figure 35, March ARB is located between the Cities of Riverside and Moreno Valley, in Western Riverside County, and is approximately 65 miles east of Los Angeles.

Regional access is provided by I-215, which runs in a north-south alignment directly west of the airport, and SR-60, which runs in an east-west alignment north of the airport. Ground access to airport facilities is provided by Cactus Avenue. Recent and planned improvements to Heacock Street and Harley Knox Boulevard will facilitate ground access to the airport, particularly for trucks.

The Moreno Valley/March Field Station on the Perris Valley Line extension of the Metrolink 91 Line is located near the entrance to the airport.

Airport Characteristics and Usage

The March ARB has two paved runways, with capacity for up to 21,001 operations (take-offs and landings) per year, but as of 2010 was realizing less than 4,000 per year. Along with increasing demand for air cargo in Southern California, there are several factors that may increase traffic at March ARB. Firstly, there is land and capability to construct space for high-tech manufacturing and distribution centers with intermodal capabilities. Secondly, the March ARB recently partnered with DHL in a 16-year operating agreement to run a domestic cargo distribution system, which is currently running 8 flights per day, but with plans to increase to 12 per day, including several international flights, over the course of the agreement. Thirdly, in terms of passenger traffic, the SCAG 2016 RTP/SCS forecasted that March ARB could reach as many as 200,000 annual passengers by 2040. The airport is also still used extensively for military operations (March Joint Powers Authority, 2018). The land surrounding the airport has been planned and developed to ensure land use compatibility with the operation and potential expansion of the airport.

Figure 35 – March Air Reserve Base Location

The airfield has a fire station, fuel facilities, and more than one million square feet of ramp area that can accommodate aircrafts of up to 900,000 pounds. There is a new executive terminal which was completed in 2015. Airspace around the site is uncongested as the arrival and departure routes are not shared by other airports in the region (March Joint Powers Authority, 2018).

Recent Improvements and Planned Upgrades

In recent years, more than $28 million in federal funding has been granted to March ARB, and it has been designated as a "reliever airport" in the Federal Aviation Administration's National Plan of Integrated Airport Systems. Funds will be used for rehabilitation of existing infrastructure and construction of new infrastructure for civilian aviation (March Air Reserve Base, 2010).

It is anticipated that the March ARB will continue to be eligible for federal and state funding and will continue to expand and accommodate additional air cargo (March Joint Powers Authority, 2018). The Los Angeles International Airport has been experiencing increased delays in air cargo handling due to congestion, and March ARB has the potential to absorb excess volume. Increased air cargo volume is likely to impact both on site employment and increase freight traffic to and from the site.

While recent improvements to I-215 have been made, it is likely that there will be a need for continued investment in ground transportation systems to accommodate increasing volumes at March ARB (March Air Reserve Base, 2010).

Mobility Innovations

Technological advancements in mobility are expanding at an exponential rate, transforming mobility trends and travel patterns. Since smartphones have entered the market their effects on people's daily activities have become profound. Mobility Innovations are both enabling and challenging. An example of an enabling technology is the infusion of information in bike sharing programs, which has existed for years. A new bike share model (dockless bike share) is emerging in cities across the country which allows users to rent a bike through a smart-phone application, and park it when their ride ends. This model of shared mobility is also seen with the introduction of electric scooters. Transportation Network Companies (TNCs) such as Uber and Lyft, which have created a new market, are profoundly changing the existing Taxi market but can serve as viable solutions for first/last mile trips.

Technologies and emerging mobility trends must be considered as Riverside County develops its LRTS. The 2016 SCAG RTP/SCS placed a great emphasis on mobility technology/innovation strategies in supporting its goals and objectives. Whether it be deciding on the type of technology included in infrastructure projects or selecting the types of analysis and planning used to plan for system improvements, or guidance on local mobility and land use planning decisions, mobility innovations are key components in multimodal mobility planning.

Smart Cities

"Smart Cities" are cities that leverage information and communications technology to more intelligently and efficiently use resources to deliver its services. Smart Cities take the approach of applying technology to manage an ecosystem of civic resources including transportation systems, telecommunications, utilities, health and human services, public safety, and other community services. They provide a system philosophy that integrates mobility innovations within its management framework to improve efficiency. Example Smart Cities in Southern California include the City of Riverside.

SmartRiverside is a nonprofit coalition of partners whose vision is to establish the City of Riverside as an internationally recognized center for innovation. Its goals are to:

- ✓ Attract and retain High Technology companies in the City of Riverside.
- ✓ Increase the technology literacy of the City of Riverside through Digital Inclusion.
- ✓ Identify new programs to foster technology innovation and use in the City of Riverside.

Mobile Phones

Examples of mobile applications in use in Riverside County include MetroLink and Riverside Transit Agency (RTA). Both apps provide information on schedules and related information on riding transit. The MetroLink app also allows riders to purchase tickets through the app without the need to purchase a paper ticket and allows for Metro subway transfers. Recent percentages of tickets purchased through the Metrolink app range from 40-46% and climbing.

Bike Share/Scooters

Bike sharing programs increase cycle usage including first/last mile connection to transit and replacing short auto trips (1-3 miles) resulting in decreasing greenhouse gases and improving public health. Bike Share Programs involve the deployment of stations situated throughout a service area with participants paying a fee to check bicycles in and out of the stations. It is used in dense urban environments, for commuting, or in locations with strong potential for bicycling such as areas with parks, recreational destinations, or other land use supportive of bicycling. However, like all asset programs bike shares need to be properly managed: enforcement against theft and vandalism, repair, operations and maintenance are all aspects of a successful Bike Share Program.

The City of Riverside launched an electric bike share program in November 2018 and the City of Moreno Valley completed a bike sharing demonstration project in 2017.

Neighborhood Electric Vehicles

Neighborhood Electric Vehicle (NEV) is a federally designated class of roadway passenger vehicle usually designed to have a top speed of 25 miles per hour that can be operated on any public roadway with a posted speed limit of 35 mph or lower. Most NEVs look like golf carts but they must meet enhanced safety regulations and operators must be licensed and insured. While most local trips in Riverside

County are within the operating range of NEVs, full sized automobiles typically fill this role. To date, NEVs have become popular primarily in retirement communities and areas with large populations of senior citizens. Because NEVs are restricted from operating on wider, higher speed arterials, many areas would need to plan for construction of NEV-friendly road infrastructure. Key barriers to adoption of NEVs are the price and quality of commercially available NEVs. Coachella Valley Association of Governments (CVAG) has made NEVs a cornerstone of their mobility strategy, including their CV Link NEV/Active Transportation Corridor.

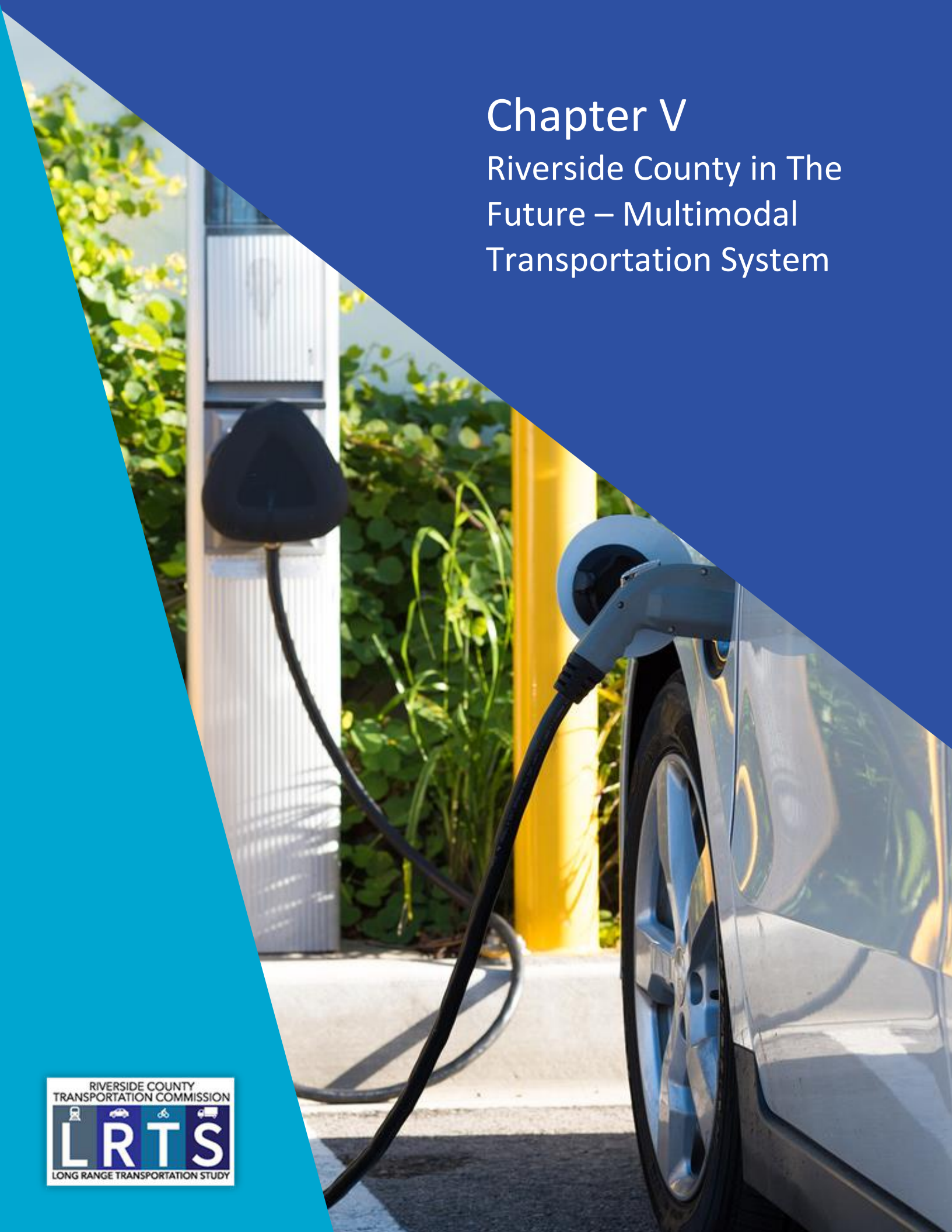
RCTC Supportive Actions to Support Mobility Innovations

RCTC should continue to be supportive of mobility innovations and support goals and policies that will ensure a safe and efficient transportation system for Riverside County. Consider the following actions:

- ✓ Support communication technologies in gathering data and managing traffic on arterial corridors to make useful information out of 'Big Data' – anonymized real-time geospatial locational data on motor vehicles.
- ✓ Plan supportive ACV infrastructure and assess the costs and benefits of ACV-related projects as markets develop.
- ✓ Engage ACV stakeholders in order to stay informed about industry best practices and options for application in Riverside County.
- ✓ Use data collection opportunities to maintain a broad understanding of the transportation system and its issues and opportunities.
- ✓ Assess possible changes in agency roles and/or new skill requirements that will aid in incorporating mobility innovations.

Chapter V

Riverside County in The Future – Multimodal Transportation System



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Chapter V. Riverside County in The Future – Multimodal Transportation System

Highways and Major Roadways

Highways

The LRTS calls for a number of new highways, major roadways, and lane additions to existing facilities. Key projects include the following:

- ✓ Mid County Parkway, a proposed six-lane freeway between I-215 and SR-79.
- ✓ SR-79, a proposed new 4-lane freeway between Gilman Springs Road and Domenigoni Parkway.
- ✓ The Community Environmental Transportation Acceptability Process (CETAP) Corridor between I-15 and I-215 which could be built as a freeway or an arterial roadway.
- ✓ I-10 truck lane between the San Bernardino County Line and SR-60.
- ✓ SR-60 truck lane currently under construction between Gilman Springs Road and I-10.
- ✓ I-15/French Valley Interchange project which includes the addition of various general-purpose lanes between Jefferson Street and Ynez Road.
- ✓ SR-71 widening to include two general-purpose lanes between the San Bernardino County Line and SR-91.

Additional details regarding key projects are shown in Table 29.

Managed Lanes

The planned future lane-mile capacity additions to the current highway system are focused on managed lanes. Managed lanes account for half of the planned future growth in highway lane-miles in the County, including the I-15 Express Lanes Southern Extension and High Occupancy Vehicle (HOV) lanes on I-15 and I-215. RCTC has also identified potential new express lanes for further review from its Next Generation Toll Feasibility Study. The planned highway projects and potential express lanes are shown in Figure 36 and a description of potential express lanes projects can be seen in Table 30.

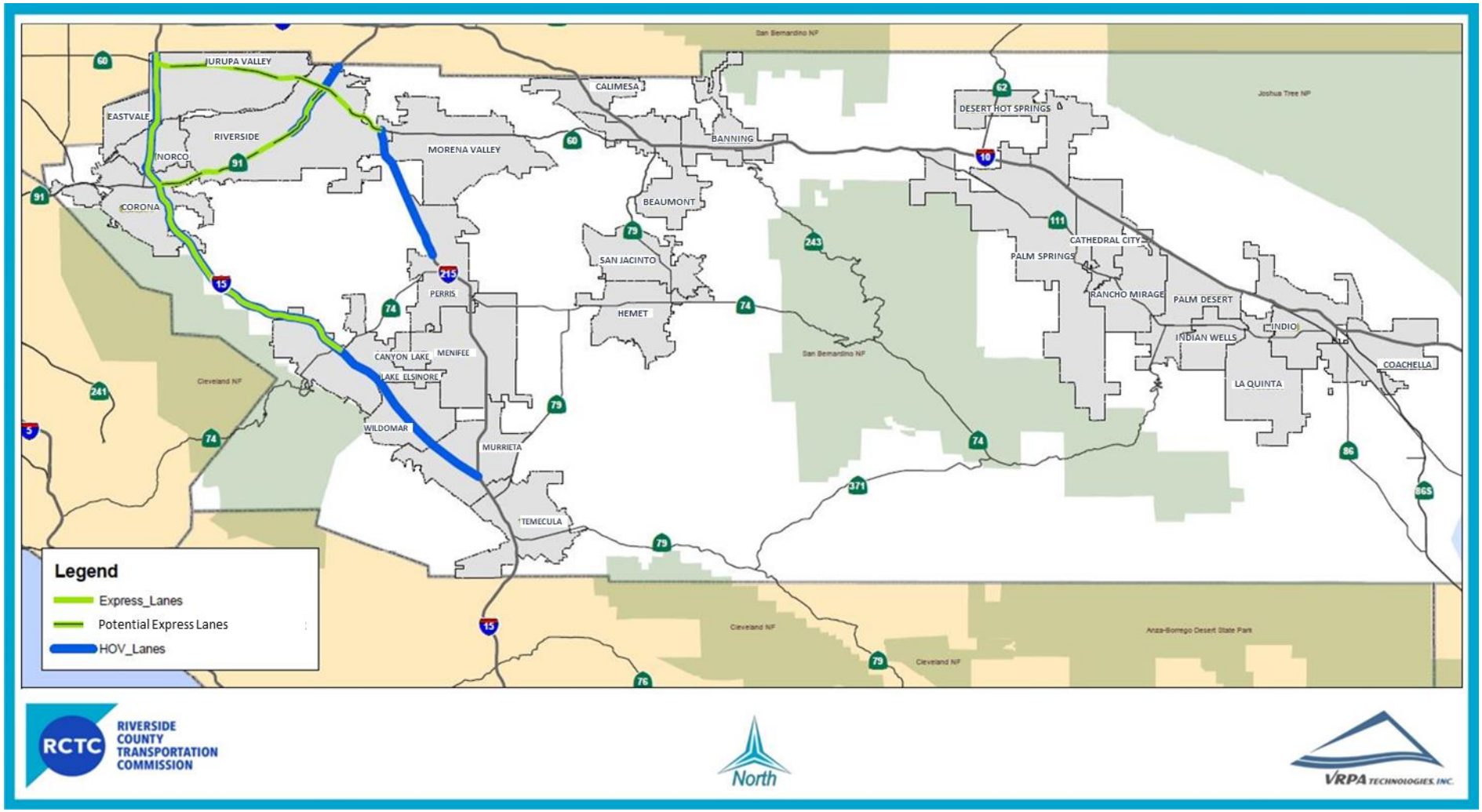
Table 29 – SCAG 2016 RTP/SCS 2040 Plan: Highest Cost Riverside County Roadway Projects

ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	PROJECT COSTS ($1,000S)
CETAP East-West Corridor	I-15	I-215	CETAP: Provide new East-West Transportation Corridor Between I-15 In the west, I-215 In the east, south of Lake Memphis in the north, and SR-74 in the south.	2045	$2,367,661
Mid County Parkway	I-215 in Perris	SR-79 In San Jacinto	In Western Riverside County New Mid County Parkway: Construct 6 through lanes (3 lanes in each direction); Approximately 16 miles between I-215 in Perris east to SR-79 in San Jacinto, including construction/reconstruction of 13 interchanges, addition of auxiliary lane Redlands-Evans & EB auxiliary lane Evans-Antelope. I-215 Improvement: add 1 mixed-flow lane in each director Nuevo Road-Van Buren Blvd., & 1 auxiliary lane in each direction Mid County Parkway Cajalco/Ramona Expressway and from Mid County Parkway-Nuevo.	2030	$1,691,500
SR-79	2.0 KM S/O Domenigoni Parkway	Gilman Springs Road	On SR-79 in Southwestern Riverside County between 2.0 kilometers south of Domenigoni Parkway to Gilman Springs Road; realign and widen SR-79 from 2 to 4 through lanes.	2035	$1,523,000
SR-91	SR-241	Pierce	On SR-91/I-15: SR-91 - add 1 mixed-flow lane each direction (SR-241 - SR-71).	2035	$260,000
I-15	SR-74 (PM 22.3)	To Junction I-15/ I-215 (PM 8.7)	Construct 2 HOV lanes (1 lane each direction) from SR-74 (PM 22.3) to Junction I-15/I-215 (PM 8.7).	2039	$375,664
I-10/SR-60 JCT/ |SPLIT	I-10/SR-60 JCT/ |SPLIT		Construct new interchange	2030	$282,443

Table 30 – Potential Express Lanes Projects

ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	PROJECT COSTS ($1,000S)
I-15			Existing: I-15 in Riverside County: construct 4 Toll Express Lanes (TEL) (2 TEL each direction) from SR-60 (PM 51.4) to Hidden Valley Parkway (PM 42.9) and construct 2 TEL (1 TEL each direction) from Hidden Valley Parkway (PM 42.9) to Cajalco Road (PM 36.8). Advance signage will be installed at the south end between PM 51.4 (SR-60) TO PM 1.3 in San Bernardino County. Revised: 1-15 in Riverside County: construct 4 TEL (2 TEL each direction) from SR-60 to Cantu-Galleano Ranch Road, from Hidden Valley Parkway to the end of SR-91 TEL, and from El Cerritos Road to Cajalco Road advance signage will be installed at the south end between PM 34.7 to PM 36.6 (Cajalco Road) at the north end between PM 34.7 to PM 36.6 (Cajalco Road) & at the north end between PM 51.4 (SR-60) to PM 1.3 in SB CO.	2020	$472,000
I-15	Cajalco Road (PM 36.8)	SR-74 (PM 22.3)	Construct 4 TEL (2 TEL in each direction) from Cajalco Road (PM 36.8) to SR-74 (PM 22.3).	2028	$544,000
SR-91	SR-241	Pierce	On SR-91/I-15: SR-91 - add 1 mixed-flow lane each direction (SR-241 - SR-71).	2035	$260,000
SR-60	I-15	I-215/SR-91 IC	Construct 2 Express Lanes (1 lane EA DIR) From I-15 to I-215/SR-91 Interchange	2033	$187,000
SR-91	I-15	I-215/SR-60 IC	Construct 2 Express Lanes (1 lane EA DIR) From I-15 to I-215/SR-60 Interchange	2030	$262,000
SR-60/I-215	SR-60/I-215	I-215/Van Buren; SR-60/Gilman Springs	Construct 4 Express lanes (2 lane EA DIR) SR-91/SR-60/I-215 Interchange to SR-60/I-215 IC. Construction 2 Express LNs (1LN EA DIR) From SR-60/I215 IC to Gilman Springs Road (SR-60). Construct 2 Express Lns (1 LN EA DIR) From SR-60/I215 IC to Van Buren Blvd (I-215).	2028	$429,000

Figure 36 – 2040 Plan Future Highway and Potential Express Lanes Projects



Next Generation Toll Feasibility Study

RCTC's Next Generation Toll Feasibility Study (2019) examined potential new and/or expanded express lane facilities within Riverside County. In Phase One of the Study, 16 potential express lane corridors were identified and analyzed for financial feasibility. This resulted in the identification of four corridors (Top Tier Corridors) that were further analyzed during Phase Two of the study.

The Top Tier Corridors identified in the Next Generation Toll Feasibility Study included the following:

- ✓ SR-91 from 1-15 to SR-91/I-215/SR-60 Interchange (14 miles)
- ✓ SR-60 from I-15 to SR-91/I-215/SR-60 Interchange to I-215 (10 miles)
- ✓ I-215/SR-60 from SR-91/I-215/SR-60 Interchange to Gilman Springs Road (15 miles)
- ✓ I-215/SR-60 from SR-91/I-215/SR-60 Interchange to Gilman Springs Road (19 miles)

The results of the detailed analysis showed that all four of the Top Tier Toll Corridors have some level of financial feasibility, which is defined as the ability to cover all operating costs. Therefore, these corridors could all be candidates for future express lanes facilities depending on the availability of non-toll revenue funding to support capital costs. Caltrans District 8 Managed Lanes Feasibility Study will also further review these corridors as potential managed lanes

Arterial Roadways

Based on SCAG's 2016 RTP/SCS, a summary of the 2016, Baseline and Plan 2040 roadway lane miles are provided for the three sub-regions in Figure 37. Total roadway facility lanes miles in Riverside County will increase about 2% from 2016 to Baseline 2040. Under the Plan 2040, the total lane miles are expected to grow by approximately 20%.

The Baseline 2040 scenario includes mostly projects included in SCAG's Federal Transportation Improvement Program (FTIP) for Riverside County, which are projects programmed in the first six years of the RTP. These projects mostly have committed funds within the next five years. The Plan scenario includes additional financially constrained and unconstrained (strategic plan) for Riverside County over the next 20+ years as shown in Figure 38 to Figure 41. Baseline 2040 includes approximately two hundred roadway/highway projects. Plan 2040 has approximately 600 additional projects. The SCAG's 2016 RTP/SCS highest cost roadway projects in Riverside County are shown above in Table 29.

Figure 37 – Roadway Facility Lane Miles

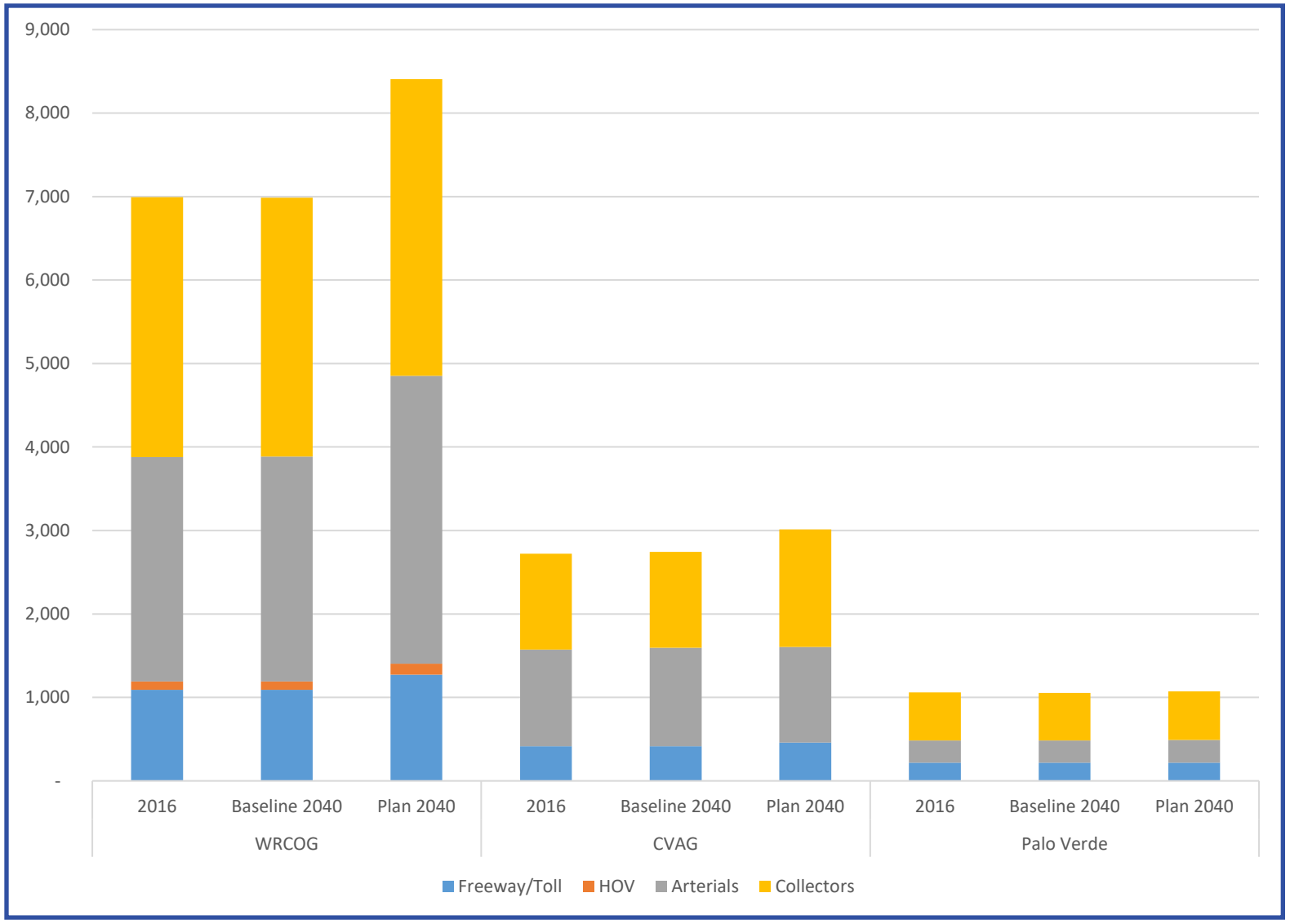


Figure 38 – Baseline 2040 Projects (Western Riverside County)

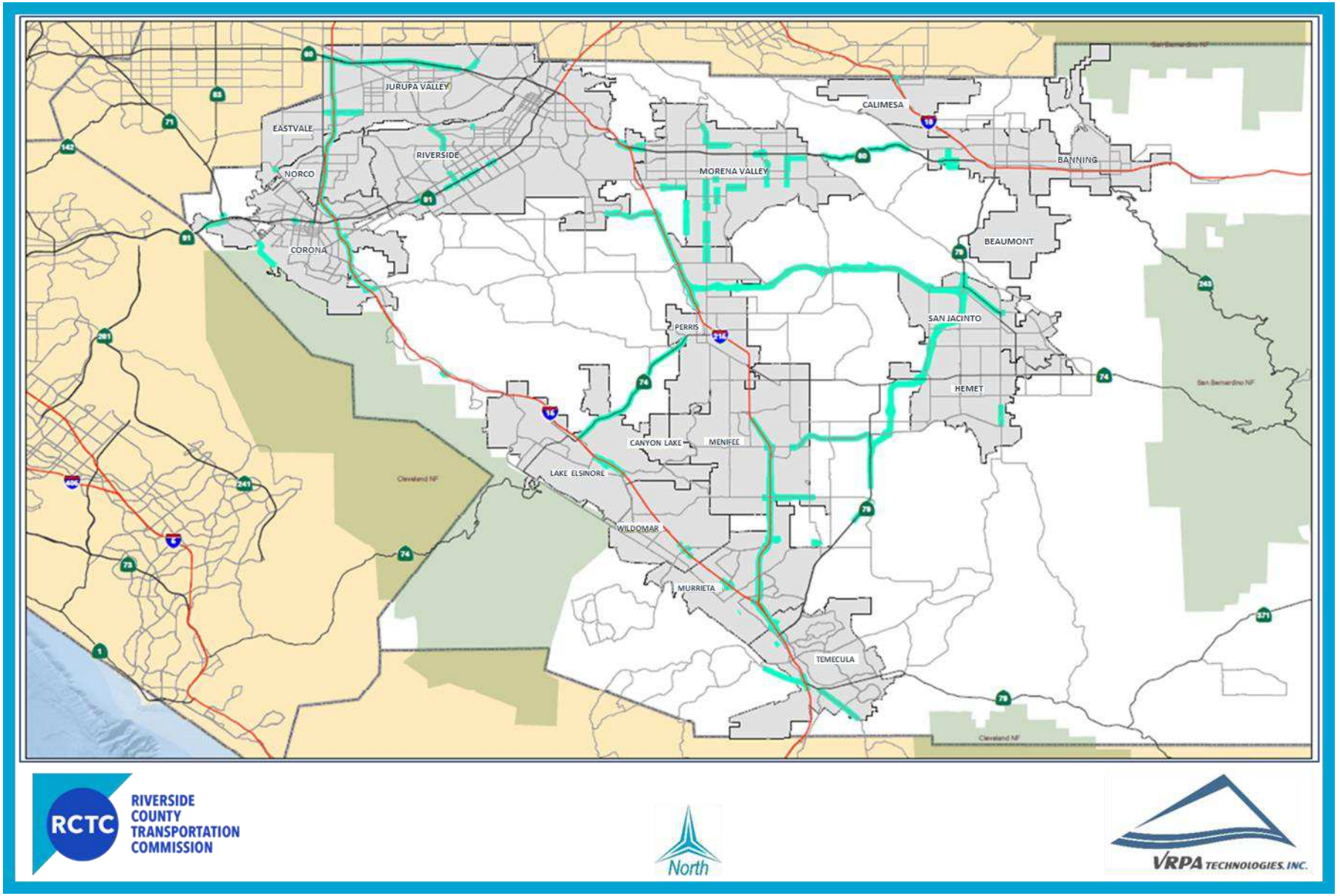


Figure 39 – Baseline 2040 Projects (Eastern Riverside County)

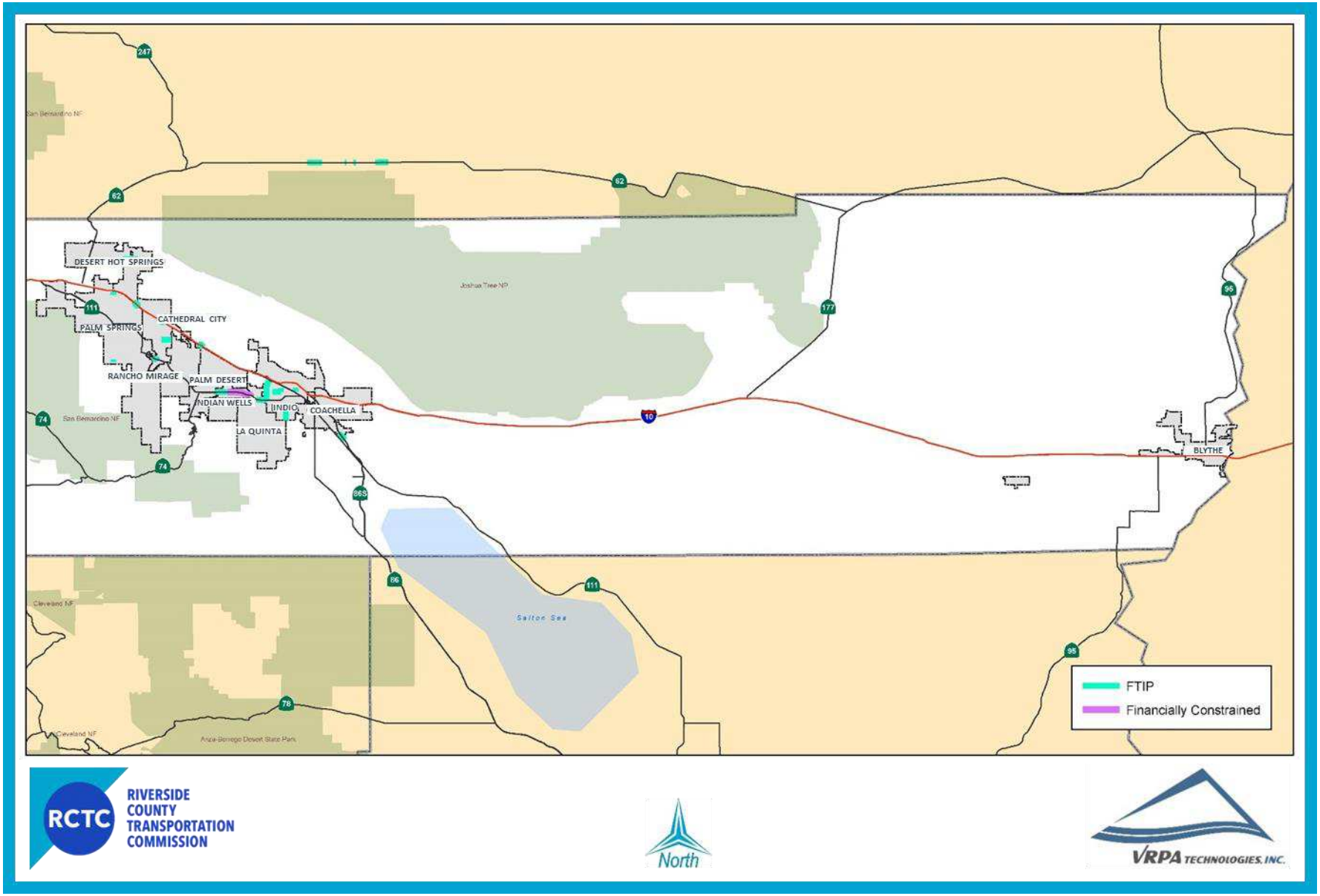


Figure 40 – Plan 2040 Projects (Western Riverside County)

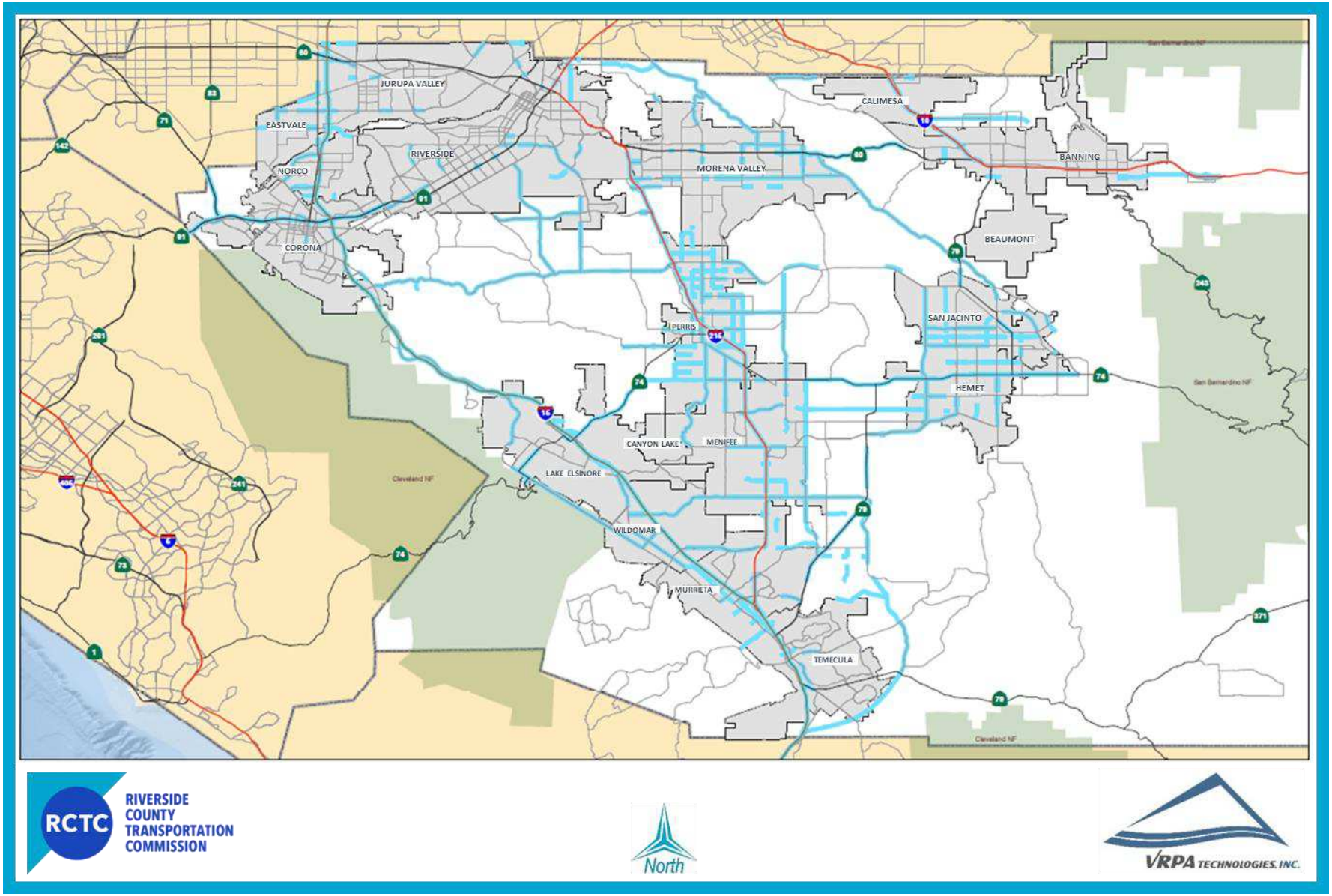
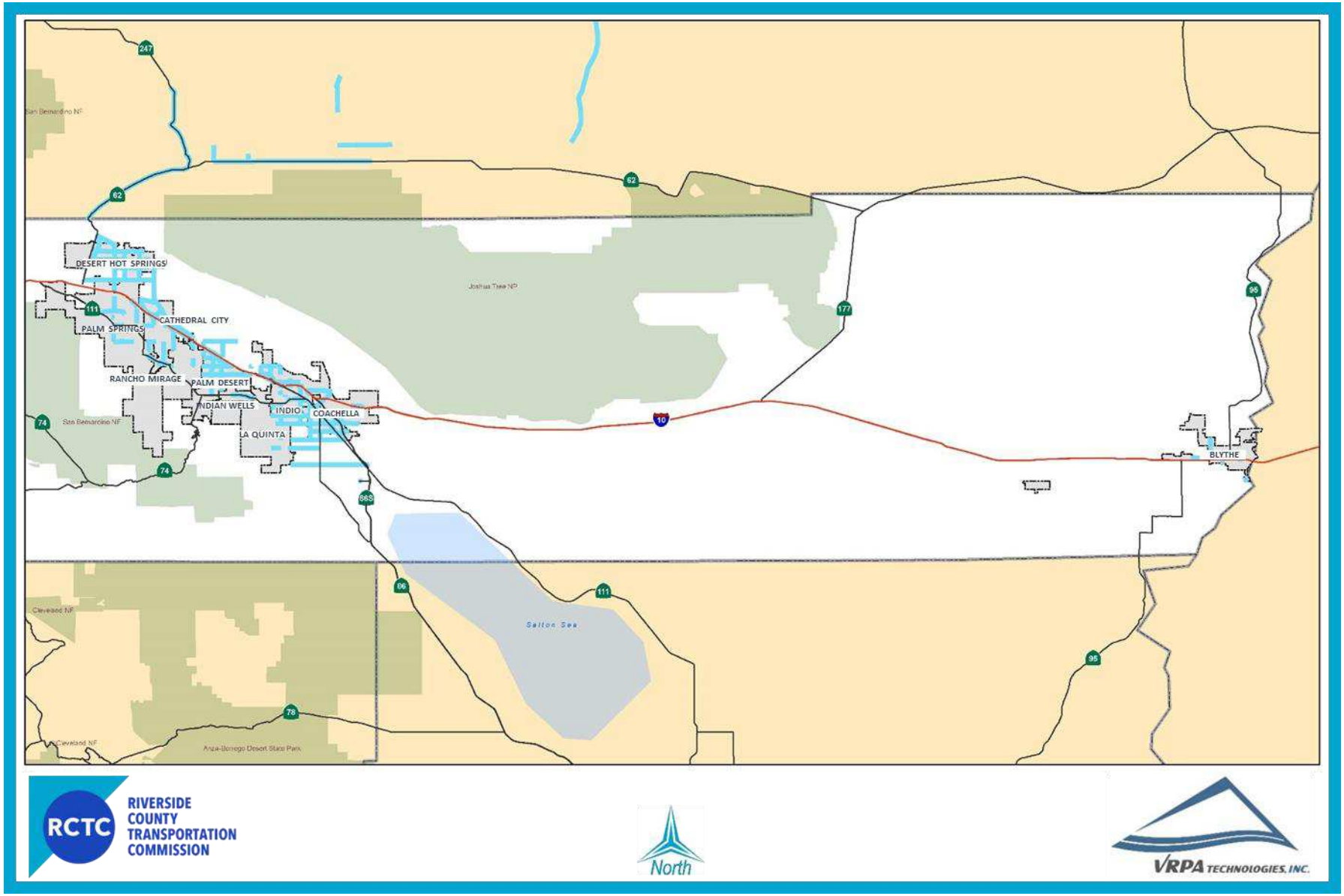


Figure 41 – Plan 2040 Projects (Eastern Riverside County)



Transportation System Preservation

As population and employment growth increased over the years in Riverside County, the transportation infrastructure has come under significant stress. At the same time, decades of underinvestment in maintaining and preserving the multimodal system under increased travel demand, has resulted in aging and stressed roadways, highways, bridges, bicycle and pedestrian facilities. The overall transportation infrastructure system continues to rapidly deteriorate and deferring maintenance will put more pressure on the system, compounding the problem. As the maintenance and preservation of the existing systems are delayed, the cost of repairs will increase exponentially. Furthermore, poor roadway quality results in additional vehicle maintenance cost. It is estimated that poor quality roadways cost users about $700 per household per year and with over 700,000 households in Riverside County, the increased household cost is $490 million per year.

According to SCAG's 2016 RTP/SCS, Riverside County has 480 lane miles of distressed state highways, 40% of which are categorized as in major structural distress. RCTC, in collaboration with Caltrans, should place a high priority on investing in the maintenance and preservation of the multimodal transportation system by adopting "Fix-it-First" as a key strategy in the LRTS.

Operational Efficiency

Full utilization of transportation infrastructure requires operational efficiency. As described in Chapter IV, operational efficiency strategies are designed to optimize the transportation system throughput by managing vehicle demand and delays to improve reliability and safety. Strategies to optimize operational efficiency and productivity of the transportation system include:

- ✓ Corridor System Management Plan (CSMP)
- ✓ Integrated Corridor Management (ICM)
- ✓ Express Lanes

A CSMP is a multi-jurisdictional and multimodal plan to improve traffic operation and management along a travel corridor experiencing regularly recurring delay and congestion. A CSMP results in a list of recommended specific operational improvements along with a phasing plan. These strategies may include intelligent transportation systems (ITS), transportation system management (TSM), incident management, and roadway improvements such as construction of auxiliary lanes and various interchange improvements. There are currently four CSMPs prepared by Caltrans in Riverside County:

- ✓ I-10 San Bernardino County line to SR-60
- ✓ I-215: I-15 in San Bernardino County to I-15 in Riverside County
- ✓ SR-91: Orange County Line to I-215/SR-60
- ✓ I-15: San Diego County line to San Bernardino County line

In addition, SCAG, RCTC and the San Bernardino County Transportation Authority (SBCTA), working in partnership with Caltrans District 8 have initiated Inland Empire Comprehensive Multimodal Corridor Plans (IE CMCPs), one focused on east-west flows of people and goods and the other on north-south flows. The geographic areas to be covered may be refined as part of the study, but they generally would cover the areas shown in Figure 42 and Figure 43. The IE CMCPs will further address operational efficiency and system productivity projects.

Figure 42 - Inland Empire East-West Multimodal Corridor

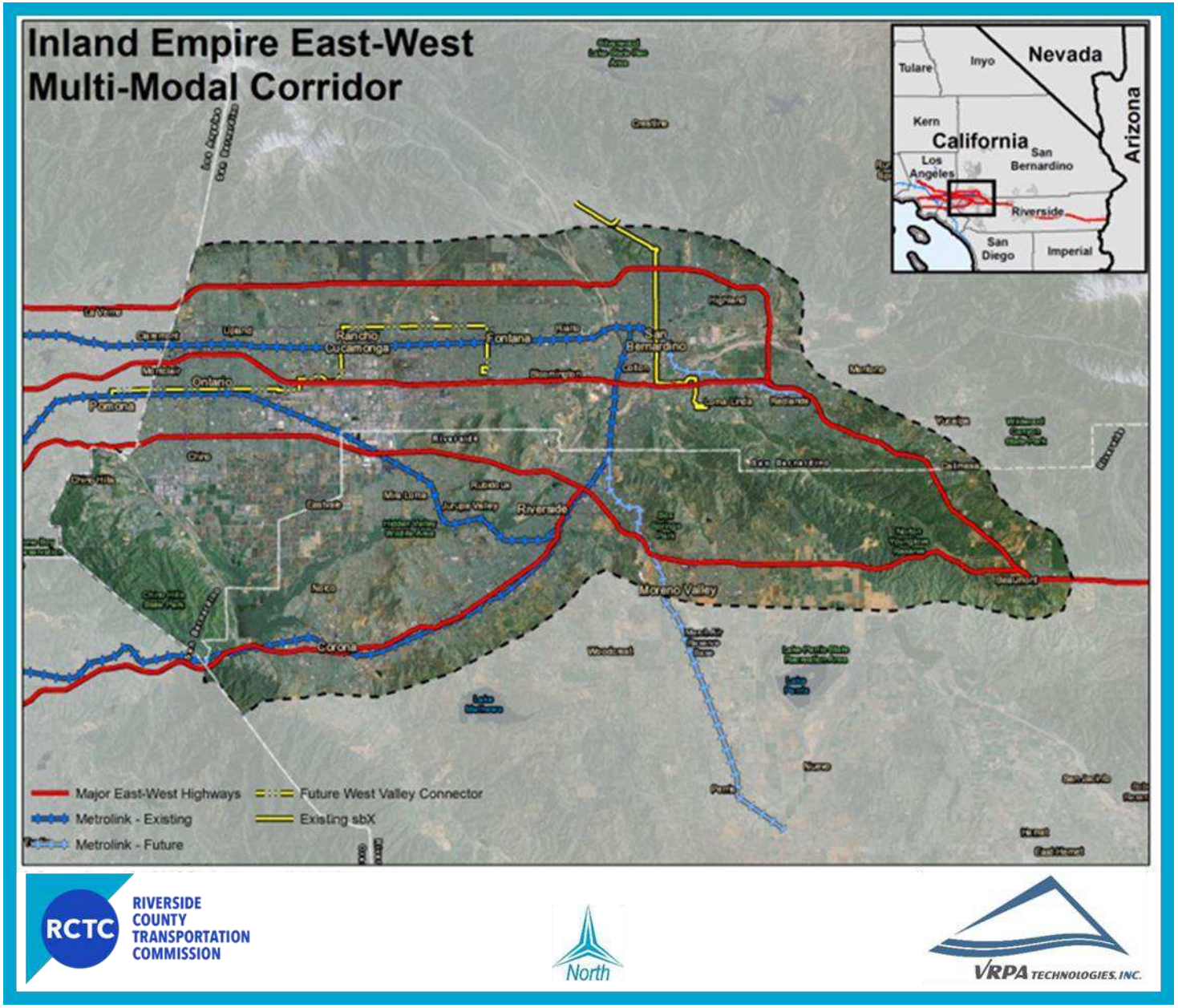
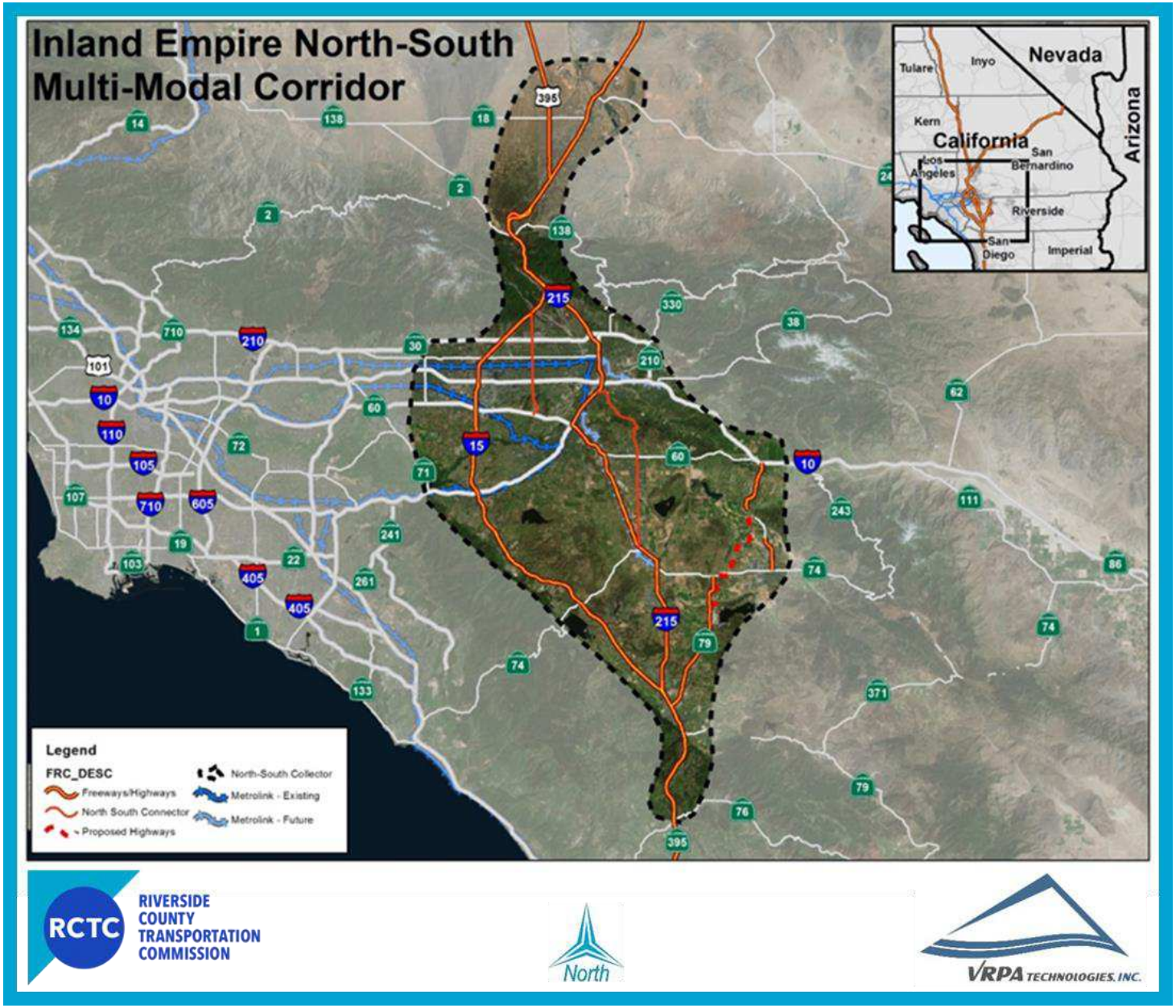


Figure 43 - Inland Empire North-South Multimodal Corridor



The Integrated Corridor Management (ICM) initiative was first introduced by the US Department of Transportation (USDOT) in 2006. The vision of ICM is that multimodal transportation networks (including freeways, arterials and transit) will realize significant improvements in the efficient movement of people and goods when all elements within a corridor are proactively managed and are able to communicate. Key ICM strategies are:

- ✓ Arterial signal coordination
- ✓ Dynamic traffic re-routing due to incidents or events
- ✓ Ramp Metering
- ✓ System Coordination between Caltrans and local jurisdictions
- ✓ Traveler information exchange

Most ICM strategies have focused on improving passenger travel with less emphasis in freight corridors. Since freight movement is a key challenge, the ICM strategies need to strongly consider and emphasize the freight movement conditions, opportunities and strategies. As connected and automated vehicles move into the mainstream, infrastructure improvements to enable communication to vehicles from an ICM will be needed. RCTC supports the goals and policies to ensure a safe and efficient transportation system for Riverside County. The following actions are recommended:

- ✓ Identify the potential ICM corridors
- ✓ SR-60 as a Freight ICM corridor
- ✓ Work with SCAG on updating the Inland Empire ITS Architecture Plan

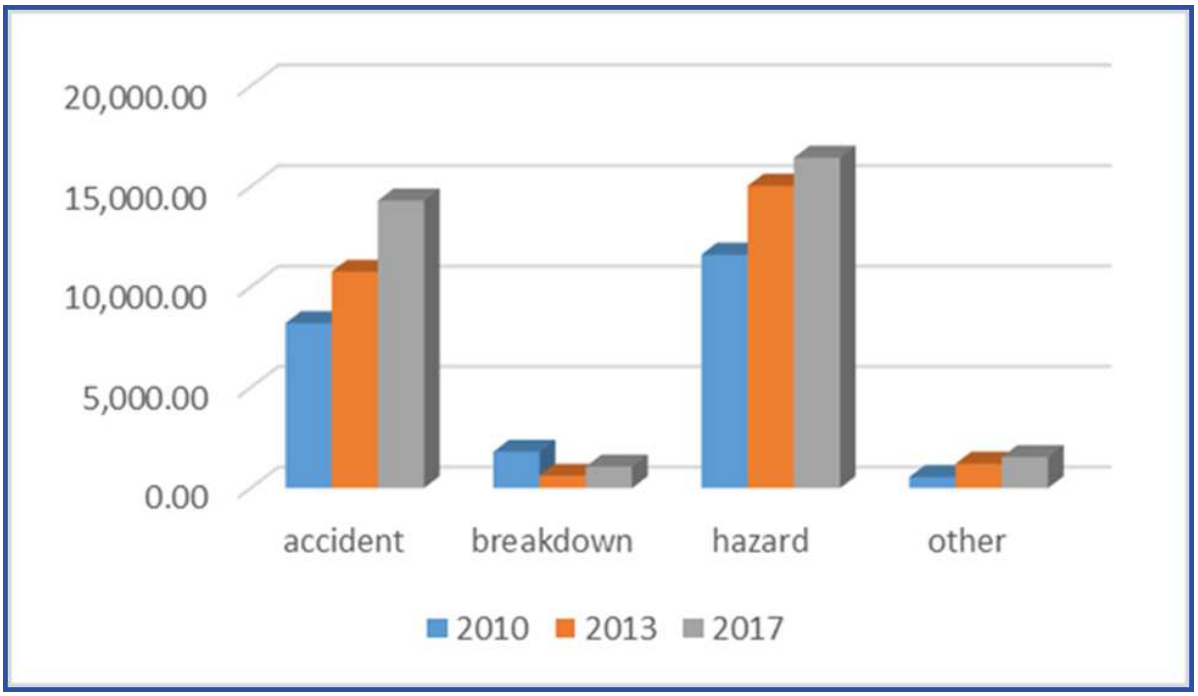
Transportation Safety

The concept of Transportation System Safety focuses on improving the safety for all users by protecting persons and properties from unintentional damage or destruction caused by a collision or natural disaster. To adequately address transportation safety in the Riverside County, data from the California Highway Patrol (CHP) and vehicle miles of travel (VMT) data obtained from Caltrans' Performance Measurement System (PeMS) were analyzed for Riverside County. As illustrated in Figure 44, the number of all various types of incidents have increased from 2010 through 2017. This also closely corresponds to the VMT increase during the same period as shown in Figure 45. As the VMT are expected to grow in the future, the number of incidents is expected to grow as well.

In an effort to reduce and mitigate the effects of accidents/incidents on traffic flow and efficiency, it is recommended that the four "E"s of transportation safety – engineering, enforcement, education and emergency response – become an integral part of the transportation safety program for Riverside County. The safety program should also support the Toward Zero Deaths (TZD) vision, a national strategy on highway safety that provides a framework for traffic safety planning efforts. In 2015, the California Department of Transportation released an update to the Strategic Highway Safety Plan (SHSP) which includes the following goals:

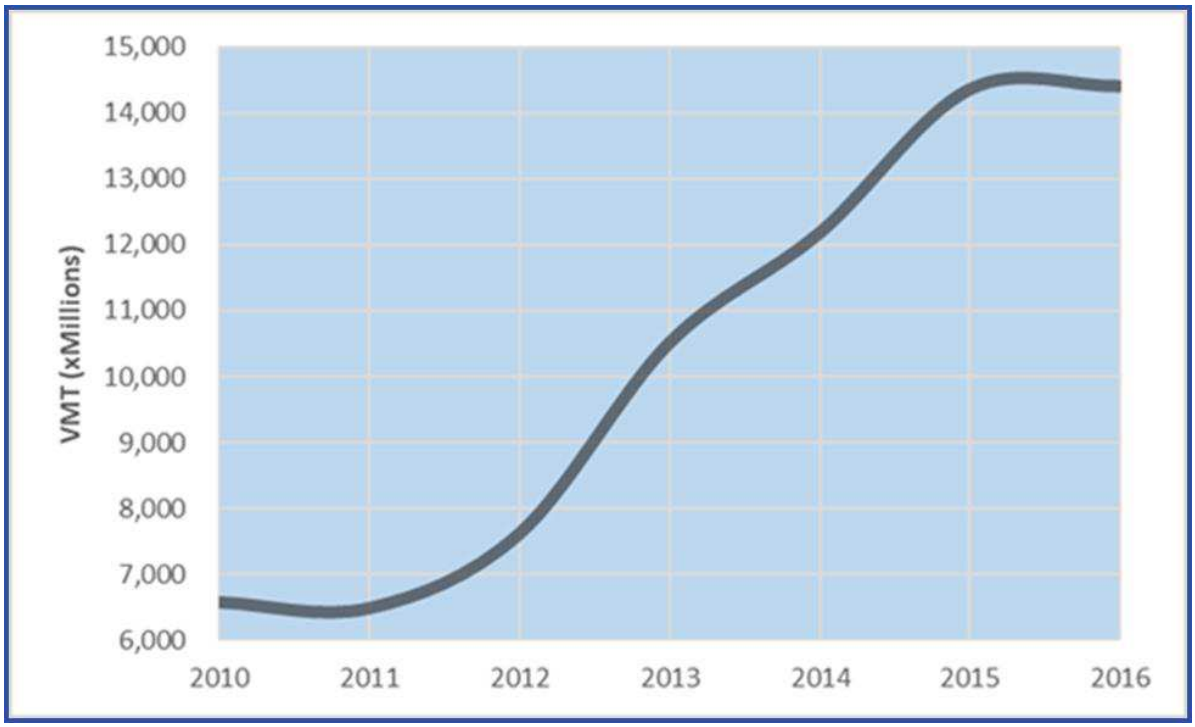
- ✓ A 3% per year reduction for the number and rate of fatalities; and
- ✓ A 1.5 % per year reduction for the number and rate of severe injuries.

Figure 44 - Incidents



Source: California Highway Patrol

Figure 45 – Annual Vehicle Miles Traveled



Source: Caltrans Performance Measure System (PeMS)

Closing Gaps and Multimodal Corridor Improvements

SCAG's 2016 RTP/SCS Plan 2040 includes approximately 700 highway and arterial projects in Riverside County of which approximately 200 are Federal Transportation Improvement Programs (FTIP) projects (projects in the first six years of the RTP/SCS) as shown in Figure 46. To identify the deficiencies in the system, the level-of-service (LOS) as defined by the ratio of traffic volumes to roadway capacity (V/C) analyses were performed for the PM peak period for the Baseline 2040 (only FTIP projects) and Plan 2040 (projects beyond the six-year FTIP period). The results are exhibited in Figure 47 and Figure 48. The AM peak period LOS analysis exhibited similar patterns of congestions as the PM peak period.

The Plan 2040 projects greatly improve the traffic flow and LOS in the County. There are still four corridors where LOS falls in the E or F categories (V/C > 1.0) as shown in Figure 49:

- ✓ SR-91 from Serfas Club Drive to Pierce Street
- ✓ I-15 from SR-74 to SR-91
- ✓ SR-60 from Valley Way to SR-60/I-215 Interchange
- ✓ SR-79 from Ramona Parkway to I-10

These corridors along with others will be further studied and analyzed as part of the multimodal IE CMCPs.

CETAP Considerations

The Community Environmental Transportation Acceptability Process (CETAP) was created during development of the Riverside County Integrated Plan (RCIP) and it continues to be part of the County's planning process through inclusion in the County's General Plan Circulation Element. Four major transportation corridors were identified as part of CETAP that continue to be include in the County's planning process:

- ✓ Moreno Valley to San Bernardino
- ✓ East-West Corridor
- ✓ Winchester to Temecula
- ✓ SR-79 Realignment Study Area

These four corridors are in various stages of the planning process.

The Moreno Valley to San Bernardino CETAP corridor and the SR-79 Realignment Study Area remain on the County's Circulation Element. The Moreno Valley to San Bernardino corridor is being further studied by the County of Riverside. The environmental document for the SR-79 Realignment project was completed December 2016 and includes the southern portion that is part of the SR-79 CETAP corridor. These two corridors pose many challenges from an environmental, feasibility, and funding standpoint. Further analysis will be required to focus on phasing the project and identifying the most critical segments that meet independent utility and logical termini criteria.

Figure 46 – Plan 2040 Projects

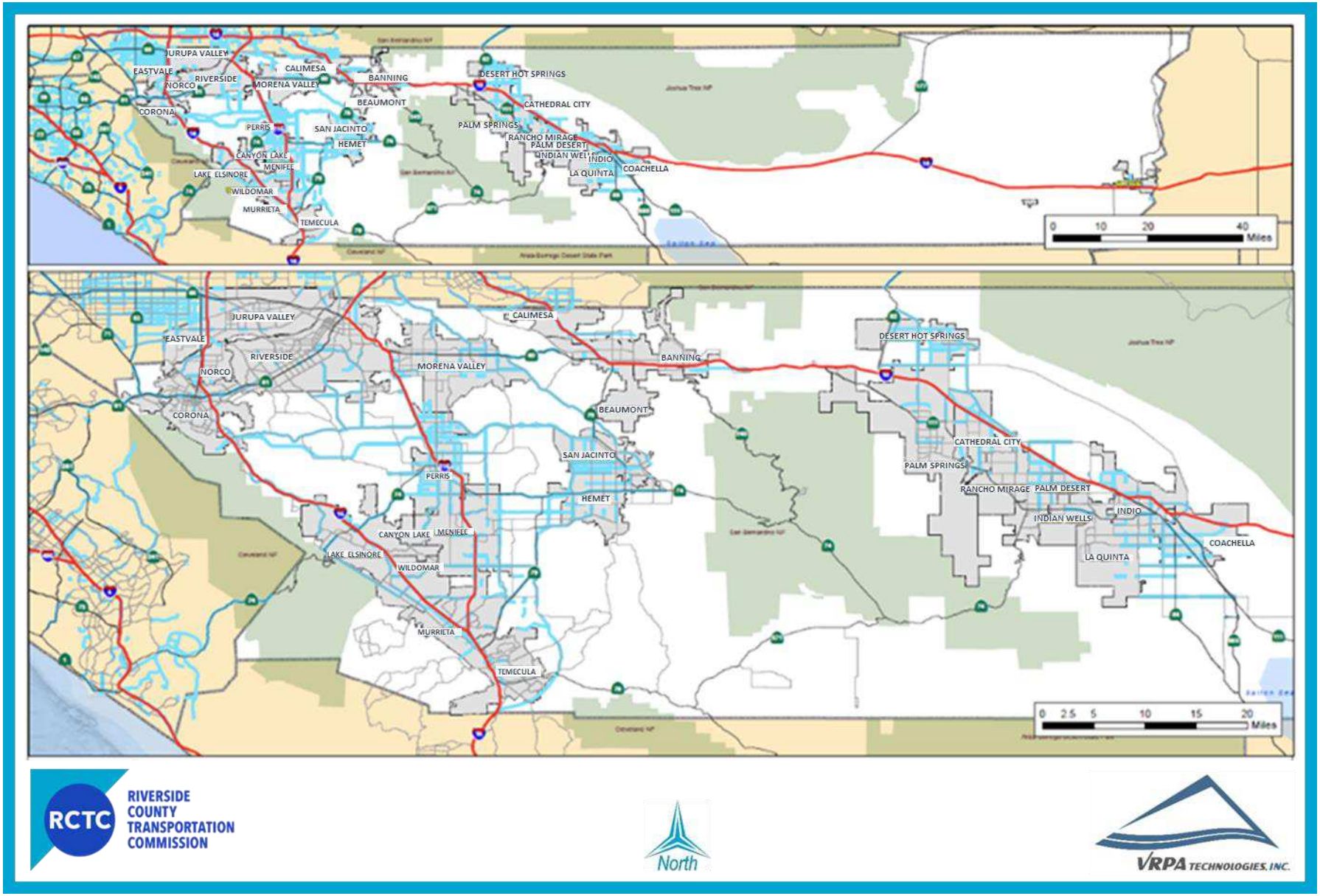


Figure 47 – Baseline 2040 PM Peak Period Level of Service

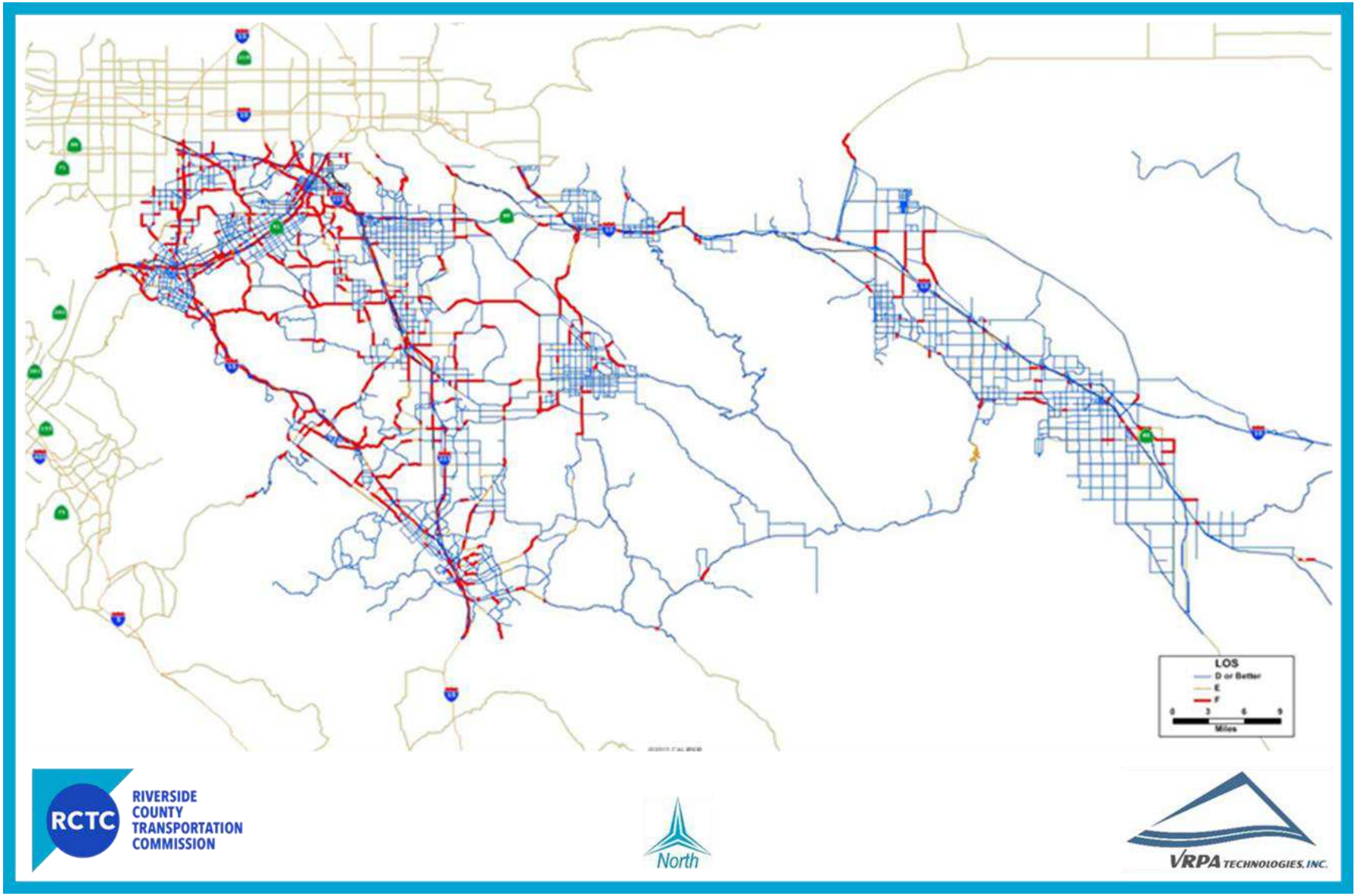


Figure 48 – Plan 2040 PM Peak Period Level of Service

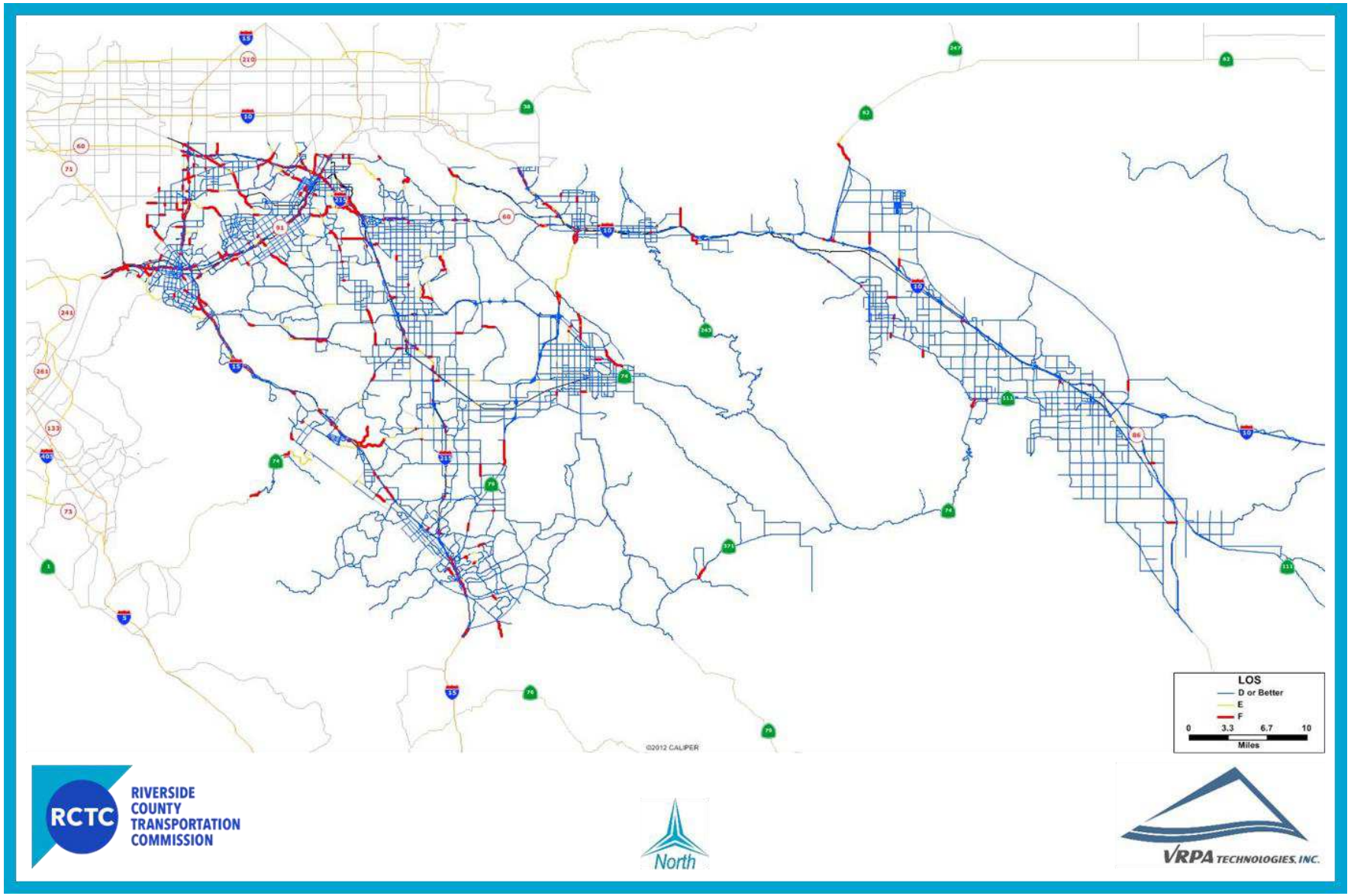
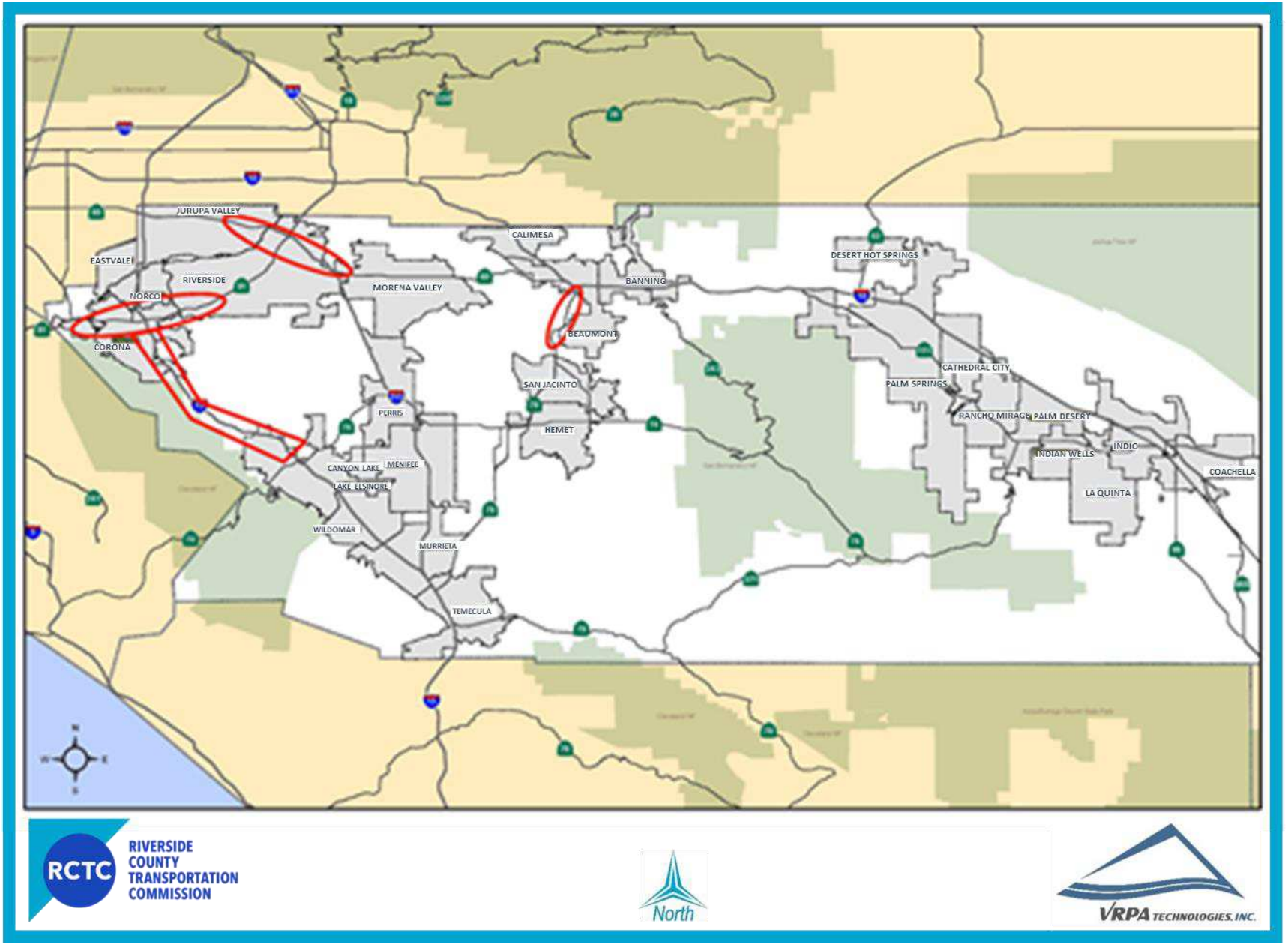


Figure 49 – Corridors with Level of Service E or F in 2040



The eastern portion of the East-West CETAP Corridor (from I-215 in Perris to SR-79 in San Jacinto) has been designated as the Mid County Parkway and is currently moving forward toward implementation as a six-lane facility. The first phase of MCP, the I-215/Placentia Avenue interchange, is expected to be under construction in 2020. The western portion of the East-West CETAP Corridor (from I-15 in Corona to I-215 in Perris) remains under study to determine an exact routing and configuration.

The Winchester to Temecula CETAP corridor consists of project improvements along I-15 and southern section of I-215 in the cities of Murrieta and Temecula.

Automated/Connected Automated Vehicles

Automated/Connected Vehicles (ACVs) are a series of technologies, currently in different stages of development, which allow communication among the infrastructure and vehicles to provide for more efficient operations. Some of the potential benefits of ACVs are:

- ✓ Collision Reduction: Collision-free driving and improved vehicle safety could change the concept of vehicles known today.
- ✓ Reduced Need for New Infrastructure: Self-driving can reduce the need for building new infrastructure and reduce maintenance costs.
- ✓ Travel Time Dependability: Convergence can substantially reduce uncertainty in travel times via real-time, predictive assessment of travel times on all routes.
- ✓ Productivity Improvements: Convergence will allow travelers to make use of travel time productivity.
- ✓ Improved Energy Efficiency: Reduce energy consumption in at least three ways: more efficient driving; lighter, more fuel-efficient vehciles; and efficient infrastructure.
- ✓ New Models for Vehcile Ownership: Self-driving vehicles could lead to a major redefinition of vehcile ownership and expand opportunities for vehicle sharing.

Fully automated (sometimes called autonomous) or “self driving” vehicles are defined by the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) as “those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode.

Current driverless car technologies involve complex systems of cameras used to navigate the road without the need for human operation. These technologies allow for people to occupy themselves with activities other than driving during trips – akin to activities on public transportation – but do not represent a large potential for efficiency on the system level. However, connected vehicle technology offers the potential to eliminate the need for the camera systems through a mix of Vehicle to Infrastructure (V2I) and Vehicle to Vehicle (V2V) technologies, allow system management to occur at a large scale to maximize system efficiency rather than individual vehicle efficiency.

System Performance

States and MPOs must monitor and evaluate the performance of their transportation systems to ensure the goals and objectives of their long range transportation plans are being met as part of state requirements and federal statutes such as Moving Ahead for Progress in the 21st Century (MAP-21), Fixing America's Surface Transportation (FAST) Act, Assembly Bill (AB) 32/Senate Bill (SB) 375 and SB 743.

MAP-21 placed increased emphasis on Performance-Based Planning and Programming (PBPP), i.e.: "performance management" within the Federal-aid highway program and transit programs and requires use of performance-based approaches in statewide, metropolitan, and non-metropolitan transportation planning.

MAP-21 established a new standard for transportation system performance and planning at the federal level for states, regions, and local transit operators. The FAST Act, signed into law in 2015, largely left the Performance Management requirements of MAP-21 in place. MAP-21 requires a transition to performance-driven, outcome-based approaches in the following areas:

- ✓ Safety
- ✓ Infrastructure Condition
- ✓ Congestion
- ✓ System Reliability
- ✓ Freight Movement
- ✓ Environmental Sustainability
- ✓ Reduce Project Delivery Delays

Through a series of federal rulemakings over the past several years, U.S. DOT established guidelines for how state DOTs, MPOs, and local agencies report progress on these performance measures to the federal government. In California, Caltrans took the lead in developing a statewide framework for performance reporting. MAP-21 has established a 4-year performance target setting and reporting cycle beginning in October 2018. SCAG has adopted the performance measures targets proposed by Caltrans for MAP-21 reporting for the 2020 RTP/SCS.

Issues

Highway and arterial network are essential to infrastructure, providing the backbone to the multimodal transportation system for the movements of people and goods. The key issues facing the highway and arterial network are described in further detail below.

Transportation System Preservation

Decades of under-investment in maintaining and preserving the multimodal transportation system coupled with increased travel demand resulted in aging and stressed roadways, highways, bridges, bicycle and pedestrian facilities. As the maintenance and preservation of the existing systems are delayed, the cost of repairs increases exponentially. According to SCAG's 2016 RTP/SCS, Riverside

County has 480 lane miles of distressed state highways, 40 percent of which are categorized as in major structural distress.

Operational Efficiency

Full utilization of transportation infrastructure requires operational efficiency. New technologies provide tools to increase efficiency of the system in operating and managing congestion and the demand placed on the transportation system. Incorporation of transportation technologies into transportation planning activities is essential in improving mobility and safety.

Transportation Safety

The number of collision incidents increased over the last decade in Riverside County, corresponding to the increase in vehicle miles traveled (VMT) during the same period. As VMT is expected to grow in the future, a focus on improving safety conditions will be needed to slow the growth in incidents. A Transportation System Safety Program focused on improving traffic for all users throughout the County can address the range of safety issues facing the County.

Closing Gaps and Multimodal Corridor Improvements

SCAG's Plan 2040 includes approximately 700 highway and arterial projects in Riverside County of which approximately 200 are Federal Transportation Improvement Programs (FTIP) projects which are funded with federal grants. With all planned improvements, there will be some corridors where traffic congestion levels will exceed mobility performance thresholds and will need to be addressed through comprehensive mobility improvements.

Mobility Innovations

Technological advancements in mobility are transforming mobility trends and travel patterns by being both enabling and disruptive to the transportation system. More and more, these innovations are coming from private sector initiatives with indicates the important role for the private sector in planning for mobility innovations into transportation planning activities.

System Performance

Measuring the performance of the multimodal transportation system is critical to reaching the desired goals and objectives of the LRTS. Federal legislation passed in 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21), introduced a new requirement to incorporate a performance-based approach into the transportation planning process to support regional transportation planning. Developing and adopting performance measures and targets needs to be incorporated into the planning process of the LRTS.

Strategies

To address the highway and arterials challenges and issues outlined above, a set of strategies are identified as follows:

Transportation System Preservation

Facing the level of maintenance and operation's needs, RCTC should place a high priority on investing in the maintenance and preservation of the multimodal transportation system by adopting "Fix-it-First" which prioritizes investments in the current infrastructure.

Operational Efficiency

The key strategies in operational efficiency of existing corridors are 1) Corridor System Management Plan (CSMP), 2) Integrated Corridor Management (ICM) and 3) Express Lanes. Partnering with Caltrans and local agencies will be critical in developing projects and programs to improve the operations of the state highway and roadway systems. RCTC will participate in Caltrans' Management Lanes Feasibility Study, which will provide a connectivity assessment of District 8 managed lanes in Western Riverside and San Bernardino counties and assess and prioritize future additions to the existing managed lanes system.

Transportation Safety

In 2015, the California Department of Transportation released an update to the Strategic Highway Safety Plan (SHSP) which includes the following goals:

- ✓ A 3% per year reduction for the number and rate of fatalities; and
- ✓ A 1.5% per year reduction for the number and rate of severe injuries.

These goals should be considered as a safety performance measure by RCTC.

Closing Gaps and Multimodal Corridor Improvements

Identify the corridors where traffic levels of service fall in the "E" or "F" categories under LRTS and develop multimodal Comprehensive Corridor Plans (CCPs) with actionable strategies and programs to improve mobility and safety.

Mobility Innovations

The key strategies in support of mobility innovations to ensure a safe and efficient transportation system for Riverside County are as follows:

- ✓ Incorporate technology for data gathering and managing traffic.
- ✓ Supportive of connected and automated vehicle (CAV)-related infrastructure projects.
- ✓ Engage CAV stakeholders to stay engaged with the industry best practices.
- ✓ Assess possible changes in agency roles and new skill requirements.

System Performance

Support SCAG, Caltrans, and local agencies on enhancing countywide traffic data collection and analysis to conform with the MAP-21 standards and approaches requirements for Performance-Based Planning and Programming (PBPP). Develop data collection techniques to broadly understand the transportation system through issues and opportunities.

Rail, Transit and Paratransit System and Service Providers' Connectivity, Maintenance, and Operations

Riverside County has seen significant investment in transit in recent years, from the new Metrolink Perris Valley Line expansion to investments in reducing vehicle emissions from transit fleets. For example, through funding from the California Climate Investments Transit and Intercity Rail Capital Program, Sunline Transit Agency, in partnership with Antelope Valley, Kern County, and the California State Transportation Agency recently received funding for the procurement of fifteen new zero emissions buses (Caltrans 2018). However, the County faces significant challenges. An improving economy, decreased unemployment, relatively low gas prices, and increased auto sales have led to a steady decline in transit ridership. This is contributing to declining farebox recovery ratios, which presents challenges for maintaining funding for transit. Furthermore, performance challenges, including longer and less predictable run times, are mounting from increasing congestion, major road construction, and a rapidly growing population.

There is limited funding for operating and capital that may ultimately cause a reduction in service levels. Despite these challenges, improving transit system connectivity, maintenance, and operations will play a critical role in supporting key goals in the region, such as providing congestion relief, reducing greenhouse gas (GHG) emissions, and increasing access to employment and key services.

There are five (5) key issues facing Riverside County's transit system:

- ✓ Declining ridership (with the exception of Metrolink)
- ✓ Service coverage in low-density areas
- ✓ Challenges with level of service (e.g. performance and frequency)
- ✓ Transit revenue and competition for funding
- ✓ Uncertainty around emerging technologies

Each of these issues and their associated challenges and opportunities are described in this section.

Issues

Declining Ridership

In FY 2015/16, Riverside County saw a five percent decline in trips per capita (from 7.3 to 6.8) (RCTC 2017). While rail ridership grew by two percent, fixed route ridership, which accounts for 85% of all ridership, declined by 5% (Table 31).

While demand responsive services did not experience a change in ridership over this same period, the specialized transportation program (a program aimed at transporting seniors and disabled residents' with rides to the mall, doctor's appointments, group events, senior centers or to visit friends) ridership declined by 23%, due to a loss in federal funding for Commuter Link Services (and a subsequent increase in fares).

Increasing transit ridership provides a key opportunity for reducing the number of trips made by single-occupancy vehicles, thus reducing congestion on roadways. However, as car ownership in the County is widespread, inexpensive and convenient, and much of the population lives in suburban areas distanced from employment centers, increasing ridership is a challenge.

Service Coverage in Low-density Areas

Single family homes are and will continue to be the norm in Riverside County due to the availability and low cost of land and housing construction. Together with the low-density and dispersed character of development in much of the County, this represents a challenge for conventional forms of mass transit. Despite the fact that 82% of residents currently live within three-quarters of a mile of fixed-route service, ridership continues to fall, suggesting a need for improved service coverage. Increasing service coverage has the potential to support access to lifeline services and employment for rural populations. However, this type of expansion is costly, requiring vehicles to travel long distance to serve relatively few, and will be challenging to implement.

Table 31 – Transit Ridership Changes

Public Transportation Trips Provided	Countywide FY 2012/13	Countywide FY 2013/14	Countywide FY 2014/15	Countywide FY 2015/16		
Service by Mode	**Trips**			**Trips**	**% of Total Trips**	**% Change FY 14/15 to FY 15/16**
Rail [1]	888,844	898,216	1,048,003	1,071,669	6.8%	2.0%
Public Bus, Fixed Route [2]	13,603,825	14,102,821	14,159,311	13,460,620	85.3%	-5.0%
Public Demand Response	795,503	823,649	840,811	840,167	5.3%	0.0%
Specialized Transportation/Universal Call Program	559,104	577,736	543,296	416,338	2.6%	-23.0%
ALL TRIPS: Including Rail, Public Transit, Measure A, JARC and New Freedom Programs [3]	**15,847,276**	**16,402,422**	**16,591,421**	**15,788,794**	**100.0%**	**-5.0%**
Total Population [4]	**2,227,577**	**2,255,059**	**2,279,967**	**2,308,441**		
Trips per Capita for FY 2015/16 Total Population [4]	**7.1**	**7.3**	**7.3**	**6.8**		

Notes:
[1] Annualized rail boardings are from average weekday daily boardings at Riverside County Metrolink stations with historical FY 14/15 totals corrected: Riverside, 91 and IEOC Lines. Reported May 9, 2017.
[2] 'Public Bus, Fixed Route' trip counts do not include Specialized Transportation funded fixed route trips.
[3] Public transit trips extracted from TransTrack 'Table 2 - SRTP Service Summary' on 4/4/17. Specialized Transit operators reported from Measure A audits. Rail trips reported directly.
[4] RCTC Mid-Year Revenue Projections 2016 Agenda: California Department of Finance, Demographic Research Unit as of January 1, 2016

Level of Service

Riverside County has been experiencing challenges with providing a high level of service to riders in recent years. A steady increase in congestion has been occurring for several compounding reasons:

- ✓ Individual commuting times have increased due to affordable housing markets found further away from employment centers and increased need for intra - and intercounty travel.
- ✓ Auto and fuel costs are relatively low.
- ✓ Increases in freight traffic.
- ✓ High influx of seasonal residents, particularly in the Coachella Valley.

These factors together have presented significant challenges for public transit providers. Runtimes have increased and have become less predictable, meaning transit is less desirable and practical for riders. As the County is geographically large and population density is low in many areas, service frequency remains low in many areas. Opportunities exist to improve connectivity in the network, improve the consistency of runtimes, and improve the quality of trips. Strategies that improve the convenience, reliability, and quality of service will help to make transit a more desirable mode of travel.

Transit Revenue and Competition for Funding

Despite continued allocation of local, State, and federal funding sources during the last decade, regional and local agencies continue to experience a revenue shortfall for system expansion. This shortfall is expected to continue for two very basic reasons:

- ✓ The revenues to support the transportation network's maintenance and improvements are not increasing fast enough to keep up with inflation.
- ✓ The demands for more maintenance and improvements have expanded beyond the normal inflation rate.

Due to a new reliance on sales taxes, increased auto fuel efficiency, and fuel taxes that have not historically been indexed for inflation, the previously strong connection to revenue sources and use has deteriorated. However, the passage of SB 1 in March 2017 will provide $5.2 billion in annual transportation funding. Transit agencies receive some of this funding, and both cities and counties are required to submit a list of proposed projects before and after expenditure of their budget. While SB 1 provides a much-needed source of revenue funding, a funding gap still exists and continuing to secure other sources of funding for transit agencies is critical to the health of Riverside County's transit system.

Uncertainty Around Emerging Technologies

The separation between public and private transport is becoming less clear – mobility is changing, and future mobility is about more than just technology. It's about people, connectivity, and the need to continuously adapt to, create, and imagine our future. The rise of 'smart' infrastructure and the changing behavior of citizens is likely to have significant impacts on all aspects of the transportation system moving forward.

With respect to the transit system, uncertainty stems from the following:

- ✓ The profit motive of private companies (such as TNCs like Uber/Lyft) to provide public transportation may be an issue where focus is only on the most profitable routes. Loss of riders to TNCs could potentially undermine the economic sustainability and mission of public transportation systems, which have traditionally served the public good.
- ✓ The changing world of work – The rise of the 'gig' economy and zero-hour contracts (where employers hire staff with no guarantee of work and employees only accept work when they want to) is already changing work patterns and this is expected to change further with the rise of automation.
- ✓ New transport technologies - Delivery drones are already a reality, platooning freight and driverless buses are all well within the realms of reality, and cars with some level of automation are already operating on our roads. Increased connectivity will most likely accompany these developments.
- ✓ Mobility as consumption – 'Mobility as a service' (MaaS) is here. The public is set to become consumers of transport rather than owners or users, blending modes in real time from a multimodal palette to meet our on-demand travel needs.
- ✓ Behavioral adaptation – Technology does not drive the future; how people respond to it does. How people will react to new technologies is the major known unknown.
- ✓ Governance and financing - The emergence, and in many places the dominance, of private sector players in future mobility is highlighting the need for careful consideration of roles and responsibilities for transit agencies, multi-level government partners, and the private sector.

Changing Demographics and Demand for Paratransit

The percentage of persons 65 and over in Riverside County is expected to more than double by 2040, from 13% to 30% of the total population. Currently, County transit providers provide demand-responsive paratransit to residents living within three quarters of a mile of a fixed-route service. While 82% of the population falls within this area, the remainder of the population is not currently served by transit or paratransit services. As the population ages, there will likely be an increasing number of seniors living outside of this area, resulting in an increased demand for paratransit services. Further, paratransit services in Riverside County typically require a reservation no less than 24 hours in advance. This can present challenges for seniors and those with disabilities who have last-minute or changing transportation needs. Expanding paratransit services can be a significant challenge, particularly because of high costs and scheduling challenges. However, expansion of services has positive social benefits and increases equitability in the transit system.

Strategies

Continue to enhance programs that support rideshare and transfers to transit through incentive programs and the provision of Park and Ride facilities.

RCTC currently incentivizes ridesharing and connections to transit through several programs:

- ✓ Rideshare Incentives, which provides a $2/day incentive for those new to ridesharing;
- ✓ Rideshare Plus, which provides discounts at various merchants to enrolled members;

- ✓ Rideshare 2 Rails, where those completing their trip by rail are eligible for preferred parking at any Metrolink station;
- ✓ Vanpool Subsidy Program, which provides up to $400 a month on an ongoing basis for vanpool start-ups; and
- ✓ Guaranteed Ride Home, which provides a free ride home in a taxi or rental car in case of a personal emergency, such as an unexpected illness or unscheduled overtime.

Continuing to expand these programs and introduce new incentive programs may help to reduce single occupancy vehicle travel. RCTC is currently undertaking a Park and Ride study, which may lead to a more comprehensive strategy for Park and Ride in Riverside County. This study should be reviewed, and the relevant strategies will be included in future updates of the LRTS.

Improve passenger convenience by investing in real-time data tools and mobile integration

Increased access to transit information through real-time information sharing can help increase predictability and convenience for transit riders. Easy access to accurate, real-time transit information has been shown to result in greater satisfaction with transit, increased perceptions of safety, and increased ridership frequency (Gooze, Watkins, and Borning, 2012). Exploring and integrating with existing tools, and the creation of new tools should be considered.

Continue to support express connections to key destinations and transit centers to improve intercity travel efficiency

Currently, public transit is not time-competitive with driving in many cases. For example, while travel by car from Desert Hot Springs to Palm Springs is approximately 45 minutes in duration, the same trip utilizing SunLine's fixed-route service can take upwards of three (3) hours. Identifying common origin and destination travel patterns and exploring ways to reduce travel times between key destinations and transit centers may help to increase attractiveness of travel by bus.

Support increased service coverage in rural disadvantaged areas

By increasing coverage, and targeting the most vulnerable areas, there is an opportunity to both increase ridership while supporting economic development among the most vulnerable populations. Implemented thoughtfully, providing public transportation alternatives in rural areas provides the opportunity for positive environmental impacts, improved economic opportunities for rural populations, and overall will provide a more equitable service offering that does not favor urban populations over rural.

Support Riverside County Transit Agencies innovative marketing campaigns aimed at increasing youth ridership

Riverside Transit Agency has recently launched a new marketing campaign focused on downtown service aimed at increasing ridership. SunLine Transit Agency has launched a new website aimed at increasing ridership in young people. Further, in April 2018 Metrolink conducted a survey aimed at millennials to better understand the mobility needs of younger demographics. Ultimately, their goal is to increase ridership among the "next generation of commuters." Supporting transit agencies in Riverside County with innovative marketing campaigns that potential riders can relate to, may help to

increase the diversity of riders and ultimately increase ridership.

Establish First and Last Mile partnerships with alternative transit providers

Transit agencies are increasingly partnering with Transit Network Companies (TNCs) to increase service offerings. Opportunities exist to partner with TNCs to provide discounted transportation for economically disadvantaged riders, or those within certain geographies, helping to address first-last mile challenges.

Improve First- and Last-Mile Experience through public realm improvements

Improving the pedestrian experience through public realm improvements can help to reduce first-last mile challenges. Improved wayfinding and signage around stops and stations, improved sidewalks and crossings can help to increase the willingness and ability of residents to access transit. Improving bike paths, lanes, routes and storage facilities as well as improving drop-off or parking locations at larger stations and exploring bike or car share opportunities may also help to address the first-last mile challenge.

Consider emerging technologies in decision and policy making processes

The pace of technological change in the transportation industry is rapid, and it remains uncertain as to exactly how these changes will impact traditional public transportation systems. Currently, advancements in transportation technology are being driven by the private sector, and by consumer choices. It is important that RCTC and transit providers in the county closely observe and investigate ongoing changes and consider the potential impacts of emerging technology on transit and paratransit services in ongoing decision-making and in creation of new policies.

Explore options for last-minute paratransit bookings

Paratransit services in Riverside County currently require a minimum 24 hours' notice for reservations. This can be extremely limiting for those who rely on the services and does not accommodate those with unexpected transportation needs. Exploring last minute booking options, for example through mobile apps, may allow for a more efficient use of resources and better service for those who need it most. Further, opportunities to partner with TNCs to provide paratransit services should be explored.

Continue efforts to improve transportation options and access to information for tourists and seasonal residents

The influx of seasonal residents, particularly in the Coachella Valley results in increased congestion on roads, which has negative impacts on the environment, on transit level of service, and on productivity for locals who suffer from increased congestion. Targeting transit services and marketing to tourists, the tourism industry, other businesses and hotels, and seasonal residents may help to support increased ridership, while reducing congestion on roadways.

Facilitate communication among Riverside County's transit agencies to share learning and simplify service and fare structures

While each transit service provider in Riverside County faces a unique context, and set of challenges,

RCTC can play a key role in helping to facilitate communication and information sharing between the agencies, to allow for knowledge sharing. RCTC can also help to facilitate discussions around simplifying service and fare structures through coordination between agencies that may ultimately lead to improved service and increased cost efficiencies.

The development of high-quality transit areas to absorb population growth while mitigating potentially negative impacts

Supporting the development of the high-quality transit areas (HQTAs) identified by SCAG and local agencies will be helpful to ensure that new households in the County have access to employment centers through transit, particularly given that there will continue to be less jobs than workers in the County through 2040. While pursuing the development of HQTAs, an important consideration will be exploring ways to mitigate gentrification and potential negative impacts for existing vulnerable populations (as land values are driven up with improved transit, existing communities may be priced out of the market). Cities desiring to develop HQTAs should coordinate with RCTC and transit operators to review potential HQTA locations at or near Metrolink stations and transit hubs.

Transit-Oriented Development/High-Quality Transit Areas

A review of general plans and other mobility documents for all the jurisdictions in Riverside County was completed as part of the LRTS planning process. The objective of the review was to determine which cities were actively engaged in encouraging transit ridership through the development of high-density, mixed-use, walkable, compact development. The review classifies cities into four broad categories:

- ✓ Cities with established TOD policies around transit facilities (high density and Floor Area Ratio (FAR), with development focused around transit facility).
- ✓ Cities with potential transit supportive policies in certain nodal locations (high density and FARs that may support a transit connection).
- ✓ Cities with policies that encourage compact, walkable activity nodes.
- ✓ Cities without any specific policy encouraging compact development.

Figure 50 and Figure 51 indicate the key locations of existing and planned activity centers in these cities that are transit-oriented, transit-supportive, or walkable activity nodes.

High Quality Transit Areas

Proposed 2040 HQTAs were defined for Northwest Riverside County, Southwest Riverside County, and the Coachella Valley in the 2016 RTP/SCS through consultation with Riverside County transit providers (Figure 52, Figure 53, and Figure 54)[10]. The figures indicate corridors that are planned and projected to accommodate the majority of future household and employment growth in 2040.

[10] *The figures shown on the following pages are 2040 High Quality Transit Areas. In 2017, the Southern California Association of Governments indicated that five pilot projects would be selected for implementation in October 2017. Currently, there is no information available about the selected projects or further information available about Riverside County's HQTAs.*

Figure 50 –Transit-Oriented and Transit Supportive Land Use Policies (Western Riverside County)

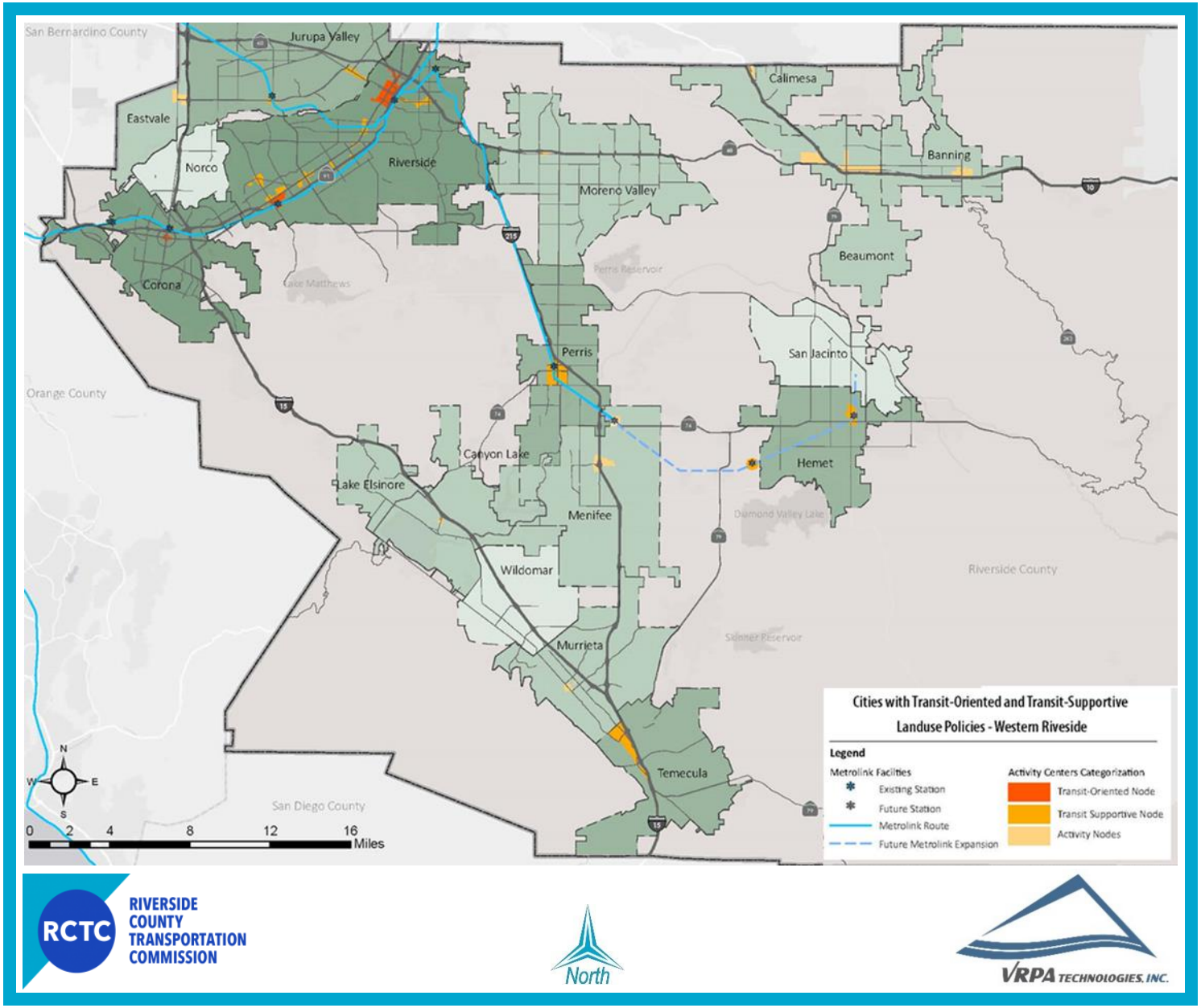


Figure 51 - Transit-Oriented and Transit-Supportive Land Use Policies (Coachella Valley)

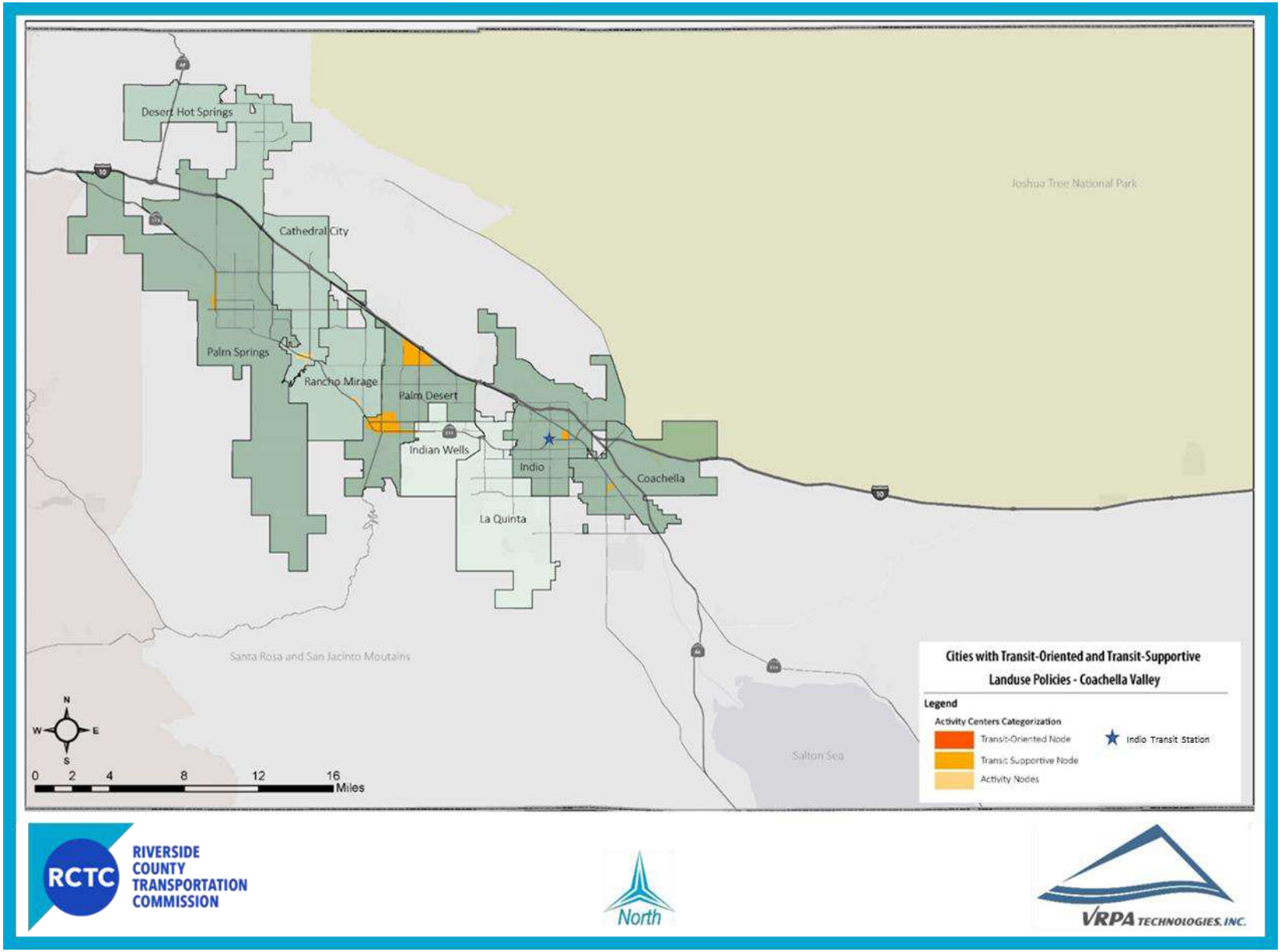
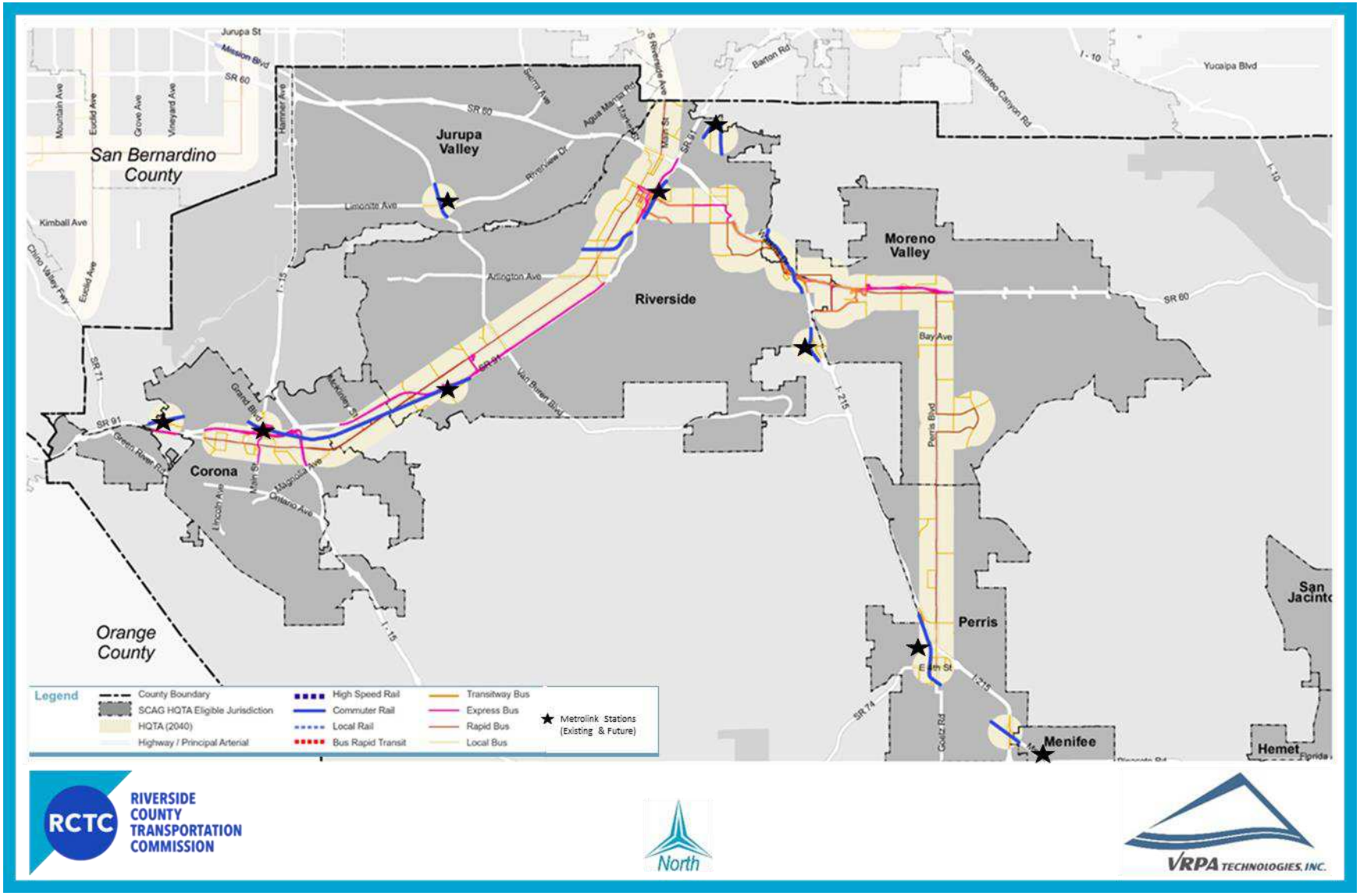


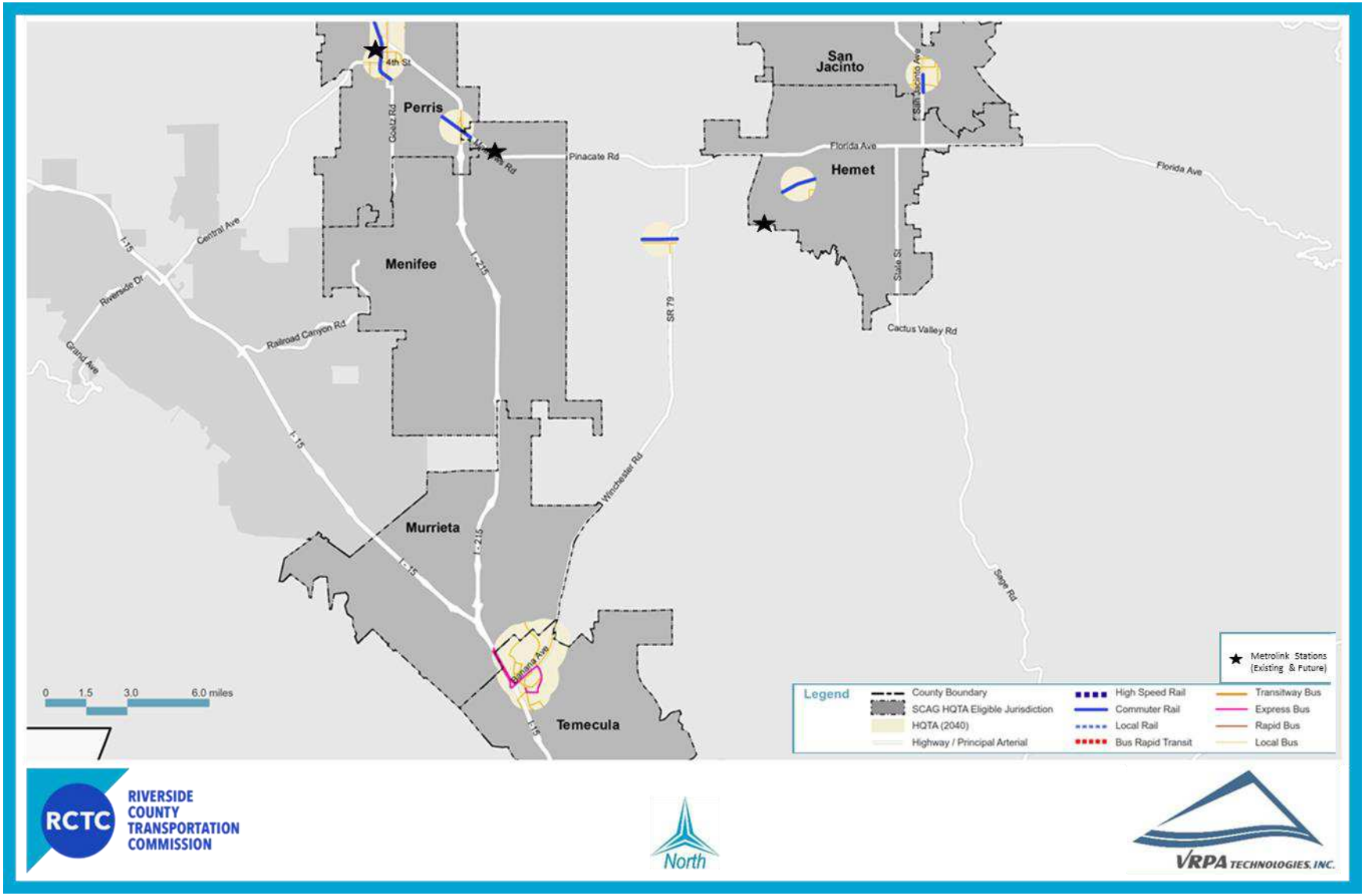
Figure 52 – Riverside County Northwest High Quality Transit Areas, 2040



Source: SCAG

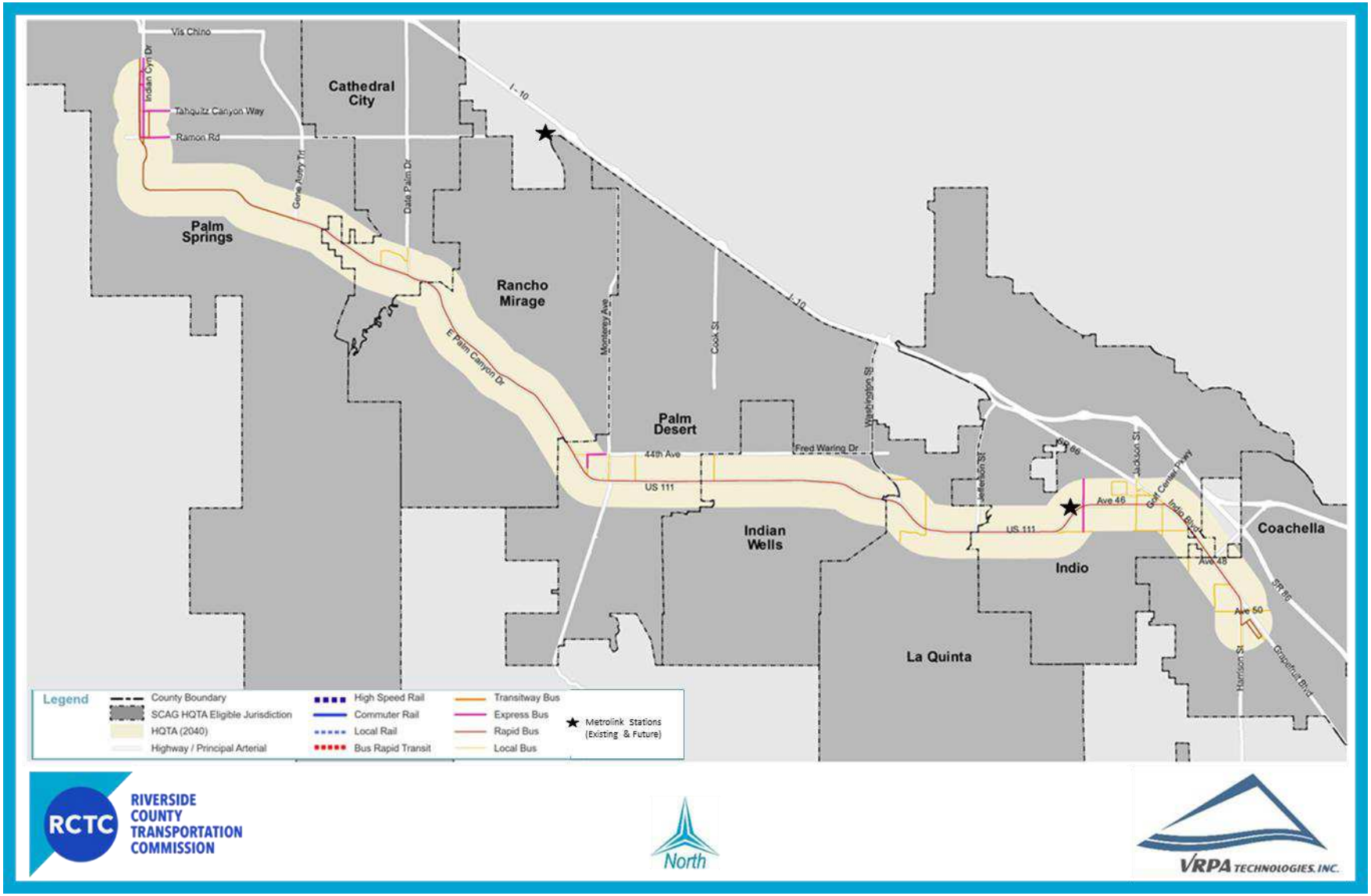
[11] *The CommuterLink Route 200 which provides express service from Downtown Riverside to Anaheim runs along SR-91 through the HQTA shown in Figure 52*

Figure 53 – Riverside County Southwest High Quality Transit Areas, 2040



Source: SCAG

Figure 54 – Riverside County Coachella Valley High Quality Transit Areas, 2040



Source: SCAG

Western Riverside

Cities with Metrolink Stations

With existing Metrolink routes through Moreno Valley/March Field, Corona, Riverside, Perris and Jurupa Valley, cities have responded in updating their land use policies to support higher intensity uses in proximity to the existing Metrolink stations. As discussed previously, these stations are owned and operated by RCTC therefore jurisdictions should coordinate land use planning with the commission.

City of Riverside

The City of Riverside, with three Metrolink stations, has addressed TOD around the stations by allowing mixed-used development in proximity to the stations with residential densities up to 60 units per acre (higher in the downtown area), and employment Floor Area Ratio up to 5.0 in the downtown area. The City's Downtown Specific Plan seeks to bring downtown to its full potential as an area that is active during the days and evenings every day of the week.

At the La Sierra station, the City's Mixed-Use Urban designation provides opportunities for primarily high-density residential development with commercial, office, institutional and business uses emphasizing retail, entertainment, and student-oriented activities. The City hopes such development will facilitate the grouping of innovative housing options with employment uses, entertainment activities and public gathering spaces and other community amenities. Well-functioning transit-oriented developments (TODs) would need to be constructed to this higher intensity of development.

The Circulation and Community Mobility Element of the General Plan includes policies that support increasing pedestrian and bicycle infrastructure indirectly by promoting denser, mixed-use uses and are tailored to specific streets/districts found within Riverside.

City of Corona

Of the two Metrolink stations in the City of Corona, the North Main Station, situated on the north side of the Corona freeway close to downtown, has planned TOD policies. The City has developed specific area plans for downtown as well as for the area around the station (North Main Street Specific Plan) that look to intensify land uses, as well as encourage mixed-used development close to the station. The specific plans allow for up to 60 units per acre, and up to 2.0 FAR with some locations not having any specified height limits. However, the areas covered with high intensities is limited within the North Main Street Specific Plan district. Parking requirements for the planned land uses in the area are conservative. In the Downtown area, the City limits the FAR to 2.0 and the residential densities to 20 units per acre. The downtown area, however, does focus on enhancing alternative modes of travel, and emphasizes improving pedestrian and bicycle networks and facilities to connect with both local and regional transit facilities.

City of Perris

The City's Downtown Specific Plan hopes to take advantage of the Metrolink Station and transit connection mixed use through expanding retail opportunities and allowing for more mixed-use and housing opportunities while preserving the downtown area character. The Plan's form-based code limits heights to five (5) stories, primarily in the downtown promenade. The City has a trail master plan that addresses creating bicycle and pedestrian networks.

Cities with Planned Expansion Metrolink Stations

City of Hemet

The future transit station in Downtown Hemet and the potential station in West Hemet have led the City to identify areas around these sites as mixed-use locations. The City hopes to encourage transit-oriented development in these areas. Key considerations for these locations would include high-quality pedestrian-oriented design, incorporation of community open spaces, innovative housing options, and ease of access from major highways, freeways and alternative transportation modes. The residential development density, and employment development intensity, recommended by the City's zoning regulations, vary based on the different neighborhood locations. As a reference, high-density residential can be up to 45 units per acre and a Floor Area Ratio (FAR) for commercial uses up to 0.5 in neighborhoods that surround the Metrolink Station, Downtown, and other key activity centers.

The City supports the creation of connections between land uses that make alternatives to the automobile safe and attractive. The City's General Plan encourages planning for both pedestrian and bicycle use as part of future community plans. The community plan development guidance in the General Plan also suggests multimodal transportation systems be established to serve West Hemet and to integrate a phased system of master planned, "green streets", transit opportunities, bike paths and pedestrian linkages to connect land uses and activity nodes.

Other Jurisdictions

Some of the other cities and communities in the Western Riverside County area, such as *Banning, Beaumont, Calimesa, Canyon Lake, Lake Elsinore, Menifee, Moreno Valley* and *Murrieta* include land use policies that encourage moderate intensification of older downtowns and activity nodes that would include investing in pedestrian and bicycle infrastructure. These locations have the potential to become more transit friendly if they achieve a level of intensity and connectivity as desired in their planning documents.

The City of Temecula has more intense development limits in its land use policies, wherein it calls for up to 70 units per acre in its mixed-use downtown core, and up to 35 units per acres in other City activity center areas. The City hopes to combine the higher intensities with better pedestrian facilities to create vibrant, walkable destinations in the City.

Coachella Valley

The cities in the Coachella Valley primarily focus on the revitalization of their downtown areas. The land use policies include developing compact, walkable mixed-use developments that would ensure greater activity in their downtowns. The cities in the Valley through CVAG have been working on a regional non-motorized route connecting the cities. CV Link plans to combine pedestrians, bicyclists, and low-speed electric vehicles (including golf carts) on a dual pathway through the Valley.

City of Palm Springs

The City identifies two districts - Downtown and Uptown, which constitute the City's Central Business District (CBD). The City hopes to create pedestrian-friendly retail centers by requiring developers to include gathering place and amenities in the CBD. Projects in the areas can be developed with a maximum FAR of 3.5. If projects in these areas provide substantial public spaces or plazas, a FAR of up to 4.0 may be developed upon approval of a Planned Development District or Specific Plan. The Downtown Central Core may also accommodate up to 70 dwelling units per acre for residential or hotel uses if a Planned Development District or Specific Plan is prepared and approved. Overall the City allows for up to 30 units per acre residential and a 1.0 FAR in the downtown area. The City hopes to strengthen and create additional pedestrian links from surrounding residential areas to commercial areas and downtown and ensure that pedestrian facilities are provided as a component of new development.

City of Coachella

The City of Coachella identifies a number of neighborhood centers, employment centers and a Downtown center as areas of mixed-use higher intensity development. The centers are to be the primary places of commerce, neighborhood-serving retail, arts and culture and civic activities. Centers are characterized by the urban and walkable character and their mix of uses. The downtown center allows for up to 65 unit per acres, and a FAR of up to 2.0.

The City envisions having a balanced, multimodal transportation system and neighborhoods that are ready for transit. It plans to design and develop streets to accommodate multiple modes and prioritize community design that fosters accessibility to transit. The City envisions that their streets could accommodate future Bus Rapid Transit, have safe bicycling facilities and be pleasant to walk along.

Other Communities and Jurisdictions

The other cities in Coachella Valley have land use policies that mainly focus on improving walkability in their centers without substantially increasing intensities. Most of these jurisdictions look to have some moderate intensity multi-family housing within these centers to provide support for neighborhood businesses. For example, the City of Indio is developing a multimodal study which will include opportunities for future rail expansion.

The 2016 East Coachella Valley Plan prepared by the County of Riverside addresses the unincorporated communities east and south of the City of Coachella. The plan identifies eight such communities that mostly lie between the City of Coachella and the Salton Sea. The Plan recognizes the limited land

available for development, as the communities within the valley hope to preserve the agricultural, and open space lands. The land use component of the Plan identifies communities that require a focused area plan, as well as identifying key village center and community center land use designations focusing on creating diverse mixed-use nodes within each community. These areas are identified as Town Centers and Mixed-use Area (MUAs). These locations are either hoping to intensify existing centers or become new centers within the community. These locations would be the key nodes for regional transit facilities and potentially be part of any Valley-wide transit system.

Palo Verde Valley

The City of Blythe in the Palo Verde Valley area doesn't have any significant land use policies looking to intensify uses. The General Plan does call for more pedestrian and bicycle friendly infrastructure for new development, particularly mixing land uses, with a tighter, more compact City grid and designing streets and neighborhoods, particularly for the Downtown area and surrounding residential neighborhoods.

The County's *Palo Verde Valley Area Plan* adopted in 2015, covering unincorporated communities of Ripley, Mesa Verde, Chuckwalla Valley, and the communities just outside the City of Blythe. The Plan's land use policies do not address developing transit supportive uses or creating walkable communities. However, in the circulation element of the Plan, the stated policy outlines the need to develop a bikeways and trails network that can potentially connect recreational areas, communities, and activity centers. The land use intensities are contextually low, with some allowances for higher intensity mixed use community centers, which in the future could be potential regional transit nodes.

Issues

Local Land-use Regulations

RCTC encourages transit-oriented/transit-supportive development. Some cities with transit stations have incorporated higher density, mixed-use regulations around station areas, which enhance transit ridership.

However, many residents and cities have a negative perception of higher density development, perceiving reduced quality of life due to congestion and impacts on services. This makes it challenging for cities to approve higher intensity development within their respective communities.

Parking Requirements

Along with land use regulations, cities also have control over parking requirements for new development. In the future cities in Riverside County may need to evaluate off-site parking policies that consider transit and other modes of travel as densities increase, particularly in relation to TOD, HQTAs and other dense development locations. This poses a challenge in encouraging higher density development, which could result in limited parking. However, if the overall need to have a car decreases due to transit and ridesharing options, limited parking may not be an issue.

First Mile/Last Mile Access and Auto-oriented traffic engineering standards

Access to transit stations is a particular issue due to the auto-oriented engineering and development standards adopted by cities in the County. With performance measures of roadways essentially tied to auto LOS, and ADTs, investing in pedestrian and bicycle infrastructure lags behind. This reduces the efficiency of TOD as people may not feel safe and comfortable to take alternative modes of travel to train/transit stations, and other local activity centers.

Financing TOD projects

With the loss of redevelopment funds, cities are limited in abilities to finance redevelopment of sites around station areas. This poses a challenge in locations where station areas are surrounded by old commercial or industrial uses; fragmented land parcels that need assimilation or infrastructure capacity limitations.

Affordable Housing & Environmental Justice

Although the existing jobs-housing ratio for Riverside County is the lowest in the SCAG region, housing pressures will continue as the State tackles the affordable housing crisis. SCAG is currently updating the Regional Housing Needs Assessment (RHNA), which will assign additional housing units in the SCAG region requiring local agencies to adjust general plans to accommodate these housing units. Past RHNA cycles have placed a significant amount of housing units in Riverside County due to land availability and affordability. SCAG is reviewing TOD and HQTAs as they work on the assignment of housing units across the region. However, as the region grows, the transportation investments and station area development can create issues of displacement and adverse environmental impacts on low income and disadvantaged communities.

Strategies

TOD Policy Framework

Since land-use regulations are in the realm of local jurisdictions, it is a challenge to negotiate with each city to create opportunities for TOD and transit-supportive development. With Riverside County being expansive, and having three distinct clusters, having a clear policy framework on defining how RCTC will help jurisdictions to incorporate desired TOD and transit-supportive land development policies would help streamline RCTC's approach with local jurisdictions and led to RCTC's 2005 Joint TOD Policy Framework.

Working with the jurisdictions, SCAG and transit service providers, RCTC can help define place-types for different TOD and transit supportive areas, in terms of development intensity, parking requirements, mobility and access design standards at or adjacent to Metrolink stations. In addition, the policy framework can help outline funding priority and conditions for projects that complement or support the building of TOD and transit-supportive projects.

Develop a TOD Standards Toolkit

In addition to developing a TOD policy, RCTC could update its TOD Policy to assist jurisdictions in getting access to relevant information on building TODs and transit-supportive communities. There are existing regional agencies and transit service providers (such as SCAG and LA Metro) that have TOD toolkits that can be utilized by local jurisdictions to facilitate transit-supportive development

Conclusions

Cities that have existing Metrolink stations or have planned stations have made efforts in their land use policy to address TOD as they have transit facilities and/or population and employment densities to support TOD. Cities such as Temecula, Desert Hot Springs, and Palm Desert do have land use policies that look to significantly intensify development in key locations that could support future High Capacity Transit. A number of Coachella Valley cities do suggest the potential for Bus Rapid Transit (BRT) or light rail in the future and have oriented their land use policies to support such transportation investments.

Next Generation Rail Study

The objective of the Next Generation Rail Study is to review previously identified high-capacity transit corridors, identify potential new corridors, prioritize potential future rail corridors for proceeding into project development, and develop additional information and data needed to initiate planning for the high priority corridors.

Figure 55 illustrates the Study's Task 1 corridor evaluation process used to identify and evaluate potential future regional transit corridors, and to present recommendations for future extensions of the regional rail system. Figure 56 displays existing corridors and services.

Three corridors were identified in the Study:

- ✓ Perris to Temecula
- ✓ Perris to San Jacinto
- ✓ Corona to Lake Elsinore

Figure 55 – Next Generation Rail Study Task 1 Study Process

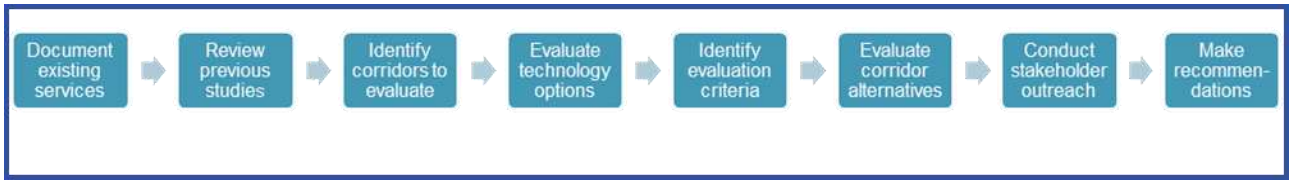


Figure 56– Existing Regional Rail/Transit Services

Source: Next Generation Rail Study

Another new rail service being planned is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project. The Riverside County Transportation Commission (RCTC), in coordination with the Federal Railroad Administration (FRA) and California Department of Transportation (Caltrans), is studying options for providing additional Amtrak intercity rail service between Los Angeles and the desert cities in the Coachella Valley. The Coachella Valley – San Gorgonio Pass Rail Corridor Service would extend from Indio in the east to Los Angeles Union Station in the west, a distance of approximately 141 miles

An Alternatives Analysis has been completed, and work is under way to prepare a Program Environmental Impact Statement (EIS)/Program Environmental Impact Report (EIR) document this is consistent with federal and state requirements. After completing the Draft EIS/EIR, a Service Development Plan will be prepared to conceptualize how the service would operate and what infrastructure improvements would be needed to accommodate the new intercity passenger rail service.

Key findings from the Task 1 corridor evaluation are summarized in Table 32 in terms of the advantages and disadvantages of each corridor. The Study recommended that all three corridors be included as potential future rail corridors in RCTC's LRTS.

The next step in the corridor evaluation process should involve developing refined estimates of costs, ridership, and cost-effectiveness in order to better understand the corridors' viability, financial feasibility, and potential to compete for federal funds for corridor development. The refined capital cost estimates need to be based on conceptual design studies and include year of expenditure (YOE) cost estimates. The ridership forecasts need to be developed specifically for each corridor and based on the specific technology and service parameters being planned for the corridor. The operations and maintenance costs need to be based on service assumptions that are consistent with the ridership forecasts. The refined estimates of cost and ridership can be used to develop a corridor funding and implementation strategy which will be needed when RCTC seeks funding opportunities from the state or federal government.

Table 32 – Corridor Advantages and Disadvantages

	Perris to Temecula	Perris to San Jacinto	Corona to Lake Elsinore
Advantages	✓ Extension to an existing transit system ✓ Employment centers along the corridor ✓ High travel demand along the corridor ✓ Larger population within a 5-mile catchment area ✓ Highest forecasted ridership ✓ Greater GHG and emissions reductions ✓ Included in an adopted plan ✓ Political support ✓ Greater potential reductions in vehicular accidents	✓ Extension to an existing transit system ✓ Availability of rail ROW ✓ Lowest capital cost per mile ✓ Included in an adopted plan ✓ Political support ✓ Potential high growth corridor	✓ Highest travel demand along the corridor ✓ Connectivity to multiple Metrolink lines (91/PVL and IEOC)
Disadvantages	✓ Highest overall capital cost and cost per mile ✓ Less connectivity to Metrolink lines (91/PVL only) ✓ ROW needs to be acquired	✓ Low forecasted population and employment density along the corridor ✓ Lack of employment centers along the corridor ✓ Less connectivity to Metrolink lines (91/PVL only)	✓ Low forecasted population and employment density along the corridor ✓ Lack of employment centers along the corridor ✓ Lowest projected ridership ✓ ROW needs to be acquired ✓ Highest capital cost ✓ Highest annual O&M cost ✓ Not included in adopted plan

Active Transportation

A review of general plans and other mobility documents for all the jurisdictions in Riverside County was completed as part of the LRTS development process. The objective of the review was to determine how cities in the County perceive the importance of investing in active transportation facilities, and if cities have tried to plan for improving non-motorized connectivity within their jurisdictions, providing access to key destinations within cities and the County.

Western Riverside County

Cities in Western Riverside County that have updated their general plans after 2008, acknowledge the need to develop their streets based on complete street principles. Seven cities in Western Riverside County have developed bicycle and pedestrian master plans that identify desired bicycle routes, pedestrian trails, and facilities. The plans also outline design guidelines for pedestrian and bicycle infrastructure, with most prioritizing projects for investment. The Western Riverside Council of Governments (WRCOG) released a regional Active Transportation Plan (ATP) in June 2018 that provides a resource for member jurisdictions and stakeholders to help identify important active transportation facilities they would like to see in their community and provides guidance on how each individual project can be achieved. The ATP identifies seven prioritized actions for implementation as soon as possible, to help build momentum and encourage the implementation of facilities identified in the ATP. These seven prioritized actions include:

1. Plan for a kick-off Open Streets Event: Have WRCOG sponsor an Open Streets event that simultaneously markets the Active Transportation Plan and its regional projects.
2. Begin identifying training courses: To assist in Champion Building, identify the subject matter for training courses that are most valuable for jurisdictions.
3. Develop formal Safe Routes to School Programs: Providing a comprehensive approach to make school routes safer for children to walk and bike to school.
4. Advertise Transportation Uniform Mitigation Fee (TUMF) Program funding: Encourage that active transportation projects are built as part of the infrastructure using TUMF funding.
5. Influence the built environment to support multimodal transportation.
6. Develop bicycle parking guidelines as a model for the region that addresses parking for commercial, residential, and office uses.
7. Develop region-wide wayfinding signage themes and standards.

The RCTC LRTS can reference the ATP to identify projects that would be of regional significance for investments, particularly those that connect high capacity transit facilities to key regional destinations.

Coachella and Palo Verde Valley

The cities and communities in the Coachella and Palo Verde Valleys under CVAG completed a regional Active Transportation Plan (ATP) approved in 2017. This ATP updates the Non-Motorized Transportation Plan for bikeways that was first completed in 2001 and updated in 2010. It revises the regional bikeway plan, as well as local bicycle plans for each jurisdiction. It incorporates individual city bicycle plans and provides additional policy and design guidelines to cities to improve their chances of

receiving funds for the pedestrian improvements around the five major SunLine Transit transfer points in this Plan. This ATP was produced in conjunction with an update of the Transportation Project Prioritization Study, the Regional Arterial Cost Estimate, and the Coachella Valley TUMF Nexus Study. The intent of the coordinated efforts was to help projects identified in the ATP be included in the other studies, resulting in appropriate regionally significant projects to be eligible for the same funding sources. The Plan was produced in a fashion consistent with Coachella Valley Link (CV Link) Conceptual Master Plan; the Neighborhood Electric Vehicle (NEV) Plan; several Coachella Valley Recreation and Parks District project plans; the 2008 Complete Streets Act; AB 32; SB 375; and SB 99. The ATP identifies and prioritizes several improvement projects with a focus on creating improved connections to transit facilities and activity centers, as well as, complete networks that will help increase the share of non-automobile trips within the Valleys. The Plan provides the LRTS with a compilation of alternative transportation projects that cover both local and regional networks.

Screening Criteria for Pedestrian Priority Locations

To help prioritize the local and regional alternative transportation projects, a spatial analysis of overlaying several area-based criteria can help identify key locations where projects may have the highest impact in encouraging alternative travel modes. The criteria include several land use, transit, and other key entities that would require or support walking within communities. Figure 57 and Figure 58 provide mapping with different area-based criteria overlapping each other to highlight locations where people would want to walk or bike to. The streets within the higher activity areas can be given higher priority for pedestrian and bicycling investments. The maps include the follow criteria:

- ✓ 2040 High Quality Transit Area as defined by SCAG.
- ✓ TOD nodes, Transit-supportive nodes, activity nodes (as indicated in the Transit-Oriented Development/High-Quality Transit Areas section) and other commercial/mixed use nodes within each jurisdiction.
- ✓ Half-mile buffer from regional bus stations.
- ✓ Quarter-mile buffer from Metrolink stations.
- ✓ Quarter-mile buffer from CV Link trail.
- ✓ Quarter-mile buffer from schools and parks.

These screening criteria for pedestrian priorities have been set by applicable ATP's in the region.

Issues

Incomplete Networks

The WRCOG and CVAG Active Transportation Plans outline a desired regional trail network (WRCOG's Active Transportation Network and NEV Network). These networks at the moment are fragmented in terms of gaps in facilities as well as inconsistencies in types of facilities. Local bicycle networks too are fragmented or uneven in facility type, which discourage residents from bicycling. Some cities such as Temecula and Palm Springs have relatively extensive existing networks, however most cities do not have any significant facilities that connect different centers and destinations.

Figure 57 – Bicycle Network and Areas of Pedestrian Activity (Western Riverside County)

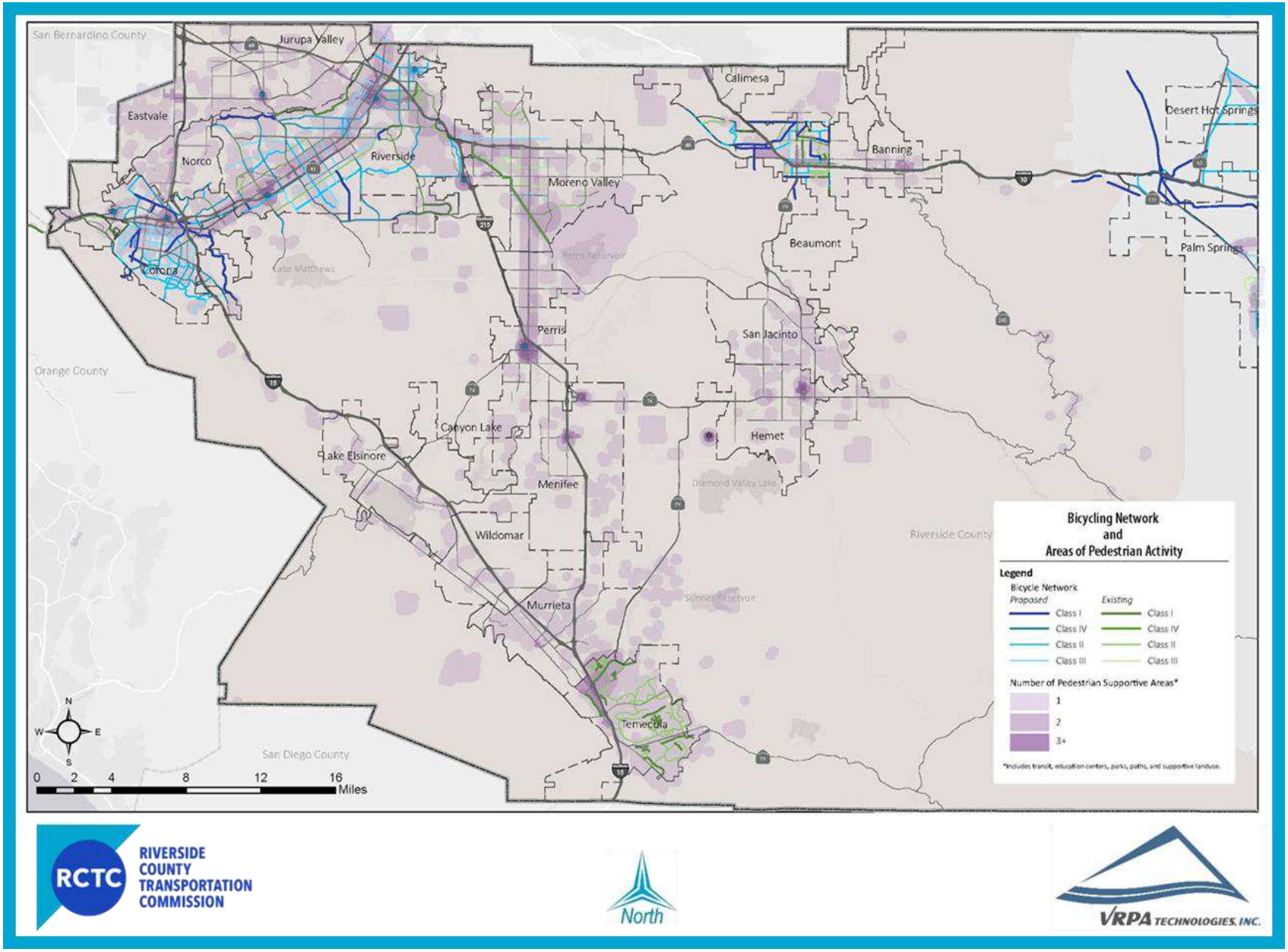
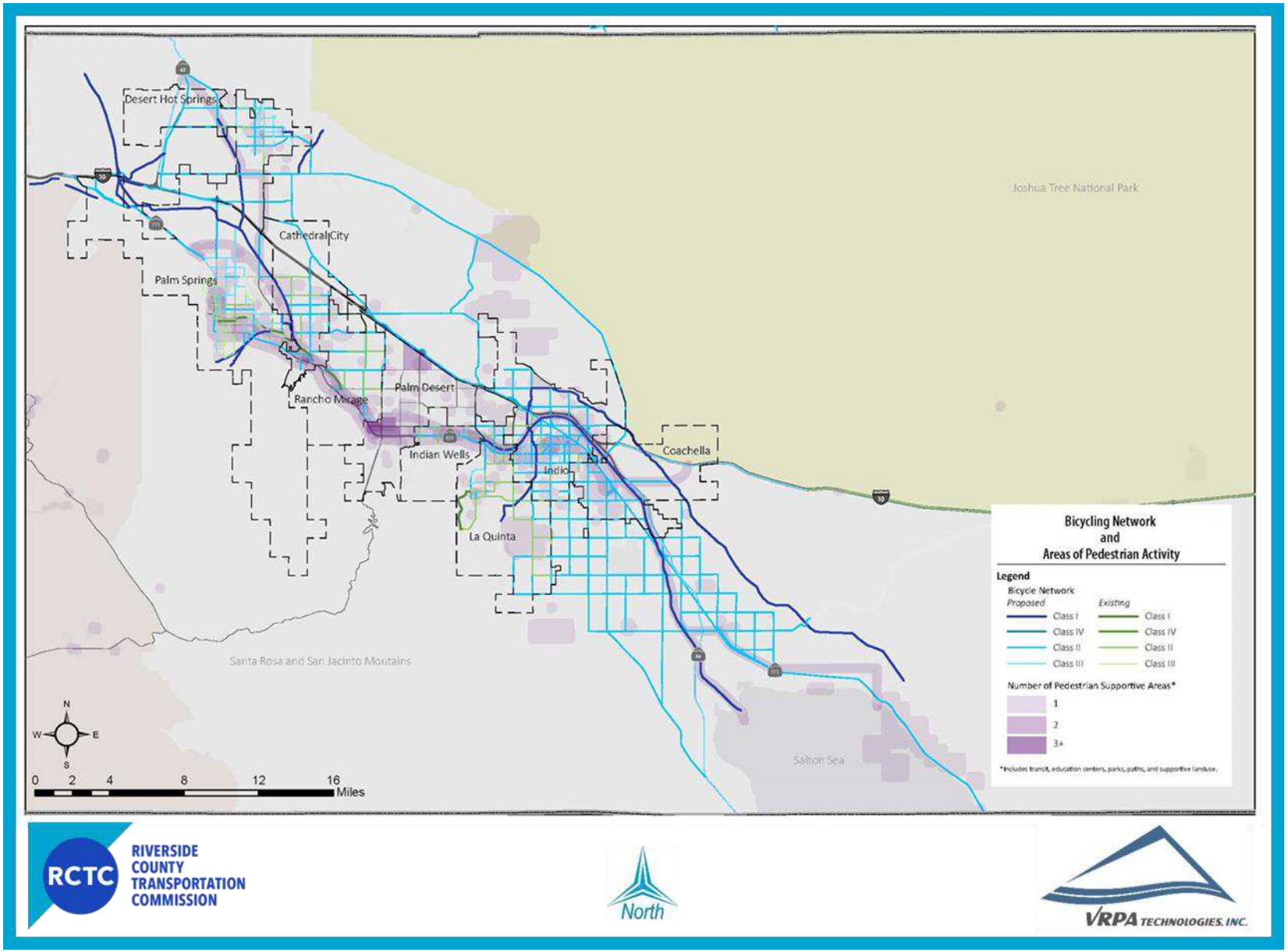


Figure 58 – Bicycle Network and Areas of Pedestrian Activity (Coachella Valley)



In addition to fragmented networks, there is a need for additional studies to identify local pedestrian networks or classifying types of facilities. Several cities have undertaken Safe Routes to School studies and projects.

Safety & Security

The most significant challenge to bicycling and walking is the real and perceived issues of safety and security. Due to the existing lack of facilities, narrow or non-existent sidewalks, bad lighting, and often poor visibility from surrounding land-uses, many existing facilities are not perceived to be safe. Secondly, bicycling facilities or sidewalks that aren't buffered from higher posted speed-limit lanes increase the stress level for users. Such poorly designed facilities accentuate the perceived risks of bicycling and walking along main thoroughfares or trails.

Conflicts and Prioritization Between Modes

Access to destinations within communities and countywide often have key routes that are desired by all modes of travel. Modes often have to compete for the limited right-of-way on these key routes. Often in these scenarios, pedestrian and bicycle amenities are not able to compete due to auto-centric design standards and performance measures (LOS, ADT etc.). This has led to excessive auto trips for short distances. Some cities counter the lack of space in rights-of-way by having alternate parallel streets designated as bicycle routes. However, in many cases these routes being too far or not having destinations on them, are under-utilized or are only used for recreational purposes.

Equity

Often low-income residents choose to bicycle or walk to transit or destinations, and the lack of adequate pedestrian and bicycling facilities, and complete networks put them in unsafe and inconvenient conditions. This further increases stress in these under-served communities.

Maintenance and Funding

More specific performance metrics and standards for pedestrians and bicyclists, should be incorporated in the decision-making process to ensure funding and maintenance of these facilities. Often the funding priority for pedestrian and bike facilities are considered after auto and transit requirements are met as local and regional regulations are often tied to performance metrics benchmarks for these modes.

Strategies

Identify local and countywide networks and prioritize network completion

With both ATPs identifying regional and local networks, RCTC can work with WRCOG and CVAG on developing a strategy of ranking each network in terms of countywide importance, level of completion, and other accessibility and equity metrics to prioritize projects, ensuring networks are completed within a desired timeframe, provided funding is available. RCTC can work with jurisdictions to help incentivize projects that not only complete networks but also improve access to transit or facilitate better mobility within desired TOD and transit-supportive districts.

Prioritize Safety & Security

Traditionally, bicycle facilities have been classified based on physical characteristics of the facility (Class I, II, III, etc.), which often do not take into consideration the immediate context that influences the use of these facilities. Recent studies and efforts have begun to classify bicycle facilities based on the level of comfort or stress of facilities for its users. The metric rates facilities, irrespective of the facility type, on how many types of bicyclists would feel comfortable while riding it. A Bicycle Level of Service (BLOS), a Bicycle Compatibility Index (BCI), or a Level of Traffic Stress (LTS) type of index could be reviewed by RCTC to ensure regional and local bicycle facilities improve the level of safety along countywide networks. RCTC currently takes into consideration bicycle collision data in the evaluation of SB 821 bicycle and pedestrian projects to ensure key unsafe segments or intersections are prioritized.

Pedestrian safety also is a key issue, particularly in order to increase transit ridership. RCTC can develop a strategy based on design and location-based criteria to ensure greater pedestrian safety. As done with the safe routes to school program, RCTC can work with jurisdictions to identify safe routes to transit, or other community facilities. Similar to the recommendation to prioritize improvements at locations of bicycle collisions, pedestrian improvements can be prioritized at high collision locations across the county. In addition, Americans with Disabilities Act (ADA) improvements can be prioritized along key corridors, particularly improving access to transit, and within TOD and transit-supportive districts.

Develop a Mode Prioritization Framework

The challenge of limited right-of-way on key countywide significant corridors comes to a head when different modes are equally desired on corridors segments. Often, existing metrics-based improvement standards skew towards auto-based investments ignoring the changing needs of commuters, either due to changing land-use, or mobility technologies (Ride-hailing, bike-sharing, e-scooters etc.). Secondly, most corridors identified as being significant countywide are traditionally selected on auto-based metrics such as ADT volumes.

These auto-based performance metrics potentially leave out other corridors that may be significant for other modes (transit, pedestrians, bicyclists, goods). With performance metrics for alternate modes not being a factor in identifying corridors of countywide importance, it is difficult to have an equitable framework to prioritize investments for multiple modes, particularly where different modes compete for spaces in the same right-of-way. RCTC could develop a mode prioritization framework, by incorporating other performance metrics for different modes, and identifying a hierarchy of mode priority along countywide corridor segments, based on local context. For example, along an HQTA corridor, transit may have the highest priority along the main corridor, with pedestrians second, bicycle third, etc. This will help RCTC in prioritizing financing of projects across modes in a more equitable way.

Goods Movement

Introduction

Throughout Southern California, goods movement faces challenges arising from increased local consumer demand for products and continual regional growth as a major exchange point for global trade. Infrastructure for freight traffic is becoming strained. Current efforts to reduce air pollution from goods movement sources are insufficient to meet national air quality standards and warehouse space is at risk of falling short of demand. Riverside County plays and will continue to play a key role in moving goods in the region and to global markets. Transportation strategies to improve goods movement efficiency can provide economic and environmental benefits, including reduced costs for shippers and distributers, and reduced GHG emissions. Efficient use of funds at the County level must be made to invest in logistics growth areas and major distribution corridors, while providing for the mitigation of goods movement-related impacts on communities. Key issues in Riverside County's goods movement system can be summarized in seven categories:

- ✓ Environmental and health concerns
- ✓ Pavement wear on trucking routes
- ✓ Major freight generators and distribution centers
- ✓ Capacity constraints
- ✓ Grade separation projects
- ✓ Environmental justice
- ✓ Emerging technologies

Each of these issues, and associated challenges and opportunities are described in this section.

Issues

Environmental and Health Concerns

Goods movement emissions contribute to air pollution problems (e.g.: nitrogen oxides (NOx) and particulate matter $(PM)_{2.5}$) and pose public health challenges. In Southern California, diesel particulate has been identified as the dominant toxic air pollutant based on cancer risk, and freight traffic is a major emitter. With the projected future growth in goods movement, emission reduction strategies will be crucial in decreasing diesel exposures and protecting the health and well-being of communities in Riverside County.

Currently, much of the region does not meet federal ozone and fine particulate air quality standards as mandated by the federal Clean Air Act. The South Coast Air Basin had a deadline to reduce ozone concentrations to 80 parts per billion (ppb) by 2023 under the revoked 1997 eight-hour ozone standards, and further down to 75 ppb by 2031 under the current 2008 eight-hour ozone standards. This means that total 2012 NOx emissions in the South Coast Air Basin must be reduced by 70% by 2023 and 80% by 2032 in order to attain federal ozone standards. Additional attainment deadlines are in effect for $PM_{2.5}$.

Reducing greenhouse gas emissions is also a priority, as determined by the landmark California legislation AB 32 and SB 375, and the more recent Executive Order B-30-15 signed by Governor Brown in April 2015. Several State measures have been implemented to reduce greenhouse gas emissions, with some implications for freight. These include the Low Carbon Fuel Standard and the inclusion of greenhouse gas emissions from transportation fuels under California's Cap-and-Trade Program. Additional state programs are under development as part of the State's Sustainable Freight Strategy.

In addition to toxic pollutants, noise and vibration from freight trucking and rail traffic can be disruptive to communities. Continual exposure to noise and low-level vibration has been shown to impact public health and quality of life. RCTC has funded quiet zones along the Perris Valley Line, and the City of Riverside has funded quiet zones along certain areas as well. Strategies aimed at mitigating noise from freight can help to reduce negative impacts on communities from goods movement.

Pavement Wear on Trucking Routes

Commercial trucks disproportionately impact both road pavement and congestion, particularly on steep grades and in conjunction with accidents and incidents. Riverside County's six primary goods movement routes (I-10, I-15, SR-60, SR-86, SR-91, and I-215) cover a total of 313 miles, or approximately 21% of Southern California's total primary freight network (SCAG 2016). These corridors play a key role in both the County and regional goods movement system and maintaining them effectively has implications for the economy at all scales. The SCAG 2016 RTP/SCS found that 17% of highways in Southern California are distressed, and 35% of local roads will be in failed condition by 2022. This results in decreased fuel efficiency (and therefore increased emissions) and increased vehicle maintenance costs. The SCAG 2016 RTP/SCS noted annual vehicle maintenance costs of $638 in the Inland Empire. Further, each $1 spent on preventative maintenance in the 4-7-year range delays $8 of spending on major damage in the longer term (10 years or more). Strategies to mitigate pavement wear from goods movement have the potential to provide positive environmental, economic, and social benefits.

Major Freight Generators and Warehouse Distribution Centers

Intermodal freight facilities, major freight generators, and warehouse distribution centers are significant contributors to goods movement traffic in Riverside County. Existing intermodal centers (Tri-Rail Distribution Services and Ancon Transportation in the City of Riverside, and National Distribution Centers in the City of Corona) place pressure on already congested highways, including I-215, SR-60, and SR-91. Further, SR-91 at I-15 was previously identified as a high priority truck bottleneck location. It is key that decisions around existing and new generators of freight traffic consider potential implications on congestion, and pollution, as well as impacts on community members.

In addition to the considerations described above, the outcomes of the ongoing Regional Logistics Fee Study will need to be considered. The current status of the study is described below, including possible outcomes and target completion date.

RCTC Regional Logistics Fee Study

In January 2017, the Commission initiated a Regional Logistics Fee Study. The study is the result of the settlement agreement between the Commission, the County of Riverside, City of Moreno Valley (Moreno Valley), and Highland Fairview in response to litigation involving the World Logistics Center (WLC). The Commission and the County had filed suit challenging the environmental impact report in order to ensure adequate mitigation to address added impacts created by the WLC project. Additional lawsuits were filed by the South Coast Air Quality Management District and a number of environmental organizations.

A key provision of the settlement requires the Commission, the County, Moreno Valley, and Highland Fairview to conduct a regional transportation study to evaluate a logistics-related regional fee. A result of the study could be a new program that the County and cities could adopt. Such a program would, for example, set a fee on new distribution center warehouses, based on facility size, to help pay for highway improvements. This fee would differ from existing TUMF Programs in that it would only focus on highway projects, as compared to the regional TUMF Programs, which collect funds for regional arterials and local streets. The next steps of the study involve evaluating the feasibility of administering and implementing a regional logistics fee. Pending the outcome, RCTC will determine how to address highway impacts from truck traffic generated from new logistics developments.

Capacity Constraints

Continual growth in Southern California's population is driving an increase in regional freight demand, with port cargo expected to triple by 2035 (SCAG, 2013). Of goods that enter the Ports of Long Beach and Los Angeles, 77% pass through Riverside County, with 65% moving by rail, and 35% by truck. As a result, a train goes through most rail crossings at least twice an hour (RCTC, 2012). So, as freight demand increases in the region, freight rail and truck traffic will increase in Riverside County.

In 2014, 66 trains with an average length of 4,000 feet passed through Riverside County daily, resulting in 600 vehicle hours of delay per day (where one vehicle hour of delay is defined as a single car delayed for one hour). By 2035, this is expected to increase to 137 trains with an average length on 5,200 feet. Vehicle hours of delay per day are expected to increase from 600 to 3,700 hours by 2035. These delays result from at-grade crossings where vehicles must wait for train crossings (RCTC, 2012).

Additionally, truck traffic has been increasing faster than passenger car traffic over the past 20 years, and it is expected that VMT for truck traffic will increase by over 8% by 2035. Capacity constraints on both rail and truck routes are already a reality. Due to the significance of goods movement to the regional and County economy, as well as the importance of moving essential goods to communities in Riverside County, maintaining and protecting goods movement corridors is key. Competition with passenger traffic from an ever-growing population places additional pressure on the system. While improving transit options in the County is a key priority, strategies must also recognize the importance of maintaining and protecting key freight rail and truck corridors.

Grade Separation Projects

While significant funding has been invested to address conflicts between rail and highway traffic in Riverside County, continuing to eliminate at-grade rail crossings will play an important role in improving safety, and reducing delays, noise impacts, and vehicle emissions. In 2012, 46 remaining at-grade crossings were identified and categorized by priority level, with one (1) being the highest priority and five (5) being the lowest priority (RCTC 2012). Of the 46 crossings, 18 were identified as high priority (rated 1 or 2), characterized based on high train and vehicular traffic volumes, extensive vehicle delay and emissions, and one or more traffic incidents in recent years (Table 33).

Additionally, a 2017 companion study found that:

- ✓ Four crossings are technically unfeasible, and four others require further study.
- ✓ 11 separations are desired within the next ten years and 14 more in the following 10 years.
- ✓ Funding is highly competitive and uncertain, however some grant funding may be available through the Trade Corridor Enhancement Program, Nationally Significant Freight and Highway Projects program, the Western Riverside County TUMF, as well as several other potential sources documented in the study.

The limited and uncertain nature of funding will make eliminating the remaining at-grade crossings a challenge.

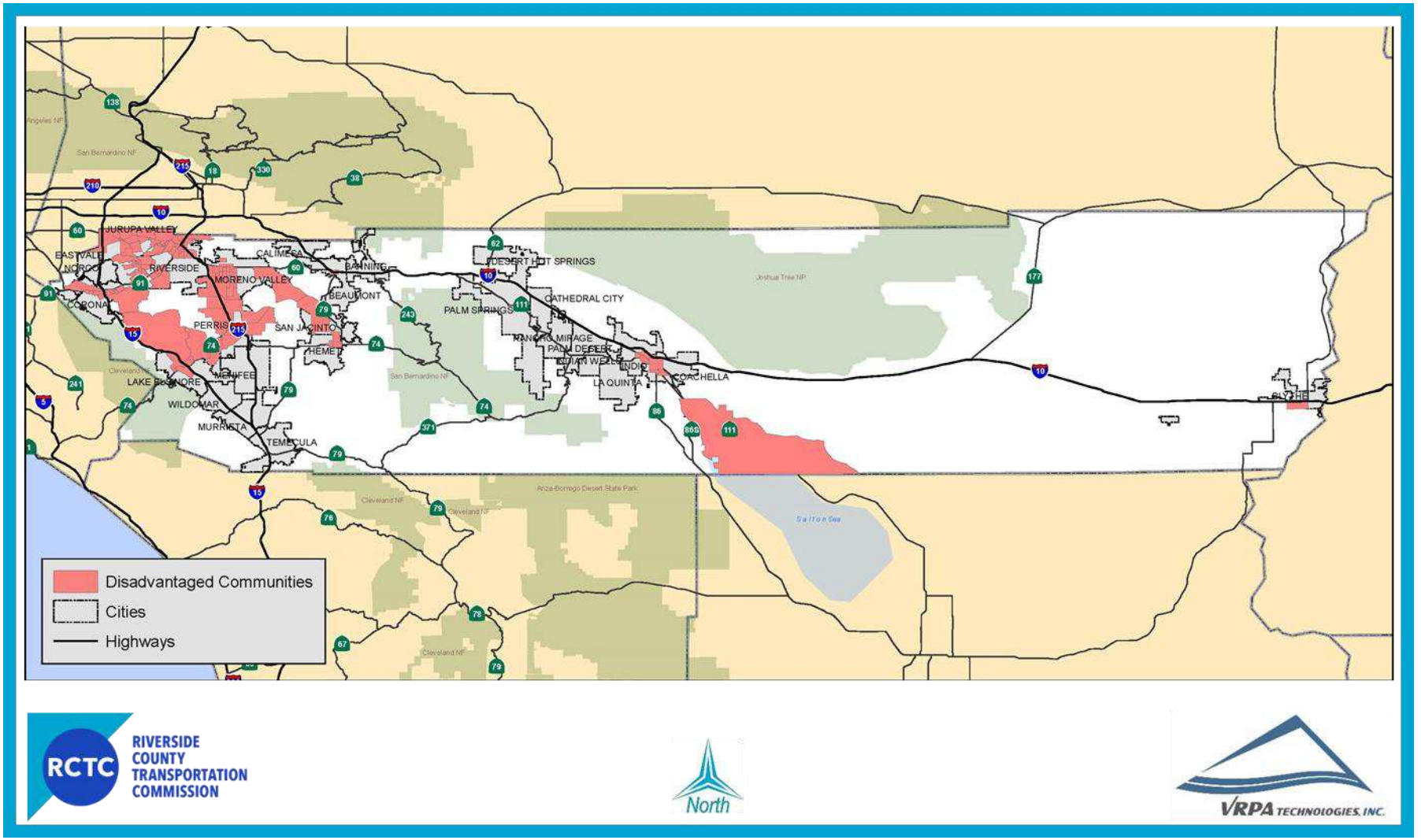
Environmental Justice

The negative health impacts associated with a significant increase in the development of large warehouse logistic centers, with close to 40 percent of the nation's consumer goods travelling through the Inland Empire and being stored in warehouses before they are trucked out to other locations, and the effects of freight traffic are disproportionately felt by those living nearest to major freight generators and goods movement corridors. The consensus in current research is that those living within 1,000 feet of a major freight facility or high capacity roadway are most likely to experience negative health impacts. SCAG has identified 'disadvantaged communities', which are disproportionately burdened by multiple sources of pollution. Figure 59 shows disadvantaged communities within Riverside County. From an environmental justice perspective, it is critical that goods movement strategies help mitigate existing impacts and avoid future adverse impacts from the goods movement system.

Table 33 – 18 High Priority Grade Separation Projects in Riverside County

Rail Line	Cross Street	Jurisdiction
BNSF & UP (SB SUB)	Spruce Street	Riverside
BNSF (SB SUB)	McKinley Street	Corona
BNSF & UP (SB SUB)	Chicago Avenue	Riverside
UP (YUMA MAIN)	Hargrave Street	Banning
BNSF & UP (SB SUB)	3rd Street	Riverside
BNSF (SB SUB)	Joy Street	Corona
BNSF (SB SUB)	Madison Street	Riverside
BNSF (SB SUB)	Adams Street	Riverside
BNSF (SB SUB)	Tyler Street	Riverside
UP (LA SUB)	Bellgrave Avenue	Jurupa Valley
UP (LA SUB)	Jurupa Road	Jurupa Valley
UP (YUMA MAIN)	22nd Street	Banning
UP (YUMA MAIN)	Viele Avenue	Beaumont
UP (YUMA MAIN)	San Gorgonio Avenue	Banning
UP (YUMA MAIN)	Avenue 62	Riverside County
UP (YUMA MAIN)	Avenue 66	Riverside County
BNSF (SB SUB)	Pierce Street	Riverside
UP (YUMA MAIN)	California Avenue	Beaumont

Figure 59 – Riverside County Disadvantaged Communities



Source: SCAG

Emerging Technologies

The SCAG 2016 RTP/SCS outlined several innovations in goods movement that should be considered. Changes in consumer habits may have unpredictable impacts on the goods movement sector. Already, the rise of e-commerce has changed the balance between retail and warehousing. New transport technologies are also likely to impact the goods movement system. Autonomous trucks may greatly increase the efficiency of the goods movement system; Uber is piloting autonomous trucking fleets, working toward their vision of a goods movement system where no truck ever travels empty, but instead the goods movement system is perfectly choreographed, resulting in significant savings in both costs and emissions (Davies 2018). The private sector is driving tremendous innovation that undoubtedly have major implications for Riverside County's goods movement system, however at present, the exact impacts are unknown.

Strategies

Continue Funding for Grade Separations and Quiet Zones

As both freight rail and vehicle traffic congestion increase overtime, grade separation projects and quiet zones are increasingly important in addressing environmental and social health concerns. Continuing to fund these improvements is a key strategy in mitigating negative impacts from goods movement.

Collaborate with local governments in disadvantaged communities to understand ways of reducing the impacts of goods movements

The disadvantaged communities identified by SCAG and shown in Figure 59, are experiencing a disproportionate share of the negative impacts from the goods movement system.

Fully understanding the experiences of these communities will be paramount in avoiding further growth in inequity. By working directly with communities, it may be possible to mitigate existing negative experiences while avoiding future environmental justice concerns.

Undertake proactive maintenance of key goods movement corridors to avoid costly and lengthy repairs in the future

With a particular focus on the six primary goods movement corridors in the County, undertaking ongoing maintenance will help avoid negative impacts on the transportation system as a whole. Repairing small issues (a small pothole, for example) as they arise helps decrease damage to vehicles, reducing repair costs to both personal and commercial vehicles, helps improve travel efficiency thereby reducing travel emissions, and reduces the need for major repairs, which can lead to significant vehicle hour delays due to construction. Working with Caltrans, the cities, and the County, funds should be allocated strategically to this end.

Review the outcomes of the RCTC Regional Logistics Fee Study

The outcomes of the RCTC Regional Logistics Fee Study could have a significant impact on warehouse fee revenues. Further, results of this study will support RCTC in working with local governments in the

County to reduce negative impacts on the highway system from major warehouse, logistics and distribution centers and determine how best to mitigate such impacts.

Advocate for the protection of key freight rail corridors

Work with other levels of government, as well as freight rail providers (Burlington Northern Santa Fe (BNSF) and the Union Pacific Railroad (UP)) to ensure the maintenance and protection of the three major freight rail corridors in the county: BNSF's Transcon Line, UP's Los Angeles Subdivision, and the El Paso Line, while balancing the growing demand for passenger rail services.

Continue to support priority grade separations and advocate for federal support

While there has been great progress in reducing at grade crossings in Riverside County, ongoing effort is required to undertake all high priority projects to ensure safety and improve air quality. Continued coordination with railroads and advocacy for federal and State funding will be necessary to complete grade separations priority projects.

Build relationships with private companies who are driving technological innovation in goods movement

Building connections with those on the front end of technological innovation to gain a better understanding of the direction and timelines of technological shifts in goods movement can inform decision making in the coming years. For example, if the goods movement system were to become fully automated in the next 10 years, and freight vehicle traffic were to be reduced by half, RCTC's investment strategies would change drastically. Because the pace of change is so rapid, ongoing communication is necessary to ensure decisions are in line with the latest trends.

Undertake further analysis of e-commerce trends to understand potential impacts

As e-commerce continues to grow, and new technologies such as drone delivery systems are developing, undertaking a further analysis of trends should be undertaken.

Explore opportunities for collaboration with the Southern California Zero-Emissions Truck Collaborative

Currently, several alternative fuels for goods movement are being explored by the Southern California Zero-Emissions Truck Collaborative for their potential to reduce certain pollutants (especially nitrogen oxides and particulate matter associated with diesel fuel use) from tailpipe emissions. These include zero tailpipe emission trucks such as hybrid electric, battery electric and fuel cell trucks. The Collaborative is currently demonstrating a one-mile wayside power system in the City of Carson, similar to the near-term demonstration project described in the SCAG 2016 RTP/SCS. Natural gas is also considered a near-zero tailpipe emissions fuel and can result in substantial reductions of GHGs.

Engage in continual learning about goods movement vehicle automation

Various autonomous vehicle technologies are being explored with the intention of reducing headways and increase truck flow rates. They also have the potential to improve safety through lower crash rates.

Currently three distinctive stages in the development of this technology have been identified:

- ✓ Stage 1: Adaptive Cruise Control
- ✓ Stage 2: Multi-Truck Communication
- ✓ Stage 3: Truck Automation with Corridor-Wide Optimization

This technology would be likely to decrease truck vehicle miles travelled, mostly as a result of improved corridor utilization and operational efficiency gains. At this point, however, it is uncertain whether the technology induces the growth in truck VMT, or the increase in truck volumes is a result of accommodating the growth in a more efficient manner. Remaining engaged with technological advancements in vehicle automation will be key to understanding potential impacts and benefits from the technology in Riverside County.

Coupled with increased warehouse automation rates, improvements in drayage operations can be expected to improve operational efficiency and could reduce the number of trucks needed to transport goods through the County's transportation system.

Transportation System Management/Transportation Demand Management

Transportation System Management

Within the Southern California region, Caltrans, RCTC, and local agencies are responsible for funding Transportation System Management (TSM) improvements. These include extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g., auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, and other Intelligent Transportation System (ITS) improvements.

SCAG's 2016 RTP/SCS identifies a comprehensive set of strategies that work in concert to optimize the performance of the transportation system. This set of strategies does not focus solely on expanding the system, but also considers the system is operational; how land use planning is coordinated with transportation planning; how incidents such as collisions or special events are dealt with; how information is provided to the traveling public, so people can make informed decisions about how, where and when to travel; and how the system is maintained. All these strategies are based on a foundation of comprehensive system monitoring to understand how the transportation system is performing and where improvements are needed. This approach is based in part on work that Caltrans has done for many years to optimize the performance of the State Highway System.

Since the passage of Proposition 1B in November 2006, and with the creation of the Corridor Mobility Improvement Account, Caltrans and local partners have worked together to improve the efficiency of our highways and arterials through the development of Corridor System Management Plans (CSMP). throughout the SCAG region. Senate Bill 1 (SB 1), passed in April 2017, also included the development of Comprehensive Multimodal Corridor Plans specifically for projects funded with SB 1 Solutions for Congested Corridors Program funding. The California Transportation Commission is the administrator of the SB 1 funding programs and has initiated guidance for program applicants regarding the content

requirements for corridor plans, including a TSM component, to ensure compliance with state statutory requirements for Solutions for Congested Corridors Program (SCCP).

Additional System Management Initiatives in the Southern California region include:

- ✓ Arterial Signal Synchronization projects that have been completed on various arterials through the region to optimize traffic flow. One example in Riverside County is the CVAG Regional Traffic Signal Synchronization Project (Coachella Valley Association of Governments, 2017).
- ✓ The Dynamic Corridor Congestion Management (DCCM) initiative in Los Angeles County, in which Caltrans is developing a corridor management initiative on Interstate 110 to coordinate highway ramp metering with arterial signals. Various efforts have been completed to inform the traveling public of expected travel times to various destinations and in some cases provide travel time comparisons with transit.
- ✓ The Caltrans Advanced Traffic Management (ATM) study for Interstate 105 and the Regional Integration of ITS Projects (RIITS) and Information Exchange Network (IEN) data exchange efforts at Los Angeles Metro.
- ✓ SCAG Regional ITS Architecture Update – a roadmap for transportation systems integration in the SCAG region over the next 20 years covering modes.

Transportation Demand Management

Transportation Demand Management (TDM) strategies reduce the number of vehicles that travel on roadways by promoting alternatives to driving alone and during peak periods. These alternatives include rail and bus transit, ridesharing options like carpools and vanpools, telecommuting and active transportation options like bicycling and walking. TDM programs improve mobility, accessibility, and air quality by efficient use of transportation resources. The SCAG 2016 RTP/SCS provides overall regional guidance regarding TDM programs in Southern California, including Riverside County. It includes three main areas of focus:

- ✓ Reducing the number of single occupancy vehicle (SOV) trips and overall VMT through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft.
- ✓ Redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules.
- ✓ Reducing the number of SOV trips by facilitating the use of other modes of travel such as transit, rail, bicycling and walking.

In addition, the SCAG 2016 RTP/SCS recommends the following strategies expand and encourage the implementation of TDM strategies to their fullest extent:

- ✓ Rideshare incentives and rideshare matching.
- ✓ Parking management and parking cash-out policies.
- ✓ Preferential parking or parking subsidies for carpoolers.
- ✓ Intelligent parking programs.
- ✓ Promotion and expansion of Guaranteed Ride Home programs.
- ✓ Incentives for telecommuting and flexible work schedules.

- ✓ Integrated mobility hubs and first/last mile strategies.
- ✓ Incentives for employees who bike and walk to work.
- ✓ Investments in active transportation infrastructure.
- ✓ Investments in Safe Routes to School programs and infrastructure.

There are effective ways of achieving trip reduction in Riverside County other than through the adoption of local agency TDM Ordinances, which was the focus of TDM efforts in the past. RCTC has facilitated the implementation of TDM projects through the Measure "A" Commuter Assistance Programs, and the implementation of several TDM projects (in cooperation with Caltrans and local agencies in Riverside County and in adjoining counties) to achieve TDM objectives. Such TDM strategies include the development of Park-N-Ride lots, commuter rail stations, guaranteed ride home, and public transit feeder services.

Issues

Transportation System Management (TSM) strategies and Transportation Demand Management (TDM) strategies both have the goal of making the transportation system more efficient. TSM strategies accomplish this goal by allowing vehicles, bicycles, and pedestrians to travel faster and with higher levels of safety. TDM strategies accomplish this goal by reducing the demand for travel by single-occupant auto mode, which is generally the least efficient mode of travel from the point of view of system capacity. In terms of the LRTS, the key issues with TSM and TDM strategies are to ensure that these strategies are available to RCTC and member agencies and to ensure that funding is available for implementation of these cost-efficient strategies.

Strategies

RCTC, with the support of member agencies can maximize opportunities to implement TSM and TDM projects and strategies in the following ways:

- ✓ Work with Caltrans and SCAG in promoting planning tools, methodologies, and priorities so that RCTC and member agencies can program TSM and TDM strategies wherever they provide cost-efficient and effective solutions to improve the transportation system.
- ✓ Ensuring that RCTC and member agencies have access to the latest information regarding TSM and TDM strategies and programs.
- ✓ Maximizing opportunities to access funding at the federal, state, and regional levels for TSM and TDM projects.

Sustainability Issues

Definition and Overview

Sustainable planning can be defined as meeting the needs of the present without compromising future generations' ability to meet their own needs. Therefore, a sustainable transportation system for Riverside County would enable current residents to meet their needs for mobility and access to goods and services without compromising the ability of future residents to enjoy growth, prosperity, mobility and access and a high quality of life.

Strategies

In broad terms, sustainability goals are defined by state policy and implemented by MPO's, such as SCAG. The LRTS allows Riverside County the opportunity to review information, plans, and programs at the county level, without respect to statewide issues and issues related to other counties. Recommendations and priorities for Riverside County can then be provided to SCAG for development of the overall Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the entire SCAG region.

As the region's metropolitan planning organization, SCAG has long promoted the concept of integrating transportation planning and land use planning. Since 2002, with the Southern California Compass and Shared Growth Vision for the region and the subsequent Compass Blueprint program (now the Sustainability Planning Grant Program), SCAG has promoted integrated planning tools for local governments that want their residents to have more mobility options, make their communities more livable, increase prosperity among all people and strive for sustainability. Subsequent policies adopted at the regional level in 2004, 2008 and 2012 have supported and advanced the integration of transportation and land use planning.

With the passage of SB 375 in 2008, the State of California formalized the idea of integrating planning statewide when the California Air Resources Board (CARB) set regional targets for reducing greenhouse gas emissions and required every MPO in the State to develop a SCS that charted a course toward reduced emissions and a more sustainable future. A central tenet of the SCS requirement is for MPOs to integrate land use and transportation planning. One example is High Quality Transit Areas (HQTAs) where people live in compact communities and have ready access to a multitude of safe and convenient transportation alternatives to driving alone—including walking and biking, taking the bus, light rail, commuter rail, the subway and/or shared mobility options. Along high-quality bus corridors, for instance, a bus arrives at least every 15 minutes. Residential and commercial development is integrated with plans for transit, active transportation and other alternatives to driving alone.

Sustainable and land use strategies recommended in the SCAG 2016 RTP/SCS include the following:

- ✓ Identify regional strategic areas for infill and investment.
- ✓ Structure the plan on a three-tiered system of centers development.[12]
- ✓ Develop "Complete Communities."
- ✓ Develop nodes on a corridor.
- ✓ Plan for additional housing and jobs near transit.
- ✓ Plan for changing demand in types of housing.
- ✓ Continue to protect stable, existing single-family areas.
- ✓ Ensure adequate access to open space and preservation of habitat.
- ✓ Incorporate local input and feedback on future growth.

Sustainable transportation strategies recommended in the SCAG 2016 RTP/SCS include the following:

[12]Chapter 5, page 75 of the 2016 RTP/SCS articulates a policy to identify strategic centers based on a three-tiered system of ***existing, planned*** and ***potential*** centers relative to transportation infrastructure.

- ✓ Preserve the existing transportation system, also known as fix-it-first.
- ✓ Expand the regional transit system.
- ✓ Expand passenger rail.
- ✓ Improve highway and arterial capacity.
- ✓ Manage demands on the transportation system.
- ✓ Optimize the performance of the transportation system.
- ✓ Promote walking, biking and other forms of active transportation.
- ✓ Strengthen the regional goods movement network.
- ✓ Leverage technology.
- ✓ Improve airport access.
- ✓ Improve air quality and reduce greenhouse gases.
- ✓ Preserve natural lands.

Disadvantaged Communities/Environmental Justice Issues[13]

For the 2016 RTP/SCS, SCAG conducted analysis to determine if the Regional Transportation Plan resulted in any disproportionately high and adverse impacts to various environmental justice groups. SCAG will conduct a similar analysis for the 2020 RTP/SCS and RCTC will continue to work with SCAG and local agencies on addressing environmental justice issues through the development and implementation of the 2020 RTP/SCS.

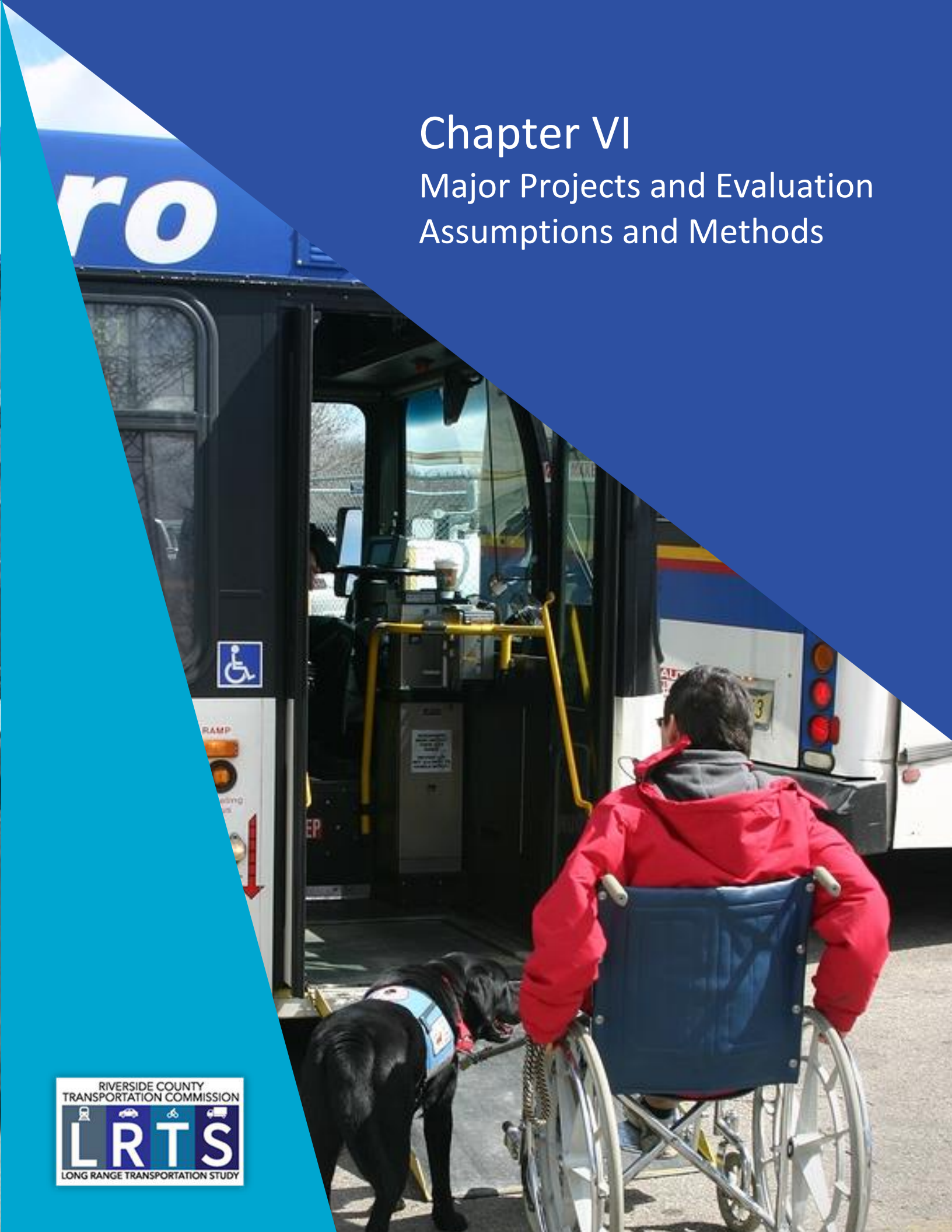
The performance areas included in SCAG's analysis include:

- ✓ Benefits and Burdens Analysis
  - RTP revenue sources in terms of tax burdens
  - Share of transportation system usage
  - RTP/SCS investments
- ✓ Distribution of travel time savings and travel distance reductions
- ✓ Jobs-housing imbalance or jobs-housing mismatch
- ✓ Accessibility to employment and services
- ✓ Accessibility to parks and natural lands
- ✓ Gentrification and displacement
- ✓ Air quality impacts along freeways
- ✓ Environmental impacts of plan and baseline scenarios
- ✓ Aviation noise impacts
- ✓ Roadway noise impacts
- ✓ Active transportation hazards
- ✓ Public Health Impacts
- ✓ Rail-related impacts
- ✓ Climate adaptation

[13] Source: *Summary of SCAG's Draft Proposed Technical Approach for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)*, July 2015. A 1994 Presidential Order (Executive Order 12898) directed every federal agency to make environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of all programs, policies, and activities on minority populations and low-income populations. This presidential order reinforces Title VI of the Civil Rights Act of 1964 and requires that every federally funded project nationwide considers the human environment when undertaking the planning and decision-making process.

Chapter VI

Major Projects and Evaluation Assumptions and Methods



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Chapter VI. Major Projects and Evaluation Assumptions and Methods

Identification of Projects

A major component of the LRTS is the identification and evaluation of highway, major roadway and transit projects. A total of 130 State highway and major roadway projects and 57 major local and regional transit projects were identified for inclusion in the LRTS due to their size and/or level of regional significance and are also included in Riverside County's submittal to SCAG for the 2020 RTP/SCS update. Potential express lane facilities were analyzed separately in RCTC's Next Generation Toll Feasibility Study (2019). The express lane facilities analyzed in the Next Generation Toll Feasibility Study have been documented in the LRTS, but they are not currently included in the LRTS major projects list or in the list of projects submitted to SCAG for the 2020 RTP/SCS update. Potential major transit corridors were also documented in the LRTS from a separate process, the Next Generation Rail Study (2019).

The list of 130 State highway and major roadway projects (reference Appendix A) was defined to provide a high level "performance based analysis" of selected highway and major roadway projects including a cost/benefit analysis.

The project list included large or high cost projects on the state and major roadway (regional arterials) system and were developed from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Draft 2020 RTP/SCS, and 2019-2029 Measure A Western Riverside County 10-Year Delivery Plan update (reference Chapter II).

Projects were evaluated for performance and cost benefit, however, the evaluation does not represent any priority ranking of projects. Projects received overall ratings for information only. Further review and project information would be required for developing a more formal ranking of projects based on specific criteria established by RCTC through a separate process.

The list of candidate transit projects (reference Appendix B) was developed from the 2016 RTP/SCS, the Draft 2020 RTP/SCS and short-range transit plans (SRTPs) prepared by transit operators. The project list focused on projects involving capital improvements and projects over $100,000 in cost.

Inclusion of a project in the transit project list shown in Appendix B does not imply higher priority than other Riverside County projects since project priorities will be determined in processes conducted separately from the LRTS.

Figure 60 through Figure 62 show the locations and types of projects included in the lists.

Figure 60 – Project Locations – Western Riverside County

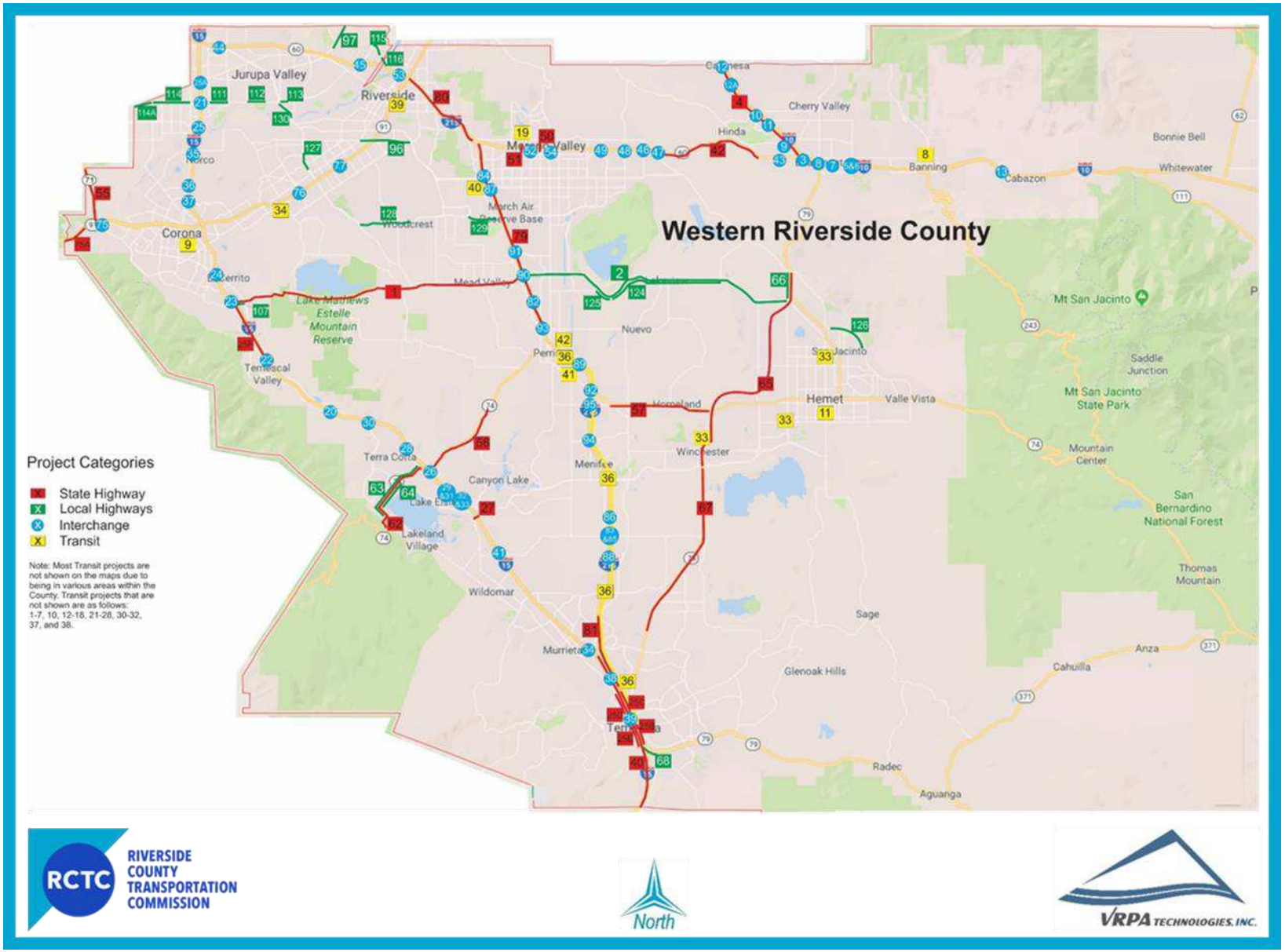


Figure 61 – Project Locations – Coachella Valley

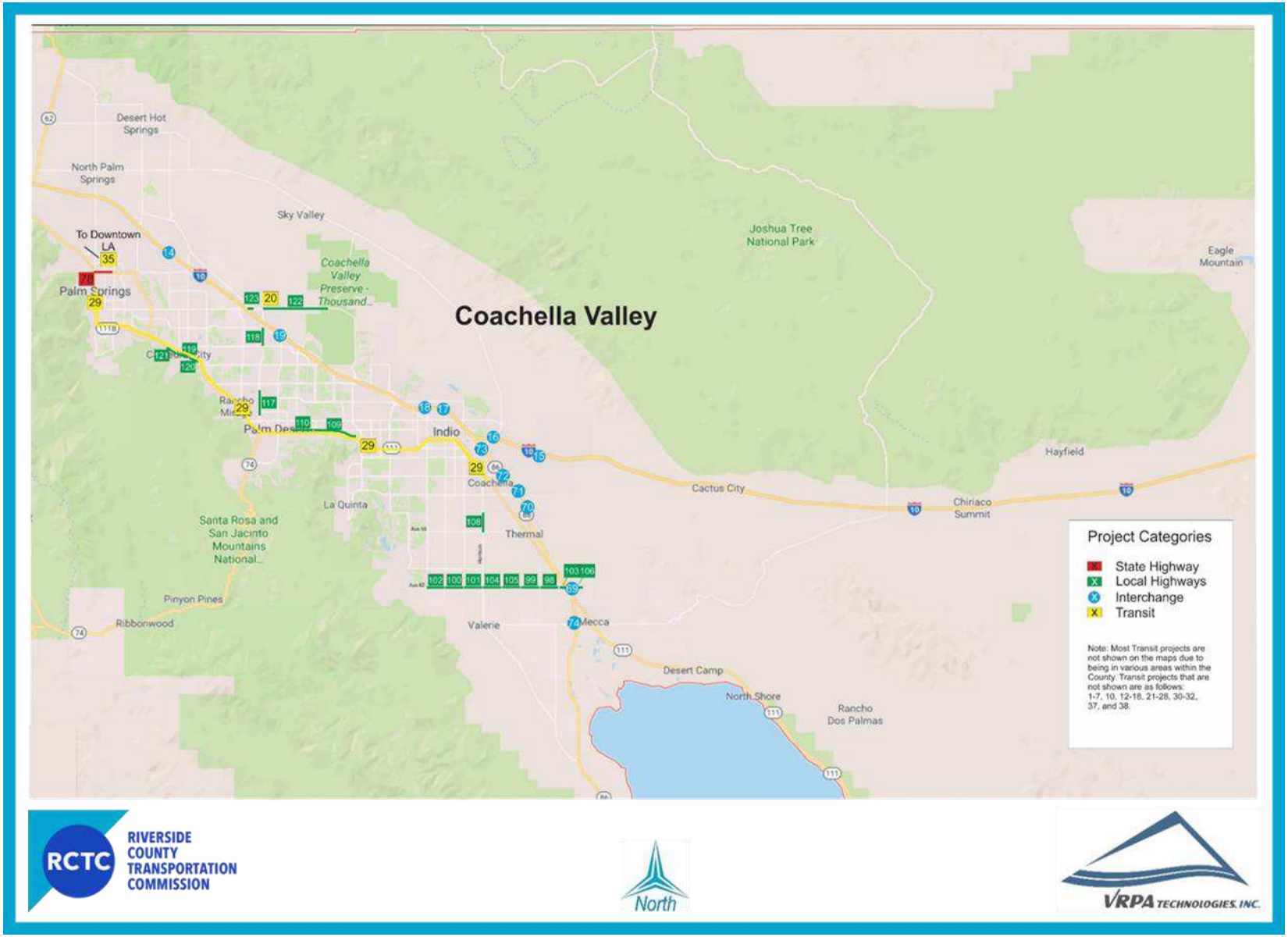


Figure 62 – Project Locations – Palo Verde Valley

Projects included in the LRTS were analyzed using a project evaluation process. The purpose was to provide information on the characteristics and benefits of each project. No attempt was made to provide a prioritization of projects since RCTC and local agencies have other processes in place for prioritization. The resulting project lists include a total of $12.3 Billion in capital costs for state highway and major roadway projects and $3.98 Billion in capital costs for major transit projects. The details are included in Appendix A and B. Figure 63 to Figure 66 summarize the planned delivery dates by five-year periods to 2045, as well as the aggregate cost of the major highway and transit capital investments included in the LRTS. For comparison purposes, it should be noted that the Riverside County Strategic Assessment, completed in 2016, identified $23.4 Billion in capital project costs for all projects, including many of the major LRTS projects and additional smaller projects. Any comparisons between cost estimates for the LRTS major projects and the Strategic Assessment should note that project lists and project cost estimates have changed somewhat between 2016 and 2019.

Figure 63 – Number of State Highway and Major Roadway Projects by Completion Year

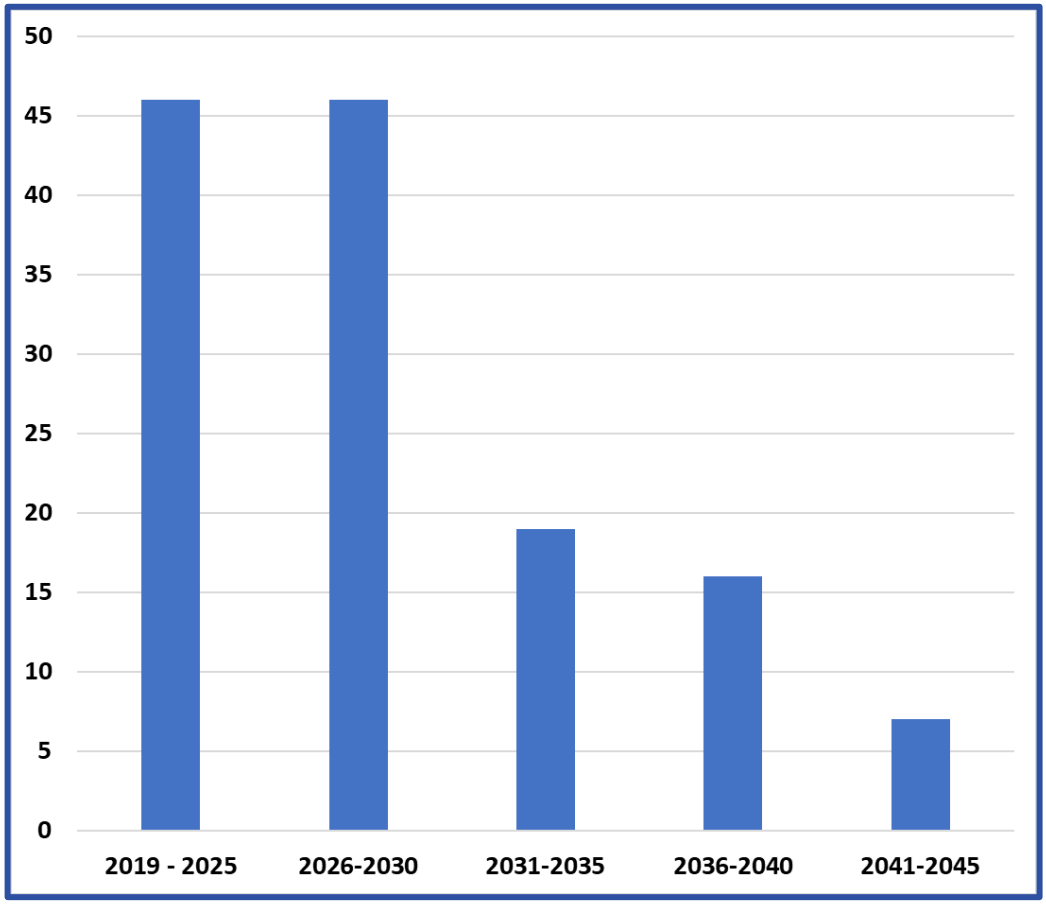
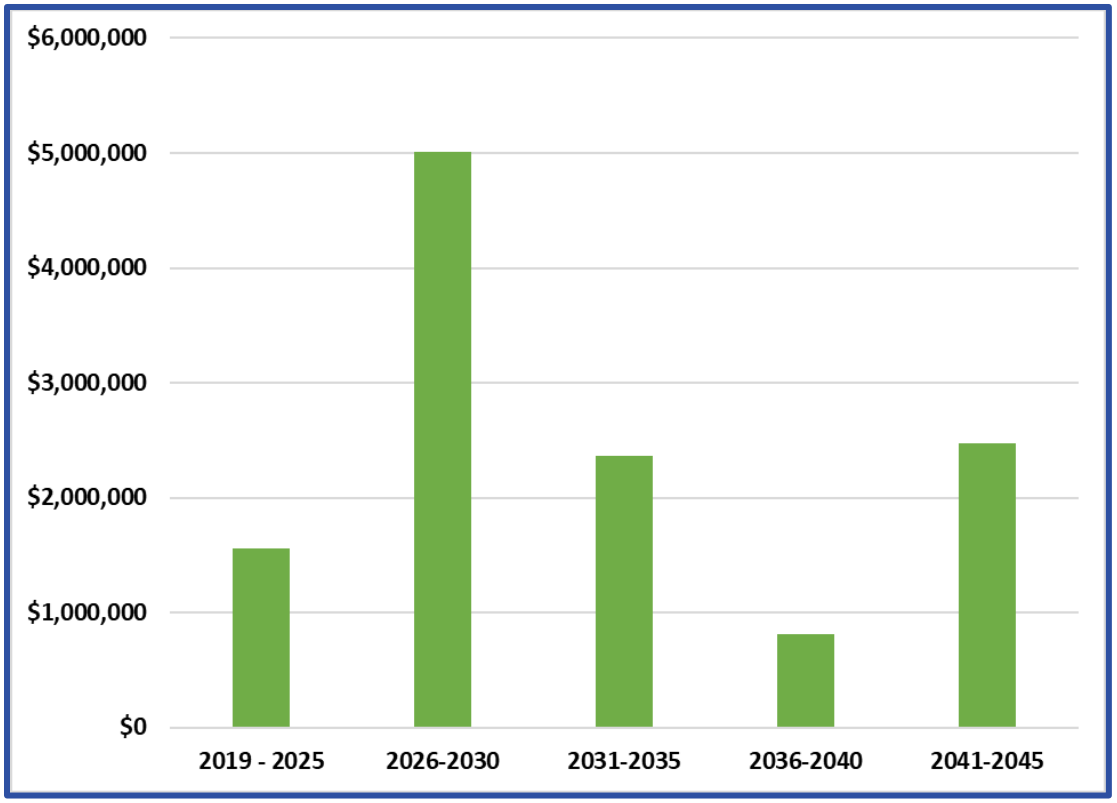


Figure 64 – State Highway and Major Roadway Projects Cost by Completion Year



Note: Project costs are in thousands

Figure 65 – Number of Major Transit Projects by Completion Year

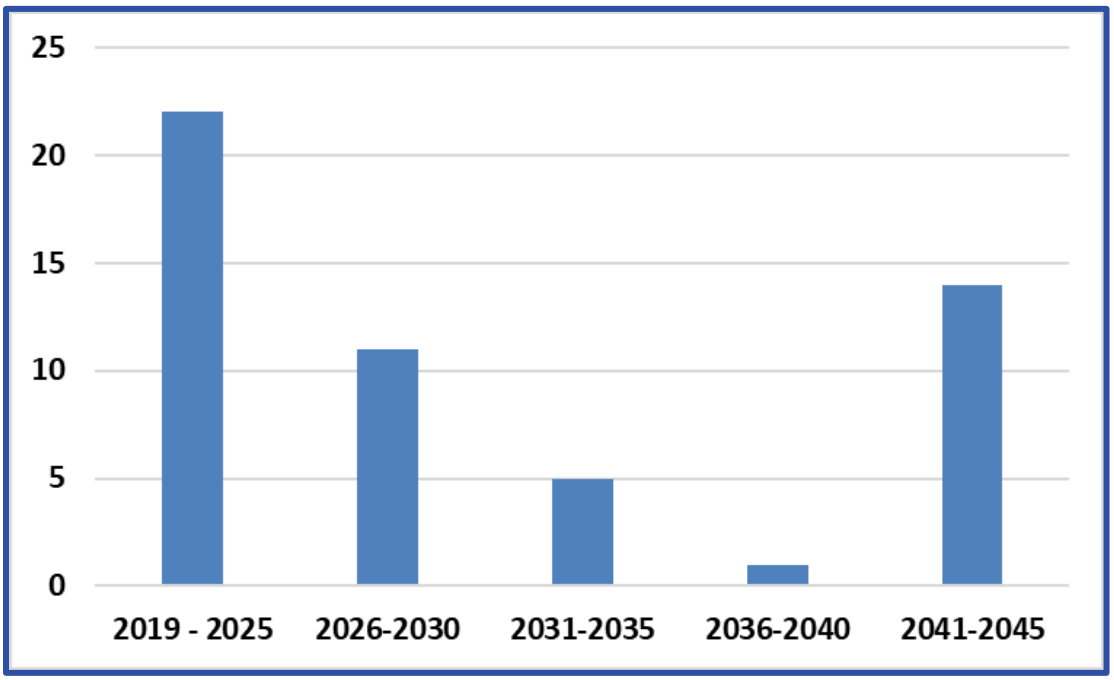
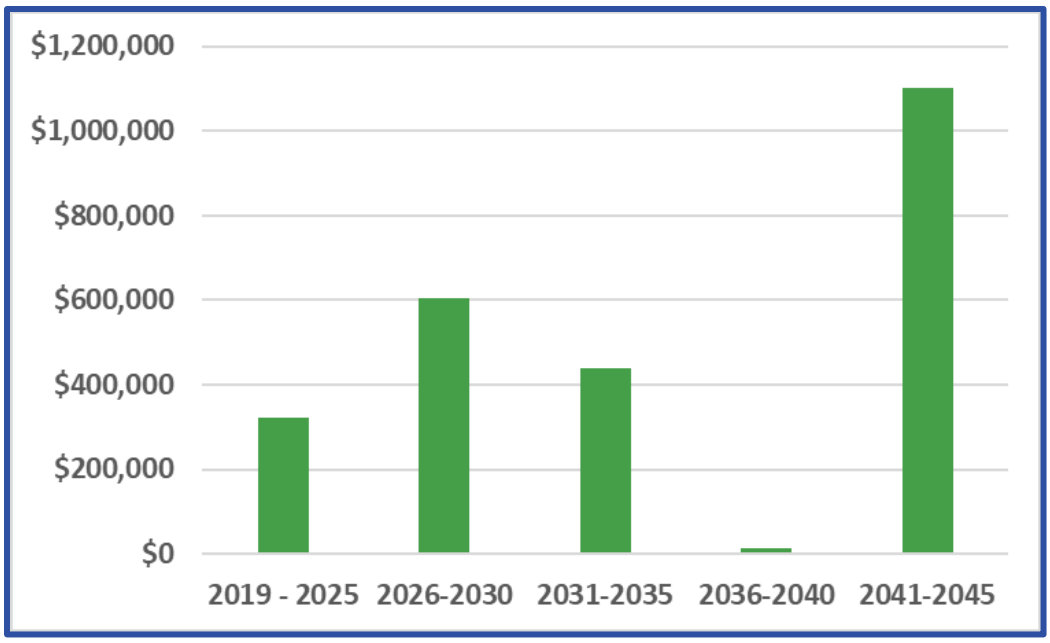


Figure 66 – Major Transit Projects Cost by Completion Year



Note: Project costs are in thousands

RTP/SCS Projects

SCAG is the regional agency responsible for planning and programming projects at a regional level in the Southern California area including Riverside County and the Counties of Ventura, Los Angeles, San Bernardino, Orange, and Imperial. Every four years, SCAG prepares RTP/SCS, which incorporates transportation projects considering federal, state, and/or regional funding.

SCAG is currently in the process of preparing its 2020 RTP/SCS. Identification of Riverside County transportation projects for inclusion in the 2020 RTP/SCS was ongoing during the time of preparation of the LRTS. Appendix C provides a list of Riverside County transportation projects that were submitted to SCAG for inclusion in its 2020 RTP/SCS. This includes approximately 700 projects with an estimated capital cost of $20.57 Billion. Review of the 2020 RTP/SCS project list resulted in identification of $8.27 Billion in transportation improvements that were not included in the major projects described above. This $8.27 Billion in transportation improvement projects was included in the financial analysis described in the following chapter.

Evaluation Assumptions and Methods

This section documents the methodology for evaluating the major State highway, regional roadway, and transit projects in the LRTS. Projects were evaluated to document their value in terms of providing a safer and more efficient transportation system. It was not the intent of this study to rank projects since other processes are in place for that purpose. Projects were categorized into the following types:

- ✓ Freeway Corridors
- ✓ Interchanges
- ✓ Streets and Highways
- ✓ Transit/Rail

Criteria used to conduct the project evaluation are listed in Table 34 and Table 35. The evaluation process was conducted as follows:

- ✓ Average Daily Traffic forecasts and roadway levels of service were based on the SCAG regional transportation model.
- ✓ The benefit cost analysis that provided one element of the project evaluation process based on methodology recommended by the Federal Highway Administration (FHWA). It included consideration of the cost of each project along with benefits related to safety, traffic congestion relief, reduced operations and maintenance costs.
- ✓ The values for other project characteristics of each project, local knowledge of the study area, and judgement.

The evaluation provides a list of the major transportation improvements planned for Riverside County, as well as an understanding of the characteristics of individual improvement projects and the potential benefits of each project. The evaluation was not intended to score or rank projects, but rather to provide technical information so that prioritization of projects can occur in future efforts based on local agency prioritization factors, or criteria established in competitive funding programs.

State Highway and Major Roadway Project Evaluation

Evaluation criteria included factors such as congestion relief, safety, cost-effectiveness, provision of access, and intermodal connectivity.

One component of the roadway project evaluation was a benefit/cost analysis conducted based on Federal Highway Administration recommendations. Projects with a relatively high benefit/cost ratio can be considered to be especially cost efficient. Projects with a lower benefit/cost ratio are considered to be valid for reasons other than cost-efficiency.

The remainder of the highway and major roadway project evaluation was focused on characteristics of individual projects based on various performance measures. The details and results of the benefit/cost analysis and the project evaluation are included in Appendix A.

Major Transit Project Evaluation

The list of major transit projects was developed based on the current SCAG RTP/SCS and short-range transit plans prepared by transit operators. The transit project evaluation was focused on the characteristics of individual projects based on various performance measures. Details and results are included in Appendix B.

Table 34 – Project Level Performance Measures – State Highway and Major Roadway Projects

State Freeway Corridor Projects		
1	**Project Improves Safety**	
	Safety is improved	
	Project resolves specifically-identified safety issue	
	Project includes upgrades to improved or more current design standards	
2	**Serves Goods Movement**	
	Does the project serve a key goods movement corridor?	
3	**Provides Congestion Relief**	
	Urban	**Rural**
	LOS F to LOS A	LOS F to LOS A or B
	LOS F to LOS B	LOS F to LOS C
	LOS E to LOS A	LOS E to LOS A or B
	LOS F to LOS C	LOS F to LOS D
	LOS E to LOS B	LOS E to LOS C
	LOS F to LOS D	LOS F to LOS E
	LOS E to LOS C	LOS E to LOS D
	LOS F to LOS E	LOS D to LOS C or Better
	LOS E to LOS D	N/A
	N/A	N/A
	LOS D to LOS C or Better	N/A
4	**Facilitates Carpool and Transit Mobility**	
	Does the project serve HOT/HOV lane facilities and/or transit centers?	
5	**Critical Linkage/New Corridor**	
	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial to provide congestion relief?	
6	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	
	What is the projects benefit to cost ratio?	
	Benefit to cost ratio: High	
	Benefit to cost ratio: Medium	
	Benefit to cost ratio: Low	
7	**Supports and Provides Access to Communities**	
	Does the project provide access to and/or support multiple communities?	

Table 34 – Project Level Performance Measures – State Highway and Major Roadway Projects (continued)

Regional Streets and Roads - Capacity Increasing Projects		
1	**Supports Key Regional Policies**	
	Does the project support a key regional policy?	
2	**Congestion Relief**	
	Urban	**Rural**
	LOS F to LOS A	LOS F to LOS A or B
	LOS F to LOS B	LOS F to LOS C
	LOS E to LOS A	LOS E to LOS A or B
	LOS F to LOS C	LOS F to LOS D
	LOS E to LOS B	LOS E to LOS C
	LOS F to LOS D	LOS F to LOS E
	LOS E to LOS C	LOS E to LOS D
	LOS F to LOS E	LOS D to LOS C or Better
	LOS E to LOS D	N/A
	N/A	N/A
	LOS D to LOS C or Better	N/A
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	
	Improves congested corridors or provides alternative relief to congested corridors?	
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	
	What is the projects benefit to cost ratio?	
	Benefit to cost ratio: High	
	Benefit to cost ratio: Medium	
	Benefit to cost ratio: Low	
5	**Project Improves Safety**	
	Safety is improved	
	Project resolved specifically-identified safety issue	
	Project includes upgrades to improved or more current design standards	
6	**Provides Access to Other Modes of Transportation**	
	Provides access to major transit centers or HOT/HOV lanes?	

Table 34 – Project Level Performance Measures – State Highway and Major Roadway Projects (continued)

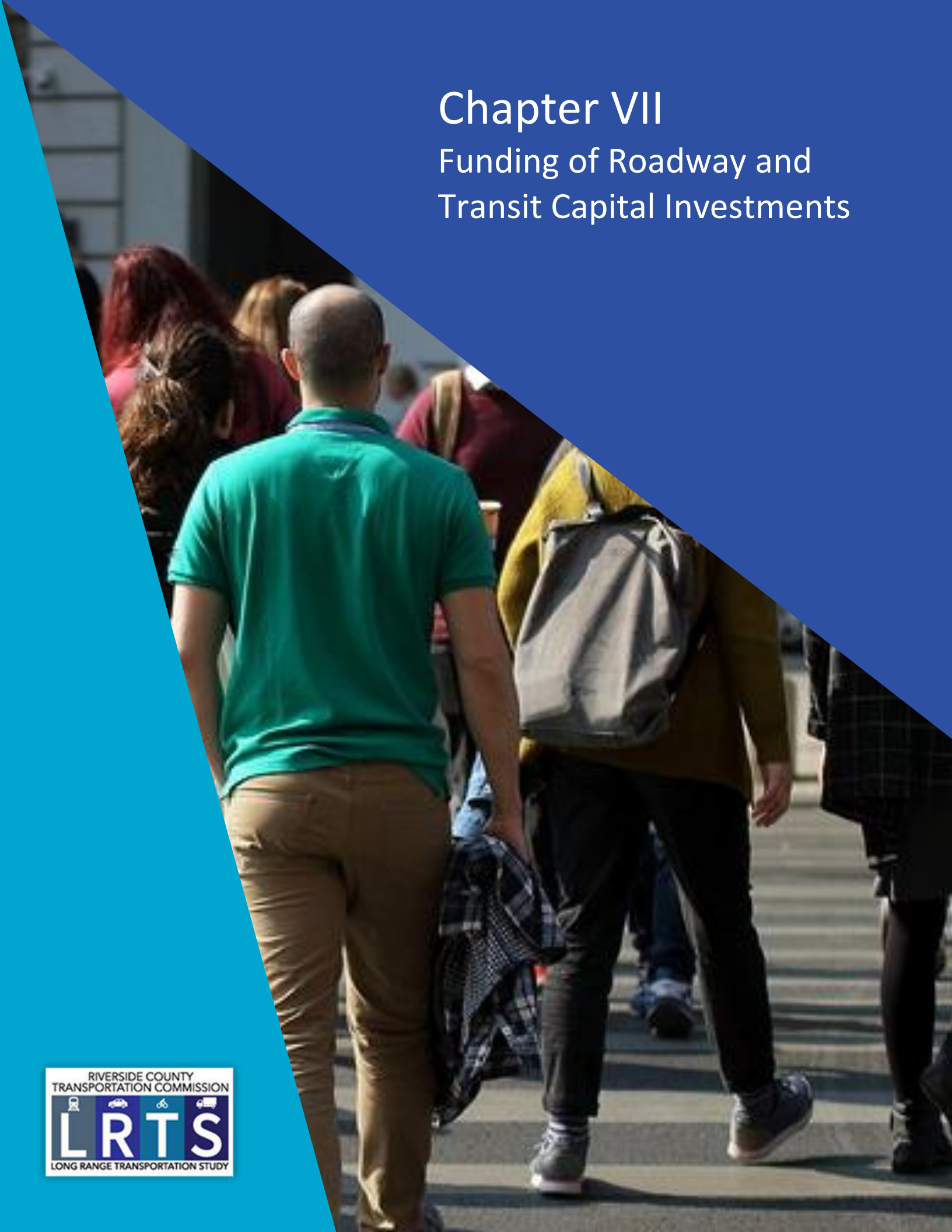
Interchange Projects		
1	**Project Improves Safety**	
	Safety is improved	
	Project resolves specifically-identified safety issue	
	Project includes upgrades to improved or more current design standards	
2	**Provides Mobility and Congestion Relief**	
	Provides relief for existing congested facilities?	
3	**Serves Congested or Developing Corridors**	
	Serves Congested or Developing Corridors	
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	
	Provides access to major transit centers or HOT/HOV lanes?	
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	
	What is the projects benefit to cost ratio?	
	Benefit to cost ratio: High	
	Benefit to cost ratio: Medium	
	Benefit to cost ratio: Low	
6	**Serves Goods Movement**	
	Does the project serve a key goods movement corridor?	
7	**New Interchange**	
	Is the project a new interchange and provides congestion relief to other congested interchanges?	
8	**Supports and Provides Access to Communities**	
	Does the interchange provide access to and/or support 3 or more communities?	

Table 35 – Project Level Performance Measures – Major Transit Projects

Transit Projects	
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans
2	**Provides improved access to activity centers or schools**
	Improves access to activity centers or schools through an expanded transit system
3	**Project will maintain established productivity standards**
	The project can be supported and operated over time
4	**Project provides for or promotes intermodal connectivity**
	The project enhances the regional transportation system
5	**Links High-Frequency Transit Services**
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?
6	**GHG Emissions**
	What is the change in regional CO2 emissions from implementing the project?
7	**Project serves a transit dependent population and/or community or Indian Reservation**
	Project provides access to essential services for the transit dependent population
8	**Project enhances interagency transit service coordination**
	Enhances regional transportation system connectivity and ability to consolidate regional trips
9	**Project reduces reliance on private automobiles**
	Enhances air quality and reduces peak automobile travel
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit services**
	Addresses continued system continuity
11	**Project reduces vehicle congestion**
	Reduces commuter or special event trips
12	**Supports SCS growth principles**
	Project furthers implementation of the SCS
13	**Estimated Project Timing**
	More imminent projects are higher priority than those that are not ready to be implemented

Chapter VII

Funding of Roadway and Transit Capital Investments



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Chapter VII. Funding of Roadway and Transit Capital Investments

Introduction

As RCTC funding is limited, the LRTS aims to identify the most financially viable strategy for delivery of projects identified in the LRTS State Highway and Major Roadway projects list (Appendix A) and the Major Transit projects list (Appendix B). The LRTS uses detailed estimates of the amount and timing of funding sources and compares them to the amount and timing of funding uses to develop a Sources and Uses model. This model is used to determine projections for annual and cumulative shortfalls or surpluses. Where funding shortfalls are identified, RCTC can then explore opportunities for additional funding or the use of financing to deliver the projects identified in the LRTS. This process was completed separately for the State Highway and Major Roadway (Roadway) projects and Major Transit (Transit) projects identified in the LRTS.

General Assumptions Related to Funding Sources

Since RCTC relies on a wide array of funding sources (see Financial Sources Analysis chapter) that vary in terms of annual amount and allowable uses, the Sources and Uses model is based on some key revenue assumptions that allow for estimating funding availability over the period of analysis from 2019 through 2045. The Sources and Uses model generally assumes annual nominal estimates are inflated by 3% annually in line with historical inflation rates for Southern California. The following are exceptions to the general inflation assumption:

- ✓ Measure A sales tax revenue is inflated by 2% for the first three years of the analysis and then at 3% through 2039.
- ✓ Local Transportation Fund (LTF) revenues are inflated at 3% for the first three years of the analysis and then at 2% thereafter.
- ✓ State Transit Assistance (STA) funding is inflated at 2% annually.
- ✓ Transportation Uniform Mitigation Fee (TUMF) revenues are only inflated at 1% due to unpredictability of development activity.

For calculating cumulative surplus and shortfall amounts, it is assumed that the annual surplus/shortfall carries over to the following years.

Roadway Project List Analysis

The Sources and Uses model for the Roadway project list assumes that full annual estimates for Measure A sales tax, Transportation Uninform Mitigation Fee Regional Arterials (TUMF RA) , Senate Bill 1 Local Partnership Program (SB 1 LPP), State Transportation Improvement Program (STIP), Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding are applied to Roadway capital project uses. SB 1 formula funding for Roadway projects is included but not SB 1 competitive as the funding programs are competitive.

The Measure A funding estimate assumes no sales tax revenues beyond 2039 as well as no further debt

issuance against Measure A tax revenues. The full annual estimate of Measure A funding is assumed to be used only for Roadway project needs. No revenue from Express Lanes operations was assumed for this financial analysis as those revenues are used to pay debt service and surplus revenues are limited in use within the corridor of the Express Lanes.

After developing estimates for available funding, Roadway project expenditures were developed. Roadway project cost estimates provided in 2019 dollars are inflated at 3% annually in order to calculate Year of Expenditure (YOE) amounts. Also, because larger projects may take longer than one year to deliver, the Sources and Uses model spreads project costs according to the following:

- ✓ Projects over $100 million were spread over two (2) years
- ✓ Projects over $200 million were spread over three (3) years
- ✓ Projects over $2 billion were spread over five (5) years

The full cost of a project is assumed to be expended in the year of Project completion (per the LRTS project lists), for projects under $100 million. Because the Roadway project list in this study only accounts for large projects, this analysis includes $7.7 billion in small project costs spread evenly over the analysis period. Figure 67 shows forecasted annual revenues by funding source for Roadway capital project. Figure 68 compares annual Roadway capital project funding sources to annual Roadway capital project uses.

Figure 69 shows the cumulative shortfall or surplus (assuming surplus amounts are carried forward) for the entire analysis period. Figure 70 shows the total Roadway capital project funding, total Roadway capital project uses and the estimated total shortfall for the entire analysis period.

Figure 67 – Annual Roadway Capital Project Funding by Source (Thousands)

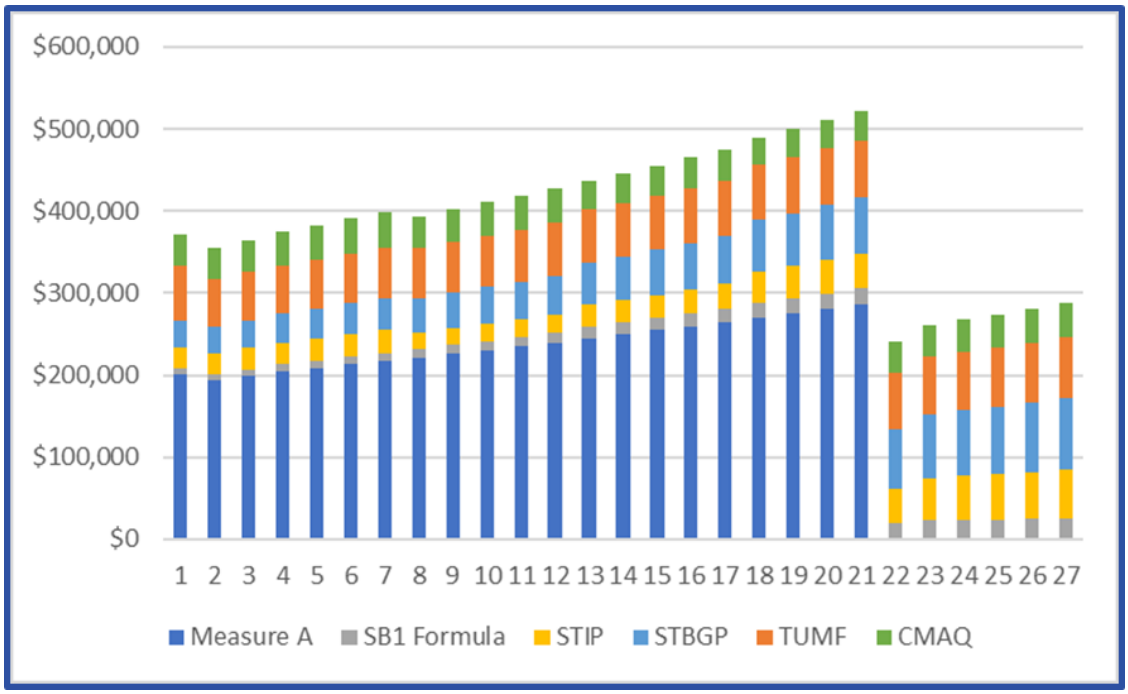


Figure 68 – Annual Roadway Capital Project Funding Sources vs. Roadway Capital Project Uses (Thousands)

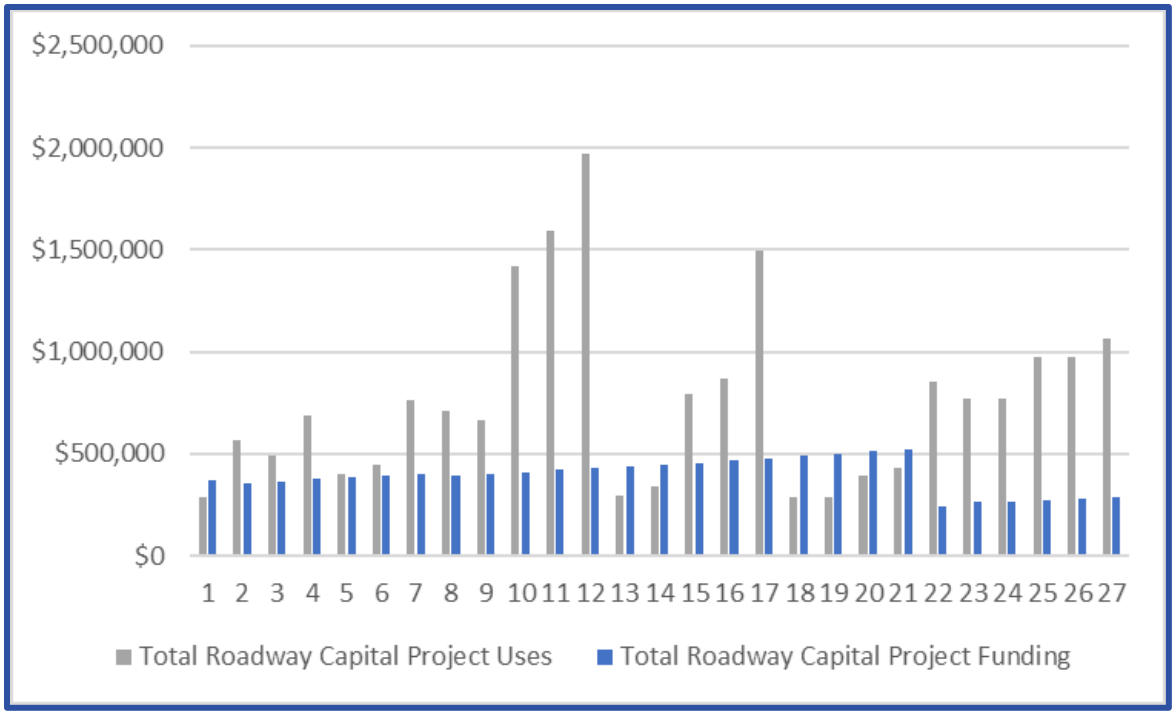


Figure 69 – Total Cumulative Roadway Capital Project Funding Surplus/Shortfall (Thousands)

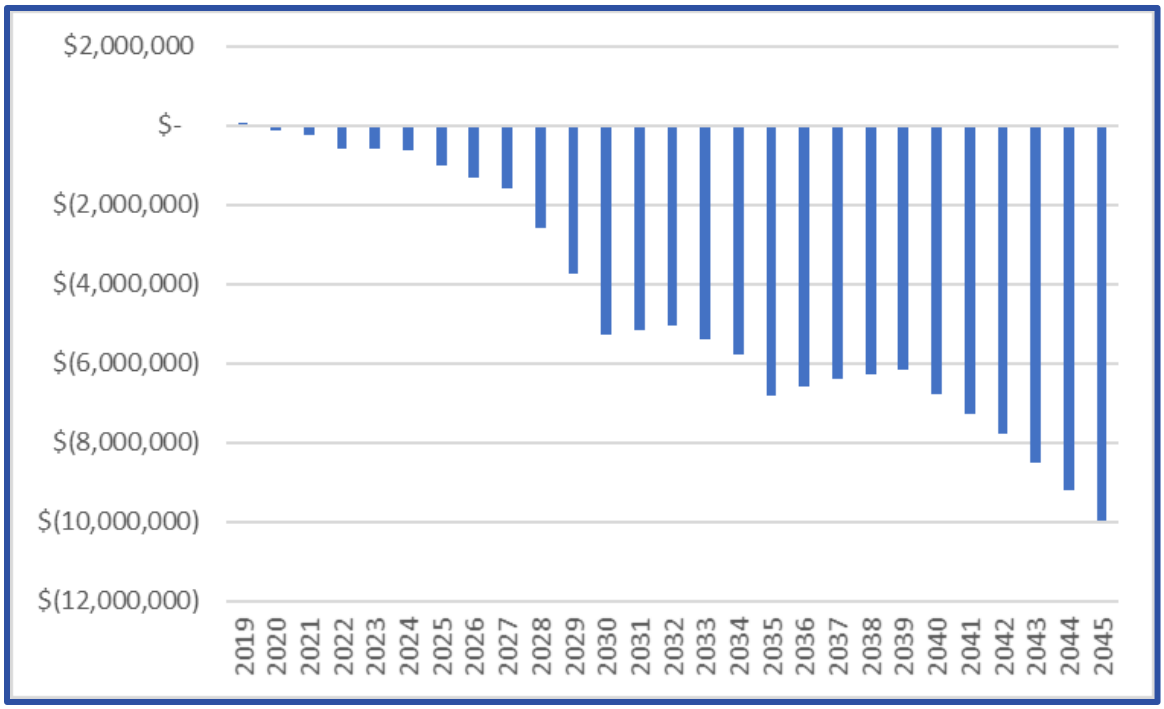
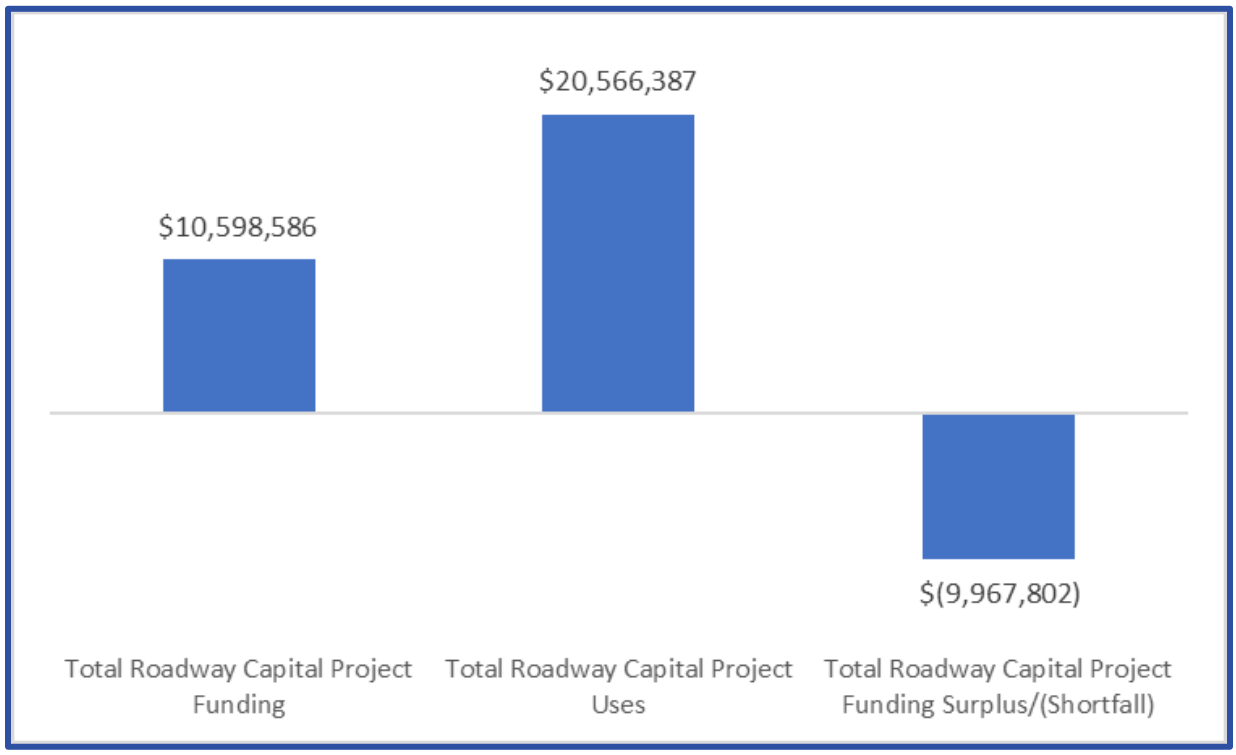


Figure 70 – Total Roadway Capital Project Funding vs. Total Roadway Capital Projects Uses (Thousands)



Roadway Sources and Uses Summary and Potential Funding Strategies

For the analysis period 2019 through 2045, there is total funding of $10.6 billion compared to total of uses $20.57 billion resulting in a cumulative funding shortfall of $9.97 billion. This shortfall is primarily driven by three (3) large projects from the Roadway Project list: the CETAP East-West Corridor, the Mid-County Parkway, and the SR-79 widening. The East-West Corridor is the largest project on the Roadway project list at $2.367 billion ($2019). The size and complexity of this project make it a possible candidate for a Public-Private Partnership (P3) delivery model that would combine the design, construction, maintenance and financing into one contract. Also, the positive Benefit Cost Analysis (performed as part of this LRTS) makes the East-West Corridor competitive for Federal Grants such as the BUILD and INFRA programs. The Mid-County project and new SR-79 four-lane freeway are on the Measure A future project list, but have planned completion dates in 2030 (less than 10 years before the current Measure A expires), so RCTC will likely need new, or expanded, Sales Tax Measure debt capacity to fund the $3.2 billion ($2019) in project costs for these two projects.

Transit Project List Analysis

The primary source of Transit capital project funding is the State Transit Assistance (STA). STA annual estimates are based on RCTC forecasts and are applied to Transit project list uses and not used for Roadway project uses. In this analysis Measure A capital funding is applied to Roadway capital project

uses, so there is no Measure A funding assumed for Transit project capital uses. Because the Local Transportation Fund (LTF) and Low Carbon Transit Operations Program (LCTOP) funding is primarily used for operating assistance, the Sources and Uses model assumes no funding for Transit capital projects. Figure 71 shows forecasted annual revenues by funding source available for Transit project funding. SB 1 provides State of Good Repair funding at $3.9 million per year over the next 10 years, which funds transit rehabilitation projects, but has not been applied to the funding of the Transit capital projects in this study. Additional funding for Transit capital projects may result from State or Federal competitive grant programs that seek multimodal projects that increase transit usage. However, these funding programs are extremely competitive as other regions in the state have denser transit networks with higher frequencies serving larger populations. As with Roadway funding, new local funding for Transit capital projects could be derived from a new or expanded sales tax measure.

After developing estimates for available funding, estimates for Transit project capital expenditures were developed. Transit project cost estimates provided in 2019 dollars are inflated at 3% annually in order to calculate Year of Expenditure (YOE) amounts. Also, because larger projects may take longer than one year to deliver, the Sources and Uses model spreads project costs according to the following:

- ✓ Projects over $100 million were spread over two (2) years
- ✓ Projects over $200 million were spread over three (3) years
- ✓ Projects over $2 billion were spread over five (5) years

The full cost of a project is assumed to be expended in the year of Project completion (per the LRTS project lists), for projects under $100 million. Figure 72 compares annual Transit capital funding sources to annual Transit capital project uses. Figure 73 shows the cumulative shortfall or surplus (assuming surplus amounts are carried forward) for the entire analysis period. Figure 74 shows the total Transit capital project funding, total Transit capital project uses and the estimated total shortfall for the entire analysis period.

Transit Sources and Uses Summary and Potential Funding Strategies

For the analysis period 2019 through 2045, there is total funding of $847.04 million compared to total uses of $3.98 billion, resulting in a total cumulative funding shortfall of $3.14 billion. Large expenditures relating to major capital project completions in 2040 are the primary drivers of the shortfall. While P3 delivery could be implemented to finance larger transit projects, RCTC will likely need new, or expanded, Sales Tax Measure debt capacity to fund the $3.14 billion shortfall.

Recent changes related to government regulations have resulted in potential budget implications for transit operators. These include requirements for zero-emission bus (ZEB) fleets and compliance with the Americans with Disabilities Act (ADA) that requires curb-to-curb service for senior and disabled passengers within three quarters of a mile of a fixed route.

Figure 71 – Annual Transit Capital Project Funding by Source (Thousands)

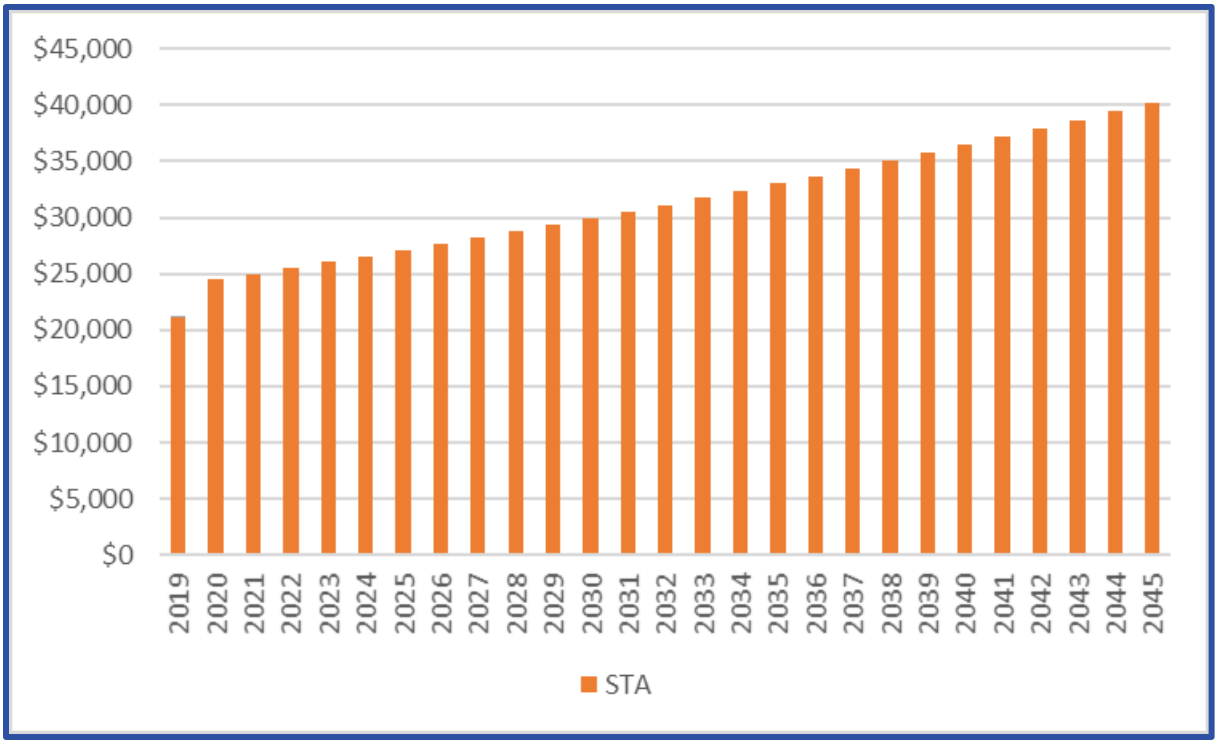


Figure 72 – Annual Transit Capital Project Funding Sources vs. Transit Capital Project Uses (Thousands)

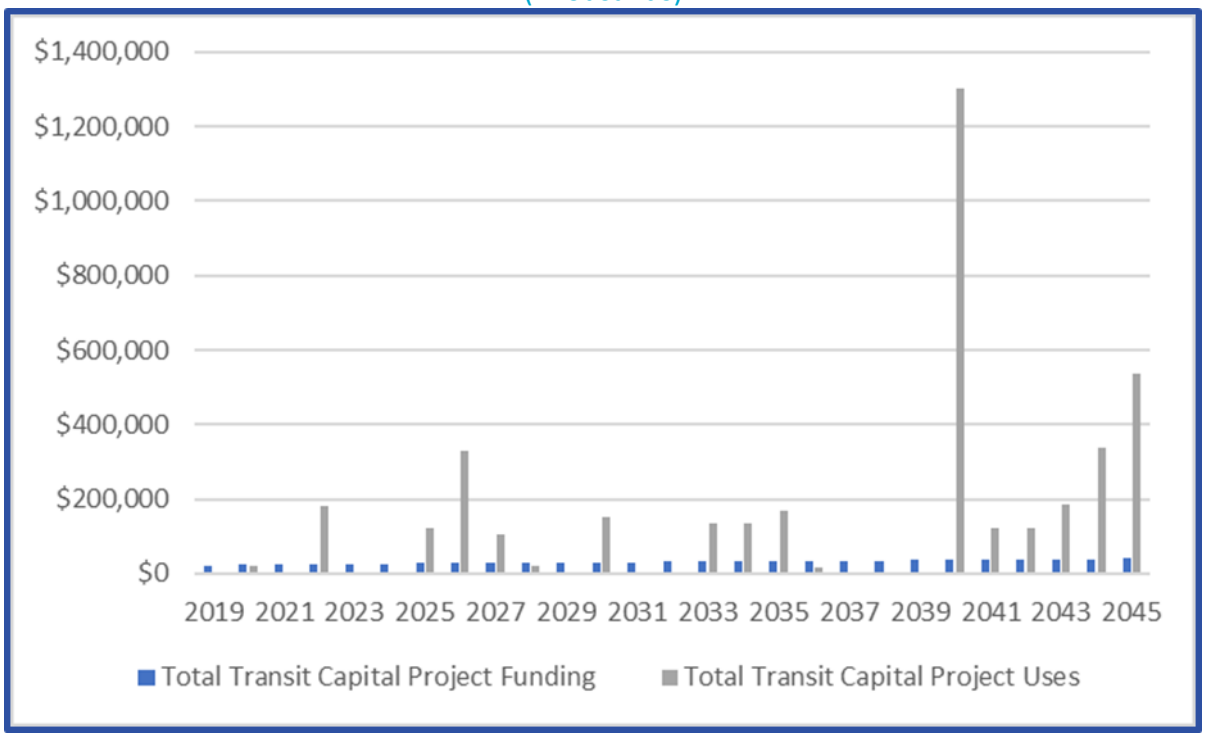


Figure 73 – Total Cumulative Transit Capital Project Funding Surplus/Shortfall (Thousands)

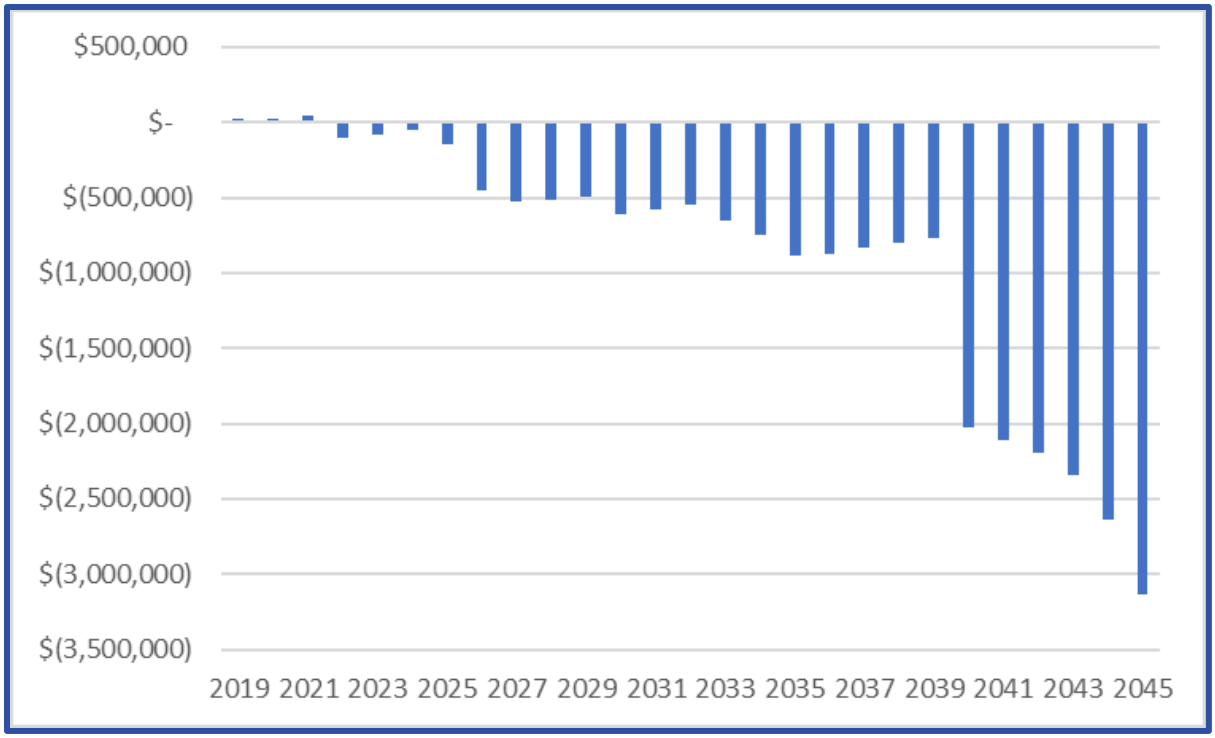
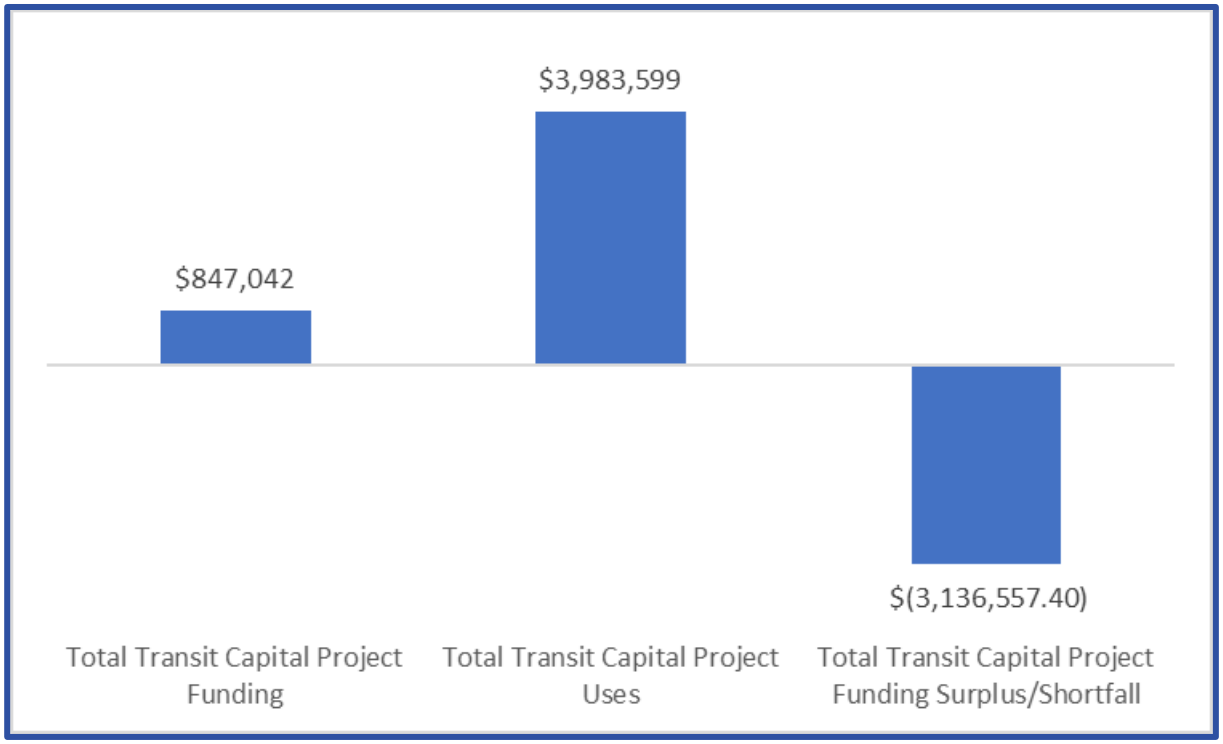


Figure 74 – Total Transit Capital Project Funding vs. Total Transit Capital Project Uses (Thousands)



Chapter VIII
Financial Sources Analysis

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
LRTS
LONG RANGE TRANSPORTATION STUDY

Chapter VIII. Financial Sources Analysis

Existing Major Revenue Sources

Moving Ahead for Progress in the 21st Century (Map-21) Act restructured core highway formula programs that played a major role in previous financial forecasts. The Fixing America's Surface Transportation (FAST) Act continued those changes. Activities under some existing formula programs, such as the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program and the Transportation Enhancement Program were incorporated into the following new core formula program structure:

- ✓ National Highway Performance Program (NHPP)
- ✓ Surface Transportation Block Grant Program (STBG)
- ✓ Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- ✓ Highway Safety Improvement Program (HSIP)
- ✓ Railway-Highway Crossings (set-aside from HSIP)
- ✓ Metropolitan Planning

The FAST Act replaced the Transportation Alternatives Program (TAP) under MAP-21 with a set-aside of funds under the Surface Transportation Block Grant (STBG) program to pay for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as: pedestrian and bicycle facilities; recreational trails; Safe Routes to Schools projects; community improvements, such as historic preservation and vegetation management and; environmental mitigation related to stormwater and habitat connectivity.

The following funding programs are the principal sources anticipated to be available for funding transportation projects.

Federal Programs

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program provides a flexible funding source to state and local governments for transportation projects and programs to help meet federal Clean Air Act requirements. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality. Riverside County CMAQ funds are allocated by RCTC.

CMAQ eligible projects or programs are those that help regions attain the National Ambient Air Quality Standards for ozone, carbon monoxide, and/or particulate matter.

Typical projects are

- ✓ Public transit improvements
- ✓ High-Occupancy Vehicle (HOV) lanes
- ✓ Employer-based transportation management plans and incentives
- ✓ Traffic flow improvement programs (signal coordination)
- ✓ Fringe parking facilities serving multiple occupancy vehicles
- ✓ Shared ride services
- ✓ Bicycle and pedestrian facilities
- ✓ Flexible work-hour programs
- ✓ "PM_{10}" projects, under certain conditions

Highway Safety Improvement Program

The FAST Act continues the Highway Safety Improvement Program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

A highway safety improvement project is any strategy, activity or project that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands, that corrects or improves the safety for its users. The 24 project categories are broad and listed under 23 U.S.C. §148(a)(4)(B). Cities will be required to have an approved Local Roadway Safety Plan (LRSP) in order to be eligible to apply for HSIP funding. Workforce development, training and education activities are also HSIP eligible. In California, the HSIP is a competitive program that is administered by Caltrans.

Railway-Highway Crossings (Section 130) Program

The Railway-Highway Crossings program provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This program is funded by contract authority from the Highway Trust Fund's Highway Account and are derived from a set-aside of the Highway Safety Improvement Program. Eligible projects include any at-grade crossing between a road and a railroad track that the California Public Utilities Commission recommends, and where a 10% match funding source is identified. The selection process begins with an investigation of any project that Caltrans, a local agency or a railroad identifies. The investigation usually consists of a field review, discussion between all parties, a jointly developed and recommended improvement and a preliminary funding schedule. The final selection is determined when the local agency provides the 10% matching funds to a project or the CPUC list of recommended highway/rail grade crossing projects.

Grade Separation (Section 190) Program

This competitive grant program provides $15 million each year to local agencies for the construction of grade separation projects. The program is jointly administered by the California Public Utilities

Commission (CPUC) and the California Department of Transportation (Caltrans). Local agencies submit project applications to the CPUC, which is responsible for developing a priority list of projects. Local agencies whose projects are included on the priority list submit requests for an allocation of funds to Caltrans. Caltrans enters into funding agreements with local agencies for reimbursement of the cost to construct the grade separation.

National Highway Freight Program

The FAST Act established National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). These funds are competitive and are administered by US Department of Transportation. Program goals include:

- ✓ Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability and increase productivity;
- ✓ Improving the safety, security, efficiency and resiliency of freight transportation in rural and urban areas;
- ✓ Improving the state of good repair of the NHFN;
- ✓ Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability
- ✓ Improving the efficiency and productivity of the NHFN;
- ✓ Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- ✓ Reducing the environmental impacts of freight movement on the NHFN.

National Highway Performance Program

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that federal investments are directed toward performance targets established in a State's NHS asset management plan. Caltrans selects the projects in consultation with the Federal Highway Administration (FHWA).

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving NHS infrastructure condition, safety, mobility or freight movement, and be consistent with metropolitan and statewide planning requirements. Eligible activities include:

- ✓ NHS segment construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements.
- ✓ NHS bridge and tunnel construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures and protection against extreme events).
- ✓ NHS bridge, tunnel and other highway infrastructure assets' inspection and evaluation.
- ✓ Training bridge and tunnel inspectors.
- ✓ Constructing, rehabilitating, or replacing existing ferry boats and facilities, including approaches that connect NHS road segments.

- ✓ Constructing, reconstructing, resurfacing, restoring, rehabilitating and preserving, and operational improvements for, a federal-aid highway not on the NHS.
- ✓ Transit projects eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow.
- ✓ Bicycle transportation and pedestrian walkways.
- ✓ NHS highway safety improvements.
- ✓ Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs.
- ✓ Data collection, maintenance and integration, software costs and equipment costs to develop a State Asset Management Plan for the NHS.
- ✓ Infrastructure-based ITS capital improvements.
- ✓ Environmental restoration and pollution abatement.
- ✓ Controlling noxious weeds and establishing native species.
- ✓ NHPP project environmental mitigation costs.
- ✓ New, publicly owned intracity or intercity bus terminals serving the NHS.

Nationally Significant Federal Lands and Tribal Projects

The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program provides funding for constructing, reconstructing, and rehabilitating nationally significant projects on Federal or tribal lands. Project design costs are not eligible. Any entity eligible to receive funding under the Tribal Transportation Program, Federal Lands Transportation Program, or Federal Lands Access Program [23 U.S.C. 202-204] is eligible under the NSFLTP program. In addition, a State, county, or local government may apply if sponsored by an eligible Federal land management agency or Indian tribe. The Secretary may provide financial assistance only for a single continuous project that:

- ✓ Is on a Federal lands transportation facility, Federal lands access transportation facility or tribal transportation facility, as defined in 23 U.S.C. 101, but the facility is not required to be listed in the national tribal transportation facility inventory [23 U.S.C. 202(b)] or the national Federal lands transportation facility inventory [23 U.S.C. 203(c)];
- ✓ Has completed the National Environmental Policy Act (NEPA) process, as demonstrated by a completed record of decision, finding of no significant impact or categorical exclusion determination; and
- ✓ Has an estimated cost of at least $25 million (with priority consideration for projects with an estimated cost of at least $50 million). [FAST Act § 1123(c)]

Nationally Significant Freight and Highway Projects

Administered by FHWA, the Nationally Significant Freight and Highway Projects (NSFHP) provides financial assistance – competitive grants or credit assistance – to nationally and regionally significant freight and highway projects that align with the program goals to:

- ✓ Improve safety, efficiency, and reliability of the movement of freight and people;

- ✓ Generate national or regional economic benefits and an increase in U.S. global economic competitiveness;
- ✓ Reduce highway congestion and bottlenecks;
- ✓ Improve connectivity between modes of freight transportation;
- ✓ Enhance the resiliency of critical highway infrastructure and help protect the environment;
- ✓ Improve roadways vital to national energy security;
- ✓ Address the impact of population growth on the movement of people and freight, and;
- ✓ Mitigate impacts of freight movements on communities.

Surface Transportation Block Grant Program

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program. STBG provides flexible funding that states and local governments may use for projects on any federal-aid highway, including the National Highway System; bridge projects on any public road; transit capital projects and; public bus terminals and facilities. Funds are distributed among the states based on federal-aid highway lane miles, (including on the NHS), total vehicle-miles traveled on those federal-aid highways, and estimated contributions to the Highway Trust Fund's Highway Account. A portion of the STBG is set aside for Transportation Alternatives, State Planning and Research, and funding for bridges not on federal-aid highways. The State sub-allocates Federal STBG funds to regions based on population, and RCTC is responsible for allocating these funds. MAP-21 permits a portion of funds reserved for rural areas to be spent on rural minor collectors. Eligible projects include but are not limited to:

- ✓ Highway projects.
- ✓ Bridges (including construction, reconstruction, seismic retrofit and painting) on all public roads
- ✓ Transit capital improvements.
- ✓ Carpool, bicycle and pedestrian facilities.
- ✓ Safety improvements and hazard elimination.
- ✓ Research and traffic management systems.
- ✓ Planning
- ✓ Transportation enhancement activities and control measures.
- ✓ Safety improvements and bridge replacement projects on local roads and rural minor collectors.

Federal Transit Administration Section 5303, 5304, and 5305 (Metropolitan and Statewide and Nonmetropolitan Planning)

Provides procedural and funding requirements for multimodal transportation planning in states and metropolitan areas. Planning must to be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to State's and Metropolitan Planning Organizations (MPOs) for planning activities that do the following:

- ✓ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ✓ Increase the safety of the transportation system for motorized and nonmotorized users.

- ✓ Increase the security of the transportation system for motorized and nonmotorized users.
- ✓ Increase the accessibility and mobility of people and for freight.
- ✓ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- ✓ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- ✓ Promote efficient system management and operation.
- ✓ Emphasize the preservation of the existing transportation system.

Federal Transit Administration Section 5307 (Urbanized Area Formula Program Grants)

The Urbanized Area Formula Funding program provides Federal resources to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning. As determined by the U.S. Department of Commerce's Bureau of the Census, an urbanized area is defined as an area with a population of 50,000 or more. SCAG, in conjunction with RCTC, provide the transit operators with available funding amounts. Activities eligible to receive funding include:

- ✓ Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.
- ✓ Capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities.
- ✓ Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities *[New Freedom]*)

This is a formula grant program that is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services (Dial-A-Ride). Section 5310 funds are awarded through a statewide competition. A Local Review Committee in each county quantitatively evaluates all applications submitted for its area, ranks them, and submits the scores to Caltrans for the statewide competition. Capital assistance is provided for up to 88.53% of the net project cost.

Federal Transit Administration Section 5311 (Rural Area Formula Grants)

This program provides formula-based funding for capital and/or operating assistance to rural areas with a population fewer than 50,000 where many residents rely on public transit to reach their destinations. Capital assistance is provided for up to 88.53% of the net project cost. Operational assistance has a 50% federal participation ceiling. SCAG, in consultation with RCTC, provide the rural transit operators

with available funding amounts.

Federal Transit Administration Section 5312 (Mobility on Demand and Public Transportation Innovation)

This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.

Federal Transit Administration Section 5337/5339 (Fixed Guideway Capital Investment Grants)

This is FTA's primary grant program for funding major transit capital investments, including: rapid rail, light rail, bus rapid transit, commuter rail and ferries. Section 5309 provides grants for new and expanded rail, bus rapid transit and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining the New Starts process to increase efficiency in meeting critical milestones

Federal Transit Administration Section 5337 (State of Good Repair)

The State of Good Repair program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Federal Transit Administration Section 5339 (Bus and Bus Facilities)

The Bus and Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) provides federal resources to states and direct recipients to replace, rehabilitate and purchase buses and related equipment. This programs also allows for the construction of bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Program funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Federal Transit Administration Transit-Oriented Development Planning Pilot

Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. TOD focuses growth

around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development.

U.S. Department of Transportation - Better Utilizing Investment to Leverage Development (BUILD) Transportation Grants Program

Formerly known as the Transportation Investment Generating Economic Recovery (TIGER) grant program, BUILD transportation grants seek to fund investments in surface transportation infrastructure that will have a significant impact on local or regional facilities. BUILD funding is available for roads, bridges, transit, rail, ports, or intermodal transportation projects, and are extremely competitive.

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration. It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division. Eligible applicants include; cities and counties, districts, state agencies, federal agencies, and non-profit organizations with management responsibilities of public lands.

State Programs

Senate Bill 1

Senate Bill (SB) 1 (The Road Repair and Accountability Act of 2017), provides the largest increase in state transportation funding in the last 25 years. SB 1 provides additional funding through 2028 for transportation programs detailed in this chapter (including ATP, SHOPP, STIP, and Local Streets/Roads funds). It also revives programs that were part of the now expired Prop 1B. The California Transportation Commission is responsible for administering SB 1 funding programs, which include:

- ✓ **Local Partnership Program (LPP)** – LPP funds are for counties that employ local transportation funding taxes or that have imposed fees, including uniform developer fees. As part of SB 1, there are two parts to the program: 50% of the funding is provided by a formula to counties that have dedicated transportation sales taxes (Self-help Counties), and 50% of the funding is provided by a competitive program for eligible entities. Eligible projects include:
  - State highway and local road system improvements for major rehabilitation, mobility and congestion relief through new capacity, and safety and operational improvements.
  - Transit facility improvements.
  - Transit equipment purchases.
  - Bicycle or pedestrian infrastructure improvements for safety or mobility.
  - Transportation infrastructure environmental mitigation on a locality's or region's air quality or water quality, commonly known as "urban runoff," including capturing or treating it.
  - Project-level environmental impact mitigation (sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities).

- Freeway soundwalls, under specified conditions.
- Road maintenance and rehabilitation

✓ **Trade Corridor Enhancement Program (TCEP)** – The TCEP program is competitive and funds infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have high freight volumes. Freight projects contribute to the freight system's economic activity or vitality; relieve congestion; improve the system's safety, security, or resilience; improve or preserve system infrastructure; implement technology or innovation to reduce or avoid negative impacts; or reduce or avoid the system's adverse community and/or environmental impacts.

SB 1 also created the following new funding program:

✓ **Solutions for Congested Corridors Program (SCCP)** – The SCCP is competitive and funds projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. Improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation or restoration or some combination thereof. All projects nominated for the SCCP must be in a comprehensive multimodal corridor plan and will only fund the construction component of a project.

Active Transportation Program

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account (BTA) and State Safe Routes to School, into a single program with a focus on making California a national leader in active transportation. The CTC administers the ATP program. SB 1 also contributes approximately $100 million per year to the ATP program.

The ATP encourages active transportation modes by:

✓ Increasing biking and walking trips;
✓ Increasing non-motorized users' safety and mobility;
✓ Advancing regional agencies active transportation efforts to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009);
✓ Enhancing public health;
✓ Ensuring that disadvantaged communities fully share in the program's benefits, and
✓ Providing a broad spectrum of projects to benefit many types of active transportation users.

RCTC member agencies are eligible to compete at the statewide level for ATP funds and at the MPO level through the Southern California Association of Governments (SCAG).

Cap and Trade

California's Cap-and-Trade Program (derived from AB-32, the California Global Warming Solutions Act,

2006) is an emissions trading program designed to reduce greenhouse gases from multiple sources. The State's proceeds from Cap-and-Trade auctions are deposited in the Greenhouse Gas Reduction Fund (GGRF) and are used to achieve GHG emission reductions. The following transportation programs are funded through GGRF allocations:

- ✓ **Active Transportation Program**: (Described above)
- ✓ **Low Carbon Transit Operations Program (LCTOP)**: The LCTOP provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities. For agencies whose service area includes disadvantaged communities, at least 50% of funds received are used on projects to benefit disadvantaged communities.
- ✓ **The Transit and Intercity Rail Capital Program (TIRCP):** Created by Senate Bill (SB) 862 and modified by SB 9 to provide grants from the GGRF to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. SB 1 continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account for new programming to achieve the following objectives:
  - Reduction in greenhouse gas emissions;
  - Expand and improve transit service to increase ridership;
  - Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
  - Improve transit safety

Local Transportation Funds

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: The Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). Local Transportation Funds (LTF) are derived from ¼-cent of the statewide sales tax. LTF revenue is returned to local governments, primarily for public transportation; however, bicycle and pedestrian facilities, and streets and roads may also qualify. The LTF is distributed to each city and unincorporated area based on population.

State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is split into two programs: The Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The STIP is developed by and approved by the CTC by April of every even year. Pursuant to SB 45, 75% of overall STIP funding goes to regional authorities to pay for approved RTIP projects, and the remaining 25% to pay for ITIP projects, as determined by Caltrans. Once the SCAG region has selected RTIP projects, the CTC must allocate funds based on estimated construction costs. The funds are programmed in the Federal Transportation Improvement Programs (FTIP). Eligible projects include:

- ✓ Local streets and roads

- ✓ Public transit
- ✓ Intercity transit
- ✓ Pedestrian and bikeway facilities
- ✓ State highway improvements
- ✓ Grade separations
- ✓ Intermodal facilities
- ✓ Safety projects
- ✓ Transportation System Management projects
- ✓ Soundwalls

ITIP funds represent 25% of available State Highway Account funding. Caltrans programs the funds on a statewide priority basis, primarily for the State highway system (outside urbanized areas). Regional agencies may also nominate projects that generate economic development. Regional agencies and Caltrans should work to coordinate the process of nominating projects that generate economic development. Eligible projects include:

- ✓ Interregional roads (outside of metropolitan areas)
- ✓ Federal Highways
- ✓ State Highways
- ✓ Intercity rail
- ✓ "Flex" projects which promote economic development

Senate Bill 821 (SB 821) Bicycle and Pedestrian Facilities Program

Each year 2% of the LTF revenue is made available for use on bicycle and pedestrian facility projects. RCTC allocates SB 821 funds through a biennial Call for Projects. All of the cities and the County of Riverside are notified of available funding and are requested to submit project proposals. Eligible projects include sidewalks, access ramps, bicycle facilities, and bicycle plan development. An evaluation committee typically reviews and ranks the projects based on evaluation criteria approved by RCTC.

State Highway Operation and Protection Program

The State Highway Operation and Protection Program (SHOPP) maintains the highway system's operational integrity and safety through a variety of projects, including pavement rehabilitation seismic retrofit, land and building projects, landscaping, some operational improvements and bridge replacements. Unlike the STIP, SHOPP projects may not increase roadway capacity. SHOPP revenues are not formula-based, meaning the Riverside County region could receive a large share of revenues in one cycle, and much less in future cycles. SHOPP projects are selected by Caltrans; however, local agencies are encouraged to work with Caltrans in identifying projects for this program.

State Transit Assistance Fund

The State Transit Assistance fund is derived from a portion of the Motor Vehicle Fuel Tax. The STA supports public transportation services and is apportioned through the Regional Transportation Planning Agencies (RTPA), such as RCTC, to their member agencies on a population basis, although some

funds are apportioned directly to transit agencies based on their farebox revenues.

STA funds may be used for mass transit (capital or operating expenses) or transportation planning but not streets and roads.

Strategic Growth Council Sustainable Communities Planning Grants

The principal goal of this grant program is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions in a manner consistent with the State Planning Priorities, AB 32: The California Global Warming Solutions Act of 2006 and the current Environmental Goals and Policy Report (EGPR), if available.
This grant program is meant to foster the development of sustainable communities throughout California. It is designed to help local governments meet the challenges of adopting land use plans and integrating strategies to transform communities and create long-term prosperity. Sustainable communities shall promote equity, strengthen the economy, protect the environment, and promote healthy, safe communities.

Local Programs

Toll Revenue

Congestion-pricing (also known as peak-hour pricing) involves charging tolls or fees to transportation system users during peak hours. Implementation of Express Lanes is a strategy of congestion pricing. Routinely, service demands exhibit a peaking characteristic related to the time of day or seasonal time of the year. The 91 Express Lanes currently applies a time of day pricing policy, which charges higher tolls in the peak period allowing for a more reliable trip in the Express lanes during the most congested part of the day.

RCTC's venture into tolling expanded the agency's funding and financing options for the design and construction of the currently operational 91 Express Lanes and the future 15 Express Lanes, currently in construction. Toll revenue is a new funding source in addition to Measure A and traditional state and federal funding sources.

For the construction of the 91 Express Lanes, RCTC pledged future toll revenue through the following financing options – a federal loan, toll revenue bonds, and sales tax bonds. For three years (August 2010 until July 2013) RCTC attempted and eventually succeeded in receiving a large, federal loan of $421 million through the federal Transportation Investment Finance and Innovation Act (TIFIA). RCTC was also successful in selling $177 million of toll revenue bonds to investors. The completed 91 Project financing was accomplished in July of 2013 and resulted in RCTC borrowing over $1 billion composed of the TIFIA loan, toll revenue bonds, and Measure A sales tax bonds. Toll revenue is being used to repay the loan and the toll revenue bonds.

For the construction of the 15 Express Lanes, RCTC secured a TIFIA loan of $152 million and Measure A sales tax bonds of $114 million.

For both facilities, future toll operations and maintenance are planned to be 100% funded by future tolls.

As a result of the financing success from the 91 Express Lanes and 15 Express Lanes, RCTC will continue to use toll revenue in the following ways:

1) Future toll revenue to borrow against to help fund capital and Operation and Maintenance (O&M) costs of express lane facilities (e.g. project financings for the 91 and 15 Express Lanes);
2) Surplus Toll Revenue to use for Commission-approved transportation projects in the corridor from which the surplus toll revenue was generated (statutorily mandated).

City/County Revenue Funds

Several transportation funding sources have their origins in city or County revenues. These include general fund revenues used for street purposes, gas tax shares, proceeds from bond sales for street purposes, street assessment levies and traffic safety fund revenues.

Transportation Uniform Mitigation Fee

Transportation Uniform Mitigation Fees (TUMF) are an important part of the Measure A extension. The TUMF programs for the Western Riverside County subregion and the Coachella Valley subregion ensure that future development contributes its fair share toward infrastructure costs to mitigate new growth's cumulative, indirect and regional transportation impacts consistent with the State's Mitigation Fee Act. The fees help fund improvements to maintain the target levels of service in the face of higher traffic volumes that new developments bring.

Measure A

Riverside County Local Sales Tax — Measure A Funds

Measure A was extended for an additional 30-years in 2002 following expiration of the original Measure, which began in 1989 and expired in 2009. Measure A is administered by RCTC for the purpose of collecting a ½ cent local transaction and use tax for transportation. Measure A was enacted to fill the funding shortfall to: implement necessary highway, commuter rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the county; and provide specialized programs to meet the needs of commuters and the specialized needs of the growing senior and disabled population. Approximately $4.662 billion will be collected over the 30-year period between 2009 and 2039 for a variety of transportation mode improvements and programs in Riverside County.

Other Potential Revenue and Funding Opportunities

Despite the passage of SB 1, other funding sources have not kept pace with inflation. Fuel efficiency has led to decreased gasoline taxes, and the Great Recession negatively impacted all funding levels leaving a major revenue shortfall for system expansion, preservation, and operating and maintenance. This shortfall is expected to continue for two very basic reasons: (1) the revenues to support the transportation network's maintenance and improvements are not increasing fast enough to keep pace with inflation and (2) the demands for more maintenance and improvements have expanded beyond the normal inflation rate. In 2013, the Congressional Budget Office reported that: "the current trajectory of the Highway Trust Fund is unsustainable. Starting the fiscal year 2015, the trust fund will have insufficient amounts to meet all of its obligations, resulting in steadily accumulating shortfalls." Originally, transportation funding was established with a strong connection between revenue and expenses. Unfortunately, because of increased auto fuel efficiency, fuel taxes that have not historically been indexed for inflation and a new reliance on sales taxes, the previously strong connection to revenue sources and use has deteriorated. The following section discusses a variety of financing mechanisms that would be implemented at local, regional, or state levels, which may potentially provide relief for the transportation revenue shortfall.

Environmental Enhancement and Mitigation Program

Applicants may apply to undertake environmental enhancement and mitigation projects that are directly or indirectly related to modifying existing transportation facilities, or for new transportation facilities' design, construction or expansion. The Environmental Enhancement and Mitigation Program (EEM) is administered by Caltrans and projects must be over and above required mitigation for the related transportation project.

All participating project costs incurred are funded in arrears on a reimbursement basis of the state's proportionate share of actual costs. No matching funds or cost shares from the applicant or other funding sources are required to apply for an EEM grant; however, projects with the greatest funding match will be rated highest. Grants are generally limited to $350,000. Any local, state, or federal agency or non-profit entity may apply for and receive grants.

Benefit Assessment District Fees

An assessment district is an area of land specifically benefiting from a public improvement. A property tax assessment is levied against each parcel that benefits from the improvement, in proportion to the benefit. Bonds are then sold to finance improvements; which landowners repay over time. Traditionally this approach has been used to finance urban public improvement projects (i.e. sewer, water, curbs, gutters, etc.) on a community or neighborhood level. Using this approach on a **"*regional*"** basis has proven problematic because of the multiple legislative bodies (i.e. City Councils, Boards of Supervisors, etc.) necessary to achieve political consensus. In addition, there could be great difficulty in establishing a regionwide zone of benefit.

"Local" Motor Vehicle Fuel Tax

SB 215 allows counties to hold general elections for a local sales tax on motor vehicle fuel (gasoline, diesel) to finance the regional transportation network. The uses, execution, advantages and disadvantages are like that of a sales tax. One advantage is that it is user-oriented. Because fuel consumption is related to road use, heavier users bear a higher burden of the cost.

Instituting a local gas tax is a relatively equitable local financing option. Motor fuel taxes are easily administered and are tied to fuel prices that tend to rise with inflation. Some of the issues relating to this type of program include:

- ✓ The ballot initiative requires approval from a majority of the city governments with a majority of the county's population.
- ✓ Both a majority of city governments representing a majority of the population *and* the county supervisors must agree on a distribution formula before the measure can be placed on the ballot.
- ✓ A two-thirds majority vote is required for approval.
- ✓ Statutes do not limit the tax increase that may be considered.

Motor Vehicle Taxes and Fees (Statewide, Regionally or Locally)

An array of fees and taxes on motor vehicles could be increased and implemented statewide, regionally or locally to generate transportation funds. Examples include vehicle registration surcharges (similar to the Air District's AB 2766 fees currently collected); increased surcharges on driver's license fees; mileage taxes; parts and repair excise taxes; heavy-vehicle taxes; fees for "vanity plates," tire taxes, and personal property taxes on motor vehicles. One of this approach's drawbacks, however, is the need for enabling legislation (statewide, regionally or locally).

Public and Private Parking Fees

This mechanism increases public and private parking charges and institutes parking fees where parking is now free. Major metro areas in California have become more aggressive in pricing downtown parking -- both at meters and in lots. In some cities, extending parking lot hours and substantially greater enforcement have increased parking fee revenues. Often these funds are treated as a general fund source rather than tied to specific transportation expenditures.

If public parking fees were to be initiated, several issues would need to be addressed. For example, the fees would probably have to be implemented on a countywide or subregional basis to address equity and consistency issues among the local jurisdictions. In addition to representing a potential revenue source, parking pricing has also been shown to be one of the most significant factors in reducing drive-alone trips and is used as a common transportation demand management strategy.

Regional Transportation Facilities Impact Fee

A regional transportation facilities impact-fee would distribute the costs of regional transportation facilities among all *new* development within the region, using the size of a proposed development or estimates of a project's trip generating capacity as criterion. This type of development impact fee

would be required to meet AB 1600 nexus findings in order to be implemented. The reauthorization of Measure A required that all local agencies participate in their subregion's TUMF Program or risk losing their local street maintenance and rehabilitation funding authorized by the Measure.

Vehicle Miles Traveled Fee

This financing mechanism is a vehicle-use fee based on the number of miles driven, which has the potential to generate substantial revenues, implement increased-mobility policy goals and is strongly related to transportation demand and congestion. Vehicle Miles Traveled fees would appear to be a stable and growing source of revenue given Californians' propensity to use their automobiles. VMT fees also would maintain an ability to capture revenues from a growing fleet of alternative fuel vehicles within the state.

Caltrans conducted a Road Charge Pilot Program, with a final report released in 2017, which successfully tested the feasibility of critical elements of this new potential revenue system for transportation funding. However, many political and feasibility questions remain unanswered and will require additional investigation into the mechanics and policy issues of implementing a road charge fee in California.

Emissions Fee

An emissions fee could work in a manner similar to the Vehicle Miles Traveled fee program, except that user charges would be based on emission levels rather than miles traveled. The measure would be recorded at the time the vehicle is smog checked, and the driver would pay a fee based on a sliding scale. Revenue formulas would have to be adjusted due to California's vehicle fleet becoming "cleaner" as older polluting vehicles are retired and replaced with vehicles that have improved emission technology.

FTA Section 5312 (1)

The Transit Cooperative Research Program (49 U.S.C. 5313; TCRP) is an applied, contract research program that develops near-term, practical solutions to problems facing transit agencies. The transit industry-driven program, promotes the public transportation industry's operating effectiveness and efficiency by conducting practical, near-term research designed to solve operational problems, adopt useful technologies from related industries and introduce innovation that provides better customer service. The industry-driven program serves as one of the principal means by which the transit industry can develop innovative short-term solutions to meet demands placed on it.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

On July 20, 2017 the U.S. Department of Transportation announced an award of $152 million to RCTC to help finance the construction of the new I-15 Express Lanes. The funds come from US DOT's Transportation Infrastructure Finance and Innovation Act; a rigorous program available to creditworthy, financially-sound agencies such as RCTC. This major award will help offset the local taxpayers' share of the project cost and allowed RCTC and its contractor to get to work in 2018 on the I-15 Express Lanes,

which will reduce congestion, improve quality of life, and deliver commuters valuable time savings. The lanes are expected to open in mid-2020.

The Transportation Infrastructure Finance and Innovation Act program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Each dollar of Federal funds can provide up to $10 in TIFIA credit assistance and support up to $30 in transportation infrastructure investment. MAP-21 reforms included a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support; and a rolling application process.

Public-Private Partnerships

A public-private partnership (PPP or P3) represent a broad category of financing mechanisms that are being used to harness public sector participation. PPPs have been used with mixed success in several states nationwide. Before PPP can become a viable option, it must be approved by the state legislature.

Other Emerging Potential Funding Sources

As mobility innovations in the previous section emerge in Riverside County, RCTC should explore implementation of new forms of revenue collection to ensure that new forms of mobility are deployed in an optimal manner. For example, several jurisdictions, including Chicago and Portland, Oregon have assessed a per booking fee on Transportation Network Companies (e.g., Uber and Lyft). Fees on TNCs are appropriate to provide facilities for TNC's, such as dedicated curb space, and can also be used to support public transportation. Ideally TNC fees should incentivize higher occupancy – a TNC carrying one passenger should be assessed a higher fee than one carrying multiple passengers. Similarly, TNC trips to areas with peak period congestion, such as central business districts or major transit hubs should be assessed a higher fee to offset the congestion impacts of TNCs in these environments.

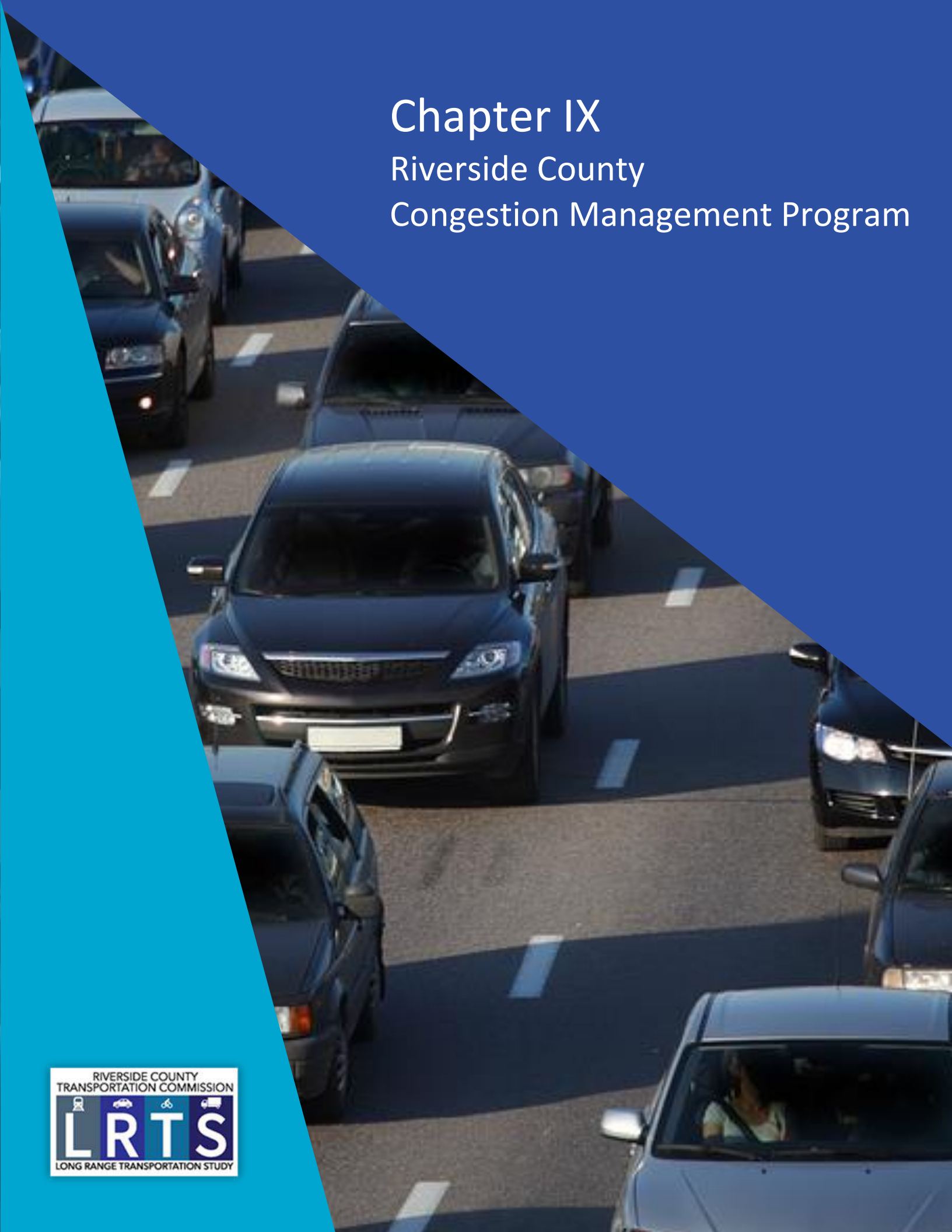
Another potential emerging source of funding would be an assessment on automated and connected vehicles to finance some or all the roadway infrastructure that ACVs require and benefit from.

Summary Table

Appendix D summarizes many of the key funding programs described in this section and notes their applicability to different transportation modes and types of transportation projects and programs.

Chapter IX

Riverside County
Congestion Management Program



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

LRTS

LONG RANGE TRANSPORTATION STUDY

Chapter IX. Riverside County Congestion Management Program

Introduction

There are two congestion management requirements that counties comply with: federal Congestion Management System (CMS) process and State Congestion Management Program (CMP). This chapter explains the difference and RCTC's approach in developing its Riverside County CMP.

The State of California established the CMP in 1990 under Proposition 111. The federal CMS process is required by Federal Highway Administration 23 CFR, which the Southern California Association of Governments (SCAG) is primarily responsible for ensuring implementation by the county transportation commissions within the SCAG region. There are distinct differences among the State and Federal congestion management requirements.

State CMP

As mentioned above, Proposition 111 set up a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries.

The intent of the State's CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. A number of counties within California have developed a CMP with varying methods and strategies to meet the intent of the CMP legislation.

CMP legislation (AB 471, AB 1791, AB 1963, and AB 2419) established the process for designating the Congestion Management Agency (CMA). RCTC was designated the CMA in 1990 by the Riverside County Board of Supervisors and a majority of cities representing a majority of the population in the incorporated area. The CMA has the authority to monitor compliance with the adopted program. An amendment to the Government Code requires the CMA to update and adopt the CMP every two years (biennially) consistent with development of the Regional Transportation Improvement Program (RTIP).

Overtime, the State amended the language to allow for voluntary implementation of the CMP. Subsequently, AB 32 and SB 375 were passed by the legislature that emphasized the reduction of greenhouse gases by reducing vehicle miles traveled and the development of a Sustainable Communities Strategy (SCS) that each Metropolitan Planning Organization agency must prepare in conjunction with its Regional Transportation Plan (RTP). Locally, RCTC continued implementing its half-cent sales tax, Measure A, that provided for a list of projects and programs to relieve congestion. In addition, Transportation Uniform Mitigation Fee (TUMF) programs administered by the Coachella Valley Association of Governments (CVAG) and Western Riverside Council of Governments (WRCOG)

funded transportation improvements on arterials, highway interchanges, grade separations and transit. Due to the evolving CMP legislation, SB 375 SCS requirement, and state (SB 1/Active Transportation Program) and local funding revenue streams that address transportation needs, the State CMP requirements are outdated and duplicative.

Federal CMP

The Riverside County CMP was significantly modified in 1997 to focus on federal Congestion Management Process requirements, as well as incorporate certain elements of the State CMP requirements.

Federal Highway Administration (FHWA) 23 CFR §450.320 requires that each transportation management agency (TMA) address congestion management through a process involving an analysis of multimodal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding.

SCAG is the TMA for the Southern California Region, including Riverside County. The requirements specifically state that "in TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for single occupancy vehicles (SOV) is proposed to be advanced with Federal funds."

Additionally, the guidelines state that "federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section."

The SCAG (RTP/SCS) serves as the long-range transportation plan for the Southern California region. The RTP/SCS, and the Riverside County CMP, meet the requirements of 23 CFR §450.320 by collectively incorporating the following federal congestion management process: (1) performance monitoring and measurement of the regional transportation system; (2) multimodal alternatives and non-SOV analysis; (3) land use impact analysis; (4) the provision of congestion management tools; and (5) integration with the Federal Transportation Improvement Program (FTIP) process.

The Commission will continue to develop and update the CMP to coincide with the development of the RTP/SCS and FTIP in cooperation with local governments and subregional planning agencies (WRCOG and CVAG). SCAG is responsible for determining consistency of each CMP within the SCAG region with federal CMS requirements, the RTP/SCS, and air quality management plans.

The Riverside County CMP combines certain requirements of the State's CMP with a greater emphasis on the Federal CMS, resulting in monitoring of the state highway and major roadway/regional arterial transportation system.

CMP System

Designated System of Highways and Principal Arterials:

- ✓ All State Highway facilities in Riverside County.

Consideration may be given to the following conditions when designating Principal Arterials:

- ✓ Routes identified on Caltrans' "Functional Classification System" as "Principal Arterials"
- ✓ Designated expressways.
- ✓ Facilities linking cities/communities (interregional facilities), and major activity centers (shopping malls, major industrial/business parks, stadiums, etc.).

The 2019 CMP System considers the criteria identified above, including arterial facilities added to the Federal Functional Classification System and regional TUMF facilities.

Transportation Modeling

Transportation computer models applied in Riverside County include the Riverside County Traffic Analysis Model (RivTAM), and the SCAG Regional Transportation Model. The RivTAM model was a multi-agency effort to develop a more detailed roadway network than the SCAG Regional Model. A new Riverside County Model (RivCOM) is expected in January 2020. The SCAG Regional Transportation Model is continually revised/updated (calibrated/validated) and has been available for use by local agencies in reviewing regionally significant development projects, or transportation projects.

In addition, SCAG developed a regionwide demographic database system to collect accurate data for development of the RTP/SCS. The RTP/SCS considers land use development patterns, transportation systems, population and housing needs to develop policies and strategies that will accommodate future growth and demand. Locally, WRCOG, CVAG, and the County of Riverside have taken lead roles in the development of a Geographic Information System (GIS) to monitor growth in the County so that socioeconomic and land use databases can be easily developed and maintained.

SCAG has developed model consistency guidelines to assist public agencies and traffic engineering professionals with the development of local models that are consistent with the SCAG Regional Transportation Model. The objective of these guidelines is to improve communications between affected agencies to simplify the exchange of data and improve databases and modeling results at both the local and regional level.

Performance Standards

This section describes the multimodal system performance standards for Riverside County in accordance with CMP legislation and federal CMS requirements. Standards are presented in this section for the System of Streets and Roads and for the Public Transit/Alternative Mass Transit System.

System of Streets and Highways

Established Minimum Level of Service

Most local agencies in Riverside County and Caltrans have adopted Level of Service (LOS) standards of "C" or "D" to maintain a desired LOS for the local circulation system. To address CMP requirements, RCTC approved a minimum traffic LOS standard of "E."

Methodology to Determine Level of Service

RCTC determined that the traffic LOS method that incorporated a "delay" analysis was the most applicable for CMP purposes. Consideration of delay through HCM-based software programs provided a closer approximation of LOS than under the Circular 212 or similar methodologies.

For purposes of this Program, LOS analysis for intersections and segments along the CMP System of Highways and Roadways (under current or existing conditions), should be developed or established using the following HCM-based methods in the order presented:

- ✓ Segment (freeway and principal arterial) floating car runs or stopped delay LOS analysis at intersections.
- ✓ Segment and intersection LOS analysis using HCM.
- ✓ Segment analysis using the Modified HCM LOS Tables (or revised Florida LOS Tables).

HCM-based methodologies applied to calculate LOS for CMP purposes will be the responsibility of local agencies as new development or land use plan revisions/updates (reflective of specific development proposals) are considered.

The initial LOS analysis conducted as part of the CMP Update process is a “screening” level analysis. With development of this LRTS, the LOS is now/will be established using the SCAG and RivCOM traffic models, which are HCM-based. Figure 75 provides a display of State highway, expressway and arterial facilities with current deficiencies using HCM-based LOS results from the SCAG PM peak period traffic model. Figure 76 provides the resultant LOS with planned and programmed improvement projects through to the Year 2040. Comparing the figures, a majority of LOS deficiencies will be mitigated or addressed considering the wide range of multimodal improvement projects that will be implemented in the region by 2040.

The few remaining deficiencies along the CMP System would be addressed as funding becomes available and through on-going implementation of the multimodal transportation system projects outlined in this LRTS and continued Transportation Demand Management (TDM) projects and programs, such as high-volume ridesharing activity within the County. In addition, Senate Bill (SB) 743 is intended to result in lower vehicle miles traveled (VMT) within the County over time. It is expected that lower VMT will result in decreased congestion along major corridors. However, in a county as large as Riverside County, new corridors could potentially reduce VMT by providing a shorter, less circuitous route for automobiles and transit.

Figure 75 – 2016 PM Period Level of Service

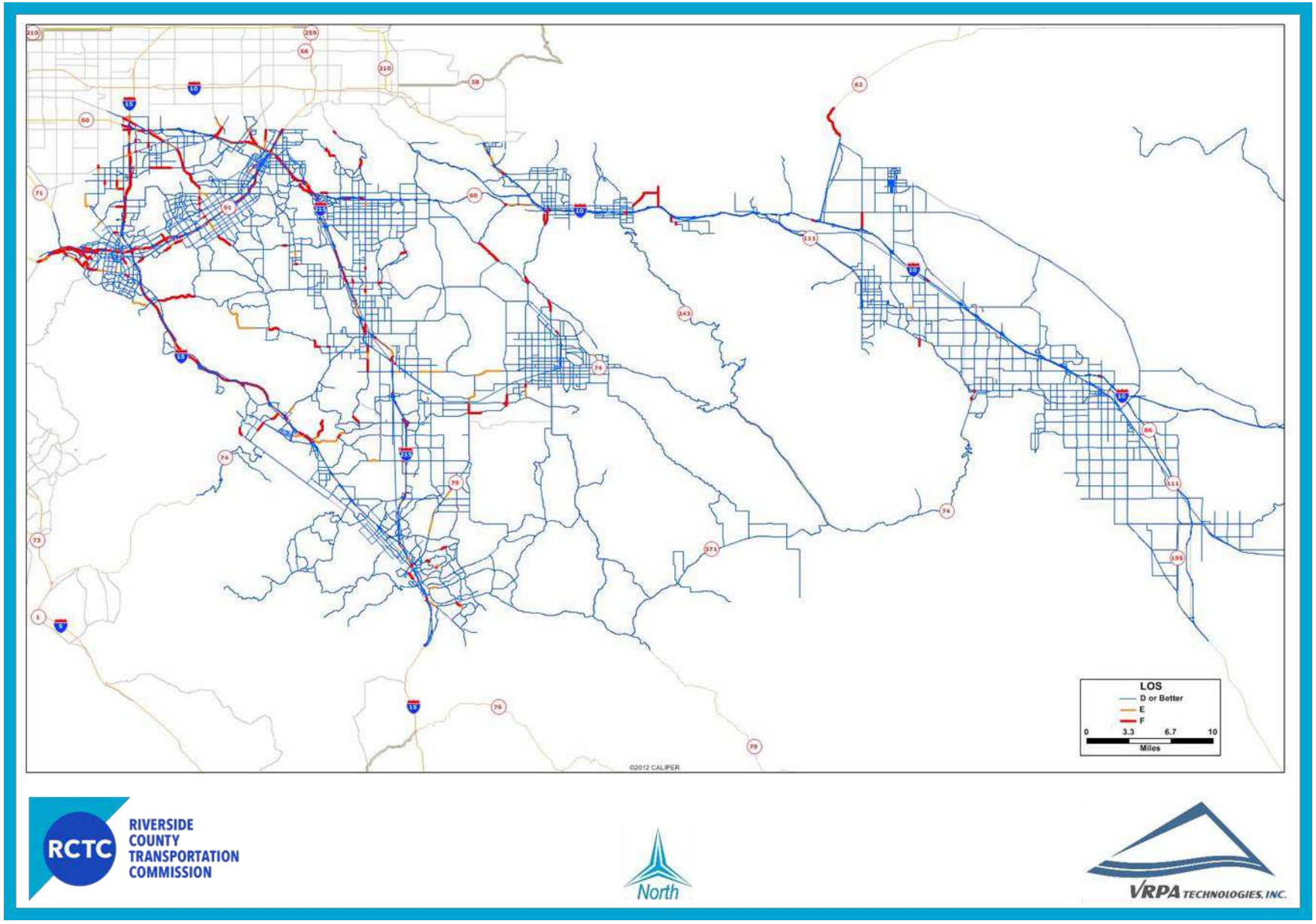
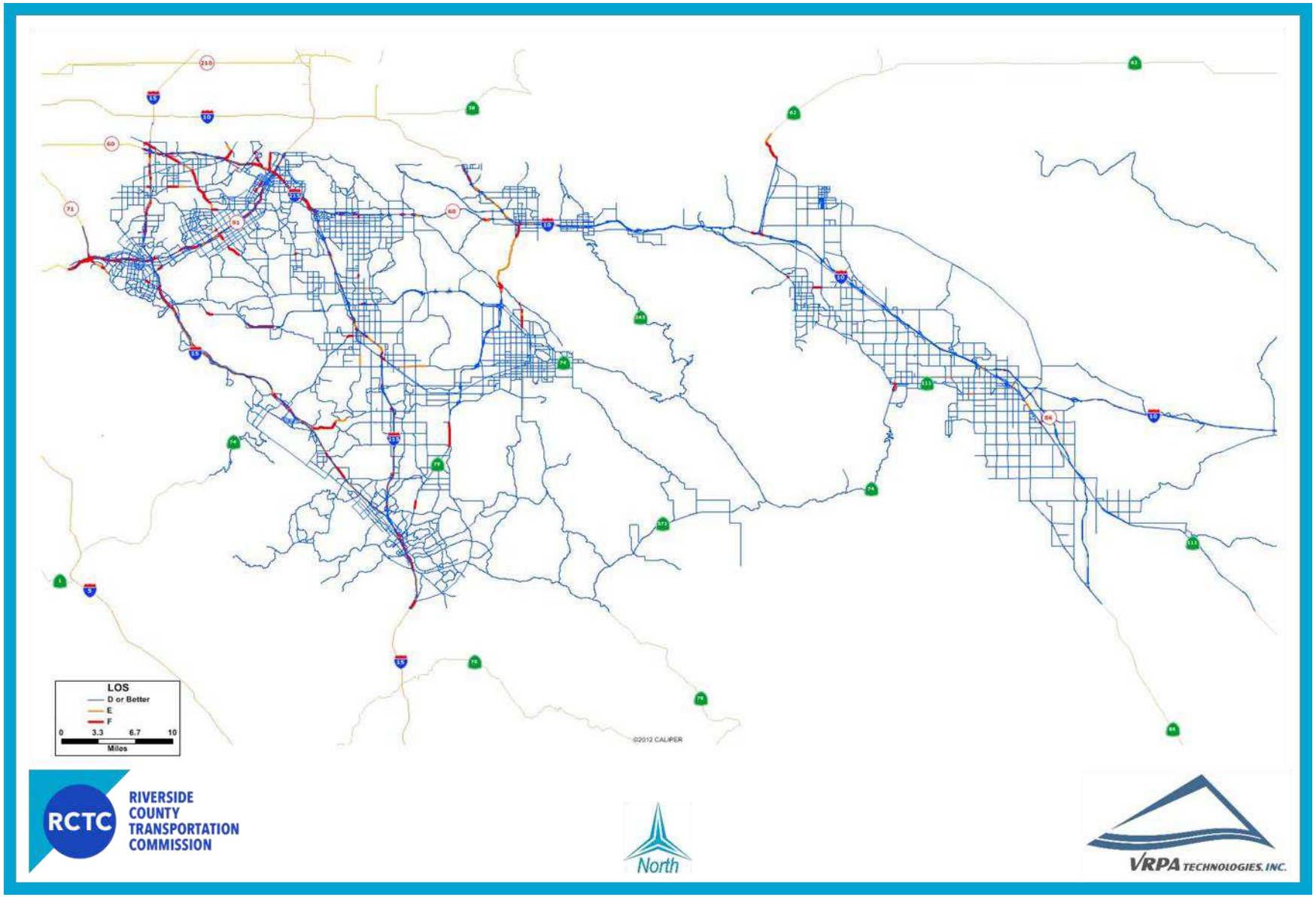


Figure 76 – Plan 2040 PM Period Level of Service



Public Transit/Alternative Mass Transit Standards

Section 65089.(b)(2) of the Government Code specifically requires development of standards established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators.

RCTC is responsible for planning and coordinating all public mass transit services within the jurisdiction of the Commission and between the jurisdiction of other county commissions or transit operators. On an annual basis, transit operators prepare a Short Range Transit Plan (SRTP), which is a three-year document detailing the operating and capital costs that are planned for transit services. Each operator adopts such a plan and then provides quarterly data to RCTC regarding performance. Once the SRTPs are approved by RCTC, transit operators are charged with the responsibility for providing the service levels and purchasing the capital equipment identified in year-one of the SRTP. Once approved by RCTC, the SRTPs must be amended if an operator wants to deviate from the original plan. The Commission encourages all operators to coordinate public transportation services including routes, fare structure and transfer agreements as the overall goal is the improvement of public transportation services to the general public.

As an alternative mode to the single-occupant vehicle, mass transit services (bus rapid transit and commuter rail services) should be considered during the assessment of local development proposals that impact the Congestion Management System Further, future rail passenger services should be considered as appropriate mitigation measures to offset potential deficiencies. If feasible, future transit and passenger rail facility systems should be described as potential services that could reduce vehicle trips and relieve congestion at or above the minimum LOS standard.

RCTC Conformance and Monitoring Process

RCTC, Caltrans, WRCOG, CVAG and local agencies regularly monitor the street and highway and transit systems consistent with CMS requirements. Performance and monitoring can be accomplished through a number of current processes and reports that are prepared to reflect how the systems are performing over time including the SCAG RTP/SCS, Comprehensive Multimodal Corridor Plans, Caltrans' Corridor System Management Plans (CSMPs), Caltrans Performance Monitoring System (PeMS), the WRCOG Transportation Uniform Mitigation Fee (TUMF) Program Nexus Study updates/reports, the CVAG TUMF Program Nexus Study updates/reports, the WRCOG Active Transportation Plan (ATP), the CVAG Non-Motorized/Active Transportation Plan, and subregional and local traffic monitoring programs, including those associated with Local General and Specific Plans and development impact studies. Transit monitoring will be accomplished through preparation of SRTPs prepared by the Riverside Transit Agency (RTA), Sunline Transit, Palo Verde Valley Transit Agency (PVVTA), Corona Cruiser, PassTransit (City of Banning/Beaumont) and the City of Beaumont Transit System. Overall transit performance is summarized by RCTC in its countywide SRTP.

Performance monitoring conducted and documented in these reports includes but is not limited to the following:

- ✓ Freeway miles traveled per person during weekdays.
- ✓ Freeway miles traveled per hour during weekdays.
- ✓ Regional travel by transit.
- ✓ Total transit, rail, and bus ridership.
- ✓ Annual transit boardings.
- ✓ Transit use in well served areas.
- ✓ Regional commute mode shares.
- ✓ Drive alone mode share.
- ✓ Alternative Transportation Mode share (carpool/vanpool, public transit, walk, bike, telework, other).
- ✓ Auto and transit passenger travel times and travel volumes in key corridors.
- ✓ Annual hours of traffic delay per traveler.
- ✓ Annual peak period delay during weekdays.
- ✓ Regional bottlenecks determined by annual freeway delay (vehicle hours) per lane mile.
- ✓ Delay by freeway during commute periods.
- ✓ Transit operating cost per passenger.
- ✓ Transit operating cost per revenue hour.
- ✓ Transit passengers per transit revenue hour.
- ✓ Transit passengers per revenue mile.
- ✓ Transit revenue hours per employee.
- ✓ Transit farebox recovery rate.

The LRTS incorporates recommendations from various planning efforts. All projects, services, and programs are evaluated and prioritized for future funding through various funding programs, such as Measure A, TUMF Programs, and SRTPs. The LRTS also includes performance measures that are reflective of a multimodal approach and inform the development and management of the most effective long-term transportation system, as well as demand management strategies for minimizing and/or managing anticipated congestion. Future LRTS reviews or updates could coincide with RTP/SCS cycles.

RCTC Deficiency Plan Process

It is the local agency's responsibility to ensure implementation of development project mitigation measures identified by the project proponent. Deficient segments are those that have fallen to LOS F identified through monitoring efforts conducted by local agencies, WRCOG, CVAG, Caltrans, or RCTC. RCTC will review with the affected local agencies appropriate mitigation measures that would alleviate the deficiency. This would result in identifying and programming projects and/or TDM efforts considering multimodal performance and funding availability.

To date, the CMP minimum LOS threshold has been met for much of the CMP system, therefore deficiency plans have not been required. In cases where the CMP minimum LOS threshold has been

exceeded, there have either been overriding considerations (e.g. construction, traffic diversions, etc.) or improvements already programmed to improve the facility through TUMF, Measure A or other high priority projects.

Management Strategies

The CMP must include alternatives to single occupant auto use, such as transit, and van and carpooling; and must promote strategies to manage overall travel demand, such as a jobs/housing balance, flextime, telecommuting and parking strategies. In 1991, all local agencies adopted TDM ordinances to comply with State CMP statutes. In 1996, the State changed the CMP from a mandatory program to a voluntary program; therefore, RCTC has not required agencies to update their respective TDM ordinances. However, local agencies may have continued updating their TDM ordinances to comply or respond to transportation needs and to implement the RTP/SCS. RCTC facilitates the implementation of TDM projects through the Measure "A" Commuter Assistance Programs, and the implementation of a number of TDM projects (in cooperation with Caltrans and local agencies in Riverside County and in adjoining counties) to achieve TDM objectives. Such TDM strategies include the development of Park-N-Ride lots, commuter rail stations, and public transit feeder services. This LRTS also outlines many other TDM and TSM strategies to reduce auto trips.

In addition to TDM, Transportation Systems Management (TSM) strategies also provide for smoother traffic flow, especially along congested streets and highways in the County. Types of TSM strategies already implemented in Riverside County include bus bays, signal coordination systems, signal preemption for transit vehicles, improved signal timing projects, ramp metering, and focused intersection improvements.

Taken together, the individual programs, projects, and TDM ordinances that continue to be implemented by local agencies constitute a broad base effort to reduce reliance on the single occupant vehicle and address CMP objectives.

RCTC CIP Program

The State CMP required the development of a Capital Improvement Program (CIP). For RCTC CMP purposes, the CIP consists of short-term projects included in the FTIP, which consist of STIP, Measure A, TUMF programs, and other federally funded projects programmed on the CMP system. RCTC submits state, local and federally funded projects to SCAG for inclusion in the FTIP. Locally funded non-regionally significant projects are not required to be included in the FTIP.

The following list of goals and objectives from SCAG's 2016 RTP/SCS reflect a vision that guides the transportation planning process, including development of the RTP/SCS, FTIP, and subregional CMPs:

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.

4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

RCTC Conformance and Monitoring

Federal CMP requirements recommend a review or update be done at the same interval as RTP updates, which in the SCAG region is conducted every four years. As previously mentioned, monitoring of the CMP system in Riverside County is accomplished through various efforts including project environmental documents, traffic studies, corridor plans, transportation model updates, TUMF Nexus Study updates, Caltrans PeMS, and local agency monitoring. The LRTS may also follow a four-year update process, to review the performance of the CMP system, which could include

- ✓ Consistency with levels of service standards.
- ✓ Evaluation of performance of the transportation system.
- ✓ Implementation of a deficiency plan when highway and roadway level of service standards fall to LOS F on portions of the highway or major roadway system.

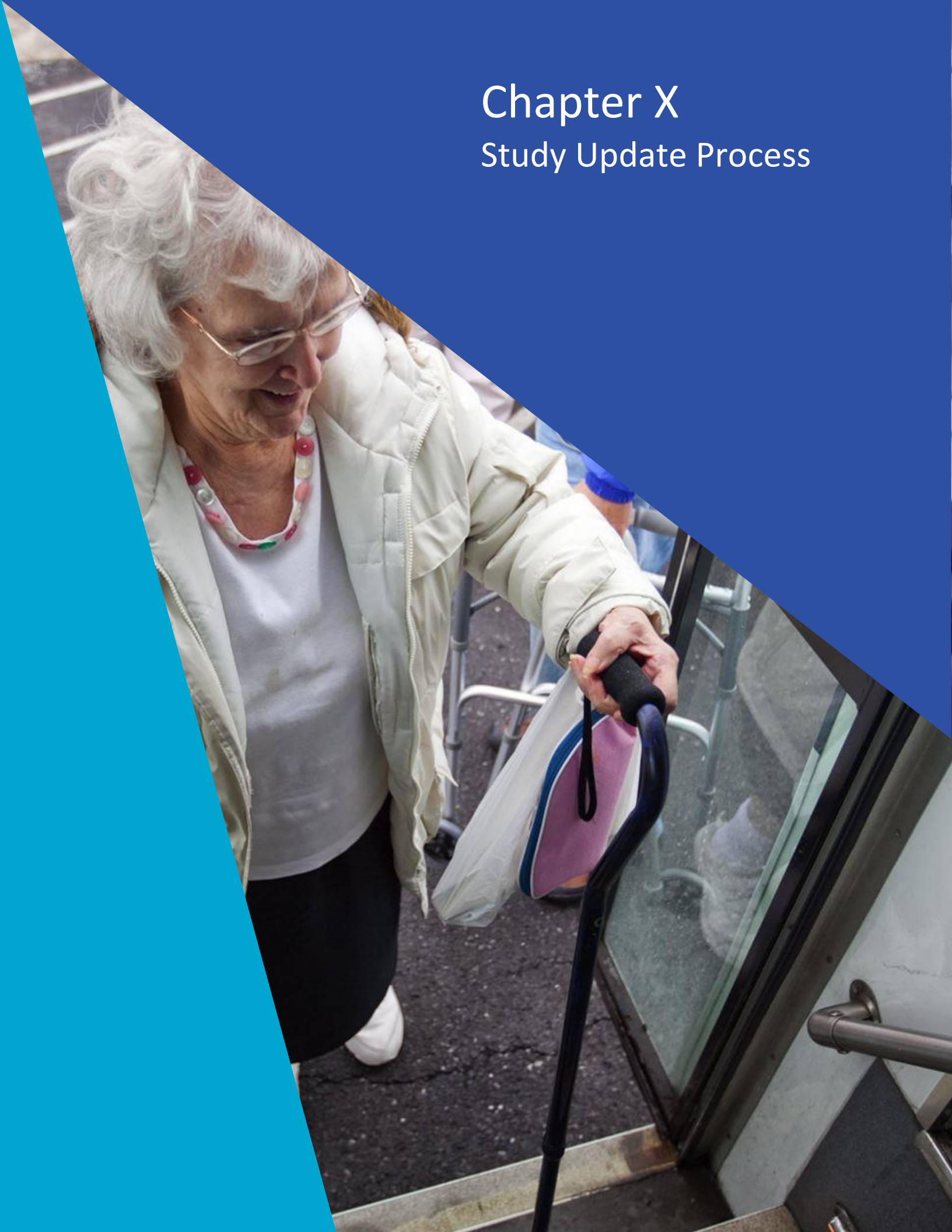
SCAG Consistency Review

Under the MPO planning regulations, SCAG is required to certify that it meets federal CMS requirements, which includes a review and consistency determination of all CMPs within the SCAG region. The CMP Chapter of the LRTS will serve as the 2019 CMP and will be reviewed by SCAG for consistency with the RTP/SCS and with CMPs of adjoining counties (San Bernardino, Orange, and Los Angeles Counties). RCTC also provides SCAG updated monitoring information, such as traffic counts from local agencies, for SCAG's modeling purposes.

CMP Development, Implementation, and Update Process

As described above, RCTC's CMP will follow Federal CMP requirements and will be reviewed and updated to reflect any legislative changes, funding initiatives, and CMP system performance. This may be done by future updates of the LRTS or this CMP Chapter. It is recommended that staff continue to follow Federal CMP requirements as State CMP requirements are no longer applicable and overlap with other requirements such as SB 375 (RTP/SCS), SB 743 (VMT performance measure) and other legislation impacting transportation planning and project development.

Chapter X
Study Update Process



Chapter X. Study Update Process

The RCTC LRTS is both a Study for improving transportation in Riverside County and a starting point for developing the Riverside County elements of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Once the 2020 SCAG RTP/SCS is adopted, its policies and project list will become input for an updated LRTS. The LRTS should ideally be updated every four years, to ensure that it will provide current and accurate input into the SCAG RTP/SCS and to reflect changes in the countywide and regional network, policy direction, and applicable regulations. Updates should incorporate new projects and programs that inform the regional transportation plan and enhance transportation in Riverside County.

The LRTS should be viewed as a living document that sets the direction for Riverside County's transportation system. To accomplish the Goals of this Study to create a more sustainable, equitable, and effective transportation system will require coordinated implementation of its component projects, programs and investment strategies. Moving the LRTS forward involves securing transportation funding, coordination with land use agencies, and investigating new means for funding and implementing projects, including new partnerships with other agencies and the private sector.

In developing this LRTS several themes emerged, including an ongoing shortage of transportation funding. On a more positive note there are several incentives for synergistic projects that have benefits across modes and jurisdictions. RCTC should strive to advance the many goals encapsulated in this Study at both a community level and a regional level. Rather than focusing on discrete projects in one mode or in one city or subregion, the LRTS encourages Riverside County and its cities to take a truly multimodal approach to moving people and goods across the county and region while improving the quality of life for communities and neighborhoods throughout the County.

Advancement of Projects

Projects included in this Study are eligible to receive local, regional, and federal funding. In all cases, additional steps are required before construction or implementation can occur. Typically, these additional steps include securing full funding, acquiring right-way and getting final project permits, final design, conducting environmental review, and Title VI or other equity analysis where required.

The LRTS is a policy document that provides a list of needs for projects; the LRTS also identifies funding sources. However, it is not an explicit project approval document that directs a specific course of action on a project. As such, the LRTS does not entail project "approvals" and is therefore, according to state statutes and case law, not subject to CEQA. As required by state law and other regulatory requirements, all projects included in the LRTS will undergo independent project development according to all applicable environmental and regulatory approval processes.

Ongoing planning and project development efforts can help to better position the County in future iterations of the RTP/SCS and LRTS and ensure that appropriate projects are adequately defined to be ready for future Study development processes. Key efforts needed include:

- ✓ Developing new ways of integrating projects with programs and policies to maximize benefits.
- ✓ Seeking new partners and new ways of working together with new stakeholders, e.g., new technology-based private transportation sector stakeholders. Key steps for advancing partnerships and moving Study initiatives forward include:
  - Making RCTC a focal point for coordination rail (freight and passenger) improvements.
  - Partnering with Riverside County's transit agencies to advance LRTS project recommendations and address other transit needs in the county; convene partners to improve countywide integration of transit service, and connectivity to other modes; and update the Transit Vision Strategy.
  - Working with local jurisdictions and transit agencies to identify ways that new technologies can improve transportation services to hard-to-serve and traditionally underserved populations such as low-density areas, elderly, and people with disabilities.

The following steps are intended to support local jurisdictions and regional governments in implementing land use plans that can be efficiently and effectively served by all modes, and which in turn can increase the efficiency and effectiveness of transportation investments.

- ✓ Partner with transportation partners and cities to implement CEQA/LOS reforms, including provision of technical assistance to cities to come into full compliance with SB 743 by July 2020.
- ✓ Collaborate with local jurisdictions (planning, public works, economic development) to better coordinate land use and transportation planning.
- ✓ Provide technical, and policy support to local jurisdictions to support infrastructure in designated HQTAs and other pedestrian and transit oriented districts.
- ✓ Support local agencies and SCAG in developing new modeling and evaluation tools that better assess the interactions between land use and transportation improvements.
- ✓ Monitor the effectiveness of this Study using the LRTS performance measures and the assumptions regarding land use as the Study develops; some performance measures may require further refinement over time as tools are developed.

Funding

Leveraging local and regional funding to attract contributions from state and federal funding sources will be crucial in delivering on Riverside County's vision and goals for the future transportation network. Specific steps include:

- ✓ Leverage existing local and regional funds to attract additional funding from outside sources.
- ✓ Work with transit operators to identify and support stable revenue sources to address transit capital and operating needs.
- ✓ Work with local and regional agencies to secure new funds to make up the shortfalls in other transportation improvements identified in the Study such as road maintenance.

- ✓ Continue to advocate for federal transportation policies and programs that support the values expressed in the LRTS, including increased funding for all modes and their operation and maintenance, as well as funds to assist transit-supportive development.

Ongoing Monitoring and Performance-based Planning

RCTC will continue to monitor the county's transportation performance in coming years and in preparation for the next LRTS. Ongoing performance monitoring helps RCTC measure the impact of investments on transportation performance over time, ensures progress is being made towards LRTS goals, and reveals emerging trends and future needs. Actions going forward should include:

- ✓ Conduct ongoing performance monitoring to determine the degree to which investments are moving the County towards the adopted vision and goals.
- ✓ Continue to work with SCAG and local planning departments to refine land use assumptions for travel demand modeling and continue to refine the SCS land use.
- ✓ Continue to investigate new data sources and methodologies to understand travel behavior and identify methods for incorporating into both future model and LRTS updates.
- ✓ Incorporate IE CMCP recommendations in future LRTS updates.

Appendix A

Long Range Transportation Study: State Highway and Major Roadway Projects

Contents

NOTE:

The list of 130 State highway and major roadway projects was defined to provide a high level "performance based analysis" of selected highway and major roadway projects including a "cost/benefit" analysis.

The project list includes large or high cost projects on the state and major roadway (regional arterials) system developed from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Draft 2020 RTP/SCS, and 2019-2029 Measure A Western Riverside County 10-Year Delivery Plan update.

State Highway and Major Roadway Projects

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
1	SH	Fin. Constr.	RCTC/RIVERSIDE COUNTY	3C01MA01		0	EAST- WEST CORRIDOR	I-15	I-215	New 6L Freeway	CETAP: PROVIDE NEW EAST-WEST TRANSPORTATION CORRIDOR BETWEEN I-15 IN THE WEST, I-215 IN THE EAST, SOUTH OF LAKE MATHEWS IN THE NORTH, AND SR 74 IN THE SOUTH.	2045	2,367,661	Cap. Enhance
2	LH	Fin. Constr.	RCTC	RIV031218	RIV031218	0	MID COUNTY PKWY	I-215 IN PERRIS	SR79 IN SAN JACINTO	New 6L Freeway	IN WESTERN RIV CO - NEW MID CO PKWY: CONS 6 THRU LN (3 LNS IN EA DIR) APPROX 16 MI. BTWN I-215 IN PERRIS EAST TO SR79 IN SAN JACINTO, INC. CONS/ RECONS OF 13 ICS, ADD OF AUX LN REDLANDS-EVANS & EB AUXILIARY LN EVANS-ANTELOPE. I-215 IMP: ADD 1 MF LN IN EA DIR NUEVO RD -VAN BUREN BLVD, & 1 AUX LN IN EA DIR MID CO PKWY-CAJALCO/RAMONA EXP & FROM MID CO PKWY-NUEVO.	2030	1,691,500	Cap. Enhance
3	SH	Fin. Constr.	RCTC	3M04MA05		10	I-10	I-10/SR-60 INTERCHANGE		Upgraded Interchange	CONSTRUCT NEW INTERCHANGE	2030	282,443	Cap. Enhance
4	SH	Fin. Constr.	RCTC	3TK04MA12		10	I-10	SAN BERNARDINO COUNTY LINE	JCT I-10/SR60	New Truck Lane	ON I-10 NEAR BEAUMONT: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM SAN BERNARDINO COUNTY LINE TO I-10/ SR60 JCT (EA: 35300)	2028	35,709	Cap. Enhance
5	SH	Fin. Constr.	BANNING	RIV180104		10	I-10	HIGHLAND SPRINGS AVE (INTERCHANGE)		Upgraded Interchange	I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - WIDEN FROM 5 TO 7 THRU LANES FROM 275 FT N/O THE W/B OFF/ON RAMPS TO 250 FT S/O THE E/B OFF/ON RAMPS, WIDEN EXISTING 2 LN W/B OFF RAMP TO 4 LNS & 2 LN E/B OFF RAMPS TO 4 LNS, ENTRY RAMPS TO INCLUDE HOV PREFERENCIAL LANE AND EXTENDED ACCELERATION/DECELERATION LANE.	2029	85,000	
6	SH	Fin. Constr.	BEAUMONT	3A04WT003		10	I-10	HIGHLAND SPRINGS AVE (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN HIGHLAND SPRINGS AVE IC FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2035	65,458	Cap. Enhance
7	SH	Fin. Constr.	BEAUMONT	3M04WT004		10	I-10	PENNSYLVANIA AVE (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT PENNSYLVANIA AVE IC AND RECONSTRUCT/WIDEN RAMPS	2030	29,435	Others
8	SH	Fin. Constr.	BEAUMONT	3M04WT001		10	I-10	SR-79/ BEAUMONT AVE (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN SR-79/BEAUMONT AVE IC FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2027	28,130	Cap. Enhance
9	SH	Fin. Constr.	BEAUMONT	RIV060115	RIV060115	10	I-10	OAK VALLEY PKWY (INTERCHANGE)		Upgraded Interchange	AT I-10/OAK VALLEY PKWY IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES FROM APPROX 500 FT. W/O DESERT LAWN DR TO GOLF CLUB DR, WIDEN RAMPS - EB ENTRY 1 TO 2 LANES, EB & WB EXIT 1 TO 4 LANES, WB ENTRY 1 TO 3 LANES, , ADD NEW EB/WB ENTRY LOOP RAMPS (2 LANES) , ENTRY RAMPS INCLUDE HOV PREFERENTIAL LANE, AND RAMPS INCLUDE EXTENDED ACCELERATION/ DECELERATION LANE (EA: 0G280).	2022	48,000	Cap. Enhance
10	SH	Fin. Constr.	CALIMESA	RIV060117		10	I-10	SINGLETON RD (INTERCHANGE)		Upgraded Interchange	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/ SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	2035	38,400	Cap. Enhance
11	SH	Fin. Constr.	CALIMESA	RIV060116	RIV060116	10	I-10	CHERRY VALLEY BLVD (INTERCHANGE)		Upgraded Interchange	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMPS ROUNDABOUTS AND WILL EXTEND 1800 LINEAR FEET FROM ROBERTS ROAD (SOUTH) TO APPROXIMATELY 500 FT E/O CALIMESA BLVD. ASSOCIATED PROJECT IMPROVEMENTS INCLUDE REALIGNMENT OF CALIMESA BLVD AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).	2028	49,000	Cap. Enhance

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
12	SH	Fin. Constr.	CALIMESA	RIV131201	3M04WT003	10	I-10	COUNTY LINE RD (INTERCHANGE)		Upgraded Interchange	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMPS ROUNDABOUTS, EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	2030	15,000	Others
12A	SH		CALIMESA		3M04WT003	10	I-10	SANDALWOOD DR (INTERCHANGE)		Upgraded Interchange	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10 AT SANDALWOOD DRIVE. IMPROVE EXISTING OVERCROSSING FROM SHADY BROOK ROAD TO CALIMESA BLVD. AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	2030	42,000	
13	SH	Fin. Constr.	CALTRANS	RIV010210		10	I-10	MORONGO PKWY (INTERCHANGE)		Upgrade Interchange	I-10/MORONGO PKWY IC - CONSTRUCT NEW MORONGO PKWY OC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADDITIONAL IMPROVEMENTS TO EXISTING APACHE TRAIL IC (R17.657) AND MAIN ST IC (R19.398) INCLUDE THE ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC) AND WIDENING OF SEMINOLE DR 2 TO 4 THROUGH LANES (EA: OA650, PPNO: T0061)"	2040	49,500	Cap. Enhance
14	SH	Fin. Constr.	CATHEDRAL CITY	3M0722		10	I-10	LANDAU BLVD (INTERCHANGE)		New Interchange	CONSTRUCT NEW 6-LANE MIXED FLOW, PARTIAL CLOVERLEAF IC WITH AUXILIARY LANES AND 4 TWO LANE RAMPS PLUS 6 LANE GRADE SEPARATION BRIDGE OVER UPRR BETWEEN PALM DR IC AND DATE PALM DRIVE IC	2035	117,779	Cap. Enhance
15	SH	Fin. Constr.	COACHELLA	RIV030901	RIV030901	10	I-10	AVENUE 50 (INTERCHANGE)		New Interchange	ON I-10 IN EASTERN COACHELLA (AT 3.4 MILES E/O DILLON RD & 9.1 MILES W/O CACTUS CITY SRRA): CONSTRUCT NEW 6 THROUGH LANE AVENUE 50 IC (3 LANES EACH DIR. APPROX 600' N/O I-10 AND 1,100' S/O I-10), EB EXIT RAMP (3 LANES), WB EXIT RAMP (2 LANES), EB & WB ENTRY RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	2025	37,247	Cap. Enhance
16	SH	Fin. Constr.	COACHELLA	RIV180143	3M0715	10	I-10	DILLON RD (INTERCHANGE)		Upgraded Interchange	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA 0K950K)	2028	26,000	
17	SH	Fin. Constr.	INDIO	3A07020	RIV071252	10	I-10	JACKSON ST (INTERCHANGE)		Upgraded Interchange	ON I-10 IN INDIO AT JACKSON ST IC (AT PM 55.575): RECONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	2021	56,000	Cap. Enhance
18	SH	Fin. Constr.	INDIO	3A07022	RIV071254	10	I-10	MONROE ST (INTERCHANGE)		Upgraded Interchange	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/ WIDEN IC FROM 2 TO 4 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/ DECELERATION LANES (EA: 0K730K)	2023	47,000	Cap. Enhance

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
19	SH	Fin. Constr.	PALM DESERT	RIV031209	RIV031209	10	I-10	PORTOLA AVE (INTERCHANGE)		New Interchange	AT I-10/PORTOLA AVE (B/W MONTEREY IC & COOK IC): CONSTRUCT NEW 6 THRU LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB EXIT 2 LNS, WB EXIT 3 LNS, EB & WB ENTRY 2 LNS, WB ENTRY LOOP RAMP 2 LNS, ENTRY INCL HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK), EXTEND 4TH WB LANE COOK TO PORTOLA	2021	71,993	Cap. Enhance
20	SH	Fin. Constr.	RIVERSIDE COUNTY	3M0729		15	I-15	HORSETHIEF CANYON RD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC FROM 2 TO 4 LANES AND RECONSTRUCT RAMPS	2035	56,079	Cap. Enhance
21	SH	Fin. Constr.	RIVERSIDE COUNTY	RIV011233	RIV011233	15	I-15	LIMONITE AVE (INTERCHANGE)		Upgraded Interchange	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD, RECONST/WIDEN NB AND SB EXIT RAMPS FROM 3 TO 4 LANES, REPLACE NB AND SB ENTRY RAMPS WITH ENTRY LOOP RAMPS FROM 2 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	2020	68,000	Cap. Enhance
22	SH	Fin. Constr.	RIVERSIDE COUNTY	3M0728		15	I-15	TEMESCAL CANYON (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN TEMESCAL CANYON IC FROM 2 TO 4 LANES AND RECONSTRUCT RAMPS	2040	30,000	Cap. Enhance
23	SH	Fin. Constr.	CORONA	RIV010208	RIV010208	15	I-15	CAJALCO RD (INTERCHANGE)		Upgraded Interchange	AT I-15/CAJALCO RD IC NEAR CORONA: DESIGN, RECONST/REALIGN & WIDEN CAJALCO RD FROM 2 TO 6 THRU LNS FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONST/WIDEN SB ENTRY FROM 1-2 LNS, SB EXIT FROM 2-5 LNS, NB ENTRY FROM 1-2 LNS, NB EXIT FROM 2-4 LNS, ADD AUX LNS	2022	74,199	Cap. Enhance
24	SH	Fin. Constr.	CORONA	RIV180102		15	I-15	ONTARIO AVE (INTERCHANGE)		Upgraded Interchange	IN THE CITY OF CORONA ON EXISTING ONTARIO AVE – WIDEN AND REALIGN EXISTING 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	2021	6,078	
25	SH	Fin. Constr.	EASTVALE	RIV050532		15	I-15	SCHLEISMAN RD (INTERCHANGE)		New Interchange	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481	Cap. Enhance
25A	SH		CALTRANS	3A04A26		15	I-15	BELLEGRAVE AVE (INTERCHANGE)		New Interchange	ADD SIGNALS AND RAMPS	2030	5,492	
25B	SH		CALTRANS			15	I-15	TEMECULA PKWY	RANCHO CALIFORNIA RD	Auxiliary Lane	CONSTRUCT NB AUXILIARY LANE FROM 0.4 MI N/O TEMECULA PKWY ON-RAMP TO RANCHO CALIFORNIA RD OFF-RAMP	2025	7,520	
25C	SH		CALTRANS			15	I-15	RANCHO CALIFORNIA RD	WINCHESTER RD	Auxiliary Lane	CONSTRUCT NB AUXILIARY LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO 0.2 MI S/O WINCHESTER RD OFF-RAMP	2025	8,968	
25D	SH		CALTRANS			15	I-15	WINCHESTER RD	RANCHO CALIFORNIA RD	Auxiliary Lane	CONSTRUCT SB AUXILIARY LANE FROM WINCHESTER RD ON-RAMP TO RANCHO CALIFORNIA RD OFF-RAMP	2025	11,964	
25E	SH		CALTRANS			15	I-15	RANCHO CALIFORNIA RD	TEMECULA PKWY	Auxiliary Lane	CONSTRUCT SB AUXILIARY LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO TEMECULA PKWY OFF-RAMP	2025	11,022	
25E	SH		CALTRANS			15	I-15	TEMESCAL CANYON RD	CAJALCO RD	Auxiliary Lane	CONSTRUCT NB & SB AUXILIARY LANES FROM 0.25 MI N/O TEMESCAL CANYON RD IC TO 0.17 MI N/O CAJALCO RD IC	2027	31,772	

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
26	SH	Fin. Constr.	LAKE ELSINORE	RIV060109	RIV060109	15	I-15	CENTRAL AVE (INTERCHANGE)		Upgrade Interchange/Lane	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS.	2025	37,750	Cap. Enhance
27	SH	Fin. Constr.	LAKE ELSINORE	3M0734		15	I-15	MALAGA RD (OVERCROSSING)		New Overcrossing	CONSTRUCT NEW 4 LANE OC OVER I-15	2028	35,346	Cap. Enhance
28	SH	Fin. Constr.	LAKE ELSINORE	3M0736		15	I-15	NICHOLS RD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2025	47,122	Cap. Enhance
29	SH	Fin. Constr.	LAKE ELSINORE	3160004		15	I-15	MAIN ST (INTERCHANGE)		Upgraded Interchange	ON I-15 AT MAIN ST IC - WIDENING OF MAIN ST UC FROM ONE LANE IN EA DIR TO TWO LANES IN EA DIR, FROM 200 FT W/O THE SB OFF-RAMP TO CAMINO DEL NORTE INTERSECTION (700 FT); ADD TWO ADDITIONAL LEFT TURN POCKETS TO THE I-15 NB AND SB ON-RAMPS; WIDEN I-15 SB OFF RAMP FROM TWO LANES TO FOUR LANES APPROACHING MAIN ST, WITH TWO LEFT TURNING LANES AND TWO RIGHT TURNING LANES (1,500 LF); WIDEN I15 SB ON RAMP FROM ONE LANE TO TWO LANES (12 FT WIDE EACH PLUS 8 FT SHOULDER ONTO I-15) (2,500 LF); WIDEN NB OFF-RAMP FROM ONE LANE TO THREE LANES BUT STRIPED FOR TWO LANES (36 FT WIDE PLUS AN 8 FT SHOULDER) AND EXPAND TO THREE LANES ONCE NEW FRANKLIN IC IS CONSTRUCTED (1,860 LF); WIDEN NB ON-RAMP FROM ONE LANE TO TWO LANES ONTO I-15 WITH TAPERING ACCELERATION LANE (1,900 LF). CONSTRUCT NEW TRAFFIC SIGNALSAT THE ON AND OFF RAMPS INTERSECTIONS.	2028	21,270	Cap. Enhance
30	SH	Fin. Constr.	LAKE ELSINORE	3M0737		15	I-15	LAKE ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC FROM 2 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2025	20,275	Cap. Enhance
31	SH	Fin. Constr.	LAKE ELSINORE	RIV180144		15	I-15	MAIN ST (INTERCHANGE)		Upgraded Interchange	N THE CITY OF LAKE ELSINORE - MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2025	4,200	
32	SH	Fin. Constr.	LAKE ELSINORE	RIV010206A		15	I-15	FRANKLIN ST (INTERCHANGE)		Upgraded Interchange (2022)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LANES (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRANCE RAMP FROM 1-2 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, & CONS RAMP ACCEL/DECEL LNS AT RR CYN RD	2022	35,000	Cap. Enhance
33	SH		LAKE ELSINORE	RIV010206B		15	I-15	FRANKLIN ST (INTERCHANGE)		Upgraded Interchange (2032)	CONS NEW I-15/FRANKLIN ST IC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONS CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE	2032	58,000	Cap. Enhance

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34	SH	Fin. Constr.	MURRIETA	3M0730		15	I-15	MURRIETA HOT SPRINGS RD (INTERCHANGE)		Upgraded Interchange	AT I-15/MURRIETA HOT SPRINGS RD IC - CONSTRUCT NEW NB LOOP ON RAMP AND REALIGN EXISTING NB OFF RAMP (EA: 0J650K)	2025	8,100	Cap. Enhance
35	SH	Fin. Constr.	NORCO	3M04WT005		15	I-15	6TH ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT INTERCHANGE/RAMPS/ CHANNELIZATION IMPROVEMENTS	2030	23,916	Others
36	SH	Fin. Constr.	NORCO	3M0733		15	I-15	2ND ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC FROM 2 TO 4 LANES AND WIDEN RAMPS	2028	7,863	Cap. Enhance
37	SH	Fin. Constr.	NORCO	3M04WT007		15	I-15	HIDDEN VALLEY PKWY (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT INTERCHANGE/RAMPS/ CHANNELIZATION IMPROVEMENTS	2025	4,403	Others
38	SH	Fin. Constr.	TEMECULA	RIV031215	RIV031215	15	I-15/FRENCH VALLEY PKWY	JEFFERSON ST	YNEZ RD	Upgraded Interchange	FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTERIC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.43 TO 9.75); AND PH III - CONSTRUCT 6 LN OC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (1 LN NB & 3 LN SB) & MODIFY WINCHESTER RD IC (EA:43272) (PPNO. 0021K).	2028	218,169	Cap. Enhance
39	SH	Fin. Constr.	TEMECULA	3M0721		15	I-15	RANCHO CALIFORNIA RD (INTERCHANGE)		Upgraded Interchange	RECONFIGURE 4 TO 6 LANE IC AND RAMPS AT I-15 AND RANCHO CALIFORNIA. TYPE OF LANES FOR ARTERIAL WIDENING WILL BE THROUGH LANES.	2035	59,124	Cap. Enhance
40	SH	Strategic Plan	TEMECULA	3163SP001		15	I-15	1-15/I-215 JCT	San Diego County Line	Add 2 Mixed Flow Lanes and 2 HOV Lanes	CONSTRUCT 2 MIXED FLOW LNS (1 LN EA DIR) AND 2 HOV LNS (1 LN EA DIR) FROM JCT. I-15/I-215 TO RIVERSIDE COUNTY/SAN DIEGO COUNTY LINE			
41	SH	Fin. Constr.	WILDOMAR	3M0727		15	I-15	BUNDY CANYON RD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN BUNDY CANYON RD IC FROM 2 TO 4 LANES AND RECONSTRUCT RAMPS	2040	24,112	Cap. Enhance
42	SH	Fin. Constr.	CALTRANS	3TK04MA13		60	SR-60	NEAR GILMAN SPRINGS RD	WEST OF JCT I-10/SR60	Add Auxiliary Truck Lanes	ON SR-60 NEAR BEAUMONT: CONSTRUCT NEW EASTBOUND AND WESTBOUND TRUCK LANES FROM GILMAN SPRINGS RD TO 1.47 MILES WEST OF JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 10-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT. $802.9 TC WILL BE UTILIZED FOR CMAQ ENG IN FY 14/15.	2021	126,282	Cap. Enhance
43	SH	Fin. Constr.	BEAUMONT	RIV050535	RIV050535	60	SR-60	PORTRERO BLVD (INTERCHANGE)		New Interchange	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF RAMPS. CONST. WB/EB EXIT & ENTRY RAMPS (2 LNS) & WB/EB LOOP ENTRY RAMPS (2 LNS) (ENTRY RAMPS INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMPS, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).	2020	79,746	Cap. Enhance
44	SH	Fin. Constr.	JURUPA VALLEY	3M01WT020		60	SR-60	MISSION BLVD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT INTERCHANGE/RAMPS	2035	65,604	Others
45	SH	Fin. Constr.	JURUPA VALLEY	3A04A29		60	SR-60	RUBIDOUX BLVD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC, RAMPS AND CHANNELIZATION IMPROVEMENTS	2030	28,507	Others
46	SH	Fin. Constr.	MORENO VALLEY	3M0801	RIV080904	60	SR-60	THEODORE ST (INTERCHANGE)		Upgraded Interchange	AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 1 LN AT ENTRY; ADD AUX LNS 1400' EB DIR E/O IC, 2,500' EB DIR W/O IC, 2,300' WB DIR W/O IC & 1,700' WB DIR E/O IC	2024	96,613	Cap. Enhance
47	SH	Fin. Constr.	MORENO VALLEY	3M0714	RIV080903	60	SR-60	GILMAN SPRINGS RD (INTERCHANGE)		Upgraded Interchange	AT SR-60/GILMAN SPRINGS RD IC - REALIGN GILMAN SPRINGS RD/REMOVE EXISTING EB/WB RAMPS; WIDEN OC FROM 2 TO 6 THRU LANES; WB EXIT IS 1 LANE WIDENING TO 2 LANES THEN TO 3 LANES AT ARTERIAL, WB LOOP & EB ENTRY RAMPS FROM 1 LANE TO 2 LANES W/ HOV; WIDEN EB EXIT RAMPS FROM 1 LANE TO 2 LANES AT EXIT AND 3 LANES AT ARTERIAL; ADD AUX LANES TO WEST OF IC 1200' EB AND 2200' WB	2026	70,000	Cap. Enhance

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48	SH	Fin. Constr.	MORENO VALLEY	3M0712	RIV080902	60	SR-60	REDLANDS BLVD (INTERCHANGE)		Upgraded Interchange	AT SR-60/REDLANDS BLVD - WIDEN OC FROM 2 TO 6 THRU LANES; WIDEN WB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ENTRY, 3 LANES AT ARTERIAL AND HOV AT ENTRY; WIDEN EB EXIT & ENTRY RAMPS FROM 1 LANE TO 2 LANES AT EXIT/ ENTRY AND HOV AT ENTRY; ADD AUX LANES 1000' EACH DIRECTION WEST OF IC AND 1700' EACH DIRECTION EAST OF IC	2025	52,000	Cap. Enhance
49	SH	Fin. Constr.	MORENO VALLEY	RIV041052	RIV041052	60	SR-60	MORENO BEACH DR (INTERCHANGE)		Upgraded Interchange	IN MORENO VALLEY AT SR-60/MORENO BEACH DR IC: MODIFY MORENO BEACH DR IC - WIDEN OC FROM 2 TO 6 THROUGH LANES, REALIGN/WIDEN RAMPS (WB EXIT 1 TO 2 LANES), ADD NEW WB ENTRY RAMP (2 LANES), ADD WB AUX LANE, AND INSTALL RELATED DRAINAGE AND ASSOCIATED WORK (EA: 32303).	2025	24,000	Cap. Enhance
50	SH	Fin. Constr.	MORENO VALLEY	3A07045		60	SR-60	INDIAN ST (OVERCROSSING)	HEMLOCK AVE	Upgraded Overcrossing	IN THE CITY OF MORENO VALLEY - RECONSTRUCT INDIAN ST X-ING SR 60 FROM 150' S/O SUNNYMEAD BLVD., TO HEMLOCK AVE: COMPLETE RECONSTRUCT. OF THE BRIDGE TO PROVIDE 16'6" CLEARANCE & 4 THROUGH LANES (2 LNS IN EA DIR) & ASSOC. ST IMP. WITHIN THE PROJECT LIMITS (LEFT TURN POCKETS AT SUNNYMEAD AND HEMLOCK INTERSECT., RIGHT-TURN ONLY SB AT SUNNYMEAD, NEW TS AT HEMLOCK/ INDIAN ST., & INTERCONNECT MOD).	2024	14,120	Cap. Enhance
51	SH	Fin. Constr.	MORENO VALLEY	RIV071241		60	SR-60	GRAHAM ST (OVERCROSSING)		New Overcrossing	IN MORENO VALLEY ON GRAHAM ST: CONSTRUCT 4 THROUGH LANE OC (2 LANES EACH DIR) OVER SR60 BETWEEN SUNNYMEAD BLVD AND HEMLOCK AVE, ADD SIGNALS AT HEMLOCK, LEFT-TURN POCKET LANES AT BOTH INTERSECTIONS, AND ADD PEDESTRIAN SIDEWALK (APPROX 1/4 MILES) ON OC BOTH SIDES	2026	20,100	Cap. Enhance
52	SH	Fin. Constr.	MORENO VALLEY	3M04WT017		60	SR-60	HEACOCK ST (INTERCHANGE)		Upgraded Interchange	WIDEN/RECONSTRUCT HEACOCK IC, RAMPS, AND CHANNELIZATION IMPROVEMENTS. NO ADDITIONAL LANES PLANNED.	2028	23,873	Others
53	SH	Fin. Constr.	RIVERSIDE, CITY OF	3M04WT018		60	SR-60	MAIN ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS, CHANNELIZATION IMPROVEMENTS	2030	20,304	Others
54	SH	Fin. Constr.	MORENO VALLEY	3M0713		60	SR-60	PERRIS BLVD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN ARTERIAL FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2026	37,379	Cap. Enhance
55	SH	Fin. Constr.	RCTC	3M01MA09		71	SR-71	SR-91	SAN BERNARDINO COUNTY LINE	4L Freeway to 6L Freeway	WIDEN TO 3 MF LANES EACH DIRECTION	2030	177,132	Cap. Enhance
56	SH	Fin. Constr.	RIVERSIDE COUNTY	3A04WT191		74	SR-74	I-15	ETHANAC RD	4L Arterial to 6L Arterial	WIDEN FROM 4 TO 6 LANES	2035	29,799	Cap. Enhance
57	SH	Fin. Constr.	RIVERSIDE COUNTY	3A04WT190		74	SR-74 (ETHANAC)	MATTHEWS RD	SR-79 (WINCHESTER)	2L Arterial to 4L Arterial & 4L Arterial to 6L Arterial	WIDEN FROM 2 TO 6 LANES IN THE CITY OF MENIFEE (MATTHEWS TO BRIGGS). WIDEN FROM 4 TO 6 LANES IN RIVERSIDE COUNTY (BRIGGS TO SR-79).	2045	24,109	Cap. Enhance
62	SH	Fin. Constr.	LAKE ELSINORE	3A04WT047		74	SR-74	HUNCO WAY	ORTEGA MOUNTAINS	2L Arterial to 6L Arterial	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 4 THROUGH LANES (2 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	2040	11,500	Cap. Enhance
63	LH	Fin. Constr.	LAKE ELSINORE	3A01WT045		74	SR-74 (GRAND AVE)	RIVERSIDE DR (SR-74)	ORTEGA HWY (SR- 74)	Widen 2-4 Lanes	WIDEN FROM 2 TO 4 LANES CHANGE FROM 6 LANES TOTAL TO 4 LANES TOTAL	2035	16,036	Cap. Enhance
64	LH	Fin. Constr.	LAKE ELSINORE	3A04WT046		74	SR-74 (RIVERSIDE DR)	LAKESHORE DR	GRAND AVE	Widen 2-6 Lanes	WIDEN FROM 2 TO 6 LANES	2030	14,954	Cap. Enhance
65	SH	Fin. Constr.	RCTC	RIV62024		79	SR79	2.0 KM S/O DOMENIGONI PKWY	GILMAN SPRINGS RD	New 4L Freeway	ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 2.0 KILOMETERS SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES.	2035	1,523,000	Cap. Enhance
66	LH	Fin. Constr.	RIVERSIDE COUNTY	3A01WT185		79	SR-79 (SANDERSON AVE)	GILMAN SPRINGS RD (AT SR-79)	RAMONA EXPWY	Widen 4-6 Lanes	WIDEN FROM 4 TO 6 LANES	2040	36,898	Cap. Enhance

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67	SH	Fin. Constr.	RIVERSIDE COUNTY	3A04SH12		79	SR-79	HUNTER RD	DOMENIGONI PKWY	4L Arterial to 6L Arterial	WIDEN FROM 4 TO 6 LANES	2030	124,803	Cap. Enhance
68	LH	Fin. Constr.	TEMECULA	3A01WT218		79	SR-79 SOUTH (TEMECULA PKWY)	I-15	PECHANGA PKWY	Widen 6-8 Lanes	WIDEN FROM 6 TO 8 LANES	2023	2,164	Cap. Enhance
69	SH	Fin. Constr.	RIVERSIDE COUNTY	3A07186		86	SR-86	AVE 62 (INTERCHANGE)		New Interchange	CONSTRUCT NEW IC AND RAMPS AND WIDEN OC FROM 2 TO 6 LANES	2040	67,863	Cap. Enhance
70	SH	Fin. Constr.	COACHELLA	3M01CV03		86	SR-86	AVE 54 (INTERCHANGE)		New Interchange	CONSTRUCT 4 LANE BRIDGE/INTERCHANGE AND RAMPS ACROSS SR-86S	2035	92,843	Cap. Enhance
71	SH	Fin. Constr.	COACHELLA	3M0717	RIV071274	86	SR-86	AVENUE 52 (INTERCHANGE)		New Interchange	AT SR86/AVENUE 52: WIDEN AND CONSTRUCT NEW 6 THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: REALIGN POLK ST AND RELOCATE AVE 52 AND POLK ST INTERSECTION, EXTENDED RAMP ACCELERATION/DECELERATION LANES, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (EA: 0C960).	2030	33,000	Cap. Enhance
72	SH	Fin. Constr.	COACHELLA	RIV061159	RIV061159	86	SR-86	AVENUE 50 (INTERCHANGE)		New Interchange	AT SR86/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/ REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	2025	32,160	Cap. Enhance
73	SH	Fin. Constr.	COACHELLA	RIV180142	3M0716	86	SR-86	DILLON RD (INTERCHANGE)		Upgraded Interchange	THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K)	2027	26,851	
74	SH	Fin. Constr.	RIVERSIDE COUNTY	3A07195		86	SR-86	AVE 66 (INTERCHANGE)		New Interchange	CONSTRUCT NEW IC AND RAMPS AND WIDEN OC FROM 2 TO 6 LANES	2040	68,423	Cap. Enhance
75	SH	Fin. Constr.	RCTC	RIV070308	RIV070308	91	SR-91	SR-91/SR-71 INTERCHANGE		Upgraded Interchange	AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) ($1,501/$639/$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. $159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)	2023	126,663	Others
75A	SH		RCTC			91	SR-91	GREEN RIVER RD		Auxiliary Lane	CONSTRUCT 1 AUXILIARY LN WESTBOUND FROM GREEN RIVER ROAD TO SR-241	2021	53,045	
76	SH	Fin. Constr.	RIVERSIDE, CITY OF	3M01WT026		91	SR-91	TYLER ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS	2030	75,000	Others
77	SH	Fin. Constr.	RIVERSIDE, CITY OF	3M01WT022		91	SR-91	ADAMS ST (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS	2025	76,000	Others
78	SH	Fin. Constr.	PALM SPRINGS	3A01CV098		111	SR-111 (VISTA CHINO)	N. PALM CANYON DR	SUNRISE WAY	4L Arterial to 6L Arterial	WIDEN FROM 4 TO 6 LANES	2031	8,404	Cap. Enhance
79	SH	Fin. Constr.	RCTC	3H07A	RIV071276	215	I-215	NUEVO RD	BOX SPRINGS RD	6L Freeway to 8L Freeway	ON I-215 FROM NUEVO RD TO BOX SPRINGS RD: CONSTRUCT 2 LANES (1 LANE IN EACH DIRECTION) - PA&ED.	2030	212,500	Cap. Enhance
80	SH	Fin. Constr.	CALTRANS	0121D		215	I-215	SR-91	SR-60	Corridor Improvements	Corridor Improvements	2030	782,720	Cap. Enhance
81	SH	Fin. Constr.	CALTRANS	3M0738	RIV110122	215	I215	1.5 MILES N/O MURRIETA HOT SPRINGS RD	ONE MILE S/O FRENCH VALLEY PARKWAY	Add Mixed Flow and Auxilary Lane	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-HALF MILES N/O MURRIETA HOT SPRINGS RD TO FRENCH VALLEY PKWY OFF-RAMP: CONSTRUCT A THIRD MIXED-FLOW LANE IN THE MEDIAN AND AUX- LANE FROM MURRIETA HOT SPRINGS SB ENTRANCE RAMP TO ONE-HALF MILE S/O FRENCH VALLEY PKWY OFF-RAMP (WIDEN I215/I-15 SEPARATION FROM 2 TO 4 LANES) (EA: OF163).	2030	14,874	Cap. Enhance

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82	SH	Fin. Constr.	RCTC	RIV031218A	RIV031218A	215	I-215	PLACENTIA AVE (INTERCHANGE)		Upgraded Interchange	I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMPS ON THE EAST & WEST SIDE, .3 MILES S/O PERRIS BLVD UNDRCRSG TO .5 MILES N/O OLEANDER AVE OVRCRSG. RELOCTN OF EAST FRNTGE RD 410 FT EAST, REMOVE WEST FRNTGE RD CNCTN TO PL AVE, WIDEN PL AVE BRDGE & OVRCRSG FRM 2 TO 6 LNS BTWN HARVILL AVE TO & INDIAN AVE, INSTALL HOV & RAMP METERING ON THE ON-RAMPS, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, EAST FRONTAGE RD & RAMP INTRSCTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.	2022	68,420	
83	SH	Fin. Constr.	RIVERSIDE COUNTY	RIV011232		215	I-215	SCOTT RD (INTERCHANGE)		Upgraded Interchange (2020)	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMPS; NB ENTRY 1 TO 3 LNS; SB EXIT 2 TO 4 LNS; ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY LOOP RAMP (3 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	2020	57,823	Cap. Enhance
84	SH	Fin. Constr.	RIVERSIDE COUNTY	3M0724		215	I-215	ALESSANDRO BLVD (INTERCHANGE)		Upgraded Interchange	WIDEN/RECONSTRUCT IC FROM 4 TO 6 LANES AND RECONSTRUCT/WIDEN RAMPS	2045	30,000	Cap. Enhance
85	SH	Fin. Constr.	RIVERSIDE COUNTY	RIV011232B		215	I-215	SCOTT RD (INTERCHANGE)		Upgraded Interchange (2038)	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/ WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT- TURN LNS. - PH II.	2038	58,573	Cap. Enhance
86	SH	Fin. Constr.	MENIFEE	3A04A27		215	I-215	GARBANI RD (INTERCHANGE)		New Interchange	CONSTRUCT NEW 4 LANE (2 LNS EAC DIR) AND RAMPS	2030	60,573	Cap. Enhance
87	SH	Fin. Constr.	MORENO VALLEY	RIV050533	RIV050533	215	I-215	CACTUS AVE (INTERCHANGE)		Upgraded Interchange	AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO 1300' E/O VETERANS WAY, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2	2026	65,370	Cap. Enhance
88	SH	Fin. Constr.	MURRIETA	3M10WT03	RIV100107	215	I-215	KELLER RD (INTERCHANGE)		Upgraded Interchange	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	2022	32,000	Cap. Enhance
89	SH	Fin. Constr.	PERRIS	3M0731		215	I-215	ELLIS AVE (INTERCHANGE)		New Interchange	CONSTRUCT NEW 2 LANE IC AND RAMPS (1 LANE)	2040	130,412	Cap. Enhance
90	SH	Fin. Constr.	PERRIS	3M0708		215	I-215	RAMONA EXPWY (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN FROM 4 TO 8 LANES, WIDEN SB AND NB EXIT RAMPS AT I-215/RAMONA EXPWY IC AND OC, CONSTRUCT DUAL LEFT-TURN LANES AT THE EXIT RAMPS TEMINI	2035	86,469	Cap. Enhance
91	SH	Fin. Constr.	PERRIS	3A04WT059		215	I-215	HARLEY KNOX BLVD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT AND WIDEN HARLEY KNOX BLVD OC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS	2025	32,434	Cap. Enhance
92	SH	Fin. Constr.	PERRIS	3M04WT009	RIV091012	215	I-215	SR-74/CASE RD/MATHEWS RD (INTERCHANGE)		Upgraded Interchange	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - CASE ROAD/MATTHEWS RD. (SR-74) AT I-215 INTERCHANGE: RECONFIGURATION OF THE EXISTING CASE RD/MATTHEWS RD. (SR-74) AT I-215 IC, IMPROVING THE INTERSECTION OPERATIONS AND ELIMINATING CROSS TRAFFIC CONFLICTS ON THE SB RAMPS, WIDEN MATTHEWS RD FROM 2/3 LANES TO 4 LANES FROM CASE RD TO TRUMBLE RD (EA: 0P420).	2030	21,000	Cap. Enhance

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
93	SH	Fin. Constr.	PERRIS	3M04WT014	RIV121003	215	I-215	NUEVO RD (INTERCHANGE)		Upgraded Interchange	IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-215 AT NUEVO INTERCHANGE IMPROVEMENTS: WIDENING OF OC FROM 4 TO 6 LANES (3 LANES IN EA DIRECTION) AND WIDENING OF NB AND SB ENTRY RAMP FROM 2 TO 3 LANES. ADDITIONAL IMPROVEMENTS INCLUDE SIDEWALK INSTALLATION ON BOTH SIDES OF THE OC (EA: 0Q670).	2035	13,000	Cap. Enhance
94	SH	Fin. Constr.	MENIFEE	3M0719		215	I-215	SUN CITY BLVD (INTERCHANGE)		Upgraded Interchange	RECONSTRUCT/WIDEN IC FROM 4 TO 6 LANES AND RECONSTRUCT RAMPS	2024	38,000	Cap. Enhance
95	SH	Fin. Constr.	PERRIS	RIV060111		215	I-215	ETHANAC RD (INTERCHANGE)		Upgraded Interchange	IN MID WESTERN-RIVERSIDE CO IN THE CITY OF PERRIS - I-215/ETHANAC RD IC IMP.: IC OPERATIONAL IMP. OF THE NB & SB OFF RAMPS @ I-215/ETHANAC RD AND ON ETHANAC ON EITHER SIDE OF I-215 FOR UP TO 1,200 FT. IMPROVEMENTS CONSIST OF THE WIDENING OF THE ON AND OFF RAMPS TO PROVIDE LEFT AND RIGHT TURN POCKETS, T.S. UPGRADE AT THE RAMP TERMINI & WIDEN OC 2 TO 4 LANES WITH TURN LANES.	2030	25,000	Cap. Enhance
96	LH	Fin. Constr.	RIVERSIDE, CITY OF	3A01WT112		0	ARLINGTON AVE	MAGNOLIA AVE	ALESSANDRO BLVD	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2026	13,494	Cap. Enhance
97	LH	Fin. Constr.	JURUPA VALLEY		3A04WT125	0	ARMSTRONG RD	SAN BERNARDINO COUNTY LINE	VALLEY WAY	WIDEN FROM 2 TO 4 LANES	WIDEN FROM 2 TO 4 LANES	2035	8,940	Cap. Enhance
98	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07193		0	AVE 62	FILLMORE ST	PIERCE ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2038	45,825	Cap. Enhance
99	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07192		0	AVE 62	POLK ST	FILLMORE ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2045	19,074	Cap. Enhance
100	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07188		0	AVE 62	JACKSON ST	VAN BUREN ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2034	14,764	Cap. Enhance
101	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07189		0	AVE 62	VAN BUREN ST	HARRISON ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2040	14,195	Cap. Enhance
102	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07187		0	AVE 62	MONROE ST	JACKSON ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2045	12,729	Cap. Enhance
103	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07194		0	AVE 62	PIERCE ST	SR-86	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2040	12,394	Cap. Enhance
104	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07190		0	AVE 62	HARRISON ST	TYLER ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2042	9,628	Cap. Enhance
105	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07191		0	AVE 62	TYLER ST	POLK ST	WIDEN FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2041	9,331	Cap. Enhance
106	LH	Fin. Constr.	RIVERSIDE COUNTY	3G0703		0	AVENUE 62	WEST OF SR-111	WEST OF SR-86	GRADE SEPARATION - 2 LANES AT UPRR TRACKS AND SR111	GRADE SEPARATION - 2 LANES AT UPRR TRACKS AND SR111	2040	163,395	Others
107	LH	Fin. Constr.	RIVERSIDE COUNTY	3A04WT137A	RIV090903	0	CAJALCO RD.	TEMESCAL CANYON RD.	I-215	2L Arterial to 4L Arterial	IN RIVERSIDE COUNTY ON CAJALCO RD – CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) ($803 IN FY 09/10 AND $344.01 IN FY 16/17 OF TC USED FOR STPL MATCH IN PA&ED).	2027	400,000	Cap. Enhance
108	LH	Fin. Constr.	COACHELLA		3A07074	0	HARRISON ST	AVE 54	AVE 56	WIDEN FROM 2 TO 4 LANES	WIDEN FROM 2 TO 4 LANES	2024	8,849	Cap. Enhance
109	LH	Fin. Constr.	INDIAN WELLS	3A07258		0	HWY 111	EL DORADO DR.	EAST CITY LIMITS.	Widen 4-6 lanes	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY - HWY 111 WIDENING WITHIN INDIAN WELLS CITY LIMITS: WIDENING FROM 4 TO 6 THRU LNS (3 LNS IN EA DIR) BTWN EL DORADO & EAST CITY LIMITS (W/O WASHINGTON), INCLUDING THE INSTALL OF A RAISED, LANDSCAPE MEDIAN AND RIGHT TURN ONLY LANE AT INDIAN WELLS LN (RTP ID'S 3A07258 & 3A07259).	2022	32,779	Cap. Enhance

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
110	LH	Fin. Constr.	INDIAN WELLS	3A07316		0	HWY 111	DEEP CANYON CHANNEL (EAST CITY LIMITS)	570' WEST OF VILLAGE CENTER DR. (WEST CITY LIMITS)	Widen 4-6 lanes	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY - HWY 111 WIDENING W/IN INDIAN WELLS CITY LIMITS: WID FROM 4 TO 6 THRU LNS (3 LNS IN EA DIR) BTWN THE WCL (570' W/O VILLAGE CTR DR) & EL DORADO DR (RTP ID'S 3A07316 & 3A07257) INCLUDING THE INSTAL OF A RAISED, LANDSCAPE MEDIAN, LEFT TURN PH @ EL DORADO DR, DUAL LEFT TURN PH @ THE SB AND EB COOK ST, RT TURN ONLY LNS AT THE EAST, WEST, AND SB COOK ST.	2022	27,788	Cap. Enhance
111	LH	Fin. Constr.	JURUPA VALLEY		3A07016	0	LIMONITE AVE	WINEVILLE AVE.	ETIWANDA AVE	WIDEN EB LANE FROM 1 LANE TO 2 LANES.	WIDEN EB LANE FROM 1 LANE TO 2 LANES.	2020	7,000	Cap. Enhance
112	LH	Fin. Constr.	JURUPA VALLEY		3A01WT163	0	LIMONITE AVE	BAIN ST.	DOWNEY ST	WIDEN FROM 2 TO 4 LANES	WIDEN FROM 2 TO 4 LANES	2020	6,500	Cap. Enhance
113	LH	Fin. Constr.	JURUPA VALLEY		3A01WT164	0	LIMONITE AVE	VAN BUREN BLVD	BALDWIN ST	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2030	1,869	Cap. Enhance
114	LH	Fin. Constr.	EASTVALE		3120002	0	LIMONITE AVE	ARCHIBALD AVE	HAMNER AVE	WIDENING OF LIMONITE AVE FROM 4 TO 6 LANES	WIDENING OF LIMONITE AVE FROM 4 TO 6 LANES	2030	8,034	Cap. Enhance
114A	LH		EASTVALE			0	LIMONITE AVE	ARCHIBALD AVE	HELLMAN AVE	NEW ROADWAY	LIMONITE GAP AND BRIDGE OVER CUCAMONGA CREEK INCLUDING CAPACITY ENHANCEMENT	2035	15,550	Cap. Enhance
115	LH	Fin. Constr.	JURUPA VALLEY		3120016		MARKET ST	RUBIDOUX BLVD.	NORTH OF THE SANTA ANA RIVER	WIDEN FROM 2 TO 4 LANES	WIDEN FROM 2 TO 4 LANES	2030	31,155	Cap. Enhance
116	LH	Fin. Constr.	RIVERSIDE COUNTY	3A04WT165		0	MARKET ST	AT SANTA ANA RIVER		WIDEN FROM 2 TO 4 LANES	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION) BRIDGE. BRIDGE NO. 56C0024	2025	40,900	Cap. Enhance
117	LH	Fin. Constr.	RANCHO MIRAGE		3A07128	0	MONTEREY AVE.	HOVLEY LN WEST	PARK VIEW DR.	WIDEN FROM 4 TO 6 LANES	IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - MONTEREY AVE WIDENING FROM 4TO 6 THROUGH LANES (ADDING A 3RD NB & SB THROUGH LANE) FROM HOVLEY LANE WEST TO PARK VIEW DR IN THE CITIES OF RANCHO MIRAGE AND PALM DESERT, INCLUDING TS MODIFICATION, AND SIGNING AND STRIPING IMPROVEMENTS (RTP ID 3A07116 & 3A07128).	2022	5,345	Cap. Enhance
118	LH	Fin. Constr.	RANCHO MIRAGE		3A07067	0	MONTEREY AVE.	DINAH SHORE DR.	GERALD FORD DR.	WIDEN SB FROM 2 TO 3 LANES	IN COACHELLA VALLEY IN RANCHO MIRAGE - WIDENING OF SOUTH BOUND MONTEREY AVE. FROM 2 TO 3 LANES FROM DINAH SHORE DR TO GERALD FORD DR. (APPROX. 3,480 L.F.). OTHER IMPROVEMENTS INCLUDE INSTALLATION OF CURB AND GUTTER, DRAINAGE IMPROVEMENTS (RETENTION BASINS), SIGNING AND STRIPING, AND TRAFFIC SIGNAL MODIFICATION AT GINGER ROGERS RD.	2017	1,850	Cap. Enhance

Project #	System	Funding Status	Lead Agency	RTP_PROJ1	RTP_PROJ2	Rte. #	Rte. Name	From	To	Project Description	Rte. & Project Description	Completion Year	Project Cost In Thousands	Major Category
119	LH	Fin. Constr.	CATHEDRAL CITY	3160010		0	E. PALM CANYON	CATHEDRAL CANYON DRIVE	DATE PALM DR	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2027	2,562	Cap. Enhance
120	LH	Fin. Constr.	CATHEDRAL CITY	3160011		0	E. PALM CANYON	DATE PALM DR	EAST CATHEDRAL CITY LIMITS	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2030	2,831	Cap. Enhance
121	LH	Fin. Constr.	CATHEDRAL CITY		3160009	0	E. PALM CANYON	WEST CATHEDRAL CITY LIMITS	CATHEDRAL CANYON DRIVE	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2025	11,525	Cap. Enhance
122	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07238		0	RAMON RD	MONTEREY AVE	THOUSAND PALMS CYN RD	WIDEN FROM 2 TO 4 LANES	WIDEN FROM 2 TO 4 LANES	2040	22,466	Cap. Enhance
123	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07235		0	RAMON RD	INTERSECTION OF RAMON RD & VARNER RD	DATE GARDEN DR.	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2040	302	Cap. Enhance
124	LH	Fin. Constr.	RIVERSIDE COUNTY	3A01WT183		0	RAMONA EXPWY	PICO AVE	BRIDGE ST	WIDENING FROM 2 TO 6 LANES	WIDEN FROM 2 TO 6 LANES	2040	80,945	Cap. Enhance
125	LH	Fin. Constr.	RIVERSIDE COUNTY	3A01WT182		0	RAMONA EXPWY	RIDER ST	PICO AVE	WIDENING FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2035	5,661	Cap. Enhance
126	LH	Fin. Constr.	SAN JACINTO	3A01WT210		0	RAMONA EXPWY (PHASE III)	EAGLE RD	LAKE PARK DR	WIDENING FROM 4 TO 6 LANES	WIDENING FROM 4 TO 6 LANES	2030	11,716	Cap. Enhance
127	LH	Fin. Constr.	RIVERSIDE, CITY OF		3A07315	0	VAN BUREN BLVD	AUDREY AVE	GARFIELD	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2026	20,000	Cap. Enhance
128	LH	Fin. Constr.	RIVERSIDE COUNTY	3A01WT199		0	VAN BUREN BLVD	MOCKINGBIRD CANYON RD	WOOD RD	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2022	14,709	Cap. Enhance
129	LH	Fin. Constr.	RIVERSIDE COUNTY	3A07007		0	VAN BUREN BLVD	ORANGE TERRACE PKWY	OPPORTUNITY WAY	WIDEN FROM 4 TO 6 LANES	WIDEN FROM 4 TO 6 LANES	2025	3,983	Cap. Enhance
130	LH	N/A	JURUPA VALLEY		N/A	0	VAN BUREN BOULEVARD	LIMONITE AVENUE	SANTA ANA RIVER	WIDEN ROAD FROM 4 TO 6 LANES	WIDEN ROAD FROM 4 TO 6 LANES	2025	8,538	Cap. Enhance

State Highway and Major Roadway Projects Evaluation

State Freeway Corridor Project Evaluation Criteria			1. CETAP Corridor, I-15 to I-215	2. Mid County Pkwy, I-215 in Perris to SR-79 in San Jacinto	4. I-10, San Bernardino County Line to I-10/SR-60 JCT	40. I-15, I-15/I-215 JCT to San Diego County Line	42. SR-60, Gilman Springs Rd to west of I-10/SR-60 JCT	55. SR-71, SR-91 to San Bernardino County Line	65. SR-79, 2 KM S/O Domenigoni Pkwy to Gilman Springs Rd	66. SR-79, Gillman Springs Rd to Ramona Expwy	79. I-215, Nuevo Rd to Box Springs Rd	80. I-215, SR-91 to SR-60	81. I-215, 1.5 Miles N/O Murrieta Hot Springs Rd to 1 Mile S/O French Valley Pkwy
1	**Project Improves Safety**	**Notes**											
	Project resolves specifically-identified safety issue				√		√						
	Project includes upgrades to improved or more current design standards		√	√		√		√	√	√	√	√	√
2	**Serves Goods Movement**	**Notes**											
	Does the project serve a key goods movement corridor?				√		√					√	
3	**Provides Congestion Relief**	**Notes**											
	Urban	**Rural**											
	LOS F to LOS A	LOS F to LOS A or B	√										
	LOS F to LOS B	LOS F to LOS C											
	LOS E to LOS A	LOS E to LOS A or B					√						√
	LOS F to LOS C	LOS F to LOS D		√									
	LOS E to LOS B	LOS E to LOS C											
	LOS F to LOS D	LOS F to LOS E						√	√				
	LOS E to LOS C	LOS E to LOS D											
	LOS F to LOS E	LOS D to LOS C or Better				√							
	LOS E to LOS D	N/A			√								
	N/A	N/A								√	√		
	LOS D to LOS C or Better	N/A										√	
4	**Facilitates Carpool and Transit Mobility**	**Notes**											
	Does the project serve HOT/HOV lane facilities and/or transit centers?										√	√	
5	**Critical Linkage/New Corridor**	**Notes**											
	Is the project located in a high volume freeway corridor and/or lacking a continuous parallel arterial to provide congestion relief?		√	√	√	√	√	√	√	√	√	√	√
6	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**											
	What is the projects benefit to cost ratio?												
	Benefit to cost ratio: High										√		√
	Benefit to cost ratio: Medium		√	√		√				√			
	Benefit to cost ratio: Low				√		√	√	√			√	
7	**Supports and Provides Access to Communities**	**Notes**											
	Does the project provide access to and/or support multiple communities?		√	√		√			√	√	√	√	√
			5	**5**	**4**	**5**	**4**	**4**	**5**	**5**	**6**	**6**	**5**

Regional Streets and Roads - Capacity Increasing Projects			27. I-15 Malaga Rd Overcrossing	50. SR-60 Indian St Overcrossing Reconstruction	51. SR-60 Graham St Overcrossing Reconstruction	56. SR-74, I-15 to Ethanac Rd	57. SR-74, Matthews Road to SR-79	62. SR-74, Hunco Way to Ortega Mountains	63. SR-74 (Grand Ave), Riverside Dr to Ortega Hwy	64. SR-74 (Riverside Dr), Lakeshore Dr to Grand Ave	67. SR-79, Hunter Rd to Domenigoni Pkwy	68. SR-79 (Temecula Pkwy), I-15 to Pechanga Pkwy	78. SR-111 (Vista Chino), Palm Canyon Dr to Sunrise Wy
1	**Supports Key Regional Policies**	**Notes**											
	Does the project support a key regional policy?										√		
2	**Congestion Relief**	**Notes**											
	Urban	**Rural**											
	LOS F to LOS A	LOS F to LOS A or B								√	√		
	LOS F to LOS B	LOS F to LOS C										√	
	LOS E to LOS A	LOS E to LOS A or B											
	LOS F to LOS C	LOS F to LOS D					√	√	√				
	LOS E to LOS B	LOS E to LOS C											
	LOS F to LOS D	LOS F to LOS E											
	LOS E to LOS C	LOS E to LOS D											
	LOS F to LOS E	LOS D to LOS C or Better				√							
	LOS E to LOS D	N/A											
	N/A	N/A	√	√	√								
	LOS D to LOS C or Better	N/A											√
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	**Notes**											
	Improves congested corridors or provides alternative relief to congested corridors?										√	√	
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**											
	What is the projects benefit to cost ratio?												
	Benefit to cost ratio: High					√	√	√				√	√
	Benefit to cost ratio: Medium									√	√		
	Benefit to cost ratio: Low			√	√				√				
5	**Project Improves Safety**	**Notes**											
	Safety is improved												
	Project resolved specifically-identified safety issue												
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√	√
6	**Provides Access to Other Modes of Transportation**	**Notes**											
	Provides access to major transit centers or HOT/HOV lanes?												

Regional Streets and Roads - Capacity Increasing Projects			96. Arlington Ave, Magnolia Ave to Alessandro Blvd	97. Armstrong Rd, San Bernardino County Line to Valley Wy	98. Avenue 62, Fillmore St to Pierce St	99. Avenue 62, Polk St to Fillmore St	100. Avenue 62, Jackson St to Van Buren St	101. Avenue 62, Van Buren St to Harrison St	102. Avenue 62, Monroe St to Jackson St	103. Avenue 62, Pierce St to SR-86	104. Avenue 62, Harrison St to Tyler St	105. Avenue 62, Tyler St to Polk St	106. Avenue 62, West of SR-111 to West of SR-86
1	**Supports Key Regional Policies**	**Notes**											
	Does the project support a key regional policy?												
2	**Congestion Relief**	**Notes**											
	Urban	**Rural**											
	LOS F to LOS A	LOS F to LOS A or B											
	LOS F to LOS B	LOS F to LOS C											
	LOS E to LOS A	LOS E to LOS A or B											
	LOS F to LOS C	LOS F to LOS D											
	LOS E to LOS B	LOS E to LOS C											
	LOS F to LOS D	LOS F to LOS E											
	LOS E to LOS C	LOS E to LOS D											
	LOS F to LOS E	LOS D to LOS C or Better											
	LOS E to LOS D	N/A											
	N/A	N/A	√	√	√	√	√	√	√	√	√	√	√
	LOS D to LOS C or Better	N/A											
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	**Notes**											
	Improves congested corridors or provides alternative relief to congested corridors?		√										
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**											
	What is the projects benefit to cost ratio?												
	Benefit to cost ratio: High		√	√									
	Benefit to cost ratio: Medium												
	Benefit to cost ratio: Low				√	√	√	√	√	√	√	√	√
5	**Project Improves Safety**	**Notes**											
	Safety is improved												
	Project resolved specifically-identified safety issue												
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√	√
6	**Provides Access to Other Modes of Transportation**	**Notes**											
	Provides access to major transit centers or HOT/HOV lanes?		√										

Regional Streets and Roads - Capacity Increasing Projects			107. Cajalco Rd, Temescal Canyon Rd. to I-215	108. Harrison St, Avenue 54 to Avenue 56	109. Hwy 111, El Dorado Dr to East City Limits	110. Hwy 111, Deep Canyon Channel to Village Center Dr	111. Limonite Ave, Wineville Ave to Etiwanda Ave	112. Limonite Ave, Bain St. to Downey St	113. Limonite Ave, Van Buren Blvd to Baldwin St	114. Limonite Ave, Archibald to Hamner	115. Market St, Rubidoux Blvd to North of the Santa Ana River	116. Market St, at Santa Ana River	117. Monterey Ave, Hovley Ln to Park View Dr
1	**Supports Key Regional Policies**	**Notes**											
	Does the project support a key regional policy?		√		√	√							
2	**Congestion Relief**	**Notes**											
	Urban	**Rural**											
	LOS F to LOS A	LOS F to LOS A or B											
	LOS F to LOS B	LOS F to LOS C											
	LOS E to LOS A	LOS E to LOS A or B											
	LOS F to LOS C	LOS F to LOS D										√	
	LOS E to LOS B	LOS E to LOS C											
	LOS F to LOS D	LOS F to LOS E			√				√				
	LOS E to LOS C	LOS E to LOS D											
	LOS F to LOS E	LOS D to LOS C or Better	√					√					
	LOS E to LOS D	N/A					√						
	N/A	N/A		√						√	√		√
	LOS D to LOS C or Better	N/A				√							
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	**Notes**											
	Improves congested corridors or provides alternative relief to congested corridors?		√		√	√							
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**											
	What is the projects benefit to cost ratio?												
	Benefit to cost ratio: High					√		√	√	√			
	Benefit to cost ratio: Medium				√		√						√
	Benefit to cost ratio: Low		√	√							√	√	
5	**Project Improves Safety**	**Notes**											
	Safety is improved												
	Project resolved specifically-identified safety issue		√										
	Project includes upgrades to improved or more current design standards			√	√	√	√	√	√	√	√	√	√
6	**Provides Access to Other Modes of Transportation**	**Notes**											
	Provides access to major transit centers or HOT/HOV lanes?										√	√	

Regional Streets and Roads - Capacity Increasing Projects			118. Monterey Ave, Dinah Shore Dr to Gerald Ford Dr	119. Palm Canyon, Cathedral Canyon Dr to Date Palm Dr	120. Palm Canyon, Date Palm Dr to East Cathedral City Limits	121. Palm Canyon, West Cathedral City Limits to Cathedral	122. Ramon Rd, Monterey Ave to Thousand Palms Cyn Rd	123. Ramon Rd, Varner Rd to Date Garden Dr.	124. Ramona Expwy, Pico Ave to Bridge St
1	**Supports Key Regional Policies**	**Notes**							
	Does the project support a key regional policy?			√	√	√			√
2	**Congestion Relief**	**Notes**							
	Urban	**Rural**							
	LOS F to LOS A	LOS F to LOS A or B							√
	LOS F to LOS B	LOS F to LOS C					√		
	LOS E to LOS A	LOS E to LOS A or B							
	LOS F to LOS C	LOS F to LOS D							
	LOS E to LOS B	LOS E to LOS C							
	LOS F to LOS D	LOS F to LOS E			√				
	LOS E to LOS C	LOS E to LOS D				√			
	LOS F to LOS E	LOS D to LOS C or Better							
	LOS E to LOS D	N/A							
	N/A	N/A	√	√				√	
	LOS D to LOS C or Better	N/A							
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	**Notes**							
	Improves congested corridors or provides alternative relief to congested corridors?			√	√	√			
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**							
	What is the projects benefit to cost ratio?								
	Benefit to cost ratio: High		√	√	√			√	
	Benefit to cost ratio: Medium					√			
	Benefit to cost ratio: Low						√		√
5	**Project Improves Safety**	**Notes**							
	Safety is improved								
	Project resolved specifically-identified safety issue								
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√
6	**Provides Access to Other Modes of Transportation**	**Notes**							
	Provides access to major transit centers or HOT/HOV lanes?								

Regional Streets and Roads - Capacity Increasing Projects			125. Ramona Expwy, Rider St to Pico Ave	126. Ramona Expwy, Eagle Rd to Lake Park Dr	127. Van Buren Blvd, Audrey Ave to Garfield	128. Van Buren Blvd, Mockingbird Canyon Rd to Wood Rd	129. Van Buren Blvd, Orange Terrace Pkwy to Opportunity Way	130. Van Buren Blvd, Limonite Ave to Santa Ana River	114A. Limonite Blvd, Archibald Ave Ave to Hellman Ave
1	**Supports Key Regional Policies**	**Notes**							
	Does the project support a key regional policy?		√						
2	**Congestion Relief**	**Notes**							
	Urban	**Rural**							
	LOS F to LOS A	LOS F to LOS A or B							
	LOS F to LOS B	LOS F to LOS C							
	LOS E to LOS A	LOS E to LOS A or B							
	LOS F to LOS C	LOS F to LOS D	√	√					
	LOS E to LOS B	LOS E to LOS C							
	LOS F to LOS D	LOS F to LOS E			√	√			
	LOS E to LOS C	LOS E to LOS D							
	LOS F to LOS E	LOS D to LOS C or Better							
	LOS E to LOS D	N/A							
	N/A	N/A					√	√	√
	LOS D to LOS C or Better	N/A							
3	**Improves Congested Corridors or Provides Alternative Relief to Congested Corridors**	**Notes**							
	Improves congested corridors or provides alternative relief to congested corridors?					√	√		
4	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**							
	What is the projects benefit to cost ratio?								
	Benefit to cost ratio: High		√	√		√	√	√	
	Benefit to cost ratio: Medium				√				√
	Benefit to cost ratio: Low								
5	**Project Improves Safety**	**Notes**							
	Safety is improved								
	Project resolved specifically-identified safety issue								
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	
6	**Provides Access to Other Modes of Transportation**	**Notes**							
	Provides access to major transit centers or HOT/HOV lanes?								

Interchange Project Evaluation Criteria			3. I-10/SR-60 Interchange	5. I-10 /Highland Springs Ave IC Improvement	6. I-10/ Highland Springs Ave Reconstruction	7. I-10/ Pennsylvania Ave Reconstruction	8. I-10/ SR-79/ Beaumont Ave Reconstruction	9. I-10/ Oak Valley Pkwy Reconstruction	10. I-10/ Singleton Rd Reconstruction	11. I-10/ Cherry Valley Blvd Interchange	12. I-10/ County Line Rd Reconstruction	13. I-10/ Morongo Pkwy Interchange
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											√
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?		√									√
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?											
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High											
	Benefit to cost ratio: Medium						√		√			
	Benefit to cost ratio: Low		√	√	√	√		√		√	√	√
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?		√				√					
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?											
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?		√				√					

Interchange Project Evaluation Criteria			14. I-10/ Landau Blvd Interchange	15. I-10/ Avenue 50 Interchange	16. I-10/ Dillon Rd Reconstruction	17. I-10/ Jackson St Reconstruction	18. I-10/ Monroe St Reconstruction	19. I-10/ Portola Ave Interchange	20. I-15/ Horsethief Canyon Rd Reconstruction	21. I-15/ Limonite Ave Reconstruction	22. I-15/ Temescal Canyon Reconstruction	23. I-15/ Cajalco Rd Reconstruction
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											√
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?											√
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?											√
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High											
	Benefit to cost ratio: Medium											
	Benefit to cost ratio: Low		√	√	√	√	√	√	√	√	√	√
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?											
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?		√									
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?											√

Interchange Project Evaluation Criteria			24. I-15/ Ontario Ave Reconstruction	25. I-15/ Schleisman Rd Interchange	26. I-15/ Central Ave Reconstruction	28. I-15/ Nichols Rd Reconstruction	29. I-15/ Main St Improvements	30. I-15/ Lake St Reconstruction	31. I-15/ Main St Interchange Improvements	32. I-15/ Franklin St Interchange	33. I-15/ Franklin St Interchange	34. I-15/ Murrieta Hot Springs Rd Improvements
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?		√									
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?		√									
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High		√						√			√
	Benefit to cost ratio: Medium											
	Benefit to cost ratio: Low			√	√	√	√	√		√	√	
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?											
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?											
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?											

Interchange Project Evaluation Criteria			35. I-15/ 6th St Reconstruction	36. I-15/ 2nd St Reconstruction	37. I-15/ Hidden Valley Pkwy Reconstruction	38. I-15/ French Valley Pkwy Improvements	39. I-15/ Rancho California Reconstruction	41. I-15/ Bundy Canyon Rd Reconstruction	43. SR-60/ Portrero Blvd Interchange	44. SR-60/ Mission Blvd Reconstruction	45. SR-60/ Rubidoux Blvd Reconstruction	46. SR-60/ Theodore St Reconstruction
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?					√	√					
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?											
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High			√	√							
	Benefit to cost ratio: Medium		√					√				
	Benefit to cost ratio: Low					√	√		√	√	√	√
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?											
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?					√			√			
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?					√						

Interchange Project Evaluation Criteria			47. SR-60/ Gilman Springs Rd Improvements	48. SR-60/ Redlands Blvd Improvements	49. SR-60/ Moreno Beach Dr Improvements	52. SR-60/ Heacock St Reconstruction	53. SR-60/ Main St Reconstruction	54. SR 60/Perris Blvd Reconstruction	69. SR-86/ Avenue 62 Interchange	70. SR-86/ Avenue 54 Interchange	71. SR-86/ Avenue 52 Interchange	72. SR-86/ Avenue 50 Interchange
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?											
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?											
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High						√					
	Benefit to cost ratio: Medium							√				
	Benefit to cost ratio: Low		√	√	√	√			√	√	√	√
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?								√	√	√	√
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?											
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?											

Interchange Project Evaluation Criteria			73. SR-86/ Dillon Rd Reconstruction	74. SR-86/Avenue 66 Interchange	75. SR-91/ SR-71 Reconstruction	76. SR-91/ Tyler St Reconstruction	77. SR-91/ Adams St Reconstruction	82. I-215/ Placentia Ave	83. I-215/ Scott Rd Reconstruction	84. I-215/ Alessandro Blvd Reconstruction	85. I-215/ Scott Rd Reconstruction	86. I-215/Garbani Rd Interchange
1	**Project Improves Safety**	**Notes**										
	Project resolves specifically-identified safety issue											
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**										
	Provides relief for existing congested facilities?									√		
3	**Serves Congested or Developing Corridors**	**Notes**										
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**										
	Provides acces to major transit centers or HOT/HOV lanes?				√	√	√			√		
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**										
	What is the projects benefit to cost ratio?											
	Benefit to cost ratio: High				√							
	Benefit to cost ratio: Medium									√		
	Benefit to cost ratio: Low		√	√		√	√	√	√		√	√
6	**Serves Goods Movement**	**Notes**										
	Does the project serve a key goods movement corridor?		√	√	√			√		√		
7	**New Interchange**	**Notes**										
	Is the project a new interchange and provides congestion relief to other congested interchanges?							√				
8	**Supports and Provides Access to Communities**	**Notes**										
	Does the interchange provide access to and/or support 3 or more communities?				√					√		

Interchange Project Evaluation Criteria			87. I-215/ Cactus Ave Reconstruction	88. I-215/ Keller Rd Reconstruction	89. I-215/ Ellis Ave Interchange	90. I-215/ Ramona Expwy Reconstruction	91. I-215/ Harley Knox Blvd Reconstruction	92. I-215/ SR-74 Case Rd Reconstruction	93. I-215/ Nuevo Rd Reconstruction	94. I-215/ Sun City Blvd Reconstruction	95. I-215/ Ethanac Rd Improvements
1	**Project Improves Safety**	**Notes**									
	Project resolves specifically-identified safety issue					√					
	Project includes upgrades to improved or more current design standards		√	√	√		√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**									
	Provides relief for existing congested facilities?					√					
3	**Serves Congested or Developing Corridors**	**Notes**									
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**									
	Provides acces to major transit centers or HOT/HOV lanes?							√			
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**									
	What is the projects benefit to cost ratio?										
	Benefit to cost ratio: High						√	√	√		
	Benefit to cost ratio: Medium										
	Benefit to cost ratio: Low		√	√	√	√		√		√	√
6	**Serves Goods Movement**	**Notes**									
	Does the project serve a key goods movement corridor?		√				√				
7	**New Interchange**	**Notes**									
	Is the project a new interchange and provides congestion relief to other congested interchanges?										
8	**Supports and Provides Access to Communities**	**Notes**									
	Does the interchange provide access to and/or support 3 or more communities?					√		√			

Interchange Project Evaluation Criteria			12A. I-10/Sandalwood Dr Improvements	25A. I-15/Bellegrave Interchange	25B. I-15/Temecula Pkwy to Rancho California Rd Aux Lane	25C. I-15/Rancho California Rd to Winchester Rd Aux Lane	25D. I-15/Winchester Rd to Temecula Pkwy Aux Lane	25E. I-15/Rancho California Rd toTemecula Pkwy Aux Lane	25F. I-15/Temescal Canyon to Cajalco Rd Aux Lane	75A. SR-91/Green River Rd to SR-241 Aux Lane
1	**Project Improves Safety**	**Notes**								
	Project resolves specifically-identified safety issue									
	Project includes upgrades to improved or more current design standards		√	√	√	√	√	√	√	√
2	**Provides Mobility and Congestion Relief**	**Notes**								
	Provides relief for existing congested facilities?		√	√	√	√	√	√	√	√
3	**Serves Congested or Developing Corridors**	**Notes**								
	Serves Congested or Developing Corridors		√	√	√	√	√	√	√	√
4	**Serves or Provides Access Regional and/or Corridor Transit Routes**	**Notes**								
	Provides acces to major transit centers or HOT/HOV lanes?			√						√
5	**Cost-Effectiveness of Safety/Operational/Maintenance Benefits**	**Notes**								
	What is the projects benefit to cost ratio?									
	Benefit to cost ratio: High			√						
	Benefit to cost ratio: Medium									
	Benefit to cost ratio: Low		√		√	√	√	√	√	√
6	**Serves Goods Movement**	**Notes**								
	Does the project serve a key goods movement corridor?		√	√						
7	**New Interchange**	**Notes**								
	Is the project a new interchange and provides congestion relief to other congested interchanges?			√						
8	**Supports and Provides Access to Communities**	**Notes**								
	Does the interchange provide access to and/or support 3 or more communities?									

Benefit/Cost Calculation

						Safety Benefits: $12.82 x ADT x L (Length) x Project Design Life (DL)					Operational Benefits: $0.11 x ADT x L (Length) x Project Design Life					Maintenance Benefits: (Full Reconstruction Only): $176,000 x L (Length)			Travel Time Benefits: $20.00 x Reduction in Annual Travel Hours x Project Design Life				
Project Number	Route Name	From	To	Length (mi)	Project Type		ADT	Length (mi)	DL	Value		ADT	Length (mi)	DL	Value		Length (r	Value		Reduction in Annual Travel Hours	DL	Value	B/C Ratio
1	CETAP CORRIDOR	I-15	I-215	17.0	New 6L Freeway	$12.82	100,000	17.0	20	$435,880,000	$0.011	100,000	17.0	20	$374,000	$176,000	17.0	$2,992,000	$20.00	6,563,678	20	$2,625,471,282	1.29
2	MID COUNTY PARKWAY	I-215 in Perris	SR 79 in San Jacinto	16.0	New 6L Freeway	$12.82	105,000	16.0	20	$430,752,000	$0.011	105,000	16.0	20	$369,600	$176,000	16.0	$2,816,000	$20.00	6,486,458	20	$2,594,583,385	1.79
3	I-10	I-10/SR-60 JCT		4.0	Upgraded Interchange	$12.82	101,800	4.0	20	$104,406,080	$0.011	101,800	4.0	20	$89,584	$176,000	4.0	$704,000	$20.00	196,044	20	$78,417,671	0.65
4	I-10	SAN BERNARDINO COUNTY LINE	I-10/SR60 JCT	7.0	New Truck Lane	$12.82	77,700	7.0	20	$139,455,960	$0.011	77,700	7.0	20	$119,658	$176,000	7.0	$1,232,000	$20.00	423,001	20	$169,200,317	8.68
5	I-10	HIGHLAND SPRINGS AVE		2.0	Upgraded Interchange	$12.82	8,200	2.0	20	$4,204,960	$0.011	8,200	2.0	20	$3,608	$176,000	2.0	$352,000	$20.00	7,896	20	$3,158,276	0.09
6	I-10	HIGHLAND SPRINGS AVE		2.0	Upgraded Interchange	$12.82	8,200	2.0	20	$4,204,960	$0.011	8,200	2.0	20	$3,608	$176,000	2.0	$352,000	$20.00	7,896	20	$3,158,276	0.14
7	I-10	PENNSYLVANIA AVE		2.0	Upgraded Interchange	$12.82	7,300	2.0	20	$3,743,440	$0.011	7,300	2.0	20	$3,212	$176,000	2.0	$352,000	$20.00	7,029	20	$2,811,636	0.23
8	I-10	AT SR-79/ BEAUMONT AVE		2.0	Upgraded Interchange	$12.82	66,200	2.0	20	$33,947,360	$0.011	66,200	2.0	20	$29,128	$176,000	2.0	$352,000	$20.00	63,743	20	$25,497,298	2.13
9	I-10	OAK VALLEY PKWY		2.0	Upgraded Interchange	$12.82	22,500	2.0	20	$11,538,000	$0.011	22,500	2.0	20	$9,900	$176,000	2.0	$352,000	$20.00	21,665	20	$8,666,000	0.43
10	I-10	SINGELTON RD		2.0	Upgraded Interchange	$12.82	85,700	2.0	20	$43,946,960	$0.011	85,700	2.0	20	$37,708	$176,000	2.0	$352,000	$20.00	82,520	20	$33,007,831	2.01
11	I-10	CHERRY VALLEY BLVD		2.0	Upgraded Interchange	$12.82	18,800	2.0	20	$9,640,640	$0.011	18,800	2.0	20	$8,272	$176,000	2.0	$352,000	$20.00	18,102	20	$7,240,924	0.35
12	I-10	COUNTY LINE RD		2.0	Upgraded Interchange	$12.82	7,900	2.0	20	$4,051,120	$0.011	7,900	2.0	20	$3,476	$176,000	2.0	$352,000	$20.00	7,607	20	$3,042,729	0.50
12A	I-10	SANDALWOOD DR		2.0	Upgraded Interchange	$12.82	12,200	2.0	20	$6,256,160	$0.011	12,200	2.0	20	$5,368	$176,000	2.0	$352,000	$20.00	11,747	20	$4,698,898	0.27
13	I-10	MORONGO PKWY		2.0	Upgrade Interchange	$12.82	19,000	2.0	20	$9,743,200	$0.011	19,000	2.0	20	$8,360	$176,000	2.0	$352,000	$20.00	18,295	20	$7,317,956	0.35
14	I-10	LANDAU BLVD		2.0	New Interchange	$12.82	1,000	2.0	20	$512,800	$0.011	1,000	2.0	20	$440	$176,000	2.0	$352,000	$20.00	963	20	$385,156	0.01
15	I-10	AVENUE 50		2.0	New Interchange	$12.82	10,700	2.0	20	$5,486,960	$0.011	10,700	2.0	20	$4,708	$176,000	2.0	$352,000	$20.00	10,303	20	$4,121,164	0.27
16	I-10	DILLON RD		2.0	Upgraded Interchange	$12.82	24,700	2.0	20	$12,666,160	$0.011	24,700	2.0	20	$10,868	$176,000	2.0	$352,000	$20.00	23,783	20	$9,513,342	0.87
17	I-10	JACKSON ST		2.0	Upgraded Interchange	$12.82	18,500	2.0	20	$9,486,800	$0.011	18,500	2.0	20	$8,140	$176,000	2.0	$352,000	$20.00	17,813	20	$7,125,378	0.30
18	I-10	MONROE ST		2.0	Upgraded Interchange	$12.82	9,400	2.0	20	$4,820,320	$0.011	9,400	2.0	20	$4,136	$176,000	2.0	$352,000	$20.00	9,051	20	$3,620,462	0.19
19	I-10	PORTOLA AVE		2.0	New Interchange	$12.82	20,600	2.0	20	$10,563,680	$0.011	20,600	2.0	20	$9,064	$176,000	2.0	$352,000	$20.00	19,836	20	$7,934,204	0.26
20	I-15	HORSETHIEF		2.0	Upgraded Interchange	$12.82	5,000	2.0	20	$2,564,000	$0.011	5,000	2.0	20	$2,200	$176,000	2.0	$352,000	$20.00	4,814	20	$1,925,778	0.09
21	I-15	LIMONITE AVENUE		2.0	Upgraded Interchange	$12.82	49,500	2.0	20	$25,383,600	$0.011	49,500	2.0	20	$21,780	$176,000	2.0	$352,000	$20.00	47,663	20	$19,065,200	0.66
22	I-15	TEMESCAL CANYON		2.0	Upgraded Interchange	$12.82	21,000	2.0	20	$10,768,800	$0.011	21,000	2.0	20	$9,240	$176,000	2.0	$352,000	$20.00	20,221	20	$8,088,267	0.64
23	I-15	CAJALCO RD		2.0	Upgraded Interchange	$12.82	48,200	2.0	20	$24,716,960	$0.011	48,200	2.0	20	$21,208	$176,000	2.0	$352,000	$20.00	46,411	20	$18,564,498	0.59
24	I-15	ONTARIO AVE		2.0	Upgraded Interchange	$12.82	34,400	2.0	20	$17,640,320	$0.011	34,400	2.0	20	$15,136	$176,000	2.0	$352,000	$20.00	33,123	20	$13,249,351	5.14
25	I-15	SCHLEISMAN RD		2.0	New Interchange	$12.82	36,500	2.0	20	$18,717,200	$0.011	36,500	2.0	20	$16,060	$176,000	2.0	$352,000	$20.00	35,145	20	$14,058,178	0.36
25A	I-15	BELLEGRAVE AVE		2.0	New Interchange	$12.82	29,500	2.0	20	$15,127,600	$0.011	29,500	2.0	20	$12,980	$176,000	2.0	$352,000	$20.00	28,405	20	$11,362,089	4.89
25B	I-15	TEMECULA PKWY		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,926	20	$770,311	0.29
25C	I-15	RANCHO CALIFORNIA RD		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,926	20	$770,311	0.24
25D	I-15	WINCHESTER RD		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,926	20	$770,311	0.18
25E	I-15	RANCHO CALIFORNIA RD		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,926	20	$770,311	0.19
25F	I-15	TEMESCAL CANYON RD		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,926	20	$770,311	0.07

						Safety Benefits: $12.82 x ADT x L (Length) x Project Design Life (DL)					Operational Benefits: $0.11 x ADT x L (Length) x Project Design Life					Maintenance Benefits: (Full Reconstruction Only): $176,000 x L (Length)			Travel Time Benefits: $20.00 x Reduction in Annual Travel Hours x Project Design Life				
Project Number	Route Name	From	To	Length (mi)	Project Type		ADT	Length (mi)	DL	Value		ADT	Length (mi)	DL	Value		Length (r	Value		Reduction in Annual Travel Hours	DL	Value	B/C Ratio
26	I-15	SR-74/CENTRAL AVE		2.0	Upgrade Interchange/Lanes	$12.82	36,300	2.0	20	$18,614,640	$0.011	36,300	2.0	20	$15,972	$176,000	2.0	$352,000	$20.00	34,953	20	$13,981,147	0.87
27	I-15	MALAGA RD		1.0	New Overcrossing	$12.82	5,000	1.0	20	$1,282,000	$0.011	5,000	1.0	20	$1,100	$176,000	1.0	$176,000	$20.00	1,805	20	$722,167	0.06
28	I-15	NICHOLS RD		2.0	Upgraded Interchange	$12.82	23,500	2.0	20	$12,050,800	$0.011	23,500	2.0	20	$10,340	$176,000	2.0	$352,000	$20.00	22,628	20	$9,051,156	0.46
29	I-15	MAIN ST.		2.0	Upgraded Interchange	$12.82	11,600	2.0	20	$5,948,480	$0.011	11,600	2.0	20	$5,104	$176,000	2.0	$352,000	$20.00	11,170	20	$4,467,804	0.51
30	I-15	LAKE ST		2.0	Upgraded Interchange	$12.82	40,100	2.0	20	$20,563,280	$0.011	40,100	2.0	20	$17,644	$176,000	2.0	$352,000	$20.00	38,612	20	$15,444,738	1.79
31	I-15	MAIN ST.		2.0	Upgraded Interchange	$12.82	11,600	2.0	20	$5,948,480	$0.011	11,600	2.0	20	$5,104	$176,000	2.0	$352,000	$20.00	11,170	20	$4,467,804	2.57
32	I-15	FRANKLIN ST		2.0	Upgraded Interchange (2022)	$12.82	7,200	2.0	20	$3,692,160	$0.011	7,200	2.0	20	$3,168	$176,000	2.0	$352,000	$20.00	6,933	20	$2,773,120	0.19
33	I-15	FRANKLIN ST		2.0	Upgraded Interchange (2032)	$12.82	7,200	2.0	20	$3,692,160	$0.011	7,200	2.0	20	$3,168	$176,000	2.0	$352,000	$20.00	6,933	20	$2,773,120	0.12
34	I-15	MURRIETA HOT		2.0	Upgraded Interchange	$12.82	41,400	2.0	20	$21,229,920	$0.011	41,400	2.0	20	$18,216	$176,000	2.0	$352,000	$20.00	39,864	20	$15,945,440	4.64
35	I-15	6TH ST		2.0	Upgraded Interchange	$12.82	30,000	2.0	20	$15,384,000	$0.011	30,000	2.0	20	$13,200	$176,000	2.0	$352,000	$20.00	28,887	20	$11,554,667	1.14
36	I-15	2ND ST		2.0	Upgraded Interchange	$12.82	20,000	2.0	20	$10,256,000	$0.011	20,000	2.0	20	$8,800	$176,000	2.0	$352,000	$20.00	19,258	20	$7,703,111	2.33
37	I-15	HIDDEN VALLEY PKWY		2.0	Upgraded Interchange	$12.82	15,600	2.0	20	$7,999,680	$0.011	15,600	2.0	20	$6,864	$176,000	2.0	$352,000	$20.00	15,021	20	$6,008,427	3.26
38	I-15	FRENCH VALLEY PKWY		4.0	Upgraded Interchange	$12.82	40,800	4.0	20	$41,844,480	$0.011	40,800	4.0	20	$35,904	$176,000	4.0	$704,000	$20.00	78,572	20	$31,428,693	0.34
39	I-15	RANCHO CALIFORNIA RD		2.0	Upgraded Interchange	$12.82	45,600	2.0	20	$23,383,680	$0.011	45,600	2.0	20	$20,064	$176,000	2.0	$352,000	$20.00	43,908	20	$17,563,093	0.70
40	1-15	I-15/I-215 JCT	SAN DIEGO COUNTY LINE	9.0	Add 2 Mixed Flow Lanes and 2 HOV Lanes	$12.82	154,100	9.0	20	$355,601,160	$0.011	154,100	9.0	20	$305,118	$176,000	9.0	$1,584,000	$20.00	1,078,617	20	$431,446,809	1.21
41	I-15	BUNDY CANYON RD		2.0	Upgraded Interchange	$12.82	39,600	2.0	20	$20,306,880	$0.011	39,600	2.0	20	$17,424	$176,000	2.0	$352,000	$20.00	38,130	20	$15,252,160	1.49
42	SR-60	NEAR GILMAN SPRINGS RD	WEST OF JCT I-10/SR60	2.0	Add Auxiliary Truck Lanes	$12.82	50,900	2.0	20	$26,101,520	$0.011	50,900	2.0	20	$22,396	$176,000	2.0	$352,000	$20.00	79,172	20	$31,668,675	0.46
43	SR-60	PORTRERO BLVD		2.0	New Interchange	$12.82	22,800	2.0	20	$11,691,840	$0.011	22,800	2.0	20	$10,032	$176,000	2.0	$352,000	$20.00	35,464	20	$14,185,575	0.33
44	SR-60	MISSION BLVD		2.0	Upgraded Interchange	$12.82	32,600	2.0	20	$16,717,280	$0.011	32,600	2.0	20	$14,344	$176,000	2.0	$352,000	$20.00	50,707	20	$20,282,884	0.57
45	SR-60	RUBIDOUX BLVD		2.0	Upgraded Interchange	$12.82	32,300	2.0	20	$16,563,440	$0.011	32,300	2.0	20	$14,212	$176,000	2.0	$352,000	$20.00	50,241	20	$20,096,232	1.30
46	SR-60	THEODORE ST		2.0	Upgraded Interchange	$12.82	10,900	2.0	20	$5,589,520	$0.011	10,900	2.0	20	$4,796	$176,000	2.0	$352,000	$20.00	16,954	20	$6,781,701	0.13
47	SR-60	GILMAN SPRINGS RD		2.0	Upgraded Interchange	$12.82	34,200	2.0	20	$17,537,760	$0.011	34,200	2.0	20	$15,048	$176,000	2.0	$352,000	$20.00	53,196	20	$21,278,363	0.56
48	SR-60	REDLANDS BLVD		2.0	Upgraded Interchange	$12.82	39,000	2.0	20	$19,999,200	$0.011	39,000	2.0	20	$17,160	$176,000	2.0	$352,000	$20.00	60,662	20	$24,264,800	0.86
49	SR-60	MORENO BEACH DR		2.0	Upgraded Interchange	$12.82	35,900	2.0	20	$18,409,520	$0.011	35,900	2.0	20	$15,796	$176,000	2.0	$352,000	$20.00	55,840	20	$22,336,059	1.01
50	SR-60	INDIAN ST		1.0	Upgraded Overcrossing	$12.82	1,100	1.0	20	$282,040	$0.011	1,100	1.0	20	$242	$176,000	1.0	$176,000	$20.00	397	20	$158,877	0.04
51	SR-60	GRAHAM ST OVERCROSSING		1.0	New Overcrossing	$12.82	4,000	1.0	20	$1,025,600	$0.011	4,000	1.0	20	$880	$176,000	1.0	$176,000	$20.00	1,444	20	$577,733	0.09
52	SR-60	HEACOCK ST		2.0	Upgraded Interchange	$12.82	20,200	2.0	20	$10,358,560	$0.011	20,200	2.0	20	$8,888	$176,000	2.0	$352,000	$20.00	31,420	20	$12,567,922	0.98
53	SR-60	MAIN ST		2.0	Upgraded Interchange	$12.82	47,100	2.0	20	$24,152,880	$0.011	47,100	2.0	20	$20,724	$176,000	2.0	$352,000	$20.00	73,261	20	$29,304,412	2.65
54	SR-60	PERRIS BLVD		2.0	Upgraded Interchange	$12.82	49,100	2.0	20	$25,178,480	$0.011	49,100	2.0	20	$21,604	$176,000	2.0	$352,000	$20.00	76,372	20	$30,548,761	1.50
55	SR-71	SR-91	SAN BERNARDINO COUNTY LINE	4.0	4L Freeway to 6L Freeway	$12.82	73,000	4.0	20	$74,868,800	$0.011	73,000	4.0	20	$64,240	$176,000	4.0	$704,000	$20.00	227,094	20	$90,837,456	0.94
56	SR-74	I-15	ETHANAC RD	5.0	4L Arterial to 6L Arterial	$12.82	59,100	5.0	20	$75,766,200	$0.011	59,100	5.0	20	$65,010	$176,000	5.0	$880,000	$20.00	106,700	20	$42,680,050	4.01

						Safety Benefits: $12.82 x ADT x L (Length) x Project Design Life (DL)					Operational Benefits: $0.11 x ADT x L (Length) x Project Design Life					Maintenance Benefits: (Full Reconstruction Only): $176,000 x L (Length)			Travel Time Benefits: $20.00 x Reduction in Annual Travel Hours x Project Design Life				B/C Ratio
Project Number	Route Name	From	To	Length (mi)	Project Type		ADT	Length (mi)	DL	Value		ADT	Length (mi)	DL	Value		Length (r	Value		Reduction in Annual Travel Hours	DL	Value	
61	SR-74	PM 37.955	PM 42.088	5.0	Widen 4 to 6 Lanes	$12.82	51,700	5.0	20	$66,279,400	$0.011	51,700	5.0	20	$56,870	$176,000	5.0	$880,000	$20.00	93,340	20	$37,336,017	20.91
62	SR-74	HUNCO WAY	ORTEGA MOUNTAINS	5.0	2L Arterial to 6L Arterial	$12.82	41,700	5.0	20	$53,459,400	$0.011	41,700	5.0	20	$45,870	$176,000	5.0	$880,000	$20.00	75,286	20	$30,114,350	7.35
63	SR -74 (GRAND AVE)	RIVERSIDE DR (SR-74)	ORTEGA HWY (SR-74)	1.0	Widen 2-4 Lanes	$12.82	17,600	1.0	20	$4,512,640	$0.011	17,600	1.0	20	$3,872	$176,000	1.0	$176,000	$20.00	6,355	20	$2,542,027	0.45
64	SR-74 (RIVERSIDE DR)	LAKESHORE DR	GRAND AVE	2.0	Widen 2-6 Lanes	$12.82	22,000	2.0	20	$11,281,600	$0.011	22,000	2.0	20	$9,680	$176,000	2.0	$352,000	$20.00	15,888	20	$6,355,067	1.20
65	SR-79	2.0 KM S/O DOMENIGONI PKWY	GILMAN SPRINGS RD	8.0	New 4L Freeway	$12.82	61,400	8.0	20	$125,943,680	$0.011	61,400	8.0	20	$108,064	$176,000	8.0	$1,408,000	$20.00	1,896,517	20	$758,606,761	0.58
66	SR 79 (SANDERSON AVE)	GILMAN SPRINGS RD	RAMONA EXPWY	2.0	Widen 4-6 Lanes	$12.82	61,400	2.0	20	$31,485,920	$0.011	61,400	2.0	20	$27,016	$176,000	2.0	$352,000	$20.00	44,341	20	$17,736,413	1.34
67	SR-79	HUNTER RD	DOMENIGONI PKWY	10.0	4L Arterial to 6L Arterial	$12.82	45,200	10.0	20	$115,892,800	$0.011	45,200	10.0	20	$99,440	$176,000	10.0	$1,760,000	$20.00	163,210	20	$65,283,867	1.47
68	SR-79/TEMECULA PKWAY	I-15	PECHANGA PKWY	1.0	Widen 6-8 Lanes	$12.82	55,400	1.0	20	$14,204,560	$0.011	55,400	1.0	20	$12,188	$176,000	1.0	$176,000	$20.00	20,004	20	$8,001,607	10.35
69	SR-86	AVE 62		2.0	New Interchange	$12.82	13,300	2.0	20	$6,820,240	$0.011	13,300	2.0	20	$5,852	$176,000	2.0	$352,000	$20.00	9,605	20	$3,841,927	0.16
70	SR-86	AVE 54		2.0	New Interchange	$12.82	5,200	2.0	20	$2,666,560	$0.011	5,200	2.0	20	$2,288	$176,000	2.0	$352,000	$20.00	3,755	20	$1,502,107	0.05
71	SR-86	AVENUE 52		2.0	New Interchange	$12.82	24,300	2.0	20	$12,461,040	$0.011	24,300	2.0	20	$10,692	$176,000	2.0	$352,000	$20.00	17,549	20	$7,019,460	0.60
72	SR-86	AVE 50		2.0	New Interchange	$12.82	31,900	2.0	20	$16,358,320	$0.011	31,900	2.0	20	$14,036	$176,000	2.0	$352,000	$20.00	23,037	20	$9,214,847	0.81
73	SR-86	DILLON RD		2.0	Upgraded Interchange	$12.82	19,500	2.0	20	$9,999,600	$0.011	19,500	2.0	20	$8,580	$176,000	2.0	$352,000	$20.00	14,082	20	$5,632,900	0.60
74	SR-86	AVE 66		2.0	New Interchange	$12.82	17,400	2.0	20	$8,922,720	$0.011	17,400	2.0	20	$7,656	$176,000	2.0	$352,000	$20.00	12,566	20	$5,026,280	0.21
75	SR-91	SR-91/SR-71 JCT		4.0	Upgraded Interchange	$12.82	171,600	4.0	20	$175,992,960	$0.011	171,600	4.0	20	$151,008	$176,000	4.0	$704,000	$20.00	247,848	20	$99,139,040	2.18
75A	SR-91	GREEN RIVER RD		2.0	Auxiliary Lane	$12.82	2,000	2.0	20	$1,025,600	$0.011	2,000	2.0	20	$880	$176,000	2.0	$352,000	$20.00	1,444	20	$577,733	0.04
76	SR-91	TYLER ST		2.0	Upgraded Interchange	$12.82	14,200	2.0	20	$7,281,760	$0.011	14,200	2.0	20	$6,248	$176,000	2.0	$352,000	$20.00	10,255	20	$4,101,907	0.24
77	SR-91	ADAMS ST		2.0	Upgraded Interchange	$12.82	26,800	2.0	20	$13,743,040	$0.011	26,800	2.0	20	$11,792	$176,000	2.0	$352,000	$20.00	19,354	20	$7,741,627	0.68
78	SR-111	N. PALM CANYON DR	SUNRISE PARKWAY	2.0	4L Arterial to 6L Arterial	$12.82	34,700	2.0	20	$17,794,160	$0.011	34,700	2.0	20	$15,268	$176,000	2.0	$352,000	$20.00	25,059	20	$10,023,673	3.35
79	I-215	NUEVO RD	BOX SPRINGS RD	11.0	6L Freeway to 8L Freeway	$12.82	87,800	11.0	20	$247,631,120	$0.011	87,800	11.0	20	$212,476	$176,000	11.0	$1,936,000	$20.00	751,120	20	$300,447,998	2.59
80	I-215	SR-91	SR-60	6.0	Corridor Improvements	$12.82	112,000	6.0	20	$172,300,800	$0.011	112,000	6.0	20	$147,840	$176,000	6.0	$1,056,000	$20.00	522,626	20	$209,050,585	0.49
81	I-215	1.5 MILES N/O MURRIETA HOT SPRINGS RD	ONE MILE S/O FRENCH VALLEY PARKWAY	3.0	Add Mixed Flow and Auxilary Lane	$12.82	65,000	3.0	20	$49,998,000	$0.011	65,000	3.0	20	$42,900	$176,000	3.0	$528,000	$20.00	151,655	20	$60,662,000	7.48
82	I-215	PLACENTIA AVE		2.0	Upgraded Interchange	$12.82	21,500	2.0	20	$11,025,200	$0.011	21,500	2.0	20	$9,460	$176,000	2.0	$352,000	$20.00	15,527	20	$6,210,633	0.26
83	I-215	SCOTT RD		2.0	Upgraded Interchange (2020)	$12.82	30,400	2.0	20	$15,589,120	$0.011	30,400	2.0	20	$13,376	$176,000	2.0	$352,000	$20.00	21,954	20	$8,781,547	0.43
84	I-215	ALESSANDRO BLVD		2.0	Upgraded Interchange	$12.82	67,200	2.0	20	$34,460,160	$0.011	67,200	2.0	20	$29,568	$176,000	2.0	$352,000	$20.00	48,530	20	$19,411,840	1.81
85	I-215	SCOTT RD		2.0	Upgraded Interchange (2038)	$12.82	30,400	2.0	20	$15,589,120	$0.011	30,400	2.0	20	$13,376	$176,000	2.0	$352,000	$20.00	21,954	20	$8,781,547	0.42
86	I-215	GARBANI RD		2.0	New Interchange	$12.82	9,400	2.0	20	$4,820,320	$0.011	9,400	2.0	20	$4,136	$176,000	2.0	$352,000	$20.00	6,788	20	$2,715,347	0.13
87	I-215	CACTUS AVE		2.0	Upgraded Interchange	$12.82	71,000	2.0	20	$36,408,800	$0.011	71,000	2.0	20	$31,240	$176,000	2.0	$352,000	$20.00	51,274	20	$20,509,533	0.88
88	I-215	KELLER RD		2.0	Upgraded Interchange	$12.82	5,000	2.0	20	$2,564,000	$0.011	5,000	2.0	20	$2,200	$176,000	2.0	$176,000	$20.00	3,611	20	$1,444,333	0.13
89	I-215	ELLIS AVE		2.0	New Interchange	$12.82	71,800	2.0	20	$36,819,040	$0.011	71,800	2.0	20	$31,592	$176,000	2.0	$352,000	$20.00	51,852	20	$20,740,627	0.44
90	I-215	RAMONA EXPWY		2.0	Upgraded Interchange	$12.82	79,500	2.0	20	$40,767,600	$0.011	79,500	2.0	20	$34,980	$176,000	2.0	$352,000	$20.00	57,412	20	$22,964,900	0.74
91	I-215	HARLEY KNOX BLVD		2.0	Upgraded Interchange	$12.82	87,800	2.0	20	$45,023,840	$0.011	87,800	2.0	20	$38,632	$176,000	2.0	$352,000	$20.00	63,406	20	$25,362,493	2.18
92	I-215	CASE RD/MATHEWS RD		2.0	Upgraded Interchange	$12.82	41,400	2.0	20	$21,229,920	$0.011	41,400	2.0	20	$18,216	$176,000	2.0	$352,000	$20.00	29,898	20	$11,959,080	1.60
93	I-215	NUEVO RD		2.0	Upgraded Interchange	$12.82	71,800	2.0	20	$36,819,040	$0.011	71,800	2.0	20	$31,592	$176,000	2.0	$352,000	$20.00	51,852	20	$20,740,627	4.46

						Safety Benefits: $12.82 x ADT x L (Length) x Project Design Life (DL)					Operational Benefits: $0.11 x ADT x L (Length) x Project Design Life					Maintenance Benefits: (Full Reconstruction Only): $176,000 x L (Length)			Travel Time Benefits: $20.00 x Reduction in Annual Travel Hours x Project Design Life				
Project Number	Route Name	From	To	Length (mi)	Project Type		ADT	Length (mi)	DL	Value		ADT	Length (mi)	DL	Value		Length (r	Value		Reduction in Annual Travel Hours	DL	Value	B/C Ratio
94	I-215	SUN CITY BLVD./MCCALL		2.0	Upgraded Interchange	$12.82	15,600	2.0	20	$7,999,680	$0.011	15,600	2.0	20	$6,864	$176,000	2.0	$352,000	$20.00	11,266	20	$4,506,320	0.34
95	I-215	ETHANAC RD		2.0	Upgraded Interchange	$12.82	23,100	2.0	20	$11,845,680	$0.011	23,100	2.0	20	$10,164	$176,000	2.0	$352,000	$20.00	16,682	20	$6,672,820	0.76
96	ARLINGTON AVE	MAGNOLIA AVE	ALESSANDRO BLVD	3.0	WIDEN FROM 4 TO 6 LANES	$12.82	61,700	3.0	20	$47,459,640	$0.011	61,700	3.0	20	$40,722	$176,000	3.0	$528,000	$20.00	66,837	20	$26,734,610	5.54
97	ARMSTRONG RD	SAN BERNARDINO COUNTY LINE	VALLEY WAY	2.0	WIDEN FROM 2 TO 4 LANES	$12.82	52,400	2.0	20	$26,870,720	$0.011	52,400	2.0	20	$23,056	$176,000	2.0	$352,000	$20.00	37,842	20	$15,136,613	4.74
98	AVE 62	FILLMORE ST	PIERCE ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	600	1.0	20	$153,840	$0.011	600	1.0	20	$132	$176,000	1.0	$176,000	$20.00	217	20	$86,660	0.01
99	AVE 62	POLK ST	FILLMORE ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	600	1.0	20	$153,840	$0.011	600	1.0	20	$132	$176,000	1.0	$176,000	$20.00	217	20	$86,660	0.02
100	AVE 62	JACKSON ST	VAN BUREN ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	3,400	1.0	20	$871,760	$0.011	3,400	1.0	20	$748	$176,000	1.0	$176,000	$20.00	1,228	20	$491,073	0.10
101	AVE 62	VAN BUREN ST	HARRISON ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	4,800	1.0	20	$1,230,720	$0.011	4,800	1.0	20	$1,056	$176,000	1.0	$176,000	$20.00	1,733	20	$693,280	0.15
102	AVE 62	MONROE ST	JACKSON ST	4.0	WIDEN FROM 2 TO 6 LANES	$12.82	5,100	4.0	20	$5,230,560	$0.011	5,100	4.0	20	$4,488	$176,000	4.0	$704,000	$20.00	7,366	20	$2,946,440	0.70
103	AVE 62	PIERCE ST	SR-86	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	2,000	1.0	20	$512,800	$0.011	2,000	1.0	20	$440	$176,000	1.0	$176,000	$20.00	722	20	$288,867	0.08
104	AVE 62	HARRISON ST	TYLER ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	200	1.0	20	$51,280	$0.011	200	1.0	20	$44	$176,000	1.0	$176,000	$20.00	72	20	$28,887	0.03
105	AVE 62	TYLER ST	POLK ST	1.0	WIDEN FROM 2 TO 6 LANES	$12.82	200	1.0	20	$51,280	$0.011	200	1.0	20	$44	$176,000	1.0	$176,000	$20.00	72	20	$28,887	0.03
106	AVE 62	WEST OF SR-111	WEST OF SR-86	1.0	GRADE SEPARATION - 2 LANES AT UPRR TRACKS AND SR111	$12.82	2,000	1.0	20	$512,800	$0.011	2,000	1.0	20	$440	$176,000	1.0	$176,000	$20.00	722	20	$288,867	0.01
107	CAJALCO RD	TEMESCAL CYN RD	I-215	16.0	2L Arterial to 4L Arterial	$12.82	24,000	16.0	20	$98,457,600	$0.011	24,000	16.0	20	$84,480	$176,000	16.0	$2,816,000	$20.00	138,656	20	$55,462,400	0.39
108	HARRISON ST	AVE 54	AVE 56	1.0	WIDEN FROM 2 TO 4 LANES	$12.82	16,700	1.0	20	$4,281,880	$0.011	16,700	1.0	20	$3,674	$176,000	1.0	$176,000	$20.00	6,030	20	$2,412,037	0.78
109	HWY 111	EL DORADO DR	EAST CITY LIMIT	2.0	Widen 4-6 lanes	$12.82	49,900	2.0	20	$25,588,720	$0.011	49,900	2.0	20	$21,956	$176,000	2.0	$352,000	$20.00	36,036	20	$14,414,447	1.23
110	HWY 111	DEEP CANYON CHANNEL	WEST CITY LIMIT	4.0	Widen 4-6 lanes	$12.82	49,900	4.0	20	$51,177,440	$0.011	49,900	4.0	20	$43,912	$176,000	4.0	$704,000	$20.00	72,072	20	$28,828,893	2.91
111	LIMONITE AVE	WINEVILLE AVE.	ETIWANDA AVE	1.0	WIDEN EB LANE FROM 1 LANE TO 2 LANES.	$12.82	33,000	1.0	20	$8,461,200	$0.011	33,000	1.0	20	$7,260	$176,000	1.0	$176,000	$20.00	11,916	20	$4,766,300	1.92
112	LIMONITE AVE	BAIN ST.	DOWNEY ST	1.0	WIDEN FROM 2 TO 4 LANES	$12.82	39,100	1.0	20	$10,025,240	$0.011	39,100	1.0	20	$8,602	$176,000	1.0	$176,000	$20.00	14,118	20	$5,647,343	2.44
113	LIMONITE AVE	VAN BUREN BLVD	BALDWIN ST	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	31,700	1.0	20	$8,127,880	$0.011	31,700	1.0	20	$6,974	$176,000	1.0	$176,000	$20.00	11,446	20	$4,578,537	6.90
114	LIMONITE AVE.	ARCHIBALD	HAMNER	2.0	WIDENING OF LIMONITE AVE FROM 4 TO 6 LANES	$12.82	34,200	2.0	20	$17,537,760	$0.011	34,200	2.0	20	$15,048	$176,000	2.0	$352,000	$20.00	24,698	20	$9,879,240	3.46
114A	LIMONITE AVE.	ARCHIBALD	HELLMAN	1.0	NEW ROADWAY	$12.82	32,600	1.0	20	$8,358,640	$0.011	32,600	1.0	20	$7,172	$176,000	1.0	$176,000	$20.00	11,771	20	$4,708,527	0.85
115	MARKET ST	RUBIDOUX BLVD.	NORTH OF THE SANTA ANA RIVER	1.0	WIDEN FROM 2 TO 4 LANES	$12.82	32,500	1.0	20	$8,333,000	$0.011	32,500	1.0	20	$7,150	$176,000	1.0	$176,000	$20.00	11,735	20	$4,694,083	0.42
116	MARKET ST	AT SANTA ANA RIVER		1.0	WIDEN FROM 2 TO 4 LANES	$12.82	25,500	1.0	20	$6,538,200	$0.011	25,500	1.0	20	$5,610	$176,000	1.0	$176,000	$20.00	9,208	20	$3,683,050	0.25
117	MONTEREY AVE.	HOVLEY LN WEST	PARK VIEW DR.	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	14,800	1.0	20	$3,794,720	$0.011	14,800	1.0	20	$3,256	$176,000	1.0	$176,000	$20.00	5,344	20	$2,137,613	1.14
118	MONTEREY AVE.	DINAH SHORE DR.	GERALD FORD DR.	4.0	WIDEN SB FROM 2 TO 3 LANES	$12.82	10,300	4.0	20	$10,563,680	$0.011	10,300	4.0	20	$9,064	$176,000	4.0	$704,000	$20.00	14,877	20	$5,950,653	9.31
119	HWY 111	CATHEDRAL CYN DR	DATE PALM DR	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	38,200	1.0	20	$9,794,480	$0.011	38,200	1.0	20	$8,404	$176,000	1.0	$176,000	$20.00	13,793	20	$5,517,353	6.05
120	HWY 111	DATE PALM DR	EAST CATHEDRAL CITY LIMIT	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	48,300	1.0	20	$12,384,120	$0.011	48,300	1.0	20	$10,626	$176,000	1.0	$176,000	$20.00	17,440	20	$6,976,130	6.90

						Safety Benefits: $12.82 x ADT x L (Length) x Project Design Life (DL)					Operational Benefits: $0.11 x ADT x L (Length) x Project Design Life					Maintenance Benefits: (Full Reconstruction Only): $176,000 x L (Length)			Travel Time Benefits: $20.00 x Reduction in Annual Travel Hours x Project Design Life				B/C Ratio
Project Number	Route Name	From	To	Length (mi)	Project Type		ADT	Length (mi)	DL	Value		ADT	Length (mi)	DL	Value		Length (r	Value		Reduction in Annual Travel Hours	DL	Value	
121	PALM CANYON DR	WEST CATHEDRAL CITY LIMITS	CATHEDRAL CANYON DRIVE	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	38,200	1.0	20	$9,794,480	$0.011	38,200	1.0	20	$8,404	$176,000	1.0	$176,000	$20.00	13,793	20	$5,517,353	1.34
122	RAMON RD	MONTEREY AVE	THOUSAND PALMS CYN RD	4.0	WIDEN FROM 2 TO 4 LANES	$12.82	2,300	4.0	20	$2,358,880	$0.011	2,300	4.0	20	$2,024	$176,000	4.0	$704,000	$20.00	3,322	20	$1,328,787	0.20
123	RAMON RD	VARNER RD	DATE GARDEN DR.	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	9,300	1.0	20	$2,384,520	$0.011	9,300	1.0	20	$2,046	$176,000	1.0	$176,000	$20.00	3,358	20	$1,343,230	12.93
124	RAMONA EXPWY	PICO AVE	BRIDGE ST	2.0	WIDENING FROM 2 TO 6 LANES	$12.82	18,900	2.0	20	$9,691,920	$0.011	18,900	2.0	20	$8,316	$176,000	2.0	$352,000	$20.00	13,649	20	$5,459,580	0.19
125	RAMONA EXPWY	RIDER ST	PICO AVE	6.0	WIDENING FROM 4 TO 6 LANES	$12.82	21,100	6.0	20	$32,460,240	$0.011	21,100	6.0	20	$27,852	$176,000	6.0	$1,056,000	$20.00	45,713	20	$18,285,260	9.16
126	RAMONA EXPWY (PHASE III)	EAGLE RD	LAKE PARK DR	2.0	WIDENING FROM 4 TO 6 LANES	$12.82	29,800	2.0	20	$15,281,440	$0.011	29,800	2.0	20	$13,112	$176,000	2.0	$352,000	$20.00	21,521	20	$8,608,227	2.07
127	VAN BUREN BLVD	AUDREY AVE	GARFIELD	1.0	WIDEN FROM 4 TO 6 LANES	$12.82	57,300	1.0	20	$14,691,720	$0.011	57,300	1.0	20	$12,606	$176,000	1.0	$176,000	$20.00	20,690	20	$8,276,030	1.16
128	VAN BUREN BLVD	MOCKINGBIRD CANYON RD	WOOD RD	4.0	WIDEN FROM 4 TO 6 LANES	$12.82	50,900	4.0	20	$52,203,040	$0.011	50,900	4.0	20	$44,792	$176,000	4.0	$704,000	$20.00	73,517	20	$29,406,627	5.60
129	VAN BUREN BLVD	ORANGE TERRACE PKWY	OPPORTUNITY WAY	2.0	WIDEN FROM 4 TO 6 LANES	$12.82	41,800	2.0	20	$21,435,040	$0.011	41,800	2.0	20	$18,392	$176,000	2.0	$352,000	$20.00	30,187	20	$12,074,627	8.51
130	VAN BUREN BOULEVARD	LIMONITE AVENUE	SANTA ANA RIVER	1.0	WIDEN ROAD FROM 4 TO 6 LANES	$12.82	68,300	1.0	20	$17,512,120	$0.011	68,300	1.0	20	$15,026	$176,000	1.0	$176,000	$20.00	24,662	20	$9,864,797	3.23

Appendix B

Long Range Transportation Study: Major Transit Projects

Contents

NOTE:

The list of candidate transit projects was developed from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Draft 2020 RTP/SCS and short-range transit plans (SRTPs) prepared by transit operators. The project list focused on projects involving capital improvements and projects over $100,000 in cost.

Inclusion of a project in the transit project list does not imply higher priority than other Riverside County projects since project priorities will be determined in processes conducted separately from the LRTS.

Major Transit Projects

Project Number	Location	Name	Owner	Completion Date	Status	Cost ($1,000s)	ID	Additional Info	Source	Link
1	WRC	CNG Facility	Banning Pass Transit	2019		400	19-01	This request for $400,000 will be combined with $308,058 of existing reprogrammed capital funds and will be used to construct a new CNG Facility. An engineering assessment of the facility resulted in a recommendation to replace all components of the facility due to age and condition and the fact that several components (i.e. compressor control system and dispensers) of the existing system are obsolete and replacement parts have become increasingly difficult to procure. The CNG Facility is used both by the City and the Banning Unified School District and the school district will be sharing in the cost of total cost of the project.	FY 18-19 / 20-21 SRTP Riverside County	https://www.rctc.org/wp-content/uploads/2017/03/citizens-advisory-committee-june-21-2018.original.pdf
2	WRC	CORONA INTELLIGENT TRANSPORTATION SYSTEM (ITS)	City of Corona	2021		500	19-01	PURCHASE AND INSTALL AN INTELLIGENT TRANSPORTATION SYSTEM THAT WILL SUPPORT THE FOLLOWING GPS BASED COMPONENTS: 1) AUTOMATIC VEHICLE LOCATION (AVL); 2) AUTOMATED VEHICLE ANNUNCIATOR SYSTEM (AVAS); 3) COMPUTER AIDED DISPATCHING (CAD) AND; 4) AUTOMATED PASSENGER COUNT (APC). THE SYSTEM WILL IMPROVE PERFORMANCE MONITORING, AND REPORTING CAPABILITIES, AND IMPROVE SERVICE QUALITY AND BUS EFFICIENCY.	FY 18-19 / 20-21 SRTP Riverside County	https://www.rctc.org/wp-content/uploads/2017/03/citizens-advisory-committee-june-21-2018.original.pdf
3	Regional	RIVERSIDE COUNTY FLEET UPGRADES & EXPANSION	RCTC	2022	FTIP	161,000	RIV130805	IN RIVERSIDE CO - GROUPED PROJECTS FOR PURCHASE OF NEW BUSES & RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET (FTA 5310 - FFY 12) ($21 TDC USED TO MATCH FTA 5310 IN CONS).	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
4	Regional	INDEPENDENT LIVING PARTNERSHIP PROGRAM	RCTC	2022	FTIP	882	RIV150303	IN RIVERSIDE COUNTY FOR INDEPENDENT LIVING PARTNERSHIP - CONTINUATION OF TRIP PROGRAM (FTA 5310 - FFY 12/13 AND FFY 13/14) ($441K TRANSPORTATION DEVELOPMENT CREDIT UTILIZATION IN CONSTRUCTION).	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
5	Regional	REGIONAL RIDESHARE CONTINUING PROGRAM	RCTC	2022	FTIP	12,857	RIV520111	REGIONAL RIDESHARE - CONTINUING PROGRAM ($115.73 IN FY12/13 AND $193.96 IN FY 13/14 IN TOLL CREDITS UTILIZED TO MATCH CMAQ IN CONS).	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
6	Regional	RCTC COMMUTER ASSISTANCE PROGRAM	RCTC	2036	Financially Constrained	13,373	3160055	RCTC COMMUTER ASSISTANCE PROGRAM: RIDESHARE PROGRAMS, INCENTIVES VANPOOL PROGRAM (VANPOOL LEASE, ASSET MANAGEMENT, CONSULTANTS, OTHER), PROGRAM OUTREACH, TDM (TELECOMMUTER, PARK-AND-RIDE, ETC.)	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
7	WRC	PARK-N-RIDE EXPANSION IN WRC	RCTC	2022	FTIP	690	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK-N-RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
8	WRC	PARK AND RIDE FACILITIES IN RIVERSIDE COUNTY	RCTC	2020	Financially Constrained	12,000	3160053	PARK-AND-RIDE FACILITIES IN THE RIVERSIDE COUNTY (IN THE VICINITY OF CORONA/RIVERSIDE, LAKE ELSINORE, AND TEMECULA/MURRIETA)	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
9	Regional	PERRIS VALLEY LINE EXTENSION TO SAN JACINTO	RCTC	2035	Financially Constrained	400,000	3CR0702	Rapid Commuter Corridor from Perris to San Jacinto	SCAG RTP/ 2019 Next Generation Rail Corridors Analysis	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
10	Regional	91/ PERRIS VALLEY LINE EXTENSION TO TEMECULA	RCTC	ND	Strategic	500,000	S3160002	Rapid Commuter Corridor from Perris to Temecula	SCAG RTP/ 2019 Next Generation Rail Corridors Analysis	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
11	Regional	METROLINK PTC UPGRADES	RCTC	ND	FTIP	4,786	RIV090301	METROLINK POSITIVE TRAIN CONTROL (PTC): SYSTEM WIDE IMPLEMENTATION OF PTC - JOINT PROJECT FUNDED BY LACMTA, OCTA, SBCTA, AND VCTC (RCTC PROGRAMMING ONLY ITS SHARE OF THE PROJECT COST) (FY 09 - ARRA FTA 5307).	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf

Project Number	Location	Name	Owner	Completion Date	Status	Cost ($1,000s)	ID	Additional Info	Source	Link
12	WRC	RIVERSIDE DOWNTOWN STATION IMPROVEMENTS	RCTC	2027		53,204		Riverside-Downtown Station Improvements - Install an additional center platform and siding track, extend the existing pedestrian overpass and construct an additional elevator for ADA compliance. (SCORE Project)	AGENCY COMMENTS 11-16-18	
13	WRC	MORENO VALLEY/MARCH STATION IMPROVEMENTS	RCTC	2027		51,938		Moreno Valley/ March Station Improvement - station upgrade with additional platform and a pedestrian overpass.	AGENCY COMMENTS 11-16-18	
14	WRC	PERRIS SOUTH METROLINK STATION IMPROVEMENTS	RCTC	2030		24,916		Moreno Valley/ March Station Improvement - station upgrade with additional platform and a pedestrian overpass.	AGENCY COMMENTS 11-16-18	
15	WRC	PERRIS VALLEY LINE SECOND MAIN TRACK	RCTC	2030		41,527		PVL 2nd Main Track Project including approx 9 miles of second main track from Control Point Eastridge (MP 72.2) to Control Point Nuevo (MP 81.4)	AGENCY COMMENTS 11-16-18	
16	WRC	FUTURE STATION PARKING EXPANSIONS	RCTC			200,000				
17		91 LINE EXTENSION TO LAKE ELSINORE	RCTC	2045	Strategic	600,000		Rapid Commuter Corridor from Corona to Lake Elsinore	2019 Next Generation Rail Corridors Analysis	
18	Regional	COACHELLA VALLEY RAIL SERVICE	RCTC	ND	Strategic	800,000	S3120001	ESTABLISH DAILY RAIL SERVICE BETWEEN DOWNTOWN LOS ANGELES AND THE COACHELLA VALLEY	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
19	Regional	METROLINK COMMUTER RAIL	RCTC/SCRRA	2035	Financially Constrained	11,180	3CR0701	METROLINK COMMUTER RAIL EXISTING LINES SERVICES EXPANSION - RIVERSIDE, 91, AND IEOC LINES	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
20	Regional	TYPE VII BUS FLEET EXPANSION (CONTRACT - OPERATED)	RTA	2045	Financially Constrained	3,526	3120029	POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT THE RTA SERVICE AREA THAT WILL IMPROVE FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSIONS OF	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
21	Regional	40' BUSES (DIRECTLY-OPERATED) EXPANSION	RTA	2028	Financially Constrained	21,466	3120028	40' BUS EXPANSION - EQUIPMENT FOR TRANSIT SERVICE EXPANSION AS POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT THE RTA SERVICE AREA THAT WILL IMPROVE FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSIONS OF EXISTING BUS ROUTES.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
22	WRC	HEMET MOBILITY HUB	RTA	2025	FTIP	11,836	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RIVERSIDE TRANSIT AGENCY - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, WEST OF NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE &CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (5339 FY16 & FY17)	SCAG RTP	http://ftip.scag.ca.gov/Documents/F2019-FTIP-5307RIV.pdf
23	WRC	RIVERSIDE MULTIMODAL TRANSIT CENTER	RTA	2030	Financially Constrained	25,000	3120027	ENGINEERING AND CONSTRUCTION OF MULTIMODAL TRANSIT CENTER	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
24	WRC	HIGH QUALITY TRANSIT CORRIDOR INFRASTRUCTURE IMPROVEMENTS	RTA	2045	Financially Constrained	10,000	3160045	HIGH QUALITY TRANSIT CORRIDOR INSTRASTRUCTURE FOR RTA'S ADDITIONAL RAPIDLINK ROUTES. PLAN FOR LAND ACQUISITION, ENVIRONMENTAL CLEARANCE, ARCHITECTURAL & ENGINEERING, AND CONSTRUCTION.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
25	WRC	TYPE II BUSES (DIAL-A-RIDE) EXPANSION	RTA	2045	Financially Constrained	6,460	3160046	EXPANSION EQUIPMENT FOR PARATRANSIT (DIAL-A-RIDE) TRANSIT SERVICE AS POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT RTA'S SERVICE AREA.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
26	WRC	NON-REVENUE SUPPORT CARS EXPANSION	RTA	2028	Financially Constrained	102	3160048	NON-REVENUE SUPPORT CARS EXPANSION.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
27	WRC	NON-REVENUE SUPPORT TRUCKS EXPANSION	RTA	2045	Financially Constrained	1,876	3160049	NON-REVENUE SUPPORT TRUCKS EXPANSION.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf

Project Number	Location	Name	Owner	Completion Date	Status	Cost ($1,000s)	ID	Additional Info	Source	Link
28	WRC	ASSOCIATED TRANSIT ENHANCEMENTS	RTA	2045	Financially Constrained	17,500	3TC0702	BUS STOP ENHANCEMENTS WITH SUPPORT EQUIPMENT, RELATED AMENITIES, AND LANDSCAPING TO KEEP PACE WITH NEW TECHNOLOGY IN THE AREAS OF CUSTOMER CONVENIENCES, SAFETY, ENVIRONMENTAL IMPROVEMENTS, ACCESSIBILITY, AND AESTHETIC VALUE.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
29	WRC	TRANSIT CENTER IN MORENO VALLEY	RTA	2035	Financially Constrained	6,000	RIV051007	REGIONAL TRANSIT CENTER FOR MASS TRANSIT SERVICE IN WESTERN RIVERSIDE COUNTY IN THE MORENO VALLEY VICINITY, SOUTH OF SR-60.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
30	WRC	COMMUTER VEHICLE EXPANSION	RTA	2035	Financially Constrained	17,600	3120034	BUSES FOR EXPRESS AND RAPID BUS	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
31	WRC	RAPIDLINK SERVICE RIVERSIDE/MORENO VALLEY/PERRIS	RTA	2030	Financially Constrained	25,000	3160060	PLANNING AND DEVELOPMENT FOR RAPIDLINK SERVICE BETWEEN RIVERSIDE, MORENO VALLEY, AND PERRIS, INCLUDING BUT NOT LIMITED TO, ROLLING STOCK AND STOP INFRASTRUCTURE	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
32	WRC	40' BUSES (DIRECTLY-OPERATED) REPLACEMENT	RTA	2026	Financially Constrained	328,254	3120030	BUSES FOR REPLACEMENT TO MAINTAIN SGR	SCAG RTP	
33	WRC	NON-REVENUE SUPPORT CARS REPLACEMENT	RTA	2045	Financially Constrained	6,120	3160052	NON-REVENUE SUPPORT CARS REPLACEMENT	SCAG RTP	
34	WRC	NON-REVENUE SUPPORT TRUCKS REPLACEMENT	RTA	2045	Financially Constrained	4,691	3160061	NON-REVENUE SUPPORT TRUCKS REPLACEMENT	SCAG RTP	
35	WRC	TECHNOLOGY INFRASTRUCTURE UPGRADE AND MODERNIZATION	RTA	2045	Financially Constrained	50,000	3TL807	SYSTEM UPGRADES, REAL TIME PASSENGER INFORMATION, FARE COLLECTION AND OPERATIONS MANAGEMENT TECHNOLOGIES CONSISTENT WITH THE TECHNOLOGY STRATEGIC PLAN	SCAG RTP	
36	WRC	TRANSIT CENTER REHABILITATION AND MODERNIZATION	RTA	2045	Financially Constrained	20,000	3TL307	MAINTENANCE, UPGRADE, POTENTIAL OF EXPANSION, AND INTRODUCTION OF NEW TECHNOLOGY FOR NINE TRANSIT CENTERS	SCAG RTP	
37	WRC	TROLLEY BUS REPLACEMENT	RTA	2036	Financially Constrained	3,526	3160051	REPLACEMENT TROLLEY BUSES FOR TRANSIT SUSTAINABILITY THROUGHOUT THE RTA SERVICE AREA	SCAG RTP	
38	WRC	TYPE II BUSES (DIAL-A-RIDE) REPLACEMENT	RTA	2045	Financially Constrained	77,778	3160050	REPLACEMENT PARATRANSIT (DIAL-A-RIDE) TYPE II BUSES FOR TRANSIT SERVICE SUSTAINABILITY THROUGHOUT THE RTA SERVICE AREA	SCAG RTP	
39	WRC	TYPE VII BUSES (CONTRACT-OPERATED) EXPANSION	RTA	2045	Financially Constrained	3,682	3120029	TYPE VII BUS EXPANSION- EQUIPMENT FOR TRANSIT SERVICE EXPANSION AS POPULATION AND URBAN DEVELOPMENT GROWS THROUGHOUT THE RTA SERVICE AREA THAT WILL IMPROVE FREQUENCY, SCHEDULE ADHERENCE, AND EXTENSIONS OF EXISTING BUS ROUTES	SCAG RTP	
40	WRC	TYPE VII BUSES (CONTRACT-OPERATED) REPLACEMENT	RTA	2045	Financially Constrained	149,830	3120031	TYPE VII BUS REPLACEMENTS - EQUIPMENT FOR TRANSIT SERVICE SUSTAINABILITY THROUGHOUT THE RTA SERVICE AREA	SCAG RTP	
41	WRC	OPERATIONS AND MAINTENANCE FACILITY/ ZERO EMISSION VEHICLES AND INFRASTRUCTURE	RTA	2045	Financially Constrained	150,000	RIV170111	PREPARE OPERATING & MAINTENANCE FACILITY/SUPPORT INFRASTRUCTURE MASTER PLAN TO MEET FUTURE PUBLIC TRANSIT NEEDS OF RTA'S SERVICE AREA. ALSO PREPARE A PLAN FOR PURCHASE OF A ZERO EMISSION VEHICLE	SCAG RTP	
42	CV/PVV	CENTER OF EXCELLENCE - LEARNING CENTER AT THOUSAND PALMS FACILITY	Sunline Transit Agency	2025	Need to be updated to FTIP	2,600	3160063	CONSTRUCT NEW LEARNING CENTER TO TRAIN AND EDUCATE STUDENTS IN TRANSIT, HYDROGEN, CNG, AND ADMINISTRATION INDUSTRY.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
43	CV/PVV	NEW INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROGRAM	Sunline Transit Agency	2025	Need to be updated to FTIP	1,500	3160065	PURCHASE AND IMPLEMENTATION OF NEW ITS EQUIPMENT.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
44	CV/PVV	TRANSIT CENTERS	Sunline Transit Agency	2025	Needs to be updated to Strategic	10,267	3TC04TR3	CONSTRUCT 3 TRANSIT CENTERS (WEST AND EAST VALLEY) IN COACHELLA VALLEY LOCATIONS TO BE DETERMINED.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf

Project Number	Location	Name	Owner	Completion Date	Status	Cost ($1,000s)	ID	Additional Info	Source	Link
45	CV/PVV	PARK-AND-RIDE LOTS	Sunline Transit Agency	2030	Needs to be updated to Strategic	17,805	3TC0703	ACQUIRE PROPERTY AND CONSTRUCT 3 PARK AND RIDE LOTS	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
46	CV/PVV	TRANSFER LOCATION IMPROVEMENT	Sunline Transit Agency	2025	Needs to be updated to Strategic	7,574	3TL0407	FACILITY IMPROVEMENT TO ACCOMMODATE ADDITIONAL SERVICE ROUTES BASED ON RECOMMENDATION FROM COMPREHENSIVE OPERATIONAL ANALYSIS	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
47	CV/PVV	PARATRANSIT SERVICE IMPROVEMENTS	Sunline Transit Agency	2025	Needs to be updated to Strategic	23,908	3TL104	SERVICE IMPROVEMENTS FOR SENIORS AND PERSONS WITH DISABILITIES.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
48	CV/PVV	EXPANSION BUS PURCHASES	Sunline Transit Agency	2025	Financially Constrained	12,260	3TL504	PURCHASE ADDITIONAL BUSES FOR SERVICE IMPROVEMENTS, INCLUDING SERVICE REALIGNMENT AND SERVICE EXPANSION.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
49	CV/PVV	ASSOCIATED TRANSIT ENHANCEMENTS	Sunline Transit Agency	2025	Needs to be updated to Strategic	6,214	3TL607	PURCHASE MORE AMENITIES FOR INSTALLATION AT BUS STOPS THROUGHOUT THE SERVICE AREA BASED ON RECOMMENDATIONS FROM THE COA.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
50	CV/PVV	GFI FAREBOXES, SMARTCARDS, SECURITY SYSTEMS	Sunline Transit Agency	2025	Financially Constrained	2,978	3TL707	INSTALL SECURITY SYSTEMS IN SUNLINE BUSES AND ACQUIRE NEW FAREBOXES WITH SMARTCARD TECHNOLOGY AND CAPABILITIES.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
51	CV/PVV	BUS RAPID TRANSIT	Sunline Transit Agency	2030	Needs to be updated to Strategic	15,493	3TR04C	IMPLEMENT BUS RAPID SERVICE/BRT ON HIGHWAY 111 BASED ON RECOMMENDATIONS IN THE COMPREHENSIVE OPERATIONAL ANALYSIS CONDUCTED IN 2005/06. PROJECT WILL ENTAIL COMPLETING FEASIBILITY STUDY AND WORKING WITH THE LOCAL JURISDICTIONS ON VARIOUS ACTIVITIES PRIOR TO IMPLEMENTING PROJECT.	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
52	CV/PVV	LAND AQUISITION / RENEWABLE ENERGY FACILITY	Sunline Transit Agency	2025	Financially Constrained	5,000		Purchase of land and infrastucture to expand Sunline's Zero Emission Program	SCAG RTP Submitted to RCTC 10/2018	
53	CV/PVV	INDIO PUBLIC FUELING FACILITY	Sunline Transit Agency	2025	Strategic	16,000		Replacement of End of Useful Life Facility	SunLine Master Plan 2016	See Attached
54	CV/PVV	HYDROGEN PUBLIC FUELING FACILITY	Sunline Transit Agency	2025	Strategic	2,500		Public fueling facility to increase operating revenue and promote zero emission technology	SunLine Master Plan 2016	See Attached
55	CV/PVV	Thousand Palms Maintenance Facility	Sunline Transit Agency	2025	Strategic	20,000		Replacement if obsolete maintenance facility in accordance with facility master plan	SunLine Master Plan 2016	See Attached
56	Regional	ITS TRANSIT AND PARATRANSIT REAL TIME PASSENGER INFORMATION	Various Agencies	2020	Financially Constrained	5,000	3ITS09	FULLY INTEGRATED TRANSIT OPS, MANAGEMENT, AND TRAVELER INFORMATION SYSTEM/BRT/BUS SIGNAL PRIORITY	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf
57	Regional	ITS TRANSIT AND PARATRANSIT REAL TIME PASSENGER INFORMATION	Various Agencies	2020	Financially Constrained	5,000	3ITS09	FULLY INTEGRATED TRANSIT OPS, MANAGEMENT, AND TRAVELER INFORMATION SYSTEM/ BRT/BUS SIGNAL PRIORITY	SCAG RTP	http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_ProjectList.pdf

Major Transit Project Evaluation

	Transit Projects Evaluation Criteria Evaluation includes projects from the SCAG RTP/SCS and the most recent Riverside County Short Range Transit Plans. State of good repair projects, and projects with a cost under $100,000 have been excluded from the evaluation process.		1. Banning Pass Transit - CNG Facility	2. Corona Intelligent Transportation System (ITS)	3. Riverside County Fleet Upgrades & Expansion	4. Independent Living Partnership Program	5. Regional Rideshare Continuing Program	6. RCTC Commuter Assistance Program	7. Park-N-Ride Expansion in WRC	8. Park and Ride Facilities in Riverside County	9. Perris Valley Line Extension to San Jacinto	10. 91/Perris Valley Linie Extension to Temecula	11. Metrolink PTC Upgrades	12. Riverside Downtown Station Improvements	13. Moreno Valley/March Station Improvements
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**	**Notes**													
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans	*Consistent* is defined as: a project listed within a plan	√	√	√	√	√	√	√	√	√	√	√	√	√
2	**Provides improved access to activity centers or schools**	**Notes**													
	Improves access to activity centers or schools through an expanded transit system	*Directly serves* is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. *Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.				√	√	√			√	√		√	√
3	**Project will maintain established productivity standards**	**Notes**													
	The project can be supported and operated over time	N/A for projects that do not have farebox revenue or do not have a farebox recovery goal.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	√	√	√	√	√
4	**Project provides for or promotes intermodal connectivity**	**Notes**													
	The project enhances the regional transportation system	*Intermodal connectivity* is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.	√	√		√	√	√	√	√				√	√
5	**Links High-Frequency Transit Services**	**Notes**													
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?					√	√	√	√	√	√	√		√	√
6	**GHG Emissions**	**Notes**													
	What is the change in regional CO2 emissions from implementing the project?	Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.			√		√	√	√	√	√	√	√	√	√
7	**Project serves a transit dependent population and/or community or Indian Reservation**	**Notes**													
	Project provides access to essential services for the transit dependent population	*Transit Dependent* is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.				√									
8	**Project enhances interagency transit service coordination**	**Notes**													
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.				√	√	√	√	√	√	√	√	√	√
9	**Project reduces reliance on private automobiles**	**Notes**													
	Enhances air quality and reduces peak automobile travel	*Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.			√		√	√			√	√		√	√
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit**	**Notes**													
	Addresses continued system continuity						√	√			√	√		√	√
11	**Project reduces vehicle congestion**	**Notes**													
	Reduces commuter or special event trips						√	√			√	√	√	√	√
12	**Supports SCS growth principles**	**Notes**													
	Project furthers implementation of the SCS						√	√			√	√		√	√
13	**Estimated Project Timing**	**Notes**													
	More imminent projects are higher priority than those that are not ready to be implemented		√	√	√	√	√		√	√			√	√	√

Transit Projects Evaluation Criteria Evaluation includes projects from the SCAG RTP/SCS and the most recent Riverside County Short Range Transit Plans. State of good repair projects, and projects with a cost under $100,000 have been excluded from the evaluation process.			14. Perris South Metrolink Station Improvements	15. Perris Valley Line Second Main Track	16. Future Station Parking Expansions	17. '91 Line Extension to Lake Elsinore	18. Coachella Valley Rail Service	19. Metrolink Commuter Rail	20. Type VII Bus Fleet Expansion (Contract-operated)	21. 40' Buses (Directly-Operated) Expansion	22. Hemet Mobility Hub	23. Riverside Multimodal Transit Center	24. 'High Quality Transit Corridor Infrastucture Improvements
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**	**Notes**											
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans	*Consistent* is defined as: a project listed within a plan	√	√			√	√	√	√	√	√	√
2	**Provides improved access to activity centers or schools**	**Notes**											
	Improves access to activity centers or schools through an expanded transit system	*Directly serves* is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. *Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.	√	√			√	√			√	√	
3	**Project will maintain established productivity standards**	**Notes**											
	The project can be supported and operated over time	N/A for projects that do not have farebox revenue or do not have a farebox recovery goal.	√	√	N/A	N/A	√	√	N/A	N/A	N/A	N/A	N/A
4	**Project provides for or promotes intermodal connectivity**	**Notes**											
	The project enhances the regional transportation system	*Intermodal connectivity* is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.	√	√	√	√					√	√	
5	**Links High-Frequency Transit Services**	**Notes**											
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?		√	√			√	√			√	√	√
6	**GHG Emissions**	**Notes**											
	What is the change in regional CO2 emissions from implementing the project?	Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.	√	√	√	√	√	√	√	√			
7	**Project serves a transit dependent population and/or community or Indian Reservation**	**Notes**											
	Project provides access to essential services for the transit dependent population	*Transit Dependent* is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.											
8	**Project enhances interagency transit service coordination**	**Notes**											
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.	√	√			√	√				√	
9	**Project reduces reliance on private automobiles**	**Notes**											
	Enhances air quality and reduces peak automobile travel	*Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.	√	√	√	√	√	√	√	√	√	√	
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit**	**Notes**											
	Addresses continued system continuity		√	√			√	√			√	√	√
11	**Project reduces vehicle congestion**	**Notes**											
	Reduces commuter or special event trips		√	√	√	√	√	√					
12	**Supports SCS growth principles**	**Notes**											
	Project furthers implementation of the SCS		√	√			√	√					
13	**Estimated Project Timing**	**Notes**											
	More imminent projects are higher priority than those that are not ready to be implemented		√	√						√			

Transit Projects Evaluation Criteria Evaluation includes projects from the SCAG RTP/SCS and the most recent Riverside County Short Range Transit Plans. State of good repair projects, and projects with a cost under $100,000 have been excluded from the evaluation process.			25. Type II Buses (Dial-a-Ride) Expansion	26. Non-Revenue Support Cars Expansion	27. Non-Revenue Support Trucks Expansion	28. Associated Transit Enhancements	29. Transit Center in Moreno Valley	30. 'Commuter Vehicle Expansion	31. Rapidlink Service Riverside/ Moreno Valley/Perris	32. '40' Buses (Directly-Operated) Replacement	33. Non-Revenue Support Cars Replacement	34. Non-Revenue Support Trucks Replacement	35. 'Technology Infrastructure Upgrade & Modernization	36. Transit Center Rehabilitation & Modernization
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**	**Notes**												
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans	*Consistent* is defined as: a project listed within a plan	√	√	√	√	√	√	√	√	√	√	√	√
2	**Provides improved access to activity centers or schools**	**Notes**												
	Improves access to activity centers or schools through an expanded transit system	*Directly serves* is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. *Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.					√		√					
3	**Project will maintain established productivity standards**	**Notes**												
	The project can be supported and operated over time	N/A for projects that do not have farebox revenue or do not have a farebox recovery goal.	N/A	N/A	N/A	N/A	N/A	N/A	√		N/A	N/A		N/A
4	**Project provides for or promotes intermodal connectivity**	**Notes**												
	The project enhances the regional transportation system	*Intermodal connectivity* is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.					√							
5	**Links High-Frequency Transit Services**	**Notes**												
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?						√		√					
6	**GHG Emissions**	**Notes**												
	What is the change in regional CO2 emissions from implementing the project?	Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.	√					√	√		√	√		√
7	**Project serves a transit dependent population and/or community or Indian Reservation**	**Notes**												
	Project provides access to essential services for the transit dependent population	*Transit Dependent* is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.												
8	**Project enhances interagency transit service coordination**	**Notes**												
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.												
9	**Project reduces reliance on private automobiles**	**Notes**												
	Enhances air quality and reduces peak automobile travel	*Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.	√				√	√	√		√	√		√
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit**	**Notes**												
	Addresses continued system continuity						√		√					
11	**Project reduces vehicle congestion**	**Notes**												
	Reduces commuter or special event trips								√					
12	**Supports SCS growth principles**	**Notes**												
	Project furthers implementation of the SCS								√					
13	**Estimated Project Timing**	**Notes**												
	More imminent projects are higher priority than those that are not ready to be implemented										√	√		√

Transit Projects Evaluation Criteria Evaluation includes projects from the SCAG RTP/SCS and the most recent Riverside County Short Range Transit Plans. State of good repair projects, and projects with a cost under $100,000 have been excluded from the evaluation process.			37. Trolley Bus Replacement	38. Type II Buses (Dial-A-Ride) Replacement	39. 'Type VII Buses (Contract-Operated) Expansion	40. Type VII Buses (Contract-Operated) Replacement	41. 'Operations & Maintenance Facility/Zero Emission Vehicles and Infrastructur	42. Center of Excellence - Learning Center at Thousand Palms Facility	43. New Intelligent Transportation Systems (ITS) Program	44. Transit Centers	45. Park-and-Ride Lots	46. Transfer Location Improvements	47. Paratransit Service Improvements
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**	**Notes**											
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans	*Consistent* is defined as: a project listed within a plan	√	√	√	√	√	√	√	√	√	√	√
2	**Provides improved access to activity centers or schools**	**Notes**											
	Improves access to activity centers or schools through an expanded transit system	*Directly serves* is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. *Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.								√			√
3	**Project will maintain established productivity standards**	**Notes**											
	The project can be supported and operated over time	N/A for projects that do not have farebox revenue or do not have a farebox recovery goal.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	**Project provides for or promotes intermodal connectivity**	**Notes**											
	The project enhances the regional transportation system	*Intermodal connectivity* is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.							√	√	√		
5	**Links High-Frequency Transit Services**	**Notes**											
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?									√	√		
6	**GHG Emissions**	**Notes**											
	What is the change in regional CO2 emissions from implementing the project?	Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.	√	√	√	√	√	√			√		
7	**Project serves a transit dependent population and/or community or Indian Reservation**	**Notes**											
	Project provides access to essential services for the transit dependent population	*Transit Dependent* is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.											√
8	**Project enhances interagency transit service coordination**	**Notes**											
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.										√	
9	**Project reduces reliance on private automobiles**	**Notes**											
	Enhances air quality and reduces peak automobile travel	*Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.	√	√	√	√	√			√			
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit**	**Notes**											
	Addresses continued system continuity									√			
11	**Project reduces vehicle congestion**	**Notes**											
	Reduces commuter or special event trips												
12	**Supports SCS growth principles**	**Notes**											
	Project furthers implementation of the SCS												
13	**Estimated Project Timing**	**Notes**											
	More imminent projects are higher priority than those that are not ready to be implemented		√	√	√	√	√						

			48. Expansion Bus Purchases	49. Associated Transit Enhancements	50. GFI Fareboxes, Smartcards, Security Systems	51. Bus Rapid Transit	52. 'Land Acquisition / Renewable Energy Facility	53. 'Indio Public Fueling Facility	54. Hydrogen Public Fueling Facility	55. 'Thousand Palms Maintenance Facility	56. ITS Transit and Paratransit Real Time Passenger Information
Transit Projects Evaluation Criteria **Evaluation includes projects from the SCAG RTP/SCS and the most recent Riverside County Short Range Transit Plans. State of good repair projects, and projects with a cost under $100,000 have been excluded from the evaluation process.**											
1	**Is consistent with current regional, subregional, and local plans and policies, and Short and/or Long Range Transit Plans**	**Notes**									
	Implements existing regional, subregional, and local plans and policies and Short or Long Range Transit Plans	*Consistent* is defined as: a project listed within a plan	√	√	√	√	√	√	√	√	√
2	**Provides improved access to activity centers or schools**	**Notes**									
	Improves access to activity centers or schools through an expanded transit system	*Directly serves* is defined as: a transit project that leads straight to or alongside an activity center or school. Indirectly serves is defined as: a transit project that does not lead straight to or go alongside an activity center or school but is within 0.5 miles of an activity center or school. *Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.				√					
3	**Project will maintain established productivity standards**	**Notes**									
	The project can be supported and operated over time	N/A for projects that do not have farebox revenue or do not have a farebox recovery goal.	N/A	N/A	N/A	√	N/A	N/A	N/A	N/A	N/A
4	**Project provides for or promotes intermodal connectivity**	**Notes**									
	The project enhances the regional transportation system	*Intermodal connectivity* is defined as: bus to train, bus to airport, bus to a Park & Ride, bus to a Vanpool or Carpool, or bus to a Bike Facility.									√
5	**Links High-Frequency Transit Services**	**Notes**									
	Does the route connect to other high-frequency (timed transfer service or at least 15 minute service) transit routes?					√					
6	**GHG Emissions**	**Notes**									
	What is the change in regional CO2 emissions from implementing the project?	Note: These scores will be ranked relative to the highest performing project. The calculation is based on the California Air Resources Board (CARB) EMFAC emissions model.	√			√	√	√	√	√	
7	**Project serves a transit dependent population and/or community or Indian Reservation**	**Notes**									
	Project provides access to essential services for the transit dependent population	*Transit Dependent* is defined as: individuals, or groups of individuals that do not have a choice in their selection of transportation modes, and are primarily dependent on the availability of public transportation.									
8	**Project enhances interagency transit service coordination**	**Notes**									
	Enhances regional transportation system connectivity and ability to consolidate regional trips	Examples include: vanpool, rideshare programs as well as coordination between transit operators.									√
9	**Project reduces reliance on private automobiles**	**Notes**									
	Enhances air quality and reduces peak automobile travel	*Activity Center* defined as: A medical center or civic center, school, office, park, employment or commercial area. School defined as: Public or private elementary, middle or high school, community college, trade college, or university.	√			√	√	√	√	√	
10	**Project Includes Carpool/Vanpool and Regional or Corridor transit**	**Notes**									
	Addresses continued system continuity					√					
11	**Project reduces vehicle congestion**	**Notes**									
	Reduces commuter or special event trips					√					
12	**Supports SCS growth principles**	**Notes**									
	Project furthers implementation of the SCS					√					
13	**Estimated Project Timing**	**Notes**									
	More imminent projects are higher priority than those that are not ready to be implemented		√				√	√	√	√	√

Appendix C

SCAG 2020 RTP/SCS Submitted Projects

Contents

NOTE:

While lists of projects referenced in Appendix A and B are intended to reflect major projects, a third list of projects is included in this Appendix and includes all projects submitted by Riverside County agencies for inclusion in the Draft Connect SoCal (Draft SCAG 2020 RTP/SCS).

SCAG 2020 RTP/SCS
Submitted Projects

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
BANNING	22ND ST	I-10	LINCOLN ST	GRADE SEPARATION - 2 LANES OVER UPRR TRACKS	2030	52,668
BANNING	HARGRAVE ST	I-10	LINCOLN ST	GRADE SEPARATION - 2 LANES OVER UPRR	2028	54,961
BANNING	I-10/Highland Springs	275' N/O the W/B off/on ramps	250' S/O the E/B off/on ramps	I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - WIDEN FROM 5 TO 7 THRU LANES FROM 275 FT N/O THE W/B OFF/ON RAMPS TO 250 FT S/O THE E/B OFF/ON RAMPS, WIDEN EXISTING 2 LN W/B OFF RAMP TO 4 LNS & 2 LN E/B OFF RAMPS TO 4 LNS, ENTRY RAMPS TO INCLUDE HOV PREFERENCIAL LANE AND EXTENDED ACCELERATION/DECELERATION LANE.	2029	85,000
BANNING	SAN GORGONIO AVE	I-10	LINCOLN ST	GRADE SEPARATION - 2 LANES OVER UPRR TRACKS	2030	68,541
BANNING	Sunlakes Blvd	Highland Home Rd	Sunset Ave	SUN LAKES BLVD EASTERLY EXTENSION (APPROX 1.1 MILES) FROM HIGHLAND HOME RD TO LINCOLN ST AND SUNSET AVE, WIDEN TO 4 LANES (2 LANES EACH DIRECTION), RAISED MEDIAN, AND CONSTRUCTION OF TWO BRIDGES.	2027	21,000
BEAUMONT	CALIFORNIA AVE	3RD ST	I-10	GRADE SEPARATION - 2 LANES OVER UPRR TRACKS	2028	45,646
BEAUMONT	I-10 (PM 7.07 to 8.07)	at SR-79/ Beaumont Ave	btwn 6th St and 1st St	Reconstruct/widen SR-79/Beaumont Ave IC from 4 to 6 lanes and reconstruct/widen ramps	2027	28,130
BEAUMONT	I-10 (PM 7.71 to 8.71)	at Pennsylvania Ave	btwn 6th St and 3rd St	Reconstruct Pennsylvania Ave IC and reconstruct/widen ramps	2030	29,435
BEAUMONT	I-10 (PM 8.81 to 9.81)	at Highland Springs Ave	btwn 5th St and south ramps	Reconstruct/widen Highland Springs Ave IC from 4 to 6 lanes and reconstruct/widen ramps	2035	65,458
BEAUMONT	Pennsylvania Ave / UPRR GS	1st Street	6th Street	GRADE SEPERATION UNDER CROSSING AT PENNSYLVANIA AVE AND UPRR, INCLUDING WIDENING OF PENNSYLVANIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES TO INCLUDE SIDEWALK IMPROVEMENTS AND TRAFFIC SIGNALIZATION.	2022	36,000
BEAUMONT	Potrero Blvd. Extension	California	Michigan Ave.	Construct new 4 lane arterial highway extension and overpass facility at SR79	2020	36,000
BLYTHE	14th Ave	River Valley Rd	7th St	Widen Existing Bridge at D-Canal from 2 to 4 Lanes	2027	2,461
BLYTHE	7th St	Hobsonway	Rice St	Widen from 2 to 4 Lanes	2025	975
BLYTHE	Barnard St	Date St	Intake Blvd	Construct/Extend 2 Lane Arterial	2025	2,175
BLYTHE	Hobsonway	Arrowhead Blvd	Carlton Ave	Widen from 2 to 4 Lanes	2023	3,751
BLYTHE	Hobsonway	Olive Lake Blvd	Intake Blvd	Widen Existing Bridge at C-Canal from 2 to 4 Lanes	2032	3,599
BLYTHE	N. Lovekin Blvd	10th Ave	8th Ave	Widen Existing Bridge at C-Canal from 2 to 4 Lanes	2023	2,441
BLYTHE	N. Lovekin Blvd	Hobsonway	10th Ave	Widen from 2 to 4 Lanes	2022	5,070
BLYTHE	Riviera Dr	18th Ave	20th Ave	Construct 2 Lane Overcrossing at the Lower Outfall Drain	2030	3,001
CALIMESA	Calimesa Boulevard	Cherry Valley Blvd.	1200 feet N/O Cherry Valley Blvd	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT CHERRY VALLY BLVD	2022	2600

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
CALIMESA	Calimesa Boulevard	1200 N/O Cherry Valley Blvd	600 feet S/O Singleton Road	CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 1200 FEET N/O CHERRY VALLEY BLVD TO 600 FEET S/O SINGLETON ROAD	2024	900
CALIMESA	Calimesa Boulevard	600 feet S/O Singleton Road	600 feet N/O Singleton Road	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BOULEVARD FROM 2 TO 4 LANES AND REALIGN CALIMESA BLVD AT SINGLETON ROAD	2026	5100
CALIMESA	Calimesa Boulevard	600 feet N/O Singleton Road	Sandalwood Drive	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN CALIMESA BLVD FROM TO 2 TO 4 LANES BETWEEN 600 FEET N/O SINGLETON ROAD AND SANDALWOOD DRIVE	2028	5200
CALIMESA	County Line Road	Park Avenue	Bryant Street	(JOINT PROJECT WITH THE CITY OF YUCAIPA) - ON COUNTY LINE ROAD BETWEEN PARK AVENUE AND BRYANT STREET, CONSTRUCT FOUR (4) SINGLE-LANE AND ONE (1) MULTI-LANE AND IMPROVEMENTS TO STREET, PEDESTRIAN FACILITIES, AND BICYCLE FACILITIES	2021	10050
CALIMESA	Desert Lawn Drive	Cherry Valley Blvd	Champions Drive	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN DESERT LAWN DRIVE FROM TO 2 TO 4 LANES BETWEEN CHERRY VALLEY BLVD AND CHAMPIONS DRIVE	2034	6000
CALIMESA	I-10 (PM R0-86-4 to R0-86-4)	7th Place	Calimesa Blvd.	CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMPS ROUNDABOUTS, EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP	2030	15,000
CALIMESA	Roberts Road	Cherry Valley Blvd	Old Roberts Road Intersection	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN CHERRY VALLEY BLVD AND OLD ROBERTS ROAD INTERSECTION	2024	6000
CALIMESA	Roberts Road	Old Roberts Road Intersection	500 Feet N/O Singleton Road	CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN OLD ROBERTS ROAD INTERSECTION AND 500 FEET N/O SINGLETON ROAD	2026	4550
CALIMESA	Roberts Road	500 Feet N/O Singleton Road	Sandalwood Drive	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - CONSTRUCT NEW 4 LANE MAJOR ARTERIAL ROADWAY FOR ROBERTS ROAD BETWEEN 500 FEET N/O SINGLETON ROAD AND SANDALWOOD DRIVE . AN ALIGNMENT STUDY WILL BE PREPARED FOR THIS SEGMENT OF THE ROADWAY.	2028	14500
CALIMESA	Roberts Road	Sandalwood Drive	450 Feet N/O Sandalwood Drive	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - WIDEN FROM 2 LANE TO 4 LANE MAJOR ARTERIAL ROADWAY ON ROBERTS ROAD BETWEEN SANDALWOOD DRIVE AND 450 FEET N/O SANDALWOOD DRIVE	2030	300
CALIMESA	Roberts Road	450 Feet N/O Sandalwood Drive	County Line Road	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - CONSTRUCT NEW 4 LANE MAJOR ARTERIAL ROADWAY FOR ROBERTS ROAD BETWEEN 450 FEET N/O SANDALWOOD DRIVE AND COUNTY LINE ROAD. AN ALIGNMENT STUDY WILL BE PREPARED FOR THIS SEGMENT OF THE ROADWAY.	2032	5000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
CALIMESA	Sandalwood Drive	Shady Brook Road	Calimesa Blvd.	CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10 AT SANDALWOOD DRIVE. IMPROVE EXISTING OVERCROSSING FROM SHADY BROOK ROAD TO CALIMESA BLVD. AND RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH	2030	42000
CALIMESA	Singleton Road	I-10	Singleton Canyon Road	CALIMESA - PAVEMENT REHABILITATION OF SINGLETON ROAD FROM I-10 TO SINGLETON CANYON ROAD	2025	1400
CALIMESA	Singleton Road	San Timoteo Canyon Road	Roberts Road	CALIMESA - CONSTRUCT NEW 4 LANE ARTERIAL HIGHWAY ROADWAY AND SECONDARY ROADWAY FOR SINGLETON ROAD FROM ROBERTS ROAD TO SAN TIMOTEO CANYON ROAD. PROJECT WILL INCLUDE AN ALIGNMENT STUDY DURING DESIGN PHASE. IN ADDITION, A BRIDGE IS REQUIRED OVER THE SAN TIMOTEO WASH.	2020	26000
CALTRANS		17.3	19.3	MORONGO PKWY OC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADDITIONAL IMPROVEMENTS TO EXISTING APACHE TRAIL IC (R17.657) AND MAIN ST IC (R19.398) INCLUDE THE ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC) AND WIDENING OF SEMINOLE DR 2 TO 4 THROUGH LANES (EA: OA650,	2040	49,500
CALTRANS		17.3	19.3	MORONGO PKWY OC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADDITIONAL IMPROVEMENTS TO EXISTING APACHE TRAIL IC (R17.657) AND MAIN ST IC (R19.398) INCLUDE THE ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC) AND WIDENING OF SEMINOLE DR 2 TO 4 THROUGH LANES (EA: OA650,	2040	49,500
CALTRANS		17.3	19.3	MORONGO PKWY OC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADDITIONAL IMPROVEMENTS TO EXISTING APACHE TRAIL IC (R17.657) AND MAIN ST IC (R19.398) INCLUDE THE ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC) AND WIDENING OF SEMINOLE DR 2 TO 4 THROUGH LANES (EA: OA650,	2040	49,500
CALTRANS		17.3	19.3	MORONGO PKWY OC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADDITIONAL IMPROVEMENTS TO EXISTING APACHE TRAIL IC (R17.657) AND MAIN ST IC (R19.398) INCLUDE THE ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC) AND WIDENING OF SEMINOLE DR 2 TO 4 THROUGH LANES (EA: OA650,	2040	49,500

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
CALTRANS	I-15	at Bellegrave Ave	btwn Hamner Ave & Wineville Rd	Add signals and ramps. 0.1 mi.	2030	5,492
CALTRANS	I-15	TEMECULA PKWY	RANCHO CALIFORNIA RD	CONSTRUCT NB AUXILIARY LANE FROM 0.4 MI N/O TEMECULA PKWY ON-RAMP TO RANCHO CALIFORNIA RD OFF-RAMP	2025	6298
CALTRANS	I-15	RANCHO CALIFORNIA RD	WINCHESTER RD	CONSTRUCT NB AUXILIARY LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO 0.2 MI S/O WINCHESTER RD OFF-RAMP	2025	7511
CALTRANS	I-15	WICHESTER RD	RANCHO CALIFORNIA RD	CONSTRUCT SB AUXILIARY LANE FROM WINCHESTER RD ON-RAMP TO RANCHO CALIFORNIA RD OFF-RAMP	2025	10020
CALTRANS	I-15	RANCHO CALIFORNIA RD	TEMECULA PKWY	CONSTRUCT SB AUXILIARY LANE FROM RANCHO CALIFORNIA RD ON-RAMP TO TEMECULA PKWY OFF-RAMP	2025	9231
CALTRANS	I-15	TEMESCAL CANYON RD	CAJALCO RD	CONSTRUCT NB & SB AUXILIARY LANES FROM 0.25 MI N/O TEMESCAL CANYON RD IC TO 0.17 MI N/O CAJALCO RD IC	2027	26609
CATHEDERAL CITY	DAVALL DR.	RAMON ROAD	MCCALLUM BLVC	WIDEN 2 TO 4 LANES	2028	1500
CATHEDRAL CITY	CATHEDRAL CYN DR	Terrace Rd	E Palm Cyn	Widen from 2 to 4 lanes	2022	3,452
CATHEDRAL CITY	DA VALL RD	Ave 30	Valley Center Blvd	Construct new 6-lane Road, including bridge over the Railroad new Da Vall Interchange. EB/WB Aux Lanes	2028	52,600
CATHEDRAL CITY	DA VALL RD	Valley Center Blvd	Varner Rd	Construct new 6-lane Road, including bridge at Long Canyon	2028	25,400
CATHEDRAL CITY	DA VALL RD (west side of Da Vall Rd)	McCallum Way	Ave 30	Widen from 2 to 3 lanes on the west side of Da Vall Rd within Cathedral City boundary.	2026	4,156
CATHEDRAL CITY	DA VALL RD (West Side of Da Vall RDd)	Dinah Shore	Ramon Rd	Widen from 2 to 4 lanes	2025	8,028
CATHEDRAL CITY	DATE PALM DR	Dinah Shore Dr	Ramon Rd	Widen from 4 to 6 lanes	2026	5,246
CATHEDRAL CITY	DATE PALM DR	East Palm Cyn	Perez Road	Widen from 4 to 6 lanes, including bridge at N. Catheral Channel	2022	13,015
CATHEDRAL CITY	DATE PALM DR	Gerald Ford Dr	Dinah Shore Dr	Widen from 4 to 6 lanes	2028	5,008
CATHEDRAL CITY	DAVALL DR.	RAMOND ROAD	MCCALLUM BLVC	WIDEN 2 TO 4 LANES	2028	1500
CATHEDRAL CITY	E. Palm Canyon	Cathedral Canyon Drive	Date Palm Dr	Widen from 4 to 6 Lanes	2027	2,562
CATHEDRAL CITY	E. Palm Canyon	Date Palm Dr	East Cathedral City Limits	Widen from 4 to 6 Lanes	2030	2,831
CATHEDRAL CITY	E. Palm Canyon	West Cathedral City Limits	Cathedral Canyon Drive	Widen from 4 to 6 Lanes	2025	11,525
CATHEDRAL CITY	I-10	at Landau	btwn Vista Chino & Varner Rd	Construct new 6-lane mixed flow, partial cloverleaf IC with auxiliary lanes and 4 two lane ramps plus 6 lane grade separation bridge over UPRR between Palm Dr IC and Date Palm Drive IC	2035	117,779
CATHEDRAL CITY	Landau	I-10	Valley Center Blvd	Construct new 6-lane Road	2035	15,292
CATHEDRAL CITY	Landau	Valley Center Blvd	Varner Rd	Construct new 4-lane Road	2035	22,939

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
CATHEDRAL CITY	Landau	Vista Chino	UPRR	Construct new 6-lane road	2035	28,293
CATHEDRAL CITY	MOUNTAIN VIEW	20th Ave	Varner Rd	Widen from 2 to 6 lanes	2024	9,026
CATHEDRAL CITY	VALLEY CENTER BLVD	DATE PALM DR	DA VALL DR (FUTURE EXTENSION)	IN THE CITY OF CATHEDRAL CITY, CONSTRUCT VALLEY CENTER BLVD NORTH OF I-10 AND SOUTH OF VARNER RD AS A 4 LANE ARTERIAL FROM DATE PALM DR TO FUTURE DA VALL RD EXTENSION	2025	53,059
CATHEDRAL CITY	VALLEY CENTER BLVD	PALM DR	DATE PALM DR	IN THE CITY OF CATHEDRAL CITY, CONSTRUCT VALLEY CENTER BLVD NORTH OF I-10 AND SOUTH OF VARNER RD AS A 4 LANES ARTERIAL FROM PALM DR TO DATE PALM DR	2024	57,063
CATHEDRAL CITY	VARNER RD	Date Palm Dr	Ramon Rd	Widen from 2 to 4 lanes	2026	54,004
CATHEDRAL CITY	VARNER RD	Palm Dr	Mountain View Rd	Widen from 2 to 4 lanes	2025	21,135
CATHEDRAL CITY	VARNER ROAD	MOUNTAIN VIEW RD	DATE PALM DR	WIDEN 2 TO 6 LANES	2026	4500
CATHEDRAL CITY	VISTA CHINO	Date Palm	Da Vall Dr	Construct new 6-lane Road	2024	23,636
CITY OF RIVERSIDE	Capitalized Preventative Maintenance	City of Riverside	City of Riverside	Capitalized Preventative Maintenance	2026	400
CITY OF RIVERSIDE	Replacement Buses	City of Riverside	City of Riverside	Replacement CNG buses for paratransit services.	2026	567
COACHELLA	AVE 48	Grade Separation at Hwy 111/SPRR		Widen from 4 to 6 lanes	2030	11,343
COACHELLA	AVE 48	Van Buren St	W of Hwy 86	Widen from 2 to 6 lanes	2022	5,013
COACHELLA	AVE 50	Bridge. at All Amer.Canal		Construct 6-lane Bridge	2025	3,603
COACHELLA	AVE 50	Hwy 111 to SR-86S	SR-86S	Widen from 2 to 6 lanes	2025	102,558
COACHELLA	AVE 50	Jackson St	Van Buren St	Widen from 2 to 4 lanes	2023	13,658
COACHELLA	AVE 50	SR-86 to I-10	I-10	Widen from 2 to 6 lanes	2025	24,830
COACHELLA	AVE 50	Van Buren St	Harrison St	Widen from 2 to 6 lanes	2020	7,174
COACHELLA	AVE 52	Calhoun St	Fredrick St	Widen from 2 to 6 lanes	2023	11,006
COACHELLA	AVE 52	Fredrick St	Harrison St	Widen from 2 to 6 lanes	2023	2,973
COACHELLA	AVE 52	Harrison St	Hwy 111	Widen from 2 to 6 lanes	2024	1,830
COACHELLA	AVE 52	Hwy 111	SR-86S	Widen from 2 to 6 lanes	2035	130,503
COACHELLA	AVE 52	Intersection of Ave 52 and Hwy 111		Widen from 2 to 6 lanes	2022	174

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
COACHELLA	AVE 52	Intersection of Ave 52 and SR-86	All American Canal	Widen from 2 to 6 lanes	2020	5,000
COACHELLA	AVE 52	Jackson St	Calhoun St	Widen from 2 to 6 lanes	2024	5,105
COACHELLA	AVE 54	Harrison St	Tyler St	Widen from 2 to 4 lanes	2024	12,011
COACHELLA	AVE 54	Hwy 111	Fillmore	Construct 4-lane Bridge	2025	47,984
COACHELLA	AVE 54	Tyler St	Hwy 111	Widen from 2 to 4 lanes	2022	7,925
COACHELLA	AVE 54	Van Buren St	Harrison St	Widen from 2 to 4 lanes	2026	11,315
COACHELLA	AVE 56 / AIRPORT BLVD (NORTH SIDE)	0.25 mi. W of Van Buren St	Harrison St	Widen from 2 to 4 lanes	2023	14,201
COACHELLA	AVE 58	Van Buren St	Harrison St (SR-86)	Widen from 2 to 4 lanes	2023	6,630
COACHELLA	DILLON RD	Ave 44	I-10	Widen from 2 to 4 lanes	2023	11,474
COACHELLA	DILLON RD	I-10	Whitewater Br.	Widen from 4 to 6 lanes	2026	4,669
COACHELLA	GRAPEFRUIT BLVD	Ave 48/Dillon Rd	Ave 50	Widen from 2 to 6 lanes	2022	12,908
COACHELLA	GRAPEFRUIT BLVD	Ave 50	Ave 52	Widen from 2 to 6 lanes	2023	8,971
COACHELLA	GRAPEFRUIT BLVD	Ave 52	Ave 54	Widen from 2 to 6 lanes	2020	7,074
COACHELLA	GRAPEFRUIT BLVD	Ave 54	Ave 56	Widen from 2 to 6 lanes	2023	6,646
COACHELLA	HARRISON ST	Ave 54	Ave 56	Widen from 2 to 4 lanes	2024	8,849
COACHELLA	I-10 (PM 58.39 to 59.39)	at Dillon Rd	Btwn Vista Del Norte and Vista Del Sur	Reconstruct/widen IC ramps	2028	26,000
COACHELLA	I-10/Dillon Rd	800' s/o Vista Del Sur	600' n/o Vista Del Norte	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA 0K950K)	2027	25,500
COACHELLA	I-10/Dillon Rd	800' s/o Vista Del Sur	600' n/o Vista Del Norte	IN THE CITY OF COACHELLA: AT I-10 DILLON RD BETWEEN 800 FT SOUTH OF VISTA DEL SUR TO 600 NORTH OF VISTA DEL NORTE - RECONSTRUCT IC ADD ACCELERATION LANE ON W/B - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC SIGNAL MODIFICATIONS, TURNING LANES. (EA 0K950K)	2027	25,500

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
Coachella	SR 86/Dillon Rd	Stormwater Channel Bridge	Harrison Pl	THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K)	2027	26,500
Coachella	SR 86/Dillon Rd	Stormwater Channel Bridge	Harrison Pl	THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K)	2027	26,500
COACHELLA	SR-86S (PM 17.81 to 18.81)	at Ave 54	btwn SR-111 Ramp; Fillmore	Construct 4 lane bridge/interchange and ramps across SR-86S	2035	92,843
COACHELLA	SR86S (PM 21.02 to 22.9)	at Dillon Rd	Btwn west of Coachella Storm Water Channel and Avenue 47	Reconstruct/widen IC from 2 to 4 lanes and reconstruct/widen ramps	2027	26,851
COACHELLA	VAN BUREN ST	Ave 48	Ave 50	Widen from 2 to 6 lanes	2023	13,762
COACHELLA	VAN BUREN ST	Ave 50	Ave 52	Widen from 2 to 6 lanes	2023	13,762
COACHELLA	VAN BUREN ST	Ave 52	Ave 54	Widen from 2 to 4 lanes	2023	613
COACHELLA	VAN BUREN ST	Ave 54	Ave 56/Airport Blvd	Widen from 2 to 4 lanes	2023	617
CORONA	Expansion Buses	City of Corona	City of Corona	Purchase of buses for expansion and service improvements of the Corona Cruiser fixed route system. These improvements are necessary as population and development continues to grow througout the service area. Buses will be used for expansion of service and service improvements to current routes. Service improvements will include improved frequency and extensions of the current routes.	2026	3500
CORONA	FULLERTON AVE	MAGNOLIA AVE	BEVERLY RD	IN THE CITY OF CORONA ON EXSTING FULLERTON AVE. - WIDEN AND REALIGN EXISTING 2 TO 4 LANES BY ADDING 1 NORTHWEST AND SOUTHEAST THRU LANE. CONSTRUCT SIDEWALK W/ADA RAMPS ALONG FULLERTON AVE	2045	
CORONA	Magnolia Ave	Ontario Ave	Kellogg Ave.	Intersection upgrades on Magnolia Ave. between Ontario Ave. and Kellogg Ave.to accommodate restriping from 4 to 6 lanes.	2035	277
CORONA	Magnolia Ave	El Camino Ave	1,000" E/O All American Way	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF CORONA - MAGNOLIA AVE BRIDGE WIDENING FROM 4 TO 6 LANES FROM EL CAMINO AVE TO 1000 FT E/O ALL AMERICAN WY, INCLUDING THE WIDENING OVER THE TEMESCAL CHANNEL; PROJECT TO INCLUDE CONSTRUCTION OF MISSING SIDEWALK, BIKE LANES, ADA COMPLIANT RAMPS, AND DECORATIVE LANDSCAPING.	2022	3,200
CORONA	Main St	South Grand Blvd.	Ontario Ave.	Widen from 2 to 4 lanes.	2035	4,575

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
CORONA	Ontario Ave	330' w/o Compton Ave	State St	IN THE CITY OF CORONA ON EXISTING ONTARIO AVE – WIDEN AND REALIGN EXISTING 5 TO 7 LANES BY ADDING 1 WB THRU LANE AND 1 EB THRU LANE, CONSTRUCT TIE BACK WALL AND 815' SIDEWALK W/ADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.	2021	6,078
CORONA	ONTARIO AVE	LINCOLN AVE	125 W/O CONEJO ST	IN THE CITY OF CORONA ON EXISTING ONTARIO AVENUE-- WIDEN AND REALIGN EXISTING 4 TO 6 LANES BY ADDING 1 EB THRU LANE, CONSTRUCT 900' SIDEWALK W/ADA RAMP ON THE SOUTHEAST SIDE OF ONTARIO AVE AND LINCOLN AVE.	2028	
CORONA	Radio Rd	Sampson Ave	Walker Ln	Grade Separation - 2 Lanes over BNSF RR Tracks	2040	25,000
CORONA	Railroad St	Violet St	Grand Blvd	Widen from 2 to 4 lanes	2035	9,416
CORONA	RIMPAU AVE	MAGNOLIA AVE	OLYMPIC DR	IN THE CITY OF CORONA ON EXISTING RIMPAU AVE. - WIDEN AND REALIGN EXISTING 4 TO 5 LANES BY ADDING 1 NB THRU LANE. CONSTRUCT SIDEWALK W/ADA RAMPS ALONG RIMPAU AVE AND SIGNAL MODIFICATION IN CALIFORNIA AVE.	2033	
CORONA	RIMPAU AVE	FRANCIS ST	MAGNOLIA AVE	IN THE CITY OF CORONA ON EXSTING RIMPAU AVE. - WIDEN AND REALIGN EXISTING 2 TO 4 LANES BY ADDING 1 SB AND NB THRU LANE. CONSTRUCT SIDEWALK W/ADA RAMPS ALONG RIMPAU AVE.	2038	
CORONA	Transit Service Expansion	City of Corona	City of Corona	Expansion of fixed route service as population and development continues to grow throughout the service area. Expansion of service will be dependent upon the outcome and recommendations from the Comprehensive Operations Analysis.	2026	1500
CORONA	Transit Service Improvements	City of Corona	City of Corona	Service improvements to current routes which includes but not limited to improving frequency, schedule adherence, extension of existing routes (include adding/deleting stops with more frequent stops to the Metrolink Station). These improvements will be dependent upon the outcome and recommendations from the Comprehensive Operations Analysis.	2023	1500
CORONA	Transit Service Improvements	City of Corona	City of Corona	Expansion and/or services improvements of Corona transit fixed route service as population and development continues to grow throughout the service area. Improvements include but not limited to improving frequency, schedule adherence and extension of existing routes (include adding/deleting stops with more frequent stops to the Metrolink Station) and expansion of service to include additional route(s). These improvements to the transit service will be dependent upon the outcome and recommendations from the Comprehensive Operations Analysis.	2026	3000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
DESERT HOT SPRINGS	HACIENDA AVE	Cholla Dr	Palm Dr	Widen from 2 to 4 lanes (2 lanes in each direction) from Cholla Dr. to Palm Dr.	2025	3,629
DESERT HOT SPRINGS	HACIENDA AVE	Little Morongo Rd	Cholla Dr(missinglink)	Construct new four 12-ft lanes with 14-ft medians between Little Morongo Rd and Cholla Dr.	2025	8,447
DESERT HOT SPRINGS	HACIENDA AVE	Mountain View Rd	Dillon Rd(LongCynRd)	Widen from 2 to 4 lanes	2025	12,356
DESERT HOT SPRINGS	HACIENDA AVE	Palm Dr	Mountain View Rd	Widen from 2 to 4 lanes	2025	6,901
DESERT HOT SPRINGS	INDIAN AVE	MISSION LAKES BLVD	PIERSON BLVD	IN THE COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - INDIAN AVE. WIDENING: WIDENING OF INDIAN AVE. FROM 2 TO 6 THROUGH LANES (3 IN EA DIR) BETWEEN MISSION LAKES BLVD., AND PIERSON BLVD.	2022	27,783
DESERT HOT SPRINGS	LITTLE MORONGO RD	Mission Lakes Blvd	Pierson Blvd	Widen from 2 to 4 lanes	2025	4,600
DESERT HOT SPRINGS	LITTLE MORONGO RD	Pierson Blvd	Two Bunch Palms Tr	Widen from 2 to 4 lanes	2025	13,331
DESERT HOT SPRINGS	LITTLE MORONGO RD	Two Bunch Palms Tr	Dillon Rd	Widen from 2 to 4 lanes	2025	16,632
DESERT HOT SPRINGS	MISSION LAKES BLVD	Indian Ave	Little Morongo Rd	Widen from 2 to 4 lanes	2025	13,331
DESERT HOT SPRINGS	MISSION LAKES BLVD	Little Morongo Rd	Palm Dr	Widen from 2 to 4 lanes	2025	6,901
DESERT HOT SPRINGS	MISSION LAKES BLVD	Palm Dr	Eastern Terminus at Verbena Dr	Widen from 2 to 4 lanes	2025	2,300
DESERT HOT SPRINGS	Mission Lakes Blvd	SR62	Indian Ave.	Widen from 2 to 4 lanes	2022	9,486
DESERT HOT SPRINGS	MOUNTAIN VIEW	Hacienda Ave	Dillon Rd	Widen from 2 to 4 lanes	2025	9,201
DESERT HOT SPRINGS	Mountain View Rd.	Pierson Blvd. at East Terminus of Desert View Ave.	Hacienda Ave.	Widen from 2 to 4 lanes	2022	1,064
DESERT HOT SPRINGS	Palm Dr.	Dillon Rd.	Two Bunch Palms Tr.	Widen from 4 to 6 lanes. Other improvements include shoulders and medians	2023	7,153
DESERT HOT SPRINGS	Palm Dr.	Pierson Blvd.	Mission Lake Blvd.	Widen from 4 to 6 lanes. Other improvements include shoulders and medians	2023	5,298
DESERT HOT SPRINGS	PIERSON BLVD	Indian Ave	Little Morongo Rd	Widen from 2 to 4 lanes	2025	9,904
DESERT HOT SPRINGS	PIERSON BLVD	SR-62	Indian Ave	Widen from 2 to 4 lanes	2025	14,947
DESERT HOT SPRINGS	Pierson Blvd.	Ambrosio Dr	Miracle Hill Rd.	Widen from 2 to 4 lanes	2023	2,150
DESERT HOT SPRINGS	Pierson Blvd.	Miracle Hill Rd.	Eastern Terminus of Desert View Ave.	Widen from 2 to 4 lanes	2023	7,531

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
DESERT HOT SPRINGS	TWO BUNCH PALMS TR	Little Morongo Rd	Palm Dr	Widen from 2 to 4 lanes	2025	7,496
DESERT HOT SPRINGS	TWO BUNCH PALMS TR	Palm Dr	Miracle Hill Rd	Widen from 2 to 4 lanes	2025	5,319
DESERT HOT SPRINGS	Worsley Rd.	Pierson Blvd.	Indian Ave.	Widen from 2 to 4 lanes	2023	13,676
EASTVALE	Archibald Ave	San Bernardino County Line	65th St	Widen from 2 to 4 lanes	2028	36,308
EASTVALE	Hamner Ave	Mission Blvd	Bellegrave Ave	Widen from 2 to 6 lanes	2030	14,542
EASTVALE	Limonite Ave.	Archibald	Hamner	Widening of Limonite Ave from 4 to 6 lanes	2030	8,034
EASTVALE	Limonite Avenue	Archibald Ave	Hellman Ave	Limonite gap and bridge over Cucamonga Creek including capacity enhancement.	2035	9690
EASTVALE	Philadelphia Ave	Milliken Ave	I-15	Widen from 1 EB existing to 2 lanes	2035	1,763
EASTVALE	Schleisman Rd	San Bernardino County Line	Enclave Dr	Widen from 2 to 4 lanes	2026	22,643
EASTVALE	Schleisman Rd	Sumner Ave	Scholar Way	Widen from 2 to 4 lanes	2030	9,782
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	Schleisman Rd	Lindsey Ct	Wineville Ave	ON I-15 NEAR THE CITY OF NORCO - CONSTRUCT NEW SCHLEISMAN RD IC (6 THROUGH LANES) AND RAMPS (2 LANES) AND NB/SB AUX LANE BETWEEN SCHLEISMAN RD IC AND LIMONITE RD IC (EA: 0E140K)	2035	91,481
EASTVALE	SR-60 (PM SBD 9.46 to 10.46)	at Milliken Ave	btwn Harrel Ave & Iberia	Reconstruct/widen IC, ramps, and channelization improvements	2020	4,133

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
HEMET	Cawston Ave	Cawston Ave Bridge over Salt Creek Channel		Construct 4 lane bridge across Salt Creek Channel	2035	20,647
HEMET	Cawston Ave	Cove St	Mustang Way	Widen from 2 to 4 Lanes	2035	3,000
HEMET	Domenigoni Pkwy	Warren Rd	Sanderson Ave	Widen from 4 to 6 lanes	2035	8,000
HEMET	Esplanade Ave	Warren Rd	San Jacinto St	Widen from 2 to 4 Lanes	2035	5,000
HEMET	Hemet St	Hemet St Bridge over Bautista Creek		Construct 2 lane bridge across Bautista Creek	2035	21,305
HEMET	Lyon Ave	Domenigoni Pkwy	Chambers St	Construct New 4 lane Arterial	2035	15,979
HEMET	Lyon Ave	Lyon Ave Bridge over Salt Creek Channel		Construct 4 lane bridge across Salt Creek Channel	2035	20,000
HEMET	Menlo Ave	Westerly End	Park Ave	Widen from 2 to 4 Lanes	2035	20,000
HEMET	State St	Johnston Ave	Florida Ave (SR-74)	Widen from 2 to 4 lanes	2035	1,750
HEMET	Stetson Ave	Cawston Ave	State St	Widen from 2 to 4 Lanes	2035	2,750
HEMET	Stetson Ave	West of Cawston Ave	Warren Rd	Relocate and construct 4 lane arterial	2035	8,387
HEMET	Stetson Ave	West of Cawston Ave	Westerly City Limits	Widen from 2 to 6 Lanes	2035	8,522
HEMET	Warren Rd	Esplanade Ave	Domenigoni Pkwy	Widen from 2 to 4 lanes	2035	21,984
HEMET	Warren Rd	Warren Rd Bridge over Salt Creek Channel		Construct 6 lane bridge across Salt Creek Channel	2035	20,000
INDIAN WELLS	HWY111	WEST CITY LIMITS	EAST CITY LIMITS	TRAFFIC SIGNAL SYCHRONIZATION PROGRAM THROUGH INDIAN WELLS (ALONG COOK STREET, FRED WARING DRIVE, HIGHWAY 111, AND WASHINGTON AVENUE) INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE, AND SOFTWARE. (PM 2.5 BENEFITS)	2028	1000
INDIO	Adams St	Ave 38	Ave 40	Widen from 2 to 4 Lanes	2027	1,400
INDIO	Ave 38	Adams St	Madison St	Widen from 2 to 4 Lanes	2027	2,500
INDIO	Ave 40	Varner Rd	Jefferson St	Widen from 2 to 4 Lanes	2027	1,400
INDIO	AVE 42	Monroe St	Jackson St	Widen from 4 to 6 Lanes	2027	7,335
INDIO	AVE 42	Clinton St	Monroe St	Widen from 2 to 4 Lanes	2032	13,543
INDIO	AVENUE 44	Whitewater River	Dillon Rd	Widen from 2 to 4 Lanes	2032	4,122
INDIO	AVENUE 50	Jackson St	City Limits	Widen from 2 to 4 Lanes	2022	5,144
INDIO	AVENUE 50	Jefferson St	Madison St	Widen from 2 to 4 Lanes	2024	5,374
INDIO	AVENUE 50	Madison St	Monroe St	Widen from 2 to 4 Lanes	2024	5,591

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
INDIO	AVENUE 50	Monroe St	Jackson St	Widen from 3 to 4 Lanes	2024	5,030
INDIO	AVENUE 52	Monroe St	Jackson St	Widen from 3 to 4 Lanes	2027	10,527
INDIO	Clinton St	Miles St	De Oro Ave	Widen from 3 to 4 Lanes	2027	500
INDIO	Dillon Rd	Ave 44	North City Limits	Widen from 2 to 4 Lanes	2032	1,962
INDIO	Dillon Rd	Bridge over Coachella Valley Storm Water Channel		Widen from 2 to 4 Lanes	2027	17,500
INDIO	Dillon Rd	Cabazon Rd	Hwy 86 IC	Widen from 2 to 4 Lanes, not including bridge over Coachella Valley Storm Water Channel	2027	1,100
INDIO	GOLF CENTER PKWY	Ave 45	Hwy 111	WIDEN FROM 2 to 4 LANES	2030	15000
INDIO	Indio Blvd	I-10 IC	Jefferson St	Widen from 4 to 6 Lanes, not including railroad crossing	2024	700
INDIO	Indio Blvd	Union Pacific Railroad Crossing		Widen from 4 to 6 Lanes	2024	13,000
INDIO	JACKSON ST	Ave 49	Ave 50	Widen from 3 to 4 Lanes	2022	5,177
INDIO	JACKSON ST	Ave 50	Ave 52	Widen from 3 to 4 Lanes	2022	4,285
INDIO	JACKSON ST	I-10 IC	Ave 44	Widen from 2 to 4 Lanes	2024	1,846
INDIO	JEFFERSON ST	Ave 40	Ave 39	Widen to 4 Lanes	2027	4,289
INDIO	JEFFERSON ST	Sun City Blvd.	Ave 40	Widen from 4 to 6 Lanes	2027	3,861
INDIO	Madison St	Ave 38	Ave 40	Widen from 3 to 4 Lanes	2027	1,000
INDIO	MADISON ST	Ave 50	Ave 49	Widen from 2 to 4 Lanes	2027	11,824
INDIO	MADISON ST	Fred Waring Dr	Indio Blvd	Widen from 2 to 4 Lanes	2027	5,947
INDIO	MADISON ST	Hwy 111	Ave 48	Widening from 3 to 4 lanes	2022	7,271
INDIO	MADISON ST	Miles Ave	Fred Waring Dr (missing link)	Construct New 4 - Lane Road, including bridge at All American Canal and Whitewater River.	2033	22,947
INDIO	Madison St OC	Madison St OC at I-10		New 4 Lane Overcrossing	2040	50,000
INDIO	MONROE ST	Ave 41	Ave 42	Widen from 2 to 4 Lanes	2022	7,815
INDIO	MONROE ST	I-10	Ave 44	WIDEN FROM 2 to 4 LANES	2026	15000
INDIO	VARNER RD / AVE 42	Jefferson St	Clinton St	Widen from 2 to 4 Lanes, including bridge over All American Canal.	2032	11,355
JURUPA VALLEY	Armstrong Rd	San Bernardino County Line	Valley Way	Widen from 2 to 4 lanes	2035	8,940

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
JURUPA VALLEY	BELLGRAVE AVE	BAIN ST	RUTILE ST	GRADE SEPARATION - 2 LANES OVER UPRR TRACKS	2030	188,241
JURUPA VALLEY	Bellgrave Ave	Cantu-Galleano Ranch Rd/Birtcher Dr Intersection	Van Buren Blvd	Widen from 2 to 4 lanes	2035	6,918
JURUPA VALLEY	Cantu-Galleano Ranch Rd	3,350' Easterly of Wineville Rd	Bellgrave Ave/Birtcher Dr Intersection	Construct 4 lane arterial, including 4-lane bridge crossing channel	2030	2,492
JURUPA VALLEY	JURUPA RD	CEDAR ST	E'LY OF FELSPAR ST	GRADE SEPARATION - 2 LANES OVER UPRR TRACKS	2030	126,151
JURUPA VALLEY	Limonite Ave	Bain St.	Downey St	Widen from 2 to 4 lanes	2025	6,500
JURUPA VALLEY	Limonite Ave	Van Buren Blvd	Baldwin St	Widen from 4 to 6 lanes	2030	1,869
JURUPA VALLEY	Limonite Ave	Wineville Ave.	Etiwanda Ave	Widen EB lane from 1 lane to 2 lanes.	2020	7,000
JURUPA VALLEY	Market St	Rubidoux Blvd.	North of the Santa Ana River	Widen from 2 to 4 lanes	2030	31,155
JURUPA VALLEY	Philadelphia Ave	Wineville Rd	Etiwanda Ave	Widen from 1 EB existing to 2 lanes	2035	1,484
JURUPA VALLEY	Riverside Dr	I-15	Etiwanda Ave	Widen from 2 to 4 lanes	2030	2,243
JURUPA VALLEY	Riverside Dr at Day Creek	Wineville Rd	Etiwanda Ave	Widen bridge from 2 to 4 lanes	2035	567
JURUPA VALLEY	Schleisman Rd	I-15	Arlington Ave	Construct 4 lane arterial	2035	37,518
JURUPA VALLEY	SR-60 (PM 2.53 to 3.53)	at Mission Blvd	btwn Granite Hill Dr & Sevaine Way	Reconstruct interchange/ramps	2035	65,604
JURUPA VALLEY	SR-60 (PM 9.06 to 10.06)	at Rubidoux Blvd	btwn 30th & 34th Sts	Reconstruct/widen IC, ramps and channelization improvements	2030	28,507
JURUPA VALLEY	VAN BUREN BOULEVARD	LIMONITE AVENUE	SANTA ANA RIVER	WIDEN ROAD FROM 4 TO 6 LANES	2025	7000
LA QUINTA	AVE 48	DUNE PALMS RD	JEFFERSON ST	REPLACE LOW WATER CROSSING WITH BRIDGE	2045	8007
LA QUINTA	AVE 50	Jefferson Street	Madison Street	Widen from 2 to 4 lanes. Shared project between the City of La Quinta and Indio. The south side of Avenue 50 widening from 1 to 2 lanes, including bike lanes and sidewalk.	2028	3,161
LA QUINTA	AVE 52	Jefferson Street	Madison Street	Widen from 2 to 4 lanes in areas with missing sections on the north side of Avenue 52.	2030	944
LA QUINTA	AVE 54	MADISON ST	MONROE ST	WIDEN SOUTH SIDE OF AVE 54 FROM 1 TO 2 LANES, CONSTRUCT BIKE LANE, AND SIDEWALKFOR GAP CLOSURE.	2035	3489
LA QUINTA	AVE 58	Jefferson St	Madison St	WIDEN SOUTH SIDE FROM 1 TO 2 LANES AND PORTION OF NORTH SIDE FROM 1 TO 2 LANES	2030	7,832
LA QUINTA	AVE 58	Madison St	Monroe St	Widen south side from 1 to 2 lanes in areas with missing sections including bike lanes and sidewalk	2030	690

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
LA QUINTA	AVE 60	MONROE ST	CITY LIMITS	WIDEN ROAD FROM 2 TO 4 LANES, CONSTRUCT BIKE LANES, AND SIDEWALK.	2035	2115
LA QUINTA	AVE 60	MADISON ST	MONROE ST	WIDEN NORTH SIDE OF ROAD FROM 1 TO 2 LANES, CONSTRUCT BIKE LANES, AND SIDEWALK.	2035	1653
LA QUINTA	Avenue 50 over the La Quinta Evacuation Channel Low Water Crossing Replacement	Washington Street	Park Avenue	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2027	15,224
LA QUINTA	Avenue 50 over the La Quinta Evacuation Channel Low Water Crossing Replacement	Washington Street	Park Avenue	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2027	15,224
LA QUINTA	MONROE ST	AVE 54	MOUNTAIN VIEW LANE	WIDEN WEST SIDE OF MONROE FROM 1 TO 2 LANES, CONSTRUCT BIKE LANE, AND SIDEWALK FOR GAP CLOSURE.	2030	3171
LA QUINTA	MONROE ST	AVE 58	AVE 59	WIDEN WEST SIDE OF MONROE FROM 1 TO 2 LANES, CONSTRUCT BIKE LANE, AND SIDEWALK FOR GAP CLOSURE.	2030	1909
LA QUINTA	MONROE ST	AVE 59	AVE 60	WIDEN EAST SIDE OF MONROE FROM 1 TO 2 LANES, CONSTRUCT BIKE LANE, AND SIDEWALK WITHIN THE CITY BOUNDARY.	2030	2511
LA QUINTA	MONROE ST	AVE 60	AVE 61	WIDEN ROAD FROM 2 TO 4 LANES, CONSTRUCT BIKE LANES, AND SIDEWALK.	2030	3860
LA QUINTA	WESTWARD HO	ADAMS ST	DUNE PALMS RD	WIDEN ROAD FROM 2 TO 4 LANES	2040	7142
LA QUINTA	WESTWARD HO	DUNE PALMS RD	JEFFERSON RD	WIDEN SOUTH SIDE OF ROAD FROM 1 TO 2 LANES	2040	4021
LAKE ELSINORE	Auto Center Dr (Casino Dr)	Franklin St	Diamond Dr (Railroad Cyn Rd)	Widen bridge over San Jacinto River from 2 to 4 lanes	2025	9,587
LAKE ELSINORE	Franklin St	Avenue 6	Canyon Estates Dr	Widen street and bridge over I-15 from 2 to 4 lanes	2035	1,782
LAKE ELSINORE	Grand Ave	Machado St	SR-74	Widen from 2 to 4 lanes	2032	3,527

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
LAKE ELSINORE	I-15	200' W/O SB OFF-RAMP	CAMINO DEL NORTE	On I-15 at Main St IC - Widening of Main St UC from one lane in ea dir to two lanes in ea dir, from 200 ft w/o the SB off-ramp to Camino Del Norte intersection (700 ft); add TWO additional left turn pocketS to the I-15 NB and SB on-ramps; widen I-15 SB off ramp from two lanes to four lanes approaching Main St, with two left turning lanes and two right turning lanes (1,500 LF); widen I15 SB on ramp from one lane to two lanes (12 ft wide each plus 8 ft shoulder onto I-15) (2,500 LF); widen NB off-ramp from one lane to three lanes but striped for two lanes (36 ft wide plus an 8 ft shoulder) and expand to three lanes once new Franklin IC is constructed (1,860 LF); widen NB on-ramp from one lane to two lanes onto I-15 with tapering acceleration lane (1,900 LF). Construct new traffic signals at the on and off ramps intersections.	2028	21,270
LAKE ELSINORE	I-15	at Lake St	btwn Walker Cyn Rd Temescal Cyn Rd	Reconstruct/widen IC from 2 to 6 lanes and reconstruct/widen ramps	2025	20,275
LAKE ELSINORE	I-15	at Malaga Rd	btwn Casino Dr Lakeview Terrace and Grape St	Construct new 4 lane OC over I-15	2028	35,346
LAKE ELSINORE	I-15	at Riverside Dr	btwn Collier Ave and Dexter Ave	Construct new 4 lane OC over I-15	2022	30,604
LAKE ELSINORE	I-15	at Second St (Chaney Ave)	btwn Collier Ave and Camino del Norte	Construct new 4 lane arterial connecting overcross over I-15	2032	56,579
LAKE ELSINORE	I-15	I-15	MAIN ST.	On I-15 at Main St IC - Widening of Main St UC from one lane in ea dir to two lanes in ea dir, from 200 ft w/o the SB off-ramp to Camino Del Norte intersection (700 ft); add TWO additional left turn pocketS to the I-15 NB and SB on-ramps; widen I-15 SB off ramp from two lanes to four lanes approaching Main St, with two left turning lanes and two right turning lanes (1,500 LF); widen I15 SB on ramp from one lane to two lanes (12 ft wide each plus 8 ft shoulder onto I-15) (2,500 LF); widen NB off-ramp from one lane to three lanes but striped for two lanes (36 ft wide plus an 8 ft shoulder) and expand to three lanes once new Franklin IC is constructed (1,860 LF); widen NB on-ramp from one lane to two lanes onto I-15 with tapering acceleration lane (1,900 LF). Construct new traffic signals at the on and off ramps intersections.	2028	21,270

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
LAKE ELSINORE	I-15	I-15	MAIN ST.	On I-15 at Main St IC - Widening of Main St UC from one lane in ea dir to two lanes in ea dir, from 200 ft w/o the SB off-ramp to Camino Del Norte intersection (700 ft); add TWO additional left turn pocketS to the I-15 NB and SB on-ramps; widen I-15 SB off ramp from two lanes to four lanes approaching Main St, with two left turning lanes and two right turning lanes (1,500 LF); widen I15 SB on ramp from one lane to two lanes (12 ft wide each plus 8 ft shoulder onto I-15) (2,500 LF); widen NB off-ramp from one lane to three lanes but striped for two lanes (36 ft wide plus an 8 ft shoulder) and expand to three lanes once new Franklin IC is constructed (1,860 LF); widen NB on-ramp from one lane to two lanes onto I-15 with tapering acceleration lane (1,900 LF). Construct new traffic signals at the on and off ramps intersections.	2028	21,270
LAKE ELSINORE	I-15	Main St.	I-15	On I-15 at Main St IC - Widening of Main St UC from one lane in ea dir to two lanes in ea dir, from 200 ft w/o the SB off-ramp to Camino Del Norte intersection (700 ft); add TWO additional left turn pocketS to the I-15 NB and SB on-ramps; widen I-15 SB off ramp from two lanes to four lanes approaching Main St, with two left turning lanes and two right turning lanes (1,500 LF); widen I15 SB on ramp from one lane to two lanes (12 ft wide each plus 8 ft shoulder onto I-15) (2,500 LF); widen NB off-ramp from one lane to three lanes but striped for two lanes (36 ft wide plus an 8 ft shoulder) and expand to three lanes once new Franklin IC is constructed (1,860 LF); widen NB on-ramp from one lane to two lanes onto I-15 with tapering acceleration lane (1,900 LF). Construct new traffic signals at the on and off ramps intersections.	2028	21,270
LAKE ELSINORE	I-15	Main St.	I-15	On I-15 at Main St IC - Widening of Main St UC from one lane in ea dir to two lanes in ea dir, from 200 ft w/o the SB off-ramp to Camino Del Norte intersection (700 ft); add TWO additional left turn pocketS to the I-15 NB and SB on-ramps; widen I-15 SB off ramp from two lanes to four lanes approaching Main St, with two left turning lanes and two right turning lanes (1,500 LF); widen I15 SB on ramp from one lane to two lanes (12 ft wide each plus 8 ft shoulder onto I-15) (2,500 LF); widen NB off-ramp from one lane to three lanes but striped for two lanes (36 ft wide plus an 8 ft shoulder) and expand to three lanes once new Franklin IC is constructed (1,860 LF); widen NB on-ramp from one lane to two lanes onto I-15 with tapering acceleration lane (1,900 LF). Construct new traffic signals at the on and off ramps intersections.	2028	21,270
LAKE ELSINORE	I-15 (PM 23.35 to 24.35)	at Nichols Rd	btwn ramps	Reconstruct/widen IC from 2 to 6 lanes and reconstruct/widen ramps	2025	47,122

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
LAKE ELSINORE	Lake St	I-15	Lincoln St	Widen from 2 to 6 lanes	2025	34,089
LAKE ELSINORE	Main St/I-15	420' S/O Main St	Camino Del Norte	MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2025	4,200
LAKE ELSINORE	Main St/I-15	420' S/O Main St	Camino Del Norte	MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2025	4,200
LAKE ELSINORE	Main St/I-15	420' S/O Main St	Camino Del Norte	MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2025	4,200
LAKE ELSINORE	Main St/I-15	420' S/O Main St	Camino Del Norte	MAIN ST/I-15 IC IMPROVEMENTS: WIDENING OF NB MAIN ST UNDER THE FREEWAY FROM 1 TO 2 LNS, ADD AN ADDITIONAL LN TO THE NB ENTRANCE AND EXIT RAMPS. WIDEN SB OFF RAMP TO ACCOMODATE 1 RT LN, 1 LT LN, AND 1 THRU LT LN AT MAIN ST INTERSECTION. INSTALL RAMP METERS & TRAFFIC SIGNALS AT THE ON & OFF RAMPS INTERSECTIONS, AND CAMINO DEL NORTE/MAIN ST INTERSECTION.	2025	4,200
LAKE ELSINORE	Malaga Rd	Mission Tr	Casino Dr/Lakeview Terrace	Widen from 2 to 4 lanes	2030	12,088
LAKE ELSINORE	Mission Tr	Railroad Canyon Rd	Corydon St	Widen from 4 to 6 lanes	2025	7,716
LAKE ELSINORE	Nichols Rd	Collier Ave	El Toro Rd	Widen from 2 to 6 lanes	2035	12,363
LAKE ELSINORE	SR-74 (Grand Ave)	Riverside Dr (SR-74)	Ortega Hwy (SR-74)	WIDEN FROM 2 TO 4 LANES CHANGE FROM 6 LANES TOTAL TO 4 LANES TOTAL	2035	16,036
LAKE ELSINORE	SR-74 (Riverside Dr)	Lakeshore Dr	Grand Ave	Widen from 2 to 6 lanes	2030	14,954
LAKE ELSINORE	Temescal Canyon Rd Segment A & C	Westerly City Boundary, 0.68 Mile Westerly of Lake Street	Lake St	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.	2024	5,750

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
MARCH JPA	6TH STREET	CACTUS AVE	MEYER DRIVE	CONSTRUCT EXTENSION OF 6TH STREET FROM CACTUS AVENUE TO MEYER DRIVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN. (THIS PORTION OF 6TH STREET WILL BE RENAMED "MARCH LIFECARE DRIVE" IN THE FUTURE)	2028	7000
MENIFEE	Bradley Bridge Rd	Rio Vista Dr	Potmac Dr	BRADLEY RD BRIDGE REPLACEMENT OF 400-FT, 4-LANES OVER EXISTING SALT CREEK CHANNEL FROM RIO VISTA DR TO POTMAC DR.	2026	10,930
MENIFEE	Ethanac Rd	Sherman Rd	Matthews Rd	Widen from 2 to 4 lanes incl. grade separation over BNSF RR (Grade sep portion is not part of grade sep list and should remain here)	2027	62,922
MENIFEE	Garbani Rd	Bradley Rd	I-215	Construct 4-lane arterial	2030	4,110
MENIFEE	Garbani Rd	I-215	Menifee Rd	Reconstruct and widen from 2 to 4 lanes	2030	3,617
MENIFEE	Goetz Rd	Juanita Dr	Lesser Ln	Widen from 2 to 4 lanes	2027	10,987
MENIFEE	Goetz Rd	Normandy Rd	Juanita Dr	Widen from 2 to 4 lanes	2027	2,925
MENIFEE	I-215 (PM 15.95 to 16.95)	at Garbani Rd	btwn Haun Rd & Antelope Rd	Construct new 4 lane (2 lns eac dir) and ramps	2030	60,573
MENIFEE	I-215 (PM 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (PM 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (PM 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (PM 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	I-215 (pm 20.3 to 21.3)	Sun City Blvd.	Easterly of Encanto Dr.	Reconstruct/Widen IC from 4 to 6 lanes and reconstruct ramps	2024	38,000
MENIFEE	McCall Blvd	Aspel Rd	Menifee Rd	Widen from 2 to 4 lanes	2027	4,276
MENIFEE	McCall Blvd	I-215	Aspel Rd	Widen from 4 to 6 lanes	2027	5,330
MENIFEE	Menifee Rd	Garbani Rd	Scott Rd	Widen from 2 to 4 lanes	2022	3,696
MENIFEE	Menifee Rd	Ramona Expwy	SR-74 (Pinacate Rd)	Widen from 2 to 4 lanes	2027	28,593
MENIFEE	Menifee Rd	SR-74 (Pinacate Rd)	Simpson Rd	Widen from 2 to 4 lanes incl. grade separation over RR (Grade sep portion is not part of grade sep list and should remain here)	2027	57,290
MENIFEE	Murrieta Rd	Ethanac Rd	McCall Blvd	Widen from 2 to 4 lanes	2027	8,659
MENIFEE	Murrieta Rd	Holland Rd	Scott Rd	MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM HOLLAND RD TO SCOTT RD (2-MILES).	2025	8,100
MENIFEE	Murrieta Rd & Holland Rd Intersection			MURRIETA RD AND HOLLAND RD INTERSECTION REALIGNMNET TO REPLACE A TWO-WAY INTERSECTION WITH STOP STOPS AND OFFSET AND SIGNALIZE THE INTERSTCTION, INSTALL STREET LIGHTS, ADA RAMPS AND SIDEWALKS. PROJECT TO INCLUDE WIDENING FROM SURREY RD TO 600-FT S/O HOLLAND RD FROM 2 TO 4-LANES.	2025	6,253
MENIFEE	Murrieta Rd Bridge	Par City Ave	Canino Del Sol Sur	MURRIETA RD WIDENING FROM 2 TO 4-LANES FROM PARK CITY AVE TO CAMINO DEL SOL SUR OVER (400-FT), OVER SALT CREEK CHANNEL, INCLUDING A TRAFFIC SIGNAL AT MURRIETA RD & VALLEY BLVD.	2027	12,500
MENIFEE	Newport Rd	Murrieta Rd	Bradley Rd	WIDEN FROM 5 TO 6 LANES	2027	33,553
MENIFEE	Scott Rd	I-215	El Centro	Widen Scott Rd from 4 to 6 lanes between I-215 and El Centro	2025	11,674
MENIFEE	Scott Rd/Bundy Canyon Rd	Sunset Ave	Haun Rd	Widen from 2 to 4 lanes	2022	27,580
MENIFEE	Valley Blvd	McCall Blvd	Murrieta Rd	VALLEY BLVD (MISSING LINK) WIDENING FROM 2 TO 4-LANES FROM MCCALL BLVD TO MURRIETA RD, INCLUDING GAP CLOSURE B/W MURRIETA RD AND HUNEY RUN RD (APPROX 650-FT), AND INSTALL OF TRAFFIC SIGNALS, NEW LANE STRIPING, CURB AND GUTTER, SIDWALKS, AND ADA RAMPS	2025	5,541
MORENO VALLEY	Alessandro Blvd	Frederick St	Perris Blvd	Widen from 4 to 6 lanes	2028	6,000
MORENO VALLEY	Alessandro Blvd	Perris Blvd	Nason St	WIDEN ALESSANDRO BLVD FROM PERRIS BLVD TO NASON ST FROM 2 TO 6 LANES, bike lanes and sidewalks	2028	14,000
MORENO VALLEY	Cactus Ave	Nason St	Redlands Blvd	Widen from 2 to 4 lanes	2028	8,000
MORENO VALLEY	Eucalyptus Ave	I-215	Towngate Blvd	Widen from 4 to 6 lanes	2028	5,000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
MORENO VALLEY	Eucalyptus Ave	Moreno Beach Dr.	Pettit St	Widen from 2 to 4 lanes	2028	2000
MORENO VALLEY	Eucalyptus Ave.	Heacock St	Morrison St.	Widen arterial from 2 to 4 lanes	2028	15000
MORENO VALLEY	Heacock St-SI	Dracaea	Eucalyptus	Street Improvement / Widening 2 to 4 lanes gaps	2028	1,000
MORENO VALLEY	Heacock St-SI	Eucalyptus	Fir	Street Improvement / Widening 2 to 4 lanes gaps	2028	1,800
MORENO VALLEY	Heacock St-SI	Ironwood Ave	Manzanita Ave	Street Improvement / Widening 2 to 4 lanes gaps	2022	650
MORENO VALLEY	Indian St	San Michele Rd	Harley Knox Rd	Widen from 2 to 4 lanes	2028	6,000
MORENO VALLEY	Indian St Bridge over Channel Lateral A	Superior Ave	San Michele Rd	Construct bridge to close roadway gap and provide minimum 2 lanes (1 lane in each direction) between Superior Ave and San Michele Rd	2022	4,000
MORENO VALLEY	Ironwood Ave	Nason St	Redlands Blvd	Widen from 2 to 4 lanes	2026	8,063
MORENO VALLEY	Juan Bautista de Anza Trail	Eucalyptus Ave	Iris Ave	All remaining portions (segements 4, 7-13) of multi-use trail from Eucalyptus Ave to Iris Ave, to design construct, and complete a continous trail from Moreno Valley Mall area to Lake Perris State Recreation Area.	2021	8700
MORENO VALLEY	Lasselle St	Eucalyptus	Alessandro	Widen from 2 to 4 lanes	2024	2,300
MORENO VALLEY	Moreno Beach Dr	Locust Ave	SR-60	Widen from 2 to 4 Lanes	2028	6,000
MORENO VALLEY	Nason St	Elder Ave	Ironwood Ave	Widen 2 to 4 lanes / Street Improvement	2028	1,000
MORENO VALLEY	Perris Blvd	Brodiaea Ave	Dracaea	Widen from 4 to 6 lanes / Street Improvement	2023	1,500
MORENO VALLEY	Perris Blvd	Reche Vista Dr	Sunnymead Ranch Pkway	Widen from 2 to 4 lanes	2022	3,000
MORENO VALLEY	Pigeon Pass Rd	Cantarini	N Hidden Springs	Widen from 2 to 4 lanes	2028	6,000
MORENO VALLEY	Redlands Blvd	Spruce Ave	North City Limits	Widen 2 to 4 lanes / Street Improvement	2028	6,000
MORENO VALLEY	SR-60	Graham St OC		In Moreno Valley on Graham St: Construct 4 through lane OC (2 lanes each dir) over SR60 between Sunnymead Blvd and Hemlock Ave, add signals at Hemlock, left-turn pocket lanes at both intersections, and add pedestrian sidewalk (Approx 1/4 miles) on OC both sides	2026	22,000
MORENO VALLEY	SR-60 (PM 14.84 to 15.84)	at Heacock St	btwn Hemlock Ave & Sunnymead Blvd	Widen/reconstruct Heacock IC, ramps, and channelization improvements. No additional lanes planned.	2028	23,873
MORENO VALLEY	SR-60 (PM 15.85 to 16.85)	at Perris Blvd	btwn Sunnymead Blvd & Ironwood	Reconstruct/widen arterial from 4 to 6 lanes and reconstruct/widen ramps	2026	37,379
MORENO VALLEY	Sunnymead Blvd.	Perris Blvd	Kitching St	Widen arterial from 2 to 4 lanes, construct roundabout at Sr-60 EB on-ramp/Sunnymead Intersection	2028	6000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
MURRIETA	Clinton Keith Rd	Coppercraft	Toulon Dr	Widen from 4 to 6 lanes	2030	2,050
MURRIETA	Clinton Keith Rd	Toulon Dr	I-215	Widen from 4 to 6 lanes	2030	44,241
Murrieta	CLINTON KEITH ROAD	FRENCH VALLEY CREEK BRIDGE	WINCHESTER ROAD	Construct Clinton Keith Road from French Valley Creek Bridge to Winchester Road- 6 through lanes, 3 in each direction	2025	5227
MURRIETA	Elm Street	Adams Avenue	Jackson Avenue	Widen from 2 to 4 lanes with I-15 overcrossing	2030	31,155
MURRIETA	Guava Street	Washington Avenue	Monroe Avenue	Widen from 2 to 4 lanes	2030	12,462
MURRIETA	Ivy Street	Jefferson Avenue	Washington Avenue	Widen from 2 to 4 lanes	2023	2,001
MURRIETA	Jefferson Ave	Nutmeg St	Murrieta Hot Springs Rd	Widen from 4 to 6 Lanes	2035	13,930
MURRIETA	Jefferson Ave	Nutmeg St	Palomar St	Construct 6 lane arterial	2035	7,611
MURRIETA	Los Alamos Rd. - north side	Hancock Ave.	Whitewood Ave.	Widening from 4 to 6 lanes.	2035	2,916
MURRIETA	Madison Ave.	Guava Street	Date St.	Widen from 2 to 4 lanes	2030	18,693
MURRIETA	Monroe Ave.	Murrieta Hot Springs Rd.	Los Alamos Ave.	Construct a 4 lane facility - Monroe Ave. from Murrieta Hot Springs Rd. to Los Alamos Rd.	2023	15,000
MURRIETA	Murrieta Hot Springs Rd	Margarita Rd	SR-79 (Winchester)	Widen from 4 to 6 lanes	2020	4,500
MURRIETA	Warm Springs Parkway	Clinton Keith Road	Scott Road	Construct - Realign Antelope Rd from Clinton Keith Rd. to Scott Road - 4 through lanes, 2 lane in each direction.	2030	24,924
MURRIETA	WHITEWOOD ROAD	MURRIETA HOT SPRINGS ROAD	JACKSON AVENUE	Construct - Realign Whitewood Road from Murrieta Hot Springs Road to Jackson Avenue- 4 through lanes, 2 lane in each direction.	2025	5000
NORCO	1st St	Parkridge Ave	Hamner Ave	Widen from 2 to 4 lanes	2022	2,020
NORCO	2nd St	River Rd	Hamner Ave	Widen from 2 to 4 lanes	2022	5,449
NORCO	Corydon Ave	River Rd	Norco Dr	Widen from 2 to 4 lanes	2030	9,227
NORCO	Hamner	Cota Street	Hamner Ave	Widen from 4 to 6 lanes	2023	1,433
NORCO	Hillside Ave	1st St	Hidden Valley Pkwy	Construct 2 lane arterial	2027	2,343
NORCO	I-15 (PM 42.37 to 43.37)	at Hidden Valley Pkwy	btwn Hamner Ave & Beyond NB Exit Ramp	Reconstruct interchange/ramps/channelization improvements	2025	4,403
NORCO	I-15 (PM 43.13 to 44.13)	at 2nd St	Btwn Hamner Ave & Valley View Ave	Reconstruct/widen IC from 2 to 4 Lanes and widen ramps	2028	7,863
NORCO	I-15 (PM 45.1 to 46.1)	at 6th St	btwn Hamner Ave & Sierra Ave	Reconstruct interchange/ramps/channelization improvements	2030	23,916

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
NORCO	Norco Dr	Corydon Ave	Hamner Ave	Widen from 2 to 4 lanes	2024	6,055
PALM DESERT	COOK ST	Br. at Whitewater Chnl		Widen from 4 to 6 lanes	2025	13,785
PALM DESERT	COOK ST	Country Club	Whitewater Brg.	Widen from 4 to 6 lanes	2025	10,650
PALM DESERT	COOK ST	Whitewater Br.	Fred Waring Dr	Widen from 4 to 6 lanes	2025	3,292
PALM DESERT	Cook Street	Frank Sinatra	Country Club Dr.	Widen from 4 to 6 lanes	2025	10,859
PALM DESERT	COUNTRY CLUB DR	Monterey Ave	Portola Ave	Widen from 4 to 6 lanes	2027	10,382
PALM DESERT	Country Club Drive	Cook Street	Eldorado Dr	Widen from 4 to 6 lanes	2030	4,225
PALM DESERT	Country Club Drive	Eldorado Dr	Oasis Club Drive	Widen from 4 to 6 lanes	2027	4,678
PALM DESERT	Country Club Drive	Oasis Club Drive	Washington Street	Widen from 4 to 6 lanes	2035	5,146
PALM DESERT	Country Club Drive	Portola Avenue	Cook Street	Widen from 4 to 6 lanes	2027	4,465
PALM DESERT	FRANK SINATRA DR	Cook St	Eldorado Dr	Widen from 4 to 6 lanes	2027	7,485
PALM DESERT	FRANK SINATRA DR	Eldorado Dr	Tamarisk Row Dr	Widen from 4 to 6 lanes	2027	1,787
PALM DESERT	FRANK SINATRA DR	Monterey Ave	Portola Ave	Widen from 4 to 6 lanes	2027	9,419
PALM DESERT	FRANK SINATRA DR	Portola Ave	Cook St	Widen from 4 to 6 lanes	2027	6,914
PALM DESERT	GERALD FORD DR	Cook St	Frank Sinatra Dr	Widen from 3 to 4 lanes	2030	1,828
PALM DESERT	HWY 111	MONTEREY AVENUE	DEEP CANYON ROAD	RESTRIPE ROADWAY TO ACCOMMODATE CLASS II BIKE LANES, INSTALL ENHANCED PEDESTRIAN CROSSINGS AT SAGE LANE, SAN PABLO AVENUE, LARKSPUR LANE, SAN LUIS REY AVENUE, AND PORTOLA AVENUE.	2023	1500
PALM DESERT	PORTOLA AVE	Country Club Dr	2,070' S/O Frank Sinatra Dr	Widen from 4 to 6 lanes	2027	8,452
PALM DESERT	PORTOLA AVE	Hwy 111	Magnesia Falls Dr	Widen from 4 to 6 lanes	2027	1,233
PALM DESERT	PORTOLA AVE	Magnesia Falls Dr	Country Club Dr	Widen from 4 to 6 lanes	2027	12,476

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
PALM DESERT	Portola Avenue	1,500' N/O Frank Sinatra Drive	2,000' S/O Gerald Ford Drive	Widen from 4 to 6 lanes	2027	4,464
PALM DESERT	VARIOUS LOCATIONS	WEST CITY LIMITS	EAST CITY LIMITS	TRAFFIC SIGNAL BATTERY BACKUP SYSTEM INSTALLATION AT TRAFFIC SIGNAL INTERSECTIONS CITYWIDE.	2024	1750
PALM DESERT	VARIOUS LOCATIONS	WEST CITY LIMITS	EAST CITY LIMITS	TRAFFIC SIGNAL INTERCONNECT / FIBER OPTIC CABLE INSTALLATION CITYWIDE.	2022	2000
PALM DESERT	VARIOUS LOCATIONS	WEST CITY LIMITS	EAST CITY LIMITS	INSTALL BIKEWAY IMPROVEMENTS AT VARIOUS LOCATIONS.	2025	1500
PALM DESERT	VARIOUS LOCATIONS	CITY CENTER AREA		INSTALL SIDEWALKS, CROSSWALKS AND OTHER PEDESTRIAN AMENITIES.	2024	2000
PALM SPRINGS	CROSSLEY RD	Dinah Shore Dr.	Fairway Cr	Widen from 2 to 4 lanes	2025	3,364
PALM SPRINGS	CROSSLEY RD	Sunny Dunes Rd	Dinah Shore Dr.	Widen from 2 to 4 lanes	2023	2,184
PALM SPRINGS	CROSSLEY RD / GOLF CLUB DR	N. Bank of Wash	S. Bank of Wash	New bridge over Palm Canyon Wash.	2045	53,950
PALM SPRINGS	GENE AUTRY TRAIL	N. Bank of Whitewater River	S. Bank of Whitewater River	New bridge to replace existing low water crossing at Whitewater River.	2045	111,500
PALM SPRINGS	INDIAN AVE	19th Ave	300 ft. south of 18th Ave.	Widen from 2 to 4 lanes	2025	8,807
PALM SPRINGS	N. INDIAN CANYON DR.	N. Bank of Whitewater River	S. Bank of Whitewater River	New bridge to replace existing low water crossing at Whitewater River.	2031	166,218
PALM SPRINGS	N. PALM CYN DR	Alejo Rd	Tahquitz Cyn Rd	Widen from 3 to 4 lanes	2030	3,686
PALM SPRINGS	RAMON RD	S. Indian Cyn	Sunrise Way (Incl. Baristo Storm Chnl Xing)	Widen from 4 to 6 lanes	2031	169,482
PALM SPRINGS	RAMON RD	S. Palm Cyn Dr	S. Indian Cyn Dr	Widen from 4 to 6 lanes	2030	1,201
PALM SPRINGS	S. PALM CYN DR	Tahquitz Cyn Rd	Ramon Rd	Widen from 3 to 4 lanes	2030	3,863
PALM SPRINGS	Salvia Rd.	Garnett Hill	Gene Autry Tr.	Construct 4 lane arterial connector	2031	12,345
PALM SPRINGS	Sunrise Parkway	N. Indian Canyon Dr	North Palm Canyon Drive (SR 111)	Construct/extend 4 lane arterial connector	2031	20,318
PALM SPRINGS	Sunrise Parkway	Sunrise Way North of San Rafael Dr	N. Indian Canyon Dr.	Construct/extend 4 lane arterial connector	2025	13,529
PALM SPRINGS	Vista Chino	N. Palm Canyon Dr	Sunrise Way	Widen from 4 to 6 lanes	2031	8,404
PERRIS	"A" Street	Nuevo Rd	4th St	Widen from 2 to 4 Lanes	2022	9,631
PERRIS	11th St/Case Rd	Perris Blvd	Goetz Rd	Widen from 2 to 4 lanes	2025	2,568
PERRIS	Case Rd	Goetz Rd	I-215	Widen from 2 to 4 lanes, including 2 bridges over San Jacinto Rier and interchange at I-215	2025	82,036
PERRIS	Dunlap	Orange	Ellis Ave	Widen from 2 to 4 lanes	2030	5,469

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
PERRIS	Ellis Ave	SR-74	I-215	Construct 2 lane arterial and 2 lane grade separation over BNSF RR (Keep grade separation in arterial section)	2040	27,075
PERRIS	Ethanac Rd	Goetz Rd	I-215	Widen from 2 to 4 lanes	2020	4,000
PERRIS	Ethanac Rd	Goetz Rd	Keystone Dr	Widen from 2 to 6 Lanes, including bridge over San Jacinto Storm Channel.	2030	10,500
PERRIS	Evans Rd	Nuevo Rd	I-215	Construct 4 lane arterial	2030	17,646
PERRIS	EVANS RD	CITRUS AVE	NUEVO RD	WIDEN FROM 2 TO 4 LANES	2022	3500
PERRIS	Goetz Rd	Case Rd	Ethanac Rd	Widen from 2 to 4 lanes	2024	19,332
PERRIS	Goetz Rd	Lesser Ln	Ethanac Rd	Widen from 2 to 4 lanes	2040	9,571
PERRIS	I-215 (PM 24.7 to 26.1)	at Ellis Ave	btwn Perris Valley Storm Drain w/o I-215 to Dunlap Dr e/o I-215	Construct new 2 lane IC and ramps (1 lane)	2040	130,412
PERRIS	I-215 (PM 29.5 - 30.0)	at Placentia	btwn ramps	Construct new 6 lane IC and ramps at Placentia OC	2022	68,420
PERRIS	I-215 (PM 30.9)	at Ramona Expwy	btwn ramps	Reconstruct/widen from 4 to 8 lanes, widen SB and NB exit ramps at I-215/Ramona Expwy IC and OC, construct dual left-turn lanes at the exit ramps temini	2035	86,469
PERRIS	I-215 (PM 31.83 to 32.83)	at Harley Knox Blvd	btwn Harvill Ave and Western Way	Reconstruct and Widen Harley Knox Blvd OC from 2 to 4 Lanes and reconstruct/widen ramps	2025	32,434
PERRIS	INDIAN AVE	RIDER ST	ORANGE AVE	WIDEN FROM 2 TO 4 LANES	2025	5597
PERRIS	Mapes Ave	Goetz Rd	West City Limit	Widen from 2 to 4 lanes	2030	9,571
PERRIS	Markham St	Wade	Redlands Ave	Widen from 2 to 4 lanes	2025	7,462
PERRIS	McPherson Rd	Ethanac Rd	Mapes Ave	Construct 2 lane arterial	2030	5,448
PERRIS	Morgan St	Nevada	Indian Ave	Widen from 2 to 4 lanes	2025	1,187
PERRIS	MORGAN ST	REDLANDS AVE	EVANS RD	CONSTRUCT 4 LANE ARTERIAL	2030	13180
PERRIS	MORGAN ST	EVANS RD	BRADLEY AVE	WIDEN FROM 2 TO 4 LANES	2030	6590
PERRIS	Mountain Ave	McPherson	A St	Widen from 2 to 4 lanes	2030	3,515
PERRIS	Murrieta Rd	Case Rd	Ethanac Rd	Widen from 2 to 4 lanes	2022	8,989
PERRIS	Nuevo Rd	Evans Rd	Wilson Ave	Widen from 2 to 4 Lanes, including bridge over Perris Valley Storm Drain	2020	7,500
PERRIS	Nuevo Rd	Perris Blvd	Dunlap Dr	Widen from 4 to 6 Lanes	2030	6,854
PERRIS	Orange Ave	Indian Ave	Dunlap Dr	Widen from 2 to 4 lanes	2030	40,419
PERRIS	Perris Blvd	Ramona Expwy	Nuevo Rd	Widen from 4 to 6 lanes	2025	20,000
PERRIS	PERRIS BLVD	11ST/CASE RD	4TH ST	WIDEN FROM 2 to 4 LANES	2025	13180

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
PERRIS	PERRIS BLVD	RIDER ST	NUEVO RD	WIDEN FROM 4 TO 6 LANES	2025	10000
PERRIS	Placentia Ave	Indian Ave	Murrieta Rd	Widen from 2 to 4 lanes	2025	37,555
PERRIS	PLACENTIA AVE	FRONTAGE RD	INDIAN AVE	CONSTRUCT 4 LANE ARTERIAL	2022	3500
PERRIS	PLACENTIA AVE	INDIAN AVE	PERRIS BLVD	WIDEN FROM 2 TO 4 LANES	2022	3500
PERRIS	Ramona Expwy	Evans Rd	Rider St	Widen from 4 to 6 lanes	2030	13,483
PERRIS	REDLANDS AVE	RAMONA EXWY	MORGAN ST	WIDEN FROM 2 TO 4 LANES	2022	3210
PERRIS	REDLANDS AVE	MORGAN ST	RIDER ST	CONSTRUCT 4 LANE ARTERIAL	2022	6420
PERRIS	REDLANDS AVE	RIDER ST	PLACENTIA AVE	WIDEN FROM 2 TO 4 LANES	2022	3210
PERRIS	REDLANDS AVE	CITRUS AVE	NUEVO RD	WIDEN FROM 2 TO 4 LANES	2025	1878
PERRIS	REDLANDS AVE	SAN JACINTO AVE	ELLIS AVE	WIDEN FROM 2 TO 4 LANES	2025	1878
PERRIS	Rider St	Nevada	Indian Ave	Widen from 2 to 4 lanes	2030	26,360
PERRIS	RIDER ST	REDLANDS AVE	EVANS RD	WIDEN FROM 2 TO 4 LANES	2030	13180
PERRIS	San Jacinto Ave	A St	Redlands Ave	Widen from 2 to 4 lanes, including bridge over I-215.	2040	32,412
PERRIS	San Jacinto Ave	Navajo	A St	Construct 4 lane arterial	2030	5,834
PERRIS	San Jacinto Ave	Redlands Ave	Dunlap Dr	Widen from 2 to 6 lanes, including bridge over Perris Valley Storn Drain.	2030	19,447
PERRIS	San Jacinto Ave	West City Limit	Navajo	Widen from 2 to 6 lanes	2030	5,834
PERRIS	Watson	A St	McPherson Rd	Construct 4 lane arterial	2030	14,059
PERRIS	Webster Ave	Harley Knox Blvd.	Markham	Construct 6 lane arterial	2022	8,000
PERRIS	Webster Ave	Markham	Ramona Expwy	Widen from 2 to 6 lanes	2022	4,000
RANCHO MIRAGE	BOB HOPE DR	Frank Sinatra Dr	Gerald Ford Dr	Widen from 4 to 6 lanes	2023	6,319
RANCHO MIRAGE	FRANK SINATRA DR	Whitewater River Bridge	at Frank Sinatra Drive	Replace a 4 lane at grade low-water crossing with a new 4 lane bridge	2022	43,433
RANCHO MIRAGE	San Jacinto Drive	Rancho Las Palmas Drive	Rancho Mirage Community Park	Pedestrian Sidewalk connecting shopping/parking area to community park.	2021	1000
RANCHO MIRAGE	VARIOUS LOCATIONS			ADA COMPLIANCE UPGRADE OF CITYWIDE PEDESTRIAN ACCESS RAMPS. STREETS INCLUDE HIGHWAY 111, BOB HOPE DRIVE, COUNTRY CLUB DRIVE, FRANK SINATRA DRIVE, GERAL FORD DRIVE, DINAH SHORE DRIVE, RAMON ROAD, DA VALL DRIVE, AND LOS ALAMOS ROAD.	2021	1500

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RCTC	I-15	CAJALCO RD. (PM 36.8)	SR74 (PM 22.3)	IN WESTERN RIVERSIDE COUNTY – I-15 EXPRESS LANES SOUTHERN EXTENSION (GENERALLY IN THE MEDIAN) FROM CAJALCO RD. (PM 36.8) IN THE CITY OF CORONA TO APPROXIMATELY SR-74 (PM 22.3) IN THE CITY OF LAKE ELSINORE (PPNO 3009X).	2029	544,000
RCTC	I-15	SR74 (PM 22.3)	TO JCT. I-15/I-215 (PM 8.7)	CONSTRUCT 2 HOV LNS (1 LN EA DIR) FROM SR74 (PM 22.3) TO JCT I-15/I-215 (PM 8.7).	2039	375,664
RCTC/SCRRA	Metrolink Commuter Rail	Throughout Riverside, Orange County, & Los Angeles County	Throughout Riverside, Orange County, & Los Angeles County	METROLINK COMMUTER RAIL EXISTING LINES SERVICES EXPANSION - RIVERSIDE, 91, AND IEOC LINES	2045	11,180
RIVERSIDE COUNTY	20TH AVE	PALM DR	MOUNTAIN VIEW RD	WIDEN FROM 2 TO 4 LANES	2040	7037
RIVERSIDE COUNTY	AVE 48	Van Buren St	Dillon Rd	Widen from 2 to 4 lanes	2021	4,500
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Harrison St	Tyler St	Widen from 2 to 6 lanes	2034	7,410
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Jackson St	0.25 miles W of Van Buren St	Widen from 2 to 6 lanes	2036	4,385
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Monroe St	Jackson St	Widen from 2 to 4 lanes	2038	6,874
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Polk St	Palm St	Widen from 2 to 6 lanes	2030	1,882
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Palm St	SR-86	Widen from 4 to 6 lanes	2045	17,694
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD	Tyler St	Polk St	Widen from 2 to 6 lanes	2032	5,503
RIVERSIDE COUNTY	AVE 56 / AIRPORT BLVD (SOUTH SIDE)	0.25 mi. W of Van Buren St	Harrison St	Widen from 2 to 6 lanes	2033	10,332
RIVERSIDE COUNTY	AVE 58	Jackson St	Van Buren St	Widen from 2 to 4 lanes	2035	7,023
RIVERSIDE COUNTY	AVE 58	Monroe St	Jackson St	Widen from 2 to 4 lanes	2032	6,190
RIVERSIDE COUNTY	AVE 62	Fillmore St	Pierce St	Widen from 2 to 6 lanes	2038	45,825
RIVERSIDE COUNTY	AVE 62	Harrison St	Tyler St	Widen from 2 to 6 lanes	2042	9,628
RIVERSIDE COUNTY	AVE 62	Jackson St	Van Buren St	Widen from 2 to 6 lanes	2034	14,764
RIVERSIDE COUNTY	AVE 62	Monroe St	Jackson St	Widen from 2 to 6 lanes	2045	12,729
RIVERSIDE COUNTY	AVE 62	Pierce St	SR-86	Widen from 2 to 6 lanes	2040	12,394
RIVERSIDE COUNTY	AVE 62	Polk St	Fillmore St	Widen from 2 to 6 lanes	2045	19,074
RIVERSIDE COUNTY	AVE 62	Tyler St	Polk St	Widen from 2 to 6 lanes	2041	9,331
RIVERSIDE COUNTY	AVE 62	Van Buren St	Harrison St	Widen from 2 to 6 lanes	2040	14,195
RIVERSIDE COUNTY	AVE 62	Ave 62 SR-86 IC	btwn w/o SR111 to Buchanan St	Construct new IC and ramps and widen OC from 2 to 6 lanes	2040	67,863

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	AVE 66	Ave 66 Br./Low Water Xing	BTWN W/O COACHELLA VALLEY STORM WATER CHNL AND PIERCE ST	Widen from 2 to 6 lanes	2030	5,357
RIVERSIDE COUNTY	Ave 66 GS/Bypass	S/O Ave 66 beg. 2,800 ft. E/O SR86	Dale Kiler Rd.	COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED	2022	41,026
RIVERSIDE COUNTY	Ave 66 GS/Bypass	S/O Ave 66 beg. 2,800 ft. E/O SR86	Dale Kiler Rd.	COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED	2022	41,026
RIVERSIDE COUNTY	Ave 66 GS/Bypass	S/O Ave 66 beg. 2,800 ft. E/O SR86	Dale Kiler Rd.	COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED	2022	41,026
RIVERSIDE COUNTY	Ave 66 GS/Bypass	S/O Ave 66 beg. 2,800 ft. E/O SR86	Dale Kiler Rd.	COACHELLA VALLEY FOR THE COMMUNITY OF MECCA– CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED	2022	41,026
RIVERSIDE COUNTY	AVENUE 62	WEST OF SR 111	WEST OF SR-86	GRADE SEPARATION - 2 LANES AT UPRR TRACKS AND SR111	2040	163,395
RIVERSIDE COUNTY	Benton Rd	SR-79	Eastern Bypass	Widen from 2 to 6 lanes	2030	11,480
RIVERSIDE COUNTY	BOB HOPE DR	Dinah Shore	Ramon Rd	Widening of the south bound lane from 2 to 3 lanes.	2030	4,289

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	Briggs Rd	Newport Rd	Scott Rd	Widen from 2 to 4 lanes	2035	17,007
RIVERSIDE COUNTY	Briggs Rd	Scott Rd	SR-79 (Winchester Rd)	Construct 4 lane arterialWIDEN FROM 2 TO 4 LANES	2025	36,000
RIVERSIDE COUNTY	Briggs Rd	Simpson Rd	DOMENIGONI PKWY	Construct 4 lane arterial	2045	32,649
RIVERSIDE COUNTY	Briggs Rd	SR-74 (Pinacate Rd)	Simpson Rd	Construct 4 lane arterial	2035	27,937
RIVERSIDE COUNTY	Butterfield Stage Rd+ Pourroy Rd	Murrieta Hot Springs Rd	SR-79 (Winchester)	Construct 4 lane arterial	2035	65,351
RIVERSIDE COUNTY	Cherry Valley Blvd	Desert Lawn Dr	Noble St	Widen from 2 to 4 lanes	2035	18,059
RIVERSIDE COUNTY	Cherry Valley Blvd	Noble St	Highland Springs Ave	Construct 4 lane arterial	2045	19,772
RIVERSIDE COUNTY	CLINTON KEITH RD (PHASE III)	LEON RD	SR-79	CONSTRUCT 6 LANE ARTERIAL	2022	18301
RIVERSIDE COUNTY	Cook St	Varner Rd	Ramon Rd	Construct 4 lane arterial	2040	34,035
RIVERSIDE COUNTY	DILLON RD	Br. at Whitewater Chnl	Mountain View	Widen from 2 to 4 lanes	2030	2,032
RIVERSIDE COUNTY	DILLON RD	Indian Ave	Palm Dr	Widen from 2 to 4 lanes, including a new bridge at Mission Cr.	2027	16,891
RIVERSIDE COUNTY	DILLON RD	Intersection of Dillon Rd & Indian Ave	4 way intersection	Widen from 2 to 4 lanes	2021	1,355
RIVERSIDE COUNTY	DILLON RD	Intersection of Dillon Rd & Palm Dr	Easterly	Widen from 4 to 6 lanes	2031	1,355
RIVERSIDE COUNTY	DILLON RD	Palm Dr	Mountain View	Widen from 2 to 4 lanes, including intersection improvements at Dillon & Palm Dr (traffic signal improvements).	2032	8,103
RIVERSIDE COUNTY	DILLON RD	Whitewater Br.	I-10	Widen from 2 to 4 lanes	2025	4,512
RIVERSIDE COUNTY	DILLON RD	SR-86	CABAZON RD	WIDEN FROM 2 TO 4 LANES	2030	3000
RIVERSIDE COUNTY	DILLON RD	MOUNTAIN VIEW RD	BENNETT RD	WIDEN FROM 2 TO 4 LANES	2032	11496
RIVERSIDE COUNTY	DILLON RD	BENNETT RD	THOUSAND PALMS CYN RD (INCLUDES BRIDGE AT WIDE CYN CHNL)	WIDEN FROM 2 TO 4 LANES	2035	32506

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	DILLON RD	WHITEWATER BRIDGE	I-10	WIDEN FROM 2 TO 4 LANES	2040	2700
RIVERSIDE COUNTY	DILLON RD	THOUSAND PALM CYN RD	SUNNY ROCK RD	WIDEN FROM 2 TO 4 LANES	2040	23442
RIVERSIDE COUNTY	DILLON RD	SUNNY ROCK RD	NORTHERN CITY LIMITS OF INDIO	WIDEN FROM 2 TO 6 LANES	2040	36461
RIVERSIDE COUNTY	Domenigoni Pkwy	SR-79 (Winchester Rd)	Warren Rd	Widen from 4 to 6 lanes	2045	28,401
RIVERSIDE COUNTY	Ellis Ave	Post Rd	SR-74	Widen from 2 to 4 lanes	2040	14,717
RIVERSIDE COUNTY	Ethanac Rd	SR-74	Keystone Dr	Construct 4 lane arterial	2035	65,000
RIVERSIDE COUNTY	Gilman Springs	SH-79 (SANDERSON AVE)	State St	Widen from 2 to 4 lanes	2045	15,428
RIVERSIDE COUNTY	Gilman Springs Rd	Bridge St	SH-79 (SANDERSON AVE)	Widen from 2 to 4 lanes	2035	30,000
RIVERSIDE COUNTY	GILMAN SPRINGS RD	ALESSANDRO BVLD	BRIDGE ST	WIDEN FROM 2 TO 4 LANES	2035	15815
RIVERSIDE COUNTY	Harley John Rd	Washington St	Cajalco Rd	Widen from 2 to 4 lanes	2040	6,072
RIVERSIDE COUNTY	Horsethief Canyon Rd	Temescal Canyon Rd	I-15	Widen from 2 to 4 lanes	2030	5,932
RIVERSIDE COUNTY	I-15	@ new Eastern Bypass IC s/o Temecula		On I-15 s/o Temecula - Construct new Eastern Bypass/I-15 IC (4 lanes) & ramps (1 lane) and 4 lane (2 lns each dir) easterly connecting road (approx 2 miles)	2045	90,000
RIVERSIDE COUNTY	I-15 (28.36 to 29.36)	at Horsethief Canyon Rd	just beyond and btwn ramps	Reconstruct/Widen IC from 2 to 4 lanes and reconstruct ramps	2035	56,079
RIVERSIDE COUNTY	I-15 (PM 32.60 to 33.60)	at Temescal Canyon	NORTH OF LAWSON RD JUST BEYOND AND BTWN RAMPS	Reconstruct/Widen Temescal Canyon IC from 2 to 4 lanes and reconstruct ramps	2040	30,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	58,573
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215	Antelope Rd.	Haun Rd.	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	25,000
RIVERSIDE COUNTY	I-215 (PM 35.92 to 36.92)	at Alessandro Blvd	btwn BNSF & Old 215 Frontage Road	Widen/reconstruct IC from 4 to 6 lanes and reconstruct/widen ramps	2045	30,000
RIVERSIDE COUNTY	INDIAN AVE	14th Ave	Pierson Blvd	Widen from 2 to 6 lanes	2040	6,895
RIVERSIDE COUNTY	INDIAN AVE	18th Ave	Dillon Rd	Widen from 2 to 4 lanes	2021	13,265
RIVERSIDE COUNTY	INDIAN AVE	20th Ave	18th Ave	Widen from 2 to 4 lanes	2021	3,028
RIVERSIDE COUNTY	INDIAN AVE	Dillon Rd	14th Ave	Widen from 2 to 6 lanes	2040	7,574
RIVERSIDE COUNTY	INDIAN AVE	Intersection of Indian Ave and 20th Ave	Northerly	Widen from 4 to 6 lanes	2021	1,158
RIVERSIDE COUNTY	INDIAN AVE	20TH AVE	DILLON RD	WIDEN FROM 4 TO 6 LANES	2040	15000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	McCall Blvd	Menifee Rd	SR-79 (Winchester)	Construct 2 lane arterial incl. grade separation over BNSF RR (Grade sep portion is not part of grade sep list and should remain here)	2045	116,629
RIVERSIDE COUNTY	McCall Blvd	SR-79(Winchester Rd)	Warren Rd	Construct 2 lane arterial incl. grade separation over BNSF RR - grade sep portion is not part of grade sep list and should remain in the arterial section.	2045	43,699
RIVERSIDE COUNTY	MOUNTAIN VIEW	Dillon Rd	20th Ave	Widen from 2 to 4 lanes	2031	6,821
RIVERSIDE COUNTY	Murrieta Hot Springs Rd	Pourroy Rd	SR-79 (Eastern Bypass)	Construct 4 lane arterial	2035	15,673
RIVERSIDE COUNTY	Nuevo Rd	Dunlap Dr	Menifee Rd	Widen from 2 to 6 lanes	2035	45,000
RIVERSIDE COUNTY	RAMON RD	Intersection of Ramon Rd & Varner Rd	Date Garden Dr.	Widen from 4 to 6 lanes	2040	302
RIVERSIDE COUNTY	RAMON RD	Monterey Ave	Thousand Palms Cyn Rd	Widen from 2 to 4 lanes	2040	22,466
RIVERSIDE COUNTY	Ramona Expwy	Pico Ave	Bridge St	Widen from 2 to 6 lanes	2040	80,945
RIVERSIDE COUNTY	Ramona Expwy	Rider St	Pico Ave	Widen from 4 to 6 lanes	2035	5,661
RIVERSIDE COUNTY	S VALLEY PKWY	HARRISON ST	TYLER ST (MISSING LINK)	CONSTRUCT 4 LANE ARTERIAL	2043	9584
RIVERSIDE COUNTY	S VALLEY PKWY	TYLER ST	POLK ST (MISSING LINK)	CONSTRUCT 4 LANE ARTERIAL	2044	10562
RIVERSIDE COUNTY	S VALLEY PKWY / AVE 60	MONROE ST	JACKSON ST	WIDEN FROM 2 TO 4 LANES	2040	4494
RIVERSIDE COUNTY	S VALLEY PKWY / AVE 60	JACKSON ST	VAN BUREN ST	WIDEN FROM 2 TO 4 LANES	2041	4741
RIVERSIDE COUNTY	S VALLEY PKWY / AVE 60	VAN BUREN ST	HARRISON ST	WIDEN FROM 2 TO 4 LANES	2042	5269
RIVERSIDE COUNTY	Scott Rd	El Centro	SR-79 (Winchester Rd)	IN RIVERSIDE COUNTY NEAR MURRIETA RECONSTRUCT AND WIDEN SCOTT ROAD FROM 2 TO 6 LANES BETWEEN EL CENTRO AND SR79 (WINCHESTER RD)	2035	26,511
RIVERSIDE COUNTY	SR-111	Ave 66 / SR86 IC	btwn w/o Buchanan St and e/o SR86	CONSTRUCT NEW IC AND RAMPS AND WIDEN OC FROM 2 TO 6 LANES	2040	68,423
RIVERSIDE COUNTY	SR-74	I-15	Ethanac Rd	Widen from 4 to 6 lanes	2035	29,799
RIVERSIDE COUNTY	SR-74 (Ethanac)	Matthews Rd	SR-79 (Winchester)	WIDEN FROM 2 TO 6 LANES IN THE CITY OF MENIFEE (MATTHEWS TO BRIGGS). WIDEN FROM 4 TO 6 LANES IN RIVERSIDE COUNTY (BRIGGS TO SR-79).	2045	24,109
RIVERSIDE COUNTY	SR-79	Hunter Rd	Domenigoni Pkwy	Widen from 4 to 6 lanes	2030	124,803

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY	SR-79 (Eastern Bypass)	SR79 (Winchester Rd near Scott Rd)	I-15	Construct 4 lane arterial	2040	411,389
RIVERSIDE COUNTY	Temescal Canyon Rd	El Cerrito Rd.	TOM BARNES ST	Widen from 2 to 4 lanes	2025	20,700
RIVERSIDE COUNTY	Temescal Canyon Rd	Indian Truck Trail	New Temescal Wash, 0.22 mi. W/O Lake St.	Widen from 2 to 4 lanes	2035	30,002
RIVERSIDE COUNTY	TEMESCAL CANYON RD	TOM BARNES ST	DOS LAGOS DR	WIDEN FROM 2 TO 4 LANES	2017	12000
RIVERSIDE COUNTY	TEMESCAL CANYON RD	DOS LAGOS DR	I-15	WIDEN FROM 2 TO 4 LANES	2020	24644
RIVERSIDE COUNTY	TEMESCAL CANYON RD	I-15	INDIAN TRUCK TRAIL	WIDEN FROM 2 TO 4 LANES	2030	40000
RIVERSIDE COUNTY	TWO BUNCH PALMS TR	Indian Ave	Little Morongo Rd	Construct 4 lane arterial	2045	17,235
RIVERSIDE COUNTY	Van Buren Blvd	Mockingbird Canyon Rd	Wood Rd	Widen from 4 to 6 lanes	2022	14,709
RIVERSIDE COUNTY	Van Buren Blvd	Orange Terrace Pkwy	Opportunity Way	Widen from 4 to 6 lanes	2025	3,983
RIVERSIDE COUNTY	VAN BUREN ST	Indio Blvd	Ave 48	Widen the east side of Van Buren from 2 to 3 lanes.	2038	6,117
RIVERSIDE COUNTY	VARNER RD	Washington St	Adams St	Widen from 3 to 4 lanes	2037	1,536
RIVERSIDE COUNTY	Washington St	Hermosa Dr	Harley John Rd	Widen from 2 to 4 lanes	2040	19,460
RIVERSIDE COUNTY	WASHINGTON ST	DEL WEBB BLVD / LAS MONTANAS RD	AVE 38	WIDEN FROM 4 TO 6 LANES	2030	5000
RIVERSIDE COUNTY	WASHINGTON ST	COYOTE SONG WAY	THOUSAND PALMS CYN RD	WIDEN FROM 2 TO 4 LANES	2040	9270
RIVERSIDE COUNTY	Wood Rd	Krameria Ave	Cajalco Rd	Widen from 2 to 4 lanes	2035	14,137
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	Various Metrolink Stations Countywide	Various Metrolink Stations Countywide	State of Good Repair Improvements at RCTC-owned stations, including but not limited to pavement rehab, platform and passenger drop off enhancements, facility painting projects, elevator maintenance, and safety related projects.	2030	140000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	Riverside-Downtown Metrolink Station	Riverside-Downtown Metrolink Station	Riverside-Downtown Station Improvements - Install an additional center platform and siding track, extend the existing pedestrian overpass and construct an additional elevator for ADA compliance. (SCORE Project)	2027	42000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	Moreno Valley/ March Field Metrolink Station	Moreno Valley/ March Field Metrolink Station	Moreno Valley/ March Station Improvement - station upgrade with additional platform and a pedestrian overpass.	2027	41000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	Perris South Metrolink Station	Perris South Metrolink Station	Perris South Metrolink Station Improvements - addition of a second track and platform through station, starting east of the San Jacinto River; including a fourth layover track at the South Perris layover facility.	2030	18000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	CP Eastridge (MP 72.2)	CP Nuevo (MP 81.4)	PVL 2nd Main Track Project including approx 9 miles of second main track from Control Point Eastridge (MP 72.2) to Control Point Nuevo (MP 81.4)	2030	20000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line	Various Metrolink Stations Countywide	Various Metrolink Stations Countywide	Parking lot expansion projects	2045	
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line Extension	Perris	Temecula	Metrolink 91/ PVL extension from Perris to Temecula	2045	
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	91/ Perris Valley Line Extension	Corona	Lake Elsinore	Metrolink 91/ PVL extension from Corona to Lake Elsinore	2045	
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	EAST-WEST CORRIDOR	I-15	I-215	CETAP: PROVIDE NEW EAST-WEST TRANSPORTATION CORRIDOR BETWEEN I-15 IN THE WEST, I-215 IN THE EAST, SOUTH OF LAKE MATHEWS IN THE NORTH, AND SR 74 IN THE SOUTH.	2045	2,367,661
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Economic Development	Western County		Infrastructure and facility improvements incentives	2039	45,604

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Freeway Service Patrol			Riverside County Freeway Service Patrol	2025	30,000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	I-10	San Bernardino County Line	Jct I-10/SR60	ON I-10 NEAR BEAUMONT: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM SAN BERNARDINO COUNTY LINE TO I-10/ SR60 JCT (EA: 35300)	2028	35,709
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	I-10/SR-60 Jct/Split	SR60/I-10 Jct/Split		Construct new interchange	2030	282,443
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	I-15	CAJALCO ROAD		CONSTRUCT 1 EXPRESS LN NORTHBOUND FROM BEDFORD CANYON WASH TO CAJALCO ROAD (APPROX. 2000'). CONSTRUCT 1 AUXILIARY LN SOUTHBOUND FROM CAJALCO ROAD TO WEIRICK ROAD.	2025	28000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Intelligent Transportation System	Countywide		ITS Inland Empire Lump Sum (Grade Crossing Improvements, IE 511, Regional Mobility Manager, GIS, etc.)	2039	77,774
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Metrolink Commuter Rail	Countywide	Countywide	Metrolink Improvements (track and rolling stock)	2035	10,000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Park & Ride Facilities	Countywide	Countywide	Park & Ride facilities in Riverside County	2030	50,000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Perris Valley Line Extension to San Jacinto	City of Perris	City of San Jacinto	METROLINK PERRIS VALLEY LINE COMMUTER RAIL EXTENSION FROM PERRIS TO SAN JACINTO (~16.5 MILES), STATIONS AT WINCHESTER RD (SR-79 @ ASBURY ST), HEMET AIRPORT (SANDERSON AVE @ STETSON RD), SAN JACINTO (STATE ST @ 7TH ST)	2035	256,007
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-60	I-15		CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-91 INTERCHANGE.	2033	187000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-60/I-215	SR-91/SR-60/I-215 Interchange		CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	2028	429000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-71	SR-91	San Bernardino County Line	Widen to 3 MF lanes each direction	2030	177,132
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-91	SR-241	Pierce	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 - ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	2022	180,000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-91	I-15		CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-60 INTERCHANGE.	2030	262000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	SR-91	GREEN RIVER ROAD		CONSTRUCT 1 AUXILIARY LN WESTBOUND FROM GREEN RIVER ROAD TO SR-241	2021	50000
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	Transportation Demand Management	Countywide	Countywide	Riverside County Transportation Demand Management: Rdeshare programs, incentives, vanpool program (vanpool lease, asset management, consultants, other), program outreach, etc.	2026	16,000
RIVERSIDE TRANSIT AGENCY	40' Buses (Directly-Operated) Expansion	Western Riverside County	Western Riverside County	40' bus expansion - equipment for transit service expansion as population and urban development grows throughout the RTA service area that will improve frequency, schedule adherence, and extensions of existing bus routes.	2028	21,466
RIVERSIDE TRANSIT AGENCY	40' Buses (Directly-Operated) Raplacement	Western Riverside County	Western Riverside County	40' bus replacements - equipment for transit service sustainability throughout the RTA service area with operational levels from 10-min. to 60-min. headways.	2026	328,254
RIVERSIDE TRANSIT AGENCY	Associated Transit Enhancements	Western Riverside County Service Area	Western Riverside County	Bus stop enhancements with support equipment, related amenities, and landscaping to keep pace with new technology in the areas of customer conveniences, safety, environmental improvements, accessibility, and aesthetic value.	2045	17,500

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE TRANSIT AGENCY	High Quality Transit Cooridor Infrastructure Improvements	Western Riverside County	Western Riverside County	High Quality Transit Corridor Instrastructure for RTA's additional RapidLink routes. Plan for land acquisition, environmental clearance, architectural & engineering, and construction.	2045	10,000
RIVERSIDE TRANSIT AGENCY	High Quality Transit Corridor Riverside/Moreno Valley/Perris	Riverside	Perris	Planning and development for High Quality Transit service between Riverside, Moreno Valley, and Perris, including but not limited to, rolling stock, transit signal priority, and enhanced stop infrastructure.	2035	25,000
RIVERSIDE TRANSIT AGENCY	Multimodal Transit Center	City of Riverside	City of Riverside	Engineering and Construction of Multimodal Transit Center	2030	25,000
RIVERSIDE TRANSIT AGENCY	Non-Revenue Support Cars Expansion	Western Riverside County	Western Riverside County	Non-revenue support cars expansion.	2028	102
RIVERSIDE TRANSIT AGENCY	Non-Revenue Support Cars Replacement	Western Riverside County	Western Riverside County	Non-revenue support cars replacement.	2045	6,120
RIVERSIDE TRANSIT AGENCY	Non-Revenue Support Trucks	Western Riverside County	Western Riverside County	Non-revenue support trucks expansion.	2045	1,876
RIVERSIDE TRANSIT AGENCY	Non-Revenue Support Trucks Replacement	Western Riverside County	Western Riverside County	Non-revenue support trucks replacement	2045	4,691
RIVERSIDE TRANSIT AGENCY	Operating & Maintenance Facilities/Support Infrastructure Master Plan and Implementation	Western Riverside County	Western Riverside County	Prepare Operating & Maintenance Facilities/Support Infrastructure Master Plan to meet future public transit needs of RTA's service area. Support Infrastructure includes but is not limited to a solar power plant, charging stations, and related equipment to introduce zero emission buses, vans, and support vehicles. Implementation includes planning, land acquisition, environmental clearance, architectural & engineering, and construction.	2045	50,000
RIVERSIDE TRANSIT AGENCY	Regional Flyer Vehicle Fleet	Western Riverside County	Western Riverside County	Buses for express and rapid bus service expansion of RTA.	2030	17,600
RIVERSIDE TRANSIT AGENCY	San Jacinto Mobility Hub			IN WESTERN RIVERSIDE COUNTY FOR RTA: PLANNING, ENVIRONMENTAL CLEARANCE, ENGINEERING AND CONSTRUCTION OF A TRANSIT HUB IN THE DOWNTOWN AREA OF THE CITY OF SAN JACINTO	2035	200
RIVERSIDE TRANSIT AGENCY	Technology Infrastructure Upgrade and Modernization	Western Riverside County	Western Riverside County	Consistent with the Technology Strategic Plan, system upgrades, real time passenger information, fare collection, and operations management technologies.	2045	5,000
RIVERSIDE TRANSIT AGENCY	Transit Center in Banning/Beaumont/Cabazon area	Banning/ Beaumont/ Cabazon area	Banning/ Beaumont/ Cabazon area	Regional transit center for mass transit service in western Riverside County in the vicinity of I-10 and I-60 junction.	2035	8,000
RIVERSIDE TRANSIT AGENCY	Transit Center in Lake Elsinore/Canyon Lake area	Lake Elsinore/Canyon Lake	Lake Elsinore/Canyon Lake	Regional transit center for mass transit service in central western Riverside County along I-15 corridor.	2031	7,000
RIVERSIDE TRANSIT AGENCY	Transit Center in Moreno Valley	Moreno Valley	Moreno Valley	Regional Transit Center for mass transit service in western Riverside County in the Moreno Valley vicinity, south of SR-60 east of the I-215 corridor.	2035	6,000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE TRANSIT AGENCY	Transit Center Rehabilitation and Modernization	Western Riverside County	Western Riverside County	Maintenance, upgrade, potential of expansion, and introduction of new technology for nine transit centers.	2045	20,000
RIVERSIDE TRANSIT AGENCY	Trolley Bus Expansion	Western Riverside County	Western Riverside County	Trolley bus expansion for transit service improvements, including but not limited to, frequency enhancements, schedule adherence, and extension of existing bus routes	2040	2,938
RIVERSIDE TRANSIT AGENCY	Trolley Bus Replacement	Western Riverside County	Western Riverside County	Replacement trolley buses for transit sustainability throughout the RTA service area with operational levels from 10-min to 60-min headways.	2036	3,526
RIVERSIDE TRANSIT AGENCY	Type II Buses (Dial-A-Ride) Expansion	Western Riverside County	Western Riverside County	Expansion equipment for paratransit (Dial-A-Ride) transit service as population and urban development grows throughout RTA's service area.	2045	6,460
RIVERSIDE TRANSIT AGENCY	Type II Buses (Dial-A-Ride) Replacement	Western Riverside County	Western Riverside County	Replacement partransit (Dial-A-Ride) Type II buses for transit service sustainability throughout the RTA service area.	2045	77,778
RIVERSIDE TRANSIT AGENCY	Type VII Buses (Contract-Operated) Expansion	Western Riverside County	Western Riverside County	Type VII bus expansion - equipment for transit service expansion as population and urban development grows throughout the RTA service area that will improve frequency, schedule adherence, and extensions of existing bus routes.	2045	3,682
RIVERSIDE TRANSIT AGENCY	Type VII Buses (Contract-Operated) Replacement	Western Riverside County	Western Riverside County	Type VII bus replacements - equipment for transit service sustainability throughout the RTA service area with operational levels from 10-min. to 60-min. headways.	2045	149,830
RIVERSIDE, CITY OF	ADAMS ST	INDIANA AVE	LINCOLN ST	GRADE SEPARATION - 4 LANES OVER BNSF RR	2035	160,856
RIVERSIDE, CITY OF	Arlington Ave	Magnolia Ave	Alessandro Blvd	Widen from 4 to 6 lanes	2026	13,494
RIVERSIDE, CITY OF	Canyon Crest Dr	Country Club	Via Vista	Widen 2 to 4 lanes	2026	8,000
RIVERSIDE, CITY OF	Central Ave	Magnolia Ave	SR91	Widen from 4 to 6 lanes btwn SR-91 and Magnolia	2026	2,730
RIVERSIDE, CITY OF	CHICAGO AV	THORTON ST	COLUMBIA AVE	GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	2035	145,786
RIVERSIDE, CITY OF	Iowa Ave	North City Limit	Blaine St	Widen from 4 to 6 lanes	2026	8,559
RIVERSIDE, CITY OF	Overlook Pkwy	Chateau Ridge Ln	Sandtrack Rd	Construct missing 4 lane links	2026	10,000
RIVERSIDE, CITY OF	PIERCE ST	MAGNOLIA AVE	INDIANA AVE	GRADE SEPARATION - 3 LANES OVER BNSF RR TRACKS	2030	49,848
RIVERSIDE, CITY OF	SPRUCE ST (BNSF)	SR-91	I-215	GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	2035	60,000
RIVERSIDE, CITY OF	SR-60 (PM 11.23 to 12.23)	at Main St	btwn Russell St & Stoddard Ave	Reconstruct/widen IC and reconstruct/widen ramps, channelization improvements	2030	20,304
RIVERSIDE, CITY OF	SR-91 (PM 12.9 to 13.1)	at Tyler St	btwn Diana Ave & Indiana Ave	Reconstruct/widen IC and reconstruct/widen ramps	2030	75,000
RIVERSIDE, CITY OF	SR-91 (PM 15.40 to 15.70)	at Adams St	btwn Diana Ave & Indiana Ave	Reconstruct/widen IC and reconstruct/widen ramps	2025	76,000
RIVERSIDE, CITY OF	TYLER ST	SR-91	COMANCHE AVE	GRADE SEPARATION - 4 LANES OVER BNSF RR TRACKS	2030	124,620

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
RIVERSIDE, CITY OF	Tyler St	Wells Ave	Arlington Ave	Widen from 2 to 4 lanes	2026	5,650
RIVERSIDE, CITY OF	VAN BUREN BLVD	Audrey Ave	GARFIELD	WIDEN FROM 4 TO 6 LANES	2026	20,000
RIVERSIDE, CITY OF	Washington St	Victoria Ave	Hermosa Dr	Widen from 2 to 4 lanes	2026	7,732
RIVERSIDE, CITY OF	Wood Rd	John F Kennedy Dr	Van Buren Blvd	Widen from 2 to 4 lanes	2026	4,445
SAN JACINTO	Cawston Ave	Cottonwood Ave.	Ramona Expway	Construct 4 lane arterial	2040	4,500
SAN JACINTO	COTTONWOOD AVE	WARREN ROAD	KIRBY ST	WIDEN FROM 3 TO 4 LANES (NO. SIDE =2; SO. SIDE=1)	2030	
SAN JACINTO	COTTONWOOD AVE	SANDALWOOD	LYON AVE	WIDEN FROM 3 TO 4 LANES (NO. SIDE =2; SO. SIDE=1)	2030	
SAN JACINTO	COTTONWOOD AVE	LYON AVE	STATE ST	WIDEN FROM 2 TO 4 LANES	2030	
SAN JACINTO	Esplanade Ave	Parkside Ln.	Warren Rd	Widen from 2 to 4 lanes	2025	10,553
SAN JACINTO	Hewitt St	Main St	South City Limit	Widen from 2 to 4 lanes	2030	4,362
SAN JACINTO	Palm Ave	Esplanade Ave	Seventh St	Widen from 2 to 4 Lanes	2030	3,000
SAN JACINTO	Palm Ave	Seventh St	De Anza Dr.	Widen from 2 to 4 lanes	2022	6,836
SAN JACINTO	Ramona Expwy (Phase III)	Eagle Rd	Lake Park Dr	Widening from 4 to 6 lanes	2030	11,716
SAN JACINTO	San Jacinto Ave.	North Ramona Blvd	7th St	Widen from 2 to 4 lanes	2022	9,108
SAN JACINTO	Seventh St	Cawston Ave	Ramona Expway (currently Mountain Ave.)	Widen from 2 to 4 lanes	2030	16,168
SAN JACINTO	Seventh St	600' W/O Melena Ln.	Warren Rd	Construct 4 lane arterial	2030	9,970
SAN JACINTO	SEVENTH ST	CAWSTON AVE	LAUREN LN	WIDENING FROM 2 TO 4 LANES	2030	
SAN JACINTO	Soboba Rd	Casino Entrance	Chabela Dr.	Widen from 2 to 4 lanes	2030	5,469
SAN JACINTO	State St	Gillman Springs Rd	Quandt Ranch Rd	Widen from 2 to 4 lanes	2025	7,120
SAN JACINTO	Warren Rd	Ramona Expwy	Esplanade Ave	Widen from 2 to 4 lanes	2025	6,000
SUNLINE TRANSIT AGENCY	Associated Transit Enhancements	Coachella Valley	Coachella Valley	Purchase more amenities for installation at bus stops throughout the service area based on recommendations from the COA.	2025	6,214
SUNLINE TRANSIT AGENCY	Bus Rapid Transit	Coachella Valley	Coachella Valley	Implement Bus Rapid Service/BRT on Highway 111 based on recommendations in the Comprehensive Operational Analysis conducted in 2005/06. Project will entail completing feasibility study and working with the local jurisdictions on various activities prior to implementing project.	2030	15,493
SUNLINE TRANSIT AGENCY	Capitalized Preventative Maintenance	Coachella Valley	Coachella Valley	Equipment for continued facility maintenance, repair and replacement.	2025	331
SUNLINE TRANSIT AGENCY	Expansion Bus Purchases	Coachella Valley	Coachella Valley	Purchase additional buses for service improvements, including service realignment and service expansion.	2025	12,260

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
SUNLINE TRANSIT AGENCY	GFI fareboxes, Smartcards, Security Systems	Coachella Valley	Coachella Valley	Install security systems in SunLine buses and acquire new fareboxes with smartcard technology and capabilities.	2025	2,978
SUNLINE TRANSIT AGENCY	Land Acquistion	Coachella Valley	Coachella Valley	Acquire land to meet agency's future growth	2025	5000
SUNLINE TRANSIT AGENCY	Miscellaneous Maintenance Equipment	Coachella Valley	Coachella Valley	Purchase various maintenance equipment for the Maintenance Department.	2025	200
SUNLINE TRANSIT AGENCY	New Information Technology (IT) Project	Coachella Valley	Coachella Valley	Purchase and implementation of new IT equipment.	2025	300
SUNLINE TRANSIT AGENCY	New Intelligent Transportation Systems (ITS) Program	Coachella Valley	Coachella Valley	Purchase and implementation of new ITS equipment.	2025	1,500
SUNLINE TRANSIT AGENCY	New Maintenance and Operations Facility at Division II in Indio, CA	Indio	Indio	Construct new operations and maintenance facility at the Indio Division to accommodate existing and expansion fleet. Current facility has reached its useful life and repairing the existing facility is no longer cost effective.	2025	20,000
SUNLINE TRANSIT AGENCY	New Operations and Maintenance Facility at Thousand Palms Division	Thousand Palms	Thousand Palms	Construct new facility at Thousand Palms location to accommodate existing and expansion fleet as the current facility is nearing the end of its useful life.	2025	45,000
SUNLINE TRANSIT AGENCY	Non-Revenue Support Vehicles	Coachella Valley	Coachella Valley	Purchase of replacement and expansion vehicles that will be used as relief vehicles for SunLine drivers at the beginning or ending of their shifts in mid-route.	2025	200
SUNLINE TRANSIT AGENCY	Paratransit Service Improvements	Coachella Valley	Coachella Valley	Service improvements for seniors and persons with disabilities.	2025	23,908
SUNLINE TRANSIT AGENCY	Park-and-Ride Lots	Coachella Valley	Coachella Valley	Acquire property and construct 3 Park and Ride Lots	2030	17,805
SUNLINE TRANSIT AGENCY	Preventive Maintenance	Coachella Valley	Coachella Valley	Purchase vehicle parts and pay for labor cost associated with ongoing maintenance of revenue vehicles	2040	2,278
SUNLINE TRANSIT AGENCY	Replacement Bus Purchases	Coachella Valley	Coachella Valley	Purchase additional replacement buses for fixed route and paratransit services. The additional vehicles will consist of 60ft, 45ft, 40ft, 32 ft, and 30ft buses.	2025	14,120
SUNLINE TRANSIT AGENCY	Transfer Location Improvement	Coachella Valley	Coachella Valley	Facility Improvement to accommodate additional service routes based on recommendation from Comprehensive Operational analysis	2025	7,574
SUNLINE TRANSIT AGENCY	Transit Centers	Coachella Valley	Coachella Valley	Construct 3 transit centers (west, central, and east valley) in Coachella Valley. Locations to be determined.	2025	10,267
SUNLINE TRANSIT AGENCY	Transit Service Improvements	Coachella Valley	Coachella Valley	Service improvements to current and future routes which includes but not limited to improving frequency, schedule adherence, extension of existing routes		7400

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
SUNLINE TRANSIT AGENCY	Warehouse Replacement	Thousand Palms	Thousand Palms	Construct new parts warehouse building and tire storage building at Thousand Palm Location	2025	2400
SUNLINE TRANSIT AGENCY	West Coast Center of Excellence Facility at Division I in Thousand Palms, CA	Thousand Palms	Thousand Palms	Construct new training facillity to train and educate students in transit, hydrogen, CNG, and administration industry.	2025	7,000
TBD	Barton Drive	Camino Del Sol	Grove Community Dr	CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.	2024	4,000
TBD	Barton Drive	Camino Del Sol	Grove Community Dr	CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.	2024	4,000
TBD	Cactus Ave	Meridian Pkwy	Barton Dr	CONSTRUCT EXTENSION OF CACTUS AVE FROM MERIDIAN PKWY TO BARTON DR WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	6,800
TBD	Cactus Ave	Meridian Pkwy	Barton Dr	CONSTRUCT EXTENSION OF CACTUS AVE FROM MERIDIAN PKWY TO BARTON DR WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	6,800
TBD	San Gorgonia Ave	Alessandro Blvd	Cactus Ave	CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	4,000
TBD	San Gorgonia Ave	Alessandro Blvd	Cactus Ave	CONSTRUCT EXTENSION OF SAN GORGONIO DR FROM ALESSANDRO BLVD TO CACTUS AVE WITH 4-LANE ARTERIAL WITH CENTER MEDIAN.	2024	4,000
TEMECULA	AVENIDA DE MISSIONES	TEMECULA CREEK BRIDGE		EXTENSION OF AVENIDA DE MISSIONES FROM VIA RIO TEMECULA TO LOMA LINDA ROAD OVER TEMECULA CREEK	2045	17000
TEMECULA	Diaz Road (Western Bypass)	Dendy Parkway	Rancho California Rd	WIDEN DIAZ ROAD FROM RANCHO CALIFORNIA RD TO DENDY PARKWAY (CHERRY ST.) FROM 2 TO 4 LANES	2023	10,000
TEMECULA	Diaz Road (Western Bypass)	North City Limits Winchester Road	Dendy Parkway	Construct 4 lane arterial	2023	3,025
TEMECULA	FRENCH VALLEY (WESTERN BYPASS SEGMENT 1) AT CHERRY ST.	DIAZ RD	JEFFERSON AVE	CONSTRUCT 6 LANE ARTERIAL (INCLUDING BRIDGE AT MURRIETA CREEK)	2035	20,353
TEMECULA	I-15 (PM 4.48 to 5.48)	at I-15/Rancho California	btwn Ynez Rd and Jefferson Ave	Reconfigure 4 to 6 lane IC and ramps at I-15 and Rancho California. Type of lanes for arterial widening will be through lanes.	2035	59,124
TEMECULA	JCT. 1-15/I-215	JCT. I-15/I-215	Riverside County/San Diego County Line	CONSTRUCT 2 MIXED FLOW LNS (1 LN EA DIR) AND 2 HOV LNS (1 LN EA DIR) FROM JCT. I-15/I-215 TO RIVERSIDE COUNTY/SAN DIEGO COUNTY LINE		
TEMECULA	LA PAZ STREET	YNEZ RD.	TEMECULA PARKWAY	WIDEN FROM 2 TO 4 LANES	2025	2500
TEMECULA	PECHANGA PARKWAY	DEER HOLLOW WAY	VIA GILBERTO RD.	WIDEN FROM 4 TO 6 LANES	2023	10000
TEMECULA	RAINBOW CYN RD.	PECHANGA PARKWAY	CITY LIMIT	WIDEN FROM 2 TO 4 LANES	2035	8000

Lead Agency	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
TEMECULA	Rancho California Rd	Jefferson Ave	Margarita Rd	Widen from 4 to 6 lanes	2035	14,408
TEMECULA	Rancho Way	Diaz Rd.	Margarita Rd.	Construct Rancho Way - 4 lane local arterial from Diaz Rd. to Margarita Rd.	2035	52,483
TEMECULA	SR-79 South (Temecula Pkwy)	I-15	Pechanga Pkwy	Widen from 6 to 8 lanes	2023	2,164
TEMECULA	Ynez Rd	Rancho Vista Rd	La Paz St	Widen from 2 to 4 lanes	2020	3,701
VARIOUS AGENCIES	Arterial Improvements	Coachella Valley		EASTERN COUNTY WIDEN/RECONSTRUCT/REHABILITATE REGIONAL ARTERIALS	2026	116,699
VARIOUS AGENCIES	Arterial Improvements	Countywide		WIDEN/CONSTRUCT REGIONAL ARTERIALS	2026	553,031
VARIOUS AGENCIES	Arterial Improvements	Western County		WESTERN COUNTY WIDEN/REHABILITATE ARTERIAL IMPROVEMENTS	2026	211,437
VARIOUS AGENCIES	ITS	Countywide		ITS Lump Sum for Riverside County arterials	2039	137,592
VARIOUS AGENCIES	Non-motorized	Countywide		Various pedestrian and bikeway non-motorized improvement projects	2040	115,079
WILDOMAR	Baxter Rd	I-15	Central St	Widen from 2 to 4 lanes	2040	17,929
WILDOMAR	Bundy Canyon Rd	I-15	Murrieta Rd	Widen from 2 to 4 lanes	2025	35,549
WILDOMAR	Bundy Canyon Rd	Mission Trail	I-15	Widen from 2 to 4 lanes	2030	4,992
WILDOMAR	Central St	Baxter Rd	Palomar St	Widen from 2 to 4 lanes	2030	4,500
WILDOMAR	Central St	Grand Ave	Palomar St	Widen from 2 to 4 lanes	2030	3,112
WILDOMAR	Clinton Keith Rd	I-15	Coppercraft	Widen from 2 to 6 lanes	2030	21,955
WILDOMAR	Grand Ave	Ortega Hwy (SR-74)	Central St	Widen from 2 to 4 lanes	2040	30,765
WILDOMAR	I-15 (PM 15.8 to 16.8)	at Bundy Canyon Rd	btwn Orange St and Cherry St	Reconstruct/widen Bundy Canyon Rd IC from 2 to 4 lanes and reconstruct ramps	2040	24,112
WILDOMAR	La Estrella St	George Ave	Susan Dr	EXTENSION OF 2-LANE LA ESTRELLA RD FROM GEORGE AVE TO SUSAN DR (0.10 MILES)	2022	1,153
WILDOMAR	LOST RD/LEMON ST	ORANGE ST	NORTHERLY CITY LIMITS	WIDEN FROM 2 TO 4 LANES	2030	13910
WILDOMAR	Palomar St	Mission Trail	Jefferson	Widen from 2 to 4 lanes	2030	38,456
				TOTAL:		**19,907,532**

Appendix D

Long Range Transportation Study:
Key Funding Programs

Contents

Key Funding Programs Summary Table

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
Federal Funding Sources												
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	X	X	X	X	X	X					
Surface Transportation Block Grant Program	STBG provides flexible funding that states and local governments may use for projects on any federal-aid highway, including the National Highway System (NHS); bridge projects on any public road; transit capital projects and; public bus terminals and facilities.	X	X	X	X	X	X				X	
Highway Safety Improvement Program (HSIP)	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.	X	X	X	X	X	X			X		
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	X	X	X	X	X	X			X		
Railroad-Highway Crossing (Section 130) Program	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths.			X			X					
Grade Separation (Section 190) Program	This competitive grant program provides $15 million each year to local agencies for the construction of grade separation projects. The program is jointly administered by the California Public Utilities Commission (CPUC) and the California Department of Transportation (Caltrans). Local agencies submit project applications to the CPUC, which is responsible for developing a priority list of projects. Local agencies whose projects are included on the priority list submit requests for an allocation of funds to Caltrans.	X			X			X				
National Highway Freight Program	Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: • investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; • improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; • improving the state of good repair of the NHFN; • using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; • improving the efficiency and productivity of the NHFN; • improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and • reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]	X						X		X	X	

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
Federal Funding Sources												
Nationally Significant Freight and Highway Projects (NSFHP)	NSFHP provides financial assistance – grants or credit assistance – to nationally and regionally significant freight and highway projects that align with the program's goals.	X						X				
Federal Transit Administration Section 5303, 5304, 5305 (Metropolitan & Statewide and Nonmetropolitan Planning)	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas metropolitan areas through a cooperative, continuous, and comprehensive planning process. The result of this process includes long and shortrange planning and programming of transportation investment priorities.				X	X	X	X			X	
Federal Transit Administration Section 5307 (Urbanized Area Formula Program Grants)	The Urbanized Area Formula Funding program provides Federal resources to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning. As determined by the U.S. Department of Commerce's Bureau of the Census, an urbanized area is defined as an area with a population of 50,000 or more.				X	X					X	
Federal Transit Administration Section 5311 (Rural Area Formula Grants)	This program provides formula-based funding for capital and/or operating assistance to rural areas with a population fewer than 50,000 where many residents rely on public transit to reach their destinations. Capital assistance is provided for up to 88.53% of the net project cost. Operational assistance has a 50% federal participation ceiling.				X	X					X	
Federal Transit Administration Section 5309 (Fixed Guideway Capital Investment Grants)	This is FTA's primary grant program for funding major transit capital investments, including: rapid rail, light rail, bus rapid transit, commuter rail and ferries.				X	X						Instead of an annual call for applications and selection of awardees by the Federal Transit Administration (FTA), the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.
Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)	A formula program to fund transportation services for the elderly and people with disabilities. Allocation is made on the basis of the number of elderly and people with disabilities in each state. Projects that were once eligible for the New Freedom Program (Section 5317) qualify for this program.					X	X				X	
Federal Transit Administration Section 5337 (State of Good Repair)	The State of Good Repair program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).				X	X					X	Eligible Recipients: State and local government authorities in urbanized areas with rail fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years.
Federal Transit Administration Section 5339 (Bus and Bus Facilities & Low and No Emission Bus Program)	The Bus and Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) provides federal resources to states and direct recipients to replace, rehabilitate and purchase buses and related equipment.					X				X		
Federal Transit Administration Section 5312 (Mobility on Demand (Mod) & Public Transportation Innovation)	Funds projects that promote innovative business models and products to deliver high quality, seamless and equitable mobility options for all travelers.									X		
Federal Transit Administration Transit-Oriented Development Planning Pilot	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects.										X	

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
Federal Funding Sources												
U.S. Department of Transportation - Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	Formerly known as the Transportation Investment Generating Economic Recovery (TIGER) grant program, BUILD transportation grants seek to fund investments in surface transportation infrastructure that will have a significant impact on local or regional facilities. BUILD funding is available for roads, bridges, transit, rail, ports, or intermodal transportation projects.			X	X	X						
Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	The (NSFLTP) program provides funding for constructing, reconstructing, and rehabilitating nationally-significant projects on Federal or tribal lands. Project design costs are not eligible. Any entity eligible to receive funding under the Tribal Transportation Program, Federal Lands Transportation Program, or Federal Lands Access Program [23 U.S.C. 202-204] is eligible under the NSFLTP program. In addition, a State, county, or local government may apply if sponsored by an eligible Federal land management agency or Indian tribe.			X	X	X	X				X	
Recreational Trails Program	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). Eligible applicants include; cities and counties, districts, state agencies, federal agencies, and non-profit organizations with management responsibilities of public lands.						X					
State Funding Sources												
State Transportation Improvement Program (STIP)	The STIP is a five-year capital improvement program that provides funding from the State Highway Account (SHA) for projects that increase the capacity of the transportation system. The SHA is funded through a combination of state gas excise tax, the Federal Highway Trust Fund, and truck weight fees. The STIP may include projects on state highways, local roads, intercity rail, or public transit systems. The Regional Transportation Planning Agencies (RTPAs) propose 75 percent of STIP funding for regional transportation projects in Regional Transportation Improvement Programs (RTIPs). Caltrans proposes 25 percent of STIP funding for interregional transportation projects in the Interregional Transportation Improvement Program (ITIP).	X	X	X	X	X						
State Highway Operation and Protection Program (SHOPP)	The SHOPP is a four-year program that provides funding from the SHA to be used for projects that reduce collisions and hazards to motorists, preserve and rehabilitate bridges and roadways, enhance and protect roadsides, and improve the operation of the State Highway System.	X	X									
State Transit Assistance Fund (STA)	The State Transit Assistance fund (STA) is derived from a portion of the Motor Vehicle Fuel Tax. The STA supports public transportation services and is apportioned through the Regional Transportation Planning Agencies (RTPA) to their member agencies on a population basis, although some funds are apportioned directly to transit agencies based on their fare-box revenues. STA funds may be used for mass transit (capital or operating expenses) or transportation planning but not streets and roads.				X	X						
Local Transportation Fund (LTF)	LTF funds are derived from a quarter-cent sales tax on retail sales statewide. LTF revenue is returned to local governments, primarily for public transportation; however, bicycle and pedestrian facilities, and streets and roads may also qualify. The LTF is distributed to each city and unincorporated area based on population.			X	X	X	X				X	Additionally, under SB 821, 2% of LTF funds are made available for bicycle and pedestrian projects
Cap and Trade	The Global Warming Solutions Act of 2006 (AB 32) established the goal of reducing greenhouse gas (GHG) emissions statewide to 1990 levels by 2020. In order to help achieve this goal, the California Air Resources Board (ARB) adopted a regulation to establish a Cap-and-Trade program that places a "cap" on the aggregate GHG emissions from entities responsible for roughly 85 percent of the state's GHG emissions. As part of the Cap-and-Trade program, ARB conducts quarterly auctions where it sells emission allowances. Revenues from the sale of these allowances fund projects that support the goals of AB 32, including transit and rail investments.				X	X	X					

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
State Funding Sources												
Active Transportation Program (ATP)	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.						X					
SB 821 Bicycle and Pedestrian Facilities Program	Each year 2% of the Local Transportation Fund (LTF) revenue is made available for use on bicycle and pedestrian facility projects through the Commission's SB 821 Program. All of the cities and the county of Riverside are notified of the SB821 program estimate of available funding and are requested to submit project proposals. Eligible projects include sidewalks, access ramps, bicycle facilities, and bicycle plan development.						X					
Strategic Growth Council (SGC) Sustainable Communities Planning Grants	The principal goal of this grant program is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions (GHGs) in a manner consistent with the State Planning Priorities, AB 32: The California Global Warming Solutions Act of 2006 and the current Environmental Goals and Policy Report (EGPR), if available.										X	
Senate Bill (SB) 1 - Road Repair and Accountability Act of 2017	SB 1 (The Road Repair and Accountability Act of 2017), provides the largest increase in state transportation funding in the last 25 years. SB 1 provides additional funding for transportation programs detailed in this chapter (including ATP, SHOPP, STIP, and Local Streets/Roads funds). It also revives programs that were part of the now expired Prop 1B. Those programs include the Local Partnership Program (LPP) and the Trade Corridor Enhancement Program (TCEP). SB 1 also newly created the Solutions for Congested Corridors Program (SCCP) .	X	X	X	X	X	X	X			X	
Local Funding Sources												
Riverside County Local Sales Tax - (Measure A Funds)	Riverside County's half-cent sales tax for transportation. Funds go back to each of three districts: Western Riverside County, the Coachella Valley, and Palo Verde, in proportion to what they contribute.	X	X	X	X	X	X					Measure "A" funds may only be used for transportation purposes including the administration of Division 25, including legal actions related thereto, the construction, capital, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes.
Gas Tax	Gas tax subventions to counties and cities in the region.	X	X	X								
Transit Farebox Revenue	Transit fares collected by transit operators.				X	X						
Toll Revenue	Revenues generated from toll roads.	X	X									
Transportation Uniform Mitigation Fee	Under the TUMF, developers of residential, industrial, and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. The Western Riverside Council of Governments administers the TUMF. The TUMF funds both local and regional arterial projects. Local area projects receive 48.1% of all funds and the funds are programmed in each of five "zones" proportionately to the fees paid. These zone projects are proposed by local jurisdictions.			X			X					
Other Local Funds	City/County Revenue Funds, street taxes and developer fees, RSTP exchange funds.	X	X	X	X	X	X	X	X	X	X	

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
Other Potential Revenue and Funding Opportunities												
Environmental Enhancement and Mitigation Program	Applicants may apply to undertake environmental enhancement and mitigation projects that are directly or indirectly related to modifying existing transportation facilities, or for new transportation facilities' design, construction or expansion. The EEM project must be over and above required mitigation for the related transportation project. All participating project costs incurred are funded in arrears on a reimbursement basis of the state's proportionate share of actual costs. No matching funds or cost shares from the applicant or other funding sources are required to apply for an EEM grant; however, projects with the greatest funding match will be rated highest. Grants are generally limited to $350,000. Any local, state, or federal agency or non-profit entity may apply for and receive grants.	X	X	X	X	X	X	X	X			
Benefit Assessment District Fees	An assessment district is an area of land specifically benefiting from a public improvement. A property tax assessment is levied against each parcel that benefits from the improvement, in proportion to the benefit. Bonds are then sold to finance improvements, which land owners repay over time. Traditionally this approach has been used to finance urban public improvement projects (i.e. sewer, water, curbs, gutters, etc.) on a community or neighborhood level. Using this approach on a "regional" basis has proven problematic because of the multiple legislative bodies (i.e. City Councils, Boards of Supervisors, etc.) necessary to achieve political consensus. In addition, there could be great difficulty in establishing a regionwide zone of benefit.			X			X					
"Local" Motor Vehicle Fuel Tax	SB 215 allows counties to hold general elections for a local sales tax on motor vehicle fuel (gasoline, diesel) to finance the regional transportation network. The uses, execution, advantages and disadvantages are similar to that of a sales tax. One advantage is that it is user-oriented. Because fuel consumption is related to road use, heavier users bear a higher burden of the cost.	X	X	X								
Motor Vehicle Taxes and Fees (Statewide, Regionally or Locally)	An array of fees and taxes on motor vehicles could be increased and implemented statewide, regionally or locally to generate transportation funds. Examples include vehicle registration surcharges (similar to the Air District's AB 2766 fees currently collected); increased surcharges on driver's license fees; mileage taxes; parts and repair excise taxes; heavy-vehicle taxes; fees for "vanity plates," tire taxes, and personal property taxes on motor vehicles. One of this approach's drawbacks, however, is the need for enabling legislation (statewide, regionally or locally).	X	X	X								
Public and Private Parking Fees	This mechanism increases public and private parking charges and institutes parking fees where parking is now free. Major metro areas in California have become more aggressive in pricing downtown parking -- both at meters and in lots. In some cities, extending parking lot hours and substantially greater enforcement have increased parking fee revenues. Often these funds are treated as a general fund source rather than tied to specific transportation expenditures.	X	X	X	X	X	X	X	X	X	X	
Regional Transportation Facilities Impact Fee	A regional transportation facilities impact-fee would distribute the costs of regional transportation facilities among all new development within the region, using the size of a proposed development or estimates of a project's trip generating capacity as criterion. This type of development impact fee would be required to meet AB 1600 nexus findings in order to be implemented.			X			X					

Revenue Sources	Description	Freeways & Expressways	Express Lanes	Major Arterials	Transit (Rail)	Transit (Bus)	Pedestrian & Bicycle	Freight & Goods Movement	Aviation	Mobility Innovation	Planning & Programming	NOTES
Other Potential Revenue and Funding Opportunities												
Vehicle Miles Traveled Fee	This financing mechanism is a vehicle-use fee based on the number of miles driven, which has the potential to generate substantial revenues, implement increased-mobility policy goals and is strongly related to transportation demand and congestion. Vehicle Miles Traveled (VMT) fees would appear to be a stable and growing source of revenue given Californians' propensity to use their automobiles. VMT fees also would maintain an ability to capture revenues from a growing fleet of alternative fuel vehicles within the state.	X	X	X								
Emissions Fee	An emissions fee could work in a manner similar to the Vehicle Miles Traveled fee program, except that user charges would be based on emission levels rather than miles traveled. The measure would be recorded at the time the vehicle is smog checked, and the driver would pay a fee based on a sliding scale. Revenue formulas would have to be adjusted due California's vehicle fleet becoming "cleaner" as older polluting vehicles are retired and replaced with vehicles that have improved emission technology.	X	X	X								
Federal Transit Administration Section 5312 (1) (Research, Development, Demonstration, and Deployment Projects)	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.										X	
Transportation Infrastructure Finance and Innovation Act (TIFIA)	The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Each dollar of Federal funds can provide up to $10 in TIFIA credit assistance and support up to $30 in transportation infrastructure investment. MAP-21 reforms included a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support; and a rolling application process.	X	X	X	X	X	X	X				
Public-Private Partnerships	A public-private partnership (PPP or P3) represent a broad category of financing mechanisms that are being used to harness public sector participation. PPPs have been used with mixed success in several states nationwide. Before PPP can become a viable option it must be approved by the state legislature.	X	X	X	X	X	X	X				