

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



SHORT RANGE TRANSIT PLAN



FY 2019/20 – FY 2024/25

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GLOSSARY OF ACRONYMS

AA	Alternatives Analysis
BNSF	BNSF Railways
CMAQ	Congestion Mitigation & Air Quality Funds
CTC	County Transportation Commission
CVAG	Coachella Valley Association of Governments
ETC	Employer Transportation Coordinator
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IEOC	Inland Empire-Orange County Line
LAUS	Los Angeles Union Station
LOSSAN	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
LTF	Local Transportation Funds
LRTS	Long Range Transportation Study
Metro	Los Angeles County Metropolitan Transportation Authority
MSRC	Mobile Source Air Pollution Reduction Review Committee
NTD	National Transit Database
OCTA	Orange County Transportation Authority
PTC	Positive Train Control
PVL	Perris Valley Line
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SDP	Service Development Plan
SJBL	San Jacinto Branch Line
SR	State Route
S RTP	Short Range Transit Plan
STA	State Transit Assistance Funds
TVM	Ticket Vending Machine
UP	Union Pacific Railroad
VCTC	Ventura County Transportation Commission

EXECUTIVE SUMMARY

The Riverside County Transportation Commission (“Commission”) was established in 1976 by the State Legislature to oversee the funding and coordination of all public transportation services within Riverside County (County). The governing body consists of all five members of the County Board of Supervisors, one elected official from each of the County’s 28 cities, and one non-voting member appointed by the Governor of California.

The Commission is one of 26 designated regional transportation planning agencies (RTPA) in the State. It is also one of the County Transportation Commissions (CTC) created under Public Utilities Code Section 130050. As the RTPA, it is required to set policies, establish priorities, and coordinate activities among the County’s various transit operators and local jurisdictions. The Commission approves the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities by strategically programming funds and administering grant programs. The Commission is also legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Short Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the vanpool program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, both of which span the Western Riverside County area. The Commission is also leading the planning efforts for the proposed Coachella Valley-San Geronio Rail Corridor, which would extend intercity-rail services from Los Angeles to Palm Springs and Indio.

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years. In order to receive local, state, and federal funds for the first fiscal year (FY) of the plan, transit operators in the county submit an updated SRTP annually for the allocation and programming of funds. The SRTP is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2020, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner.

These objectives are used to direct policies and priorities for the coming year as well as underline the Commission’s leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans and bicycle and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation, and mitigating project impacts in the community.

COVID-19 Impact on Transit Services

Ridership projections for FY 2019/20 were promising with proposed service expansions for commuter rail and significant gains in new vanpools as it was entering its second year of service. However, the novel coronavirus which causes the disease now known as COVID-19 caused a pandemic worldwide. Beginning in mid-March 2020, local and state public health orders included the closure of schools, cancellations of gatherings of more than ten, social distancing of at least 6 feet, and the Governor's statewide "stay at home" Executive Order. Although transit services were deemed essential, ridership plummeted immediately after the "stay at home" order was issued. Metrolink reported ridership declines of about 90% systemwide and the number of active vanpools declined 47%.

Ridership levels are being closely monitored and services are reduced leading into FY 2020/21 with many uncertainties that remain. Metrolink has reduced services by 30% and will operate under a continuing resolution from its FY 2019/20 budget for the first quarter to allow for more time to assess COVID-19 impacts. VanClub estimates that in FY 2020/21, a total of 48 vanpools will be active at least through the end of August, which is a 37% decrease from pre-COVID-19 levels. Prior to the pandemic, both transit programs were on track to expand services. The original service plans and strategies for both are described in this five-year plan; however, it should be noted that the focus for the near-term has shifted and will be on implementing strategies to maintain and regain riders, including increasing safety and sanitization measures to meet customer needs. The proposed FY 2020/21 plan also provides flexibility to meet market changes when local and state health provisions are lifted. As the pandemic transpires, the service expansions and capital improvements set forth may be delayed as revenue and economic conditions are reassessed.

- 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.
- Employment in Riverside County grew from 1.1% from 2010 to 2015, which was significantly higher than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -0.2%, 0.1%, and -1.3%, respectively, during the same period.

Commuter Travel Characteristics by Mode

The Commission's transit programs will continue to play significant roles in advancing mobility in the county by offering travel options that can compete with the convenience of an automobile. Analyzing mode share data provides insight into the travel modes with the greatest growth potential and provides perspective on how the County compares to neighboring counties.

For example, according to the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which analyzed the U.S. Census's Journey to Work data (peak congestion periods) from the 2009-11 American Community Survey 3-Year Estimates, 1.5% of commute trips occurred by public transportation in Riverside County. In comparison, the state share is 5.2% and the national share is 5%. Although Riverside County is below the state and national averages, most other counties in the SCAG region were also below the averages. Moreover, Orange County's transit share may only be 2.9% but OCTA still ranks amount the 50 largest providers of public transportation nationally.

Carpooling in Riverside County on the other hand is about 13% of the peak commute trips, which is one of the highest in the SCAG region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the potential that regional vanpool programs have in the region.

Table 1.0: Journey to Work by County, SCAG Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	90.2%	83.0%	88.2%	90.0%	91.0%	89.1%
Drove Alone	78.9%	72.2%	78.1%	77.1%	74.4%	75.9%
Carpooled	11.3%	10.8%	10.0%	13.0%	16.7%	13.2%
In 2-Person Carpool	7.9%	8.4%	7.7%	9.6%	13.2%	9.7%
In 3-Person Carpool	1.7%	1.5%	1.3%	1.9%	2.0%	1.7%
In 4-Or-More Person Carpool	1.8%	1.0%	0.9%	1.5%	1.5%	1.8%
Workers Per Car, Truck, or Van	1.08	1.08	1.07	1.09	1.11	1.09
Public Transportation	1.5%	7.2%	2.9%	1.5%	1.9%	1.4%
Walked	2.0%	2.9%	2.0%	1.6%	2.0%	2.3%
Bicycle	0.5%	0.8%	1.0%	0.4%	0.4%	0.8%
Taxicab, Motorcycle, or Other Means	1.3%	1.2%	1.0%	1.4%	1.0%	1.0%
Worked at Home	4.5%	4.9%	5.0%	5.1%	3.7%	5.5%

Source: SCAG 2016 RTP/SCS, U.S. Census 2009-11 American Community Survey 3-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and subsidizes two Western Riverside County transit programs:

- Vanpool – Better known as VanClub, is an incentive program where eligible vanpoolers receive a subsidy toward the cost of a vanpool lease.
- Commuter Rail – Better known as Metrolink, that is operated by the Southern California Regional Rail Authority (SCRRA), which the Commission is a member agency. This program also includes the operations and maintenance of the nine Metrolink stations and capital delivery of rehabilitation and expansion projects.

In the Coachella Valley, RCTC is leading the planning and environmental phases of the Coachella Valley – San Geronio Pass Corridor Service Project, and the construction of the Special Event Train Platform Project in Indio.

Details of each program, including service profiles, existing service and route performance, and future service and capital planning efforts for each are found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

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

Federal Agency Partners

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

State Agency Partners

The California State Transportation Agency (CalSTA) is a cabinet-level agency focused on addressing 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 and is a major funding partner for transit services and projects throughout the County. The California Transportation Commission (CTC) programs various state and federal funding on transportation projects, including state highways, rail, transit, and active transportation. The California Air Resources Board (CARB) sets air quality standards and in coordination with the U.S. Environmental Protection Agency (EPA) determines conformity between transportation and air quality plans; CARB also funds projects and programs that result in emissions reductions.

Regional Agency Partners

As a CTC, RCTC represents the Riverside County subregion and assists 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 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).

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (VCTC)). Metrolink is the premier commuter rail system in Southern California connecting communities on a 536 route-mile network.

RCTC is also a voting member of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Joint Powers Authority (JPA). The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. LOSSAN is a forum for the transportation and regional agencies along the corridor to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. LOSSAN does not pay for the operation of any of the passenger rail services within the corridor but is a means to help coordinate operations and planning.

County-Level Partners

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

- 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 Council of Governments (WRCOG) promotes transportation solutions in the most populous western portion of the county.

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

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

Tribal Governments

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

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven transit operators:

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



1.5 RCTC Transit Facilities

RCTC-Owned Metrolink Stations

The Commission owns and maintains nine of the 57 Metrolink stations. These stations are served by three Metrolink lines, Inland Empire – Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL) and are located in Western Riverside County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designed park-and-rides to encourage rideshare.

Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County



The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC) which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 26 years, the Commission has invested more than \$140 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over \$250 million more to the Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

Location	Transit Services	Primary Features
 Riverside Downtown 4066 Vine Street, Riverside	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: RTA OmniTrans Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 26.5 acres In Service Date: June 1993
 Jurupa Valley-Pedley 6001 Pedley Road, Jurupa Valley	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces) Size: 4.5 acres In Service Date: June 1993
 Riverside-La Sierra 10901-A & B Indiana Avenue, Riverside	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 9.35 acres In Service Date: October 1995
 Corona-West 155 South Auto Center Drive, Corona	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 5.49 acres In Service Date: October 1995
 Corona-North Main 250 East Blaine Street, Corona	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 6.72 acres In Service Date: November 2002

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

RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SBJL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of \$26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights, serving its customers along the line and maintaining the right-of-way until such time as passenger service is implemented.

Figure 3 is the SBJL corridor that extends 38.3 miles between Highgrove and Hemet within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

Figure 3: Map of San Jacinto Branch Line



RCTC Leased Park-and-Ride Locations

Park-and-ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park-and-rides help improve mobility and the efficiency of transportation investments. RCTC leases excess parking spaces from property owners, typically churches and retail locations, to help expand park-and-ride capacity in the Western Riverside County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC allows flexibility in meeting the dynamic needs of commuters. The Commission supplements the park-and-ride network in Western Riverside County with an incremental 942 spaces across 12 lease locations.

1.6 Previous Studies and Plans

The Previous studies and plans conducted by the Commission have been used as the building blocks for setting goals and priorities for transit projects and programs. The following is a list of the most notable and recently completed efforts that have guided the implementation of this S RTP.

- **Transit Vision (2009)** – This set forth the development of a 10-year Transit Vision that set the course of implementing more transit services and follow on studies and plans to facilitate future development in the transportation system in the county. The Transit Vision goals were to increase coordination; remove barriers to transit use; provide more efficient and effective service; ensure adequate funding; and improve energy efficiency. Recommendations resulted in the Commission reassessing funding formulas for LTF and STA.
- **Strategic Assessment (2016)** – This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the county's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of an LRTS and Next Generation Rail Study.
- **Coachella Valley Rail Alternative Analysis (2016)** – The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.
- **Perris Valley Line Growth Study Market Assessment (2017)** – The assessment reviewed the commute market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** – This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** – The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** – Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2020)** – The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 is underway and includes further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and is expected to be completed by fall 2020.

- **Park-and-Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park-and-ride demand by better managing existing lots and identifying potential park-and-ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2020)** – This is an aspirational plan containing needed transportation projects and services countywide. The purpose of the Traffic Relief Plan was to serve as the legally-required expenditure plan for a potential half-cent sales tax that the Commission could propose to the voters of Riverside County.



2.0 WESTERN COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program to launch a new Vanpool subsidy program called VanClub for commuters who travel to a workplace in Western Riverside County. Vanpools can be especially effective in providing transportation options in areas that are hard to serve by transit and can be an amenity for employers to attract and retain their employees. Vanpool programs are also effective at reducing traffic and vehicle emissions by decreasing the number of vehicles traveling daily. VanClub supports long-distance commuters by offering a subsidy of up to \$400 per month which reduces the cost of the vanpool lease. For FY 2019/20, the average VanClub monthly lease cost before the subsidy averaged \$1,100 per vehicle per month.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as “purchased transportation” by the FTA, where RCTC competitively procures for leasing vendor(s), who then provide a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The leasing vendor then invoices RCTC for the monthly subsidy. RCTC is currently under contract with two leasing vendors who provide vanpool vehicles to VanClub participants: Commute with Enterprise (Enterprise) and the California Vanpool Authority (CalVans).



Program Guidelines and Reporting Requirements

For both programs, RCTC establishes the minimum program requirements and program guidelines, requiring that a VanClub vanpool must:

1. Transport commuters traveling to a worksite or a post-secondary educational institution. The driver is counted as a commuter and is unpaid and all participants are volunteers;
2. Commute more than 30 miles round-trip each day;
3. Commute to an employer which must be located within Western Riverside County;
4. Commute at least 12 or more days during a calendar month period;
5. Begin their vanpool with 70% occupancy and maintain a minimum occupancy rate of 50%(ratio of riders to available seats, including the driver); and
6. Permit RCTC to advertise the vanpool and the route to the general public and accept additional riders to fill empty seats.

All vanpools that lease with Enterprise, apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. And as a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD).



Many of the CalVans' agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans western county vanpool activity entered into the NTD, is provided directly to RCTC.

Public transit agencies that provide ongoing subsidies to third party leased vanpools for the purpose of reducing the lease/capital costs of the vehicle, may report their transportation data to the NTD. The benefit to reporting into the NTD is that public agencies realize a minimum of \$2 in additional FTA Section 5307 funding for every \$1 invested/expended towards the ongoing subsidy program, two years after the reporting year. Some programs nationwide have claimed up to a 3:1 return in funding.

Pricing Structure

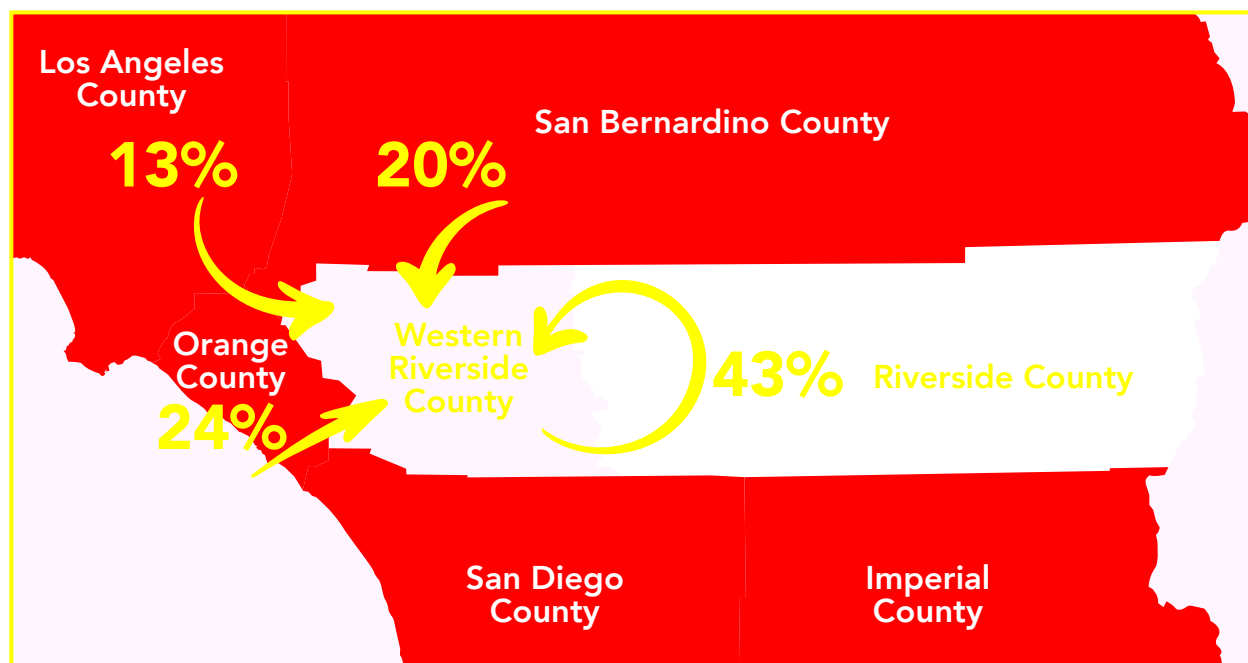
The pool of riders share the cost of the lease (minus the subsidy), fuel, tolls, parking fees, car washes, and any other out of pocket commute expenses. Some employers assist by providing additional funding to offset the groups' out of pocket costs, which are still accounted for and reported into the VanClub system and ultimately into the NTD.

The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the vehicle leasing vendor. However, VanClub requires that the participants track all their out of pocket expenses, and report on those at month end into the VanClub online reporting system.

Travel Characteristics

VanClub was launched on May 1, 2018 with the program enrolling 49 vanpools by the end of June 2019. By April 2020, the number of vanpools has grown to 93 approved vanpools. Of these approved vanpools, 78 were considered active and subsidized in March 2020 due to COVID-19 impacts. Figure 4 reflects the originating locations of the current vanpools to show that 57% come from other counties and 43% are intra-county vanpools.

Figure 4: Map of Vanpool Origins Destined for Western Riverside County



The types of worksites that the vanpools travel to were:

- 58% commute to military worksites;
- 35% commute to post-secondary educational institutions; and
- 7% commute to other employment worksites (such as warehouses or municipalities).

And as of March 2020, the three largest employers participating in the program, included:

1. March Air Reserve Base in Moreno Valley (27 vanpools);
2. University of California at Riverside (UCR) (27 vanpools); and
3. Naval Surface Warfare Center in Norco (17 vanpools).

The remaining seven vanpools are from five different employers.

Coordination with IE Commuter (IEC)

RCTC works closely with Western Riverside County Employer Transportation Coordinators (ETCs) to promote alternative commute modes to driving alone, including carpooling, vanpooling, taking bus transit or Metrolink, biking, walking and telecommuting. The network is branded as IEC and there are more than 300 employers partners, representing approximately 242,000 employees, that have signed partnership agreements with the Commission so they may access RCTC employer programs, services, and incentives. IEC provides hands on support to assist employers with implementing their rideshare programs through surveying employees to generate matchlists and provide statistics so as to comply with regional air quality regulations. IEC also provide incentives and rewards for commuters that rideshare, marketing workshops for ETCs, as well as annual contests and promotions to encourage ridesharing.



2.2 Vanpool Existing Performance

The Commission had the benefit of reviewing and analyzing neighboring ongoing vanpool programs, that have been providing service since the mid 1990's. This analysis demonstrated that ongoing, subsidized vanpool programs perform and grow in a very different manner than traditional transit services. There are several key external forces which impact whether a vanpool program grows, declines or is stagnate:

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion, the more likely commuters will consider vanpooling; and,
4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Early on, the Southern California CTCs recognized that the region's vanpool activity, in general, crosses county lines (RCTC's intra-county vanpools only account for 43% of active vanpools). As a result, in 2007 the CTCs agreed that the subsidy will be provided and statistics reported into the NTD, based on where the vanpool's employer resides. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is definitely more of a challenge to work with and promote vanpooling in Western Riverside county. In addition, one of the largest employers in the RCTC vanpool service area, the County of Riverside, does not participate in VanClub because they have an internal rideshare vehicle program.

Even with these constraints and obstacles, from July 2019 to March 2020, the vanpool program resulted in:

- 125,029 unlinked passenger trips;
- 1,021,442 vanpool miles travelled; and,
- 26,692 vehicle revenue hours.

This vanpool activity resulted in the following:

- 3,541,753 vehicle miles of travel reduced;
- 1,915 tons of emissions reduced; and
- 71% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2019/20, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 41.5 miles, commuting 20 days each month;
- An average one-way fare of \$5.21 per person per trip; and
- An average monthly out of pocket fare of \$208.22.

2.3 Vanpool Service Enhancements

A cornerstone of the Commuter Assistance Program is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways, commuter rail, and public bus. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2020/21 and beyond, are described below.

- Regionalize the Rideshare Platform: In partnership with CTC partners, the Commission will transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution. Transitioning to a regional system will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes. This approach will also net additional cost savings for the Commission.
- Maximize Employer Partnerships: Given that the highest percentage of vanpool arrangements is formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the core Western County rideshare program is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation. However, the prior economic downturn created a corporate culture of doing more with less. Many ETCs feel spread too thin to commit to offering a rideshare program, let alone assist with vanpool formation. Delivery of in person/worksite rideshare support value-added services and tools to make the ETC's job easier is a critical motivation to continue rideshare partnerships and development of new ones.
- Expand with New Market Development: The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. In addition, the likelihood that vanpool potential exists within an employer is directly tied to the employer size; the larger the employer, the more likely there is vanpool potential. While this channel has historically proven to be efficient over the years, it results in a rather limited base of commuters compared to the broader universe of commuters available. Therefore, in addition to maximizing the number of employer partners and maximizing vanpool participation within those employers, a direct business-to-consumer strategy will continue to be phased in to expand the awareness and consideration of vanpool options.
- Support Multimodal Travel: In addition to ridematching, information services, incentives to facilitate ridesharing, and offering ongoing vanpool subsidies through VanClub, the Commuter Assistance Program also provides park-and-ride facilities to support ridesharing and vanpool efforts. The last Caltrans park-and-ride facility in the County was built in 1999. The Commission leases park-and-ride spaces from property owners to supplement the network of park-and-ride spaces in the County. A continued focus for FY 2020/21 will be increasing the number of leased spaces and coordinating with ridesharers, vanpool groups, transit/rail partners, and Western Riverside County cities to identify areas where the lease program can help support car/vanpool arrangements and facilitate transit connections.

2.4 Vanpool Projected Ridership Growth

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or parked their non-operational vehicle at their homes. With the economy and workforce in an upheaval, VanClub has temporarily ceased outreach activities and the recruitment of new vanpools. During this period, VanClub continued to subsidize active vanpools and discontinued subsidies for parked, non-operational vanpools. Additionally, for groups that continued to vanpool to work, VanClub temporarily relaxed the minimum program requirements (on occupancy and minimum days each month) to continue subsidy support for the remaining active vanpools.

VanClub projections have been adjusted to reflect the recent impacts of the pandemic. However, the goals for VanClub continue to include expanding commuter transportation options, supplementing the bus/rail transit network, and increasing the number of participating vanpools, year over year. Based on conversations with the current active vanpools, RCTC projects there will be 32 active vanpools by the end of FY 2019/20. Table 2.0 summarizes the multi-year goals to increase the active vanpools, which estimates that it will take over one year to return to pre-COVID-19 levels and by FY 2024/25 the total number of vanpools could reach 173.

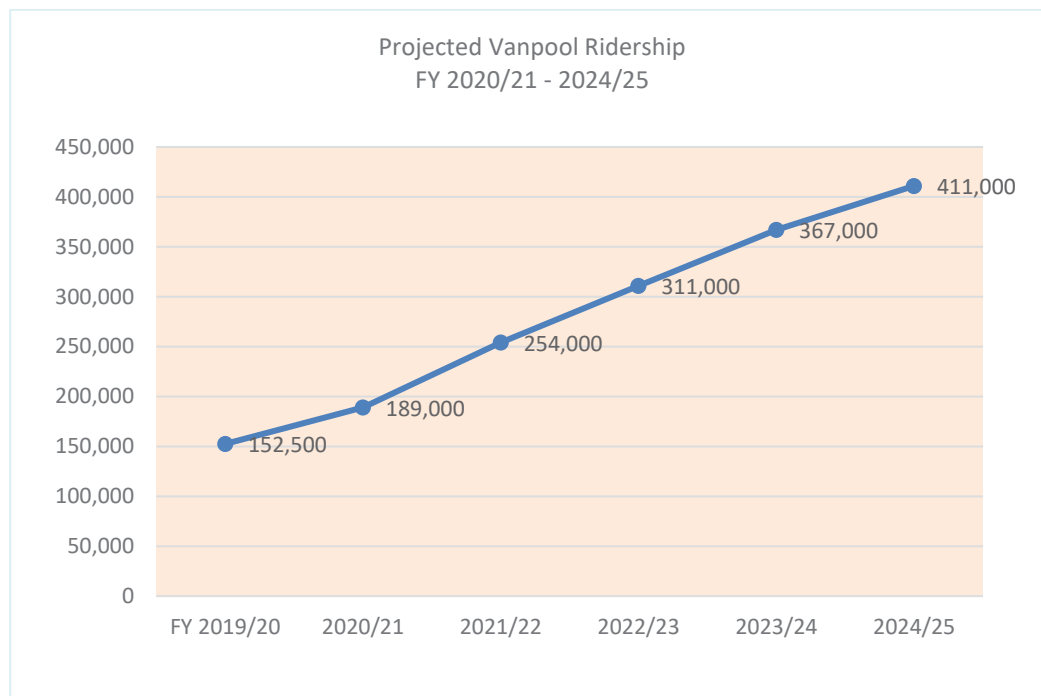
Table 2.0: Projected No. of Active Vanpools, FY 2020/21 – 2024/25

No. of Vanpools	Fiscal Year					89.1%
	2019/20	2020/21	2021/22	2022/23	2023/24	
	32*	90	115	136	160	173

*Total pre-COVID-19 was 78.

Based on the assumption of the percentage of increased vanpools in the above projected growth, this translates to unlinked passenger trips (ridership) more than doubling in three years and increasing 2.7 times by FY 2024/25, as illustrated in Figure 5.

Figure 5: Projected Vanpool Ridership, FY 2020/21 – 2024/25



2.5 Vanpool Potential Fare Changes

As a result of the COVID-19 impacts, 47% of the active vanpools in March 2020 either disbanded or The program currently only has one leasing vendor for the traditional employer vanpool market. In FY 2020/21, RCTC will release a request for proposal to seek proposals from additional leasing vendors, with the goal to expand leasing options, price ranges, and vehicle options for program participants. If additional vendors provide more vehicle choices (such as hybrid or electric vehicles) and provide more competitive lease rates, then it is possible that the passenger out of pocket costs may decrease. Although RCTC procures for the third party leasing vendors, the procurement is to ensure there is consistency and standard vehicle offerings among the vendors, and not to control vehicle pricing or fares. RCTC has no control over the passengers' out of pocket fares, only the amount of subsidy provided. In addition, after the lease cost the next highest out of pocket vanpool expense are fuel prices. Should electric or hybrid vehicles be introduced into the vehicle offerings, although the lease cost may be higher, many employers offer free electricity while charging at work and the in home electric charging costs can be quite low (depending on the electric provider and the low rates to charge off peak). This may also result in lower fares for certain vanpool groups. Should gas prices remain lower than a year ago (as a result of the COVID-19 pandemic and reduced demand for fuel), this will continue to have an impact on lower fares for all vanpool groups.

The other impact to lowering fares, is to assist the vanpool groups to increase their occupancy. The more passengers that share in the cost of the vanpools, the lower the fares per passengers. Although RCTC requires that vanpools maintain a minimum 50% occupancy (ratio of passengers to the vanpool seats), RCTC works directly with vanpool groups that lose riders, struggle with occupancy or are looking for part time riders so as to increase occupancy and decrease passenger fares. The new regional vanpool platform that RCTC is transitioning to, has additional online tools to assist vanpools with finding additional riders and filling seats in vanpools.

In the end, RCTC cannot predict nor determine whether vanpool fares will increase or decrease in the future; however, it is RCTC's hope that these additional vendors and actions will result in lower fares and an even more cost-effective vanpool service.

2.6 Vanpool Proposed Incentive Program

The Commission's Commuter Assistance Program's \$2/day Rideshare Incentive is a popular startup incentive designed to encourage commuters to shift to more sustainable transportation options. Eligible Western Riverside County Commuters that start to car/vanpool, take the bus or rail transit, telecommute, bike, or walk to work can receive \$2/day for every day of ridesharing in a three-month period. However, under current guidelines, one cannot participate in this incentive while receiving the VanClub subsidy or any other vanpool subsidy offered by neighboring subsidizing agencies. In 2020, Commission staff will be seeking approval to adjust the incentive from \$2/day to a more motivating \$5/day and establishing a max incentive amount of \$125 to manage financial exposure, and lastly, making the incentive eligible for those that are in subsidized vanpools. The rationale for this is that under the current structure, the incentive is eligible for traditional transit modes (bus/rail) that are highly subsidized but not for vanpools which are also subsidized but at a much lower rate. Ultimately, the goal of the proposed incentive update is to increase all forms of rideshare, and as part of that, help form new vanpools, regardless of their destination. If approved, this could help jump start the hit that the program is experiencing due to the COVID-19 pandemic.

2.7 Vanpool Capital Investments

The vanpool program does not expend any of its budget on capital outlays, due to the purchased transportation approach to delivering the program. RCTC contracts with leasing vendors, who in turn purchase, own and maintain all vanpool vehicles, along with their administrative and maintenance facilities. The vanpool groups determine their pickup and drop off locations, as well as any interim stops between home and work. Thus, RCTC does not own or maintain any of the vanpool stop locations. As a result, all expenditures of the program are considered operating expenses and RCTC does not budget or expend funds on capital projects for vanpooling.

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in two capital planning efforts in the Coachella Valley: the Coachella Valley-San Gorgonio Pas Rail Corridor Study and the Coachella Valley Special Event Train Platform, which are described in the sections below.

3.1.1 Coachella Valley – San Gorgonio Pass Rail Corridor Project



The Commission, in conjunction with CVAG, Caltrans, and FRA have begun the first phase of detailed corridor planning with the initiation of the Service Development Plan (SDP). The SDP will be the first major study that will carefully design a viable service plan with appropriate ridership and service modeling plans. This effort along with completion of a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the corridor will allow it to compete for future federal funding. The Commission worked closely with Caltrans to complete the Alternatives Analysis (AA). The AA shows promising ridership potential for the new route. The Commission is the lead on the SDP and is using FRA grant funds to complete the project. The administrative draft EIR/EIS is expected to be released in late 2020.

In addition, CVAG who serves as the primary policy advisor for regional transportation planning in the valley approved the establishment of a 90% bus transit/10% passenger rail service funding allocation split for Coachella Valley STA funds. An MOU

was established between the Commission and CVAG to develop a Coachella Valley Rail Fund that will use both the STA funds and additional state and local funds to conduct station development studies and provide initial capital funding for station development. It has been determined through numerous studies over the years that the Amtrak intercity option is preferred over a Metrolink commuter option, because of the long trip length and added comfort and amenities on the Amtrak trains and Amtrak's contractual rights to operate over freight railroads.

Project Location

Figure 6 is a proposed map of the Coachella Valley–San Gorgonio Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 141-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Indio. The Corridor consists of two segments: the western 59-mile long segment between LAUS and Riverside/Colton, and the eastern approximately 82-mile segment between Riverside/Colton and Indio.

It is anticipated that alternate routes between Los Angeles and the Riverside/Colton area be analyzed. This would include possible routes along the BNSF San Bernardino Subdivision, the Union Pacific (UP) Railroad Alhambra or Los Angeles Subdivision, and the Metrolink San Gabriel Subdivision.

To ensure that planning considers the interrelationships of the broader regional rail network, the following segment(s) and/or services beyond the Corridor shall be considered to the degree necessary to fully inform the service development planning process and service environmental work for the Corridor:

1. Amtrak Sunset Limited (Los Angeles to New Orleans via Phoenix)
2. Amtrak Southwest Chief (Los Angeles to Chicago via Riverside)
3. Amtrak Pacific Surfliner Trains (San Diego to San Luis Obispo)

4. Commuter Rail Operations Metrolink (Serving Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties)
5. Future daily intercity service between Los Angeles and Phoenix via Coachella Valley
6. Local and regional bus connections
7. High-Speed Rail future plans

Market Analysis

The Los Angeles Basin has a population of approximately 16.5 million, and approximately 7.2 million jobs. The Coachella Valley has a population of approximately 443,000, and approximately 12.2 million annual visitors. There are currently 130,000 daily trips through the San Geronio Pass.

The proposed intercity passenger rail service would provide a conveniently scheduled link to the greater metropolitan areas of Southern California for the communities in the fast-growing Coachella Valley and Banning Pass areas. It will also provide Los Angeles and Orange County residents' access to the world class Coachella Valley visitor destinations and festivals. In addition, it will provide lifeline access on routes not serviced by other means to key destinations such as the Veterans Affairs Medical Center in Loma Linda.

The market analysis performed as part of the Final Alternatives Analysis, July 25, 2016, identified a projected 47% increase in travel over the next 20 years between Los Angeles and Coachella Valley and a projected 23% population increase by 2035 for the four counties comprising the Corridor (Los Angeles, Orange, Riverside, and San Bernardino). Coachella Valley is expected to double its population and the population of the San Geronio Pass Area is projected to increase by 134% by 2035.

Numerous disadvantaged communities exist within the Corridor that could benefit from a significant improvement in regional mobility and a health benefit from reduced vehicle emissions from an intercity passenger rail service.

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (72-76 miles from Colton to Indio or Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

Two daily roundtrips are proposed for initial service. The running time between Los Angeles and Indio is 3-3.5 hours, with a proposed maximum speed of the service is 79 miles per hour (mph). Connections would be provided to The Pacific Surfliner daily intercity service at the Fullerton Station, and Metrolink's IEOC Line at the Riverside – Downtown Station. Connections to Metrolink's San Bernardino Line could also be made at the Riverside – Downtown Station with rail or bus transfers.

Potential Facilities

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles). The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five additional existing or new stations are proposed between Riverside and Indio. Options include:

- Redlands/Loma Linda (new station)
- Banning/Beaumont/Cabazon (new station)
- Palm Springs (existing Amtrak station)
- Mid Valley (new station)
- Indio (existing bus station and planned intermodal station)

The maximum speed of passenger trains in the corridor is 79 miles per hour, and the one-way travel time between Los Angeles and Indio or Coachella would be approximately 180 to 200 minutes.

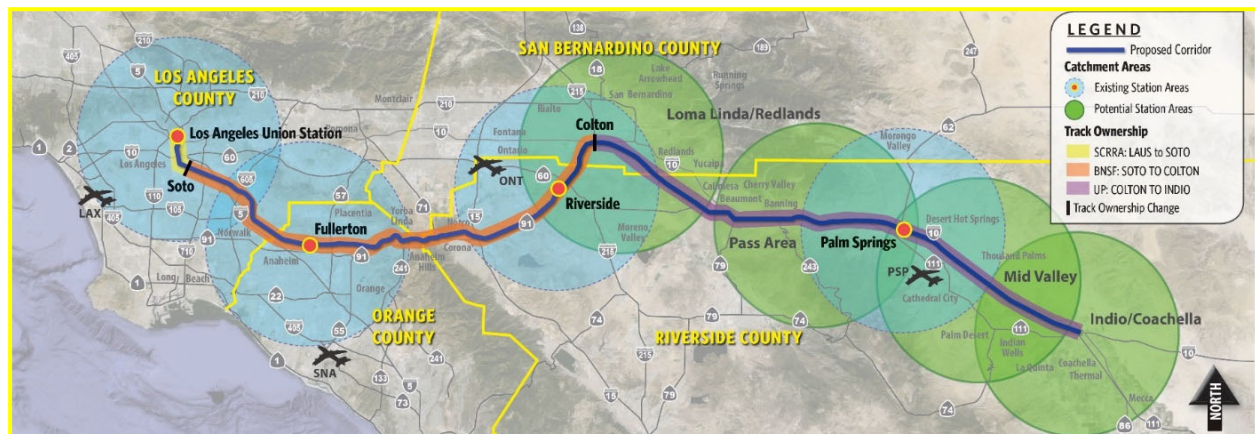
Project Status: Service Development Plan and Tier 1 Environmental

Project Cost Estimate: \$5 million for Planning and Environmental

Project Funding: FRA, Prop 1B, STA Funds

Project Completion: Late 2020 for EIR/EIS

Figure 6: Map of Proposed Coachella Valley – San Geronio Pass Rail Corridor



3.1.2 Coachella Valley Special Event Train Platform Indio

As part of the Coachella Valley Rail program, the Commission is leading the Coachella Special Train Platform Project. The Commission is designing and will be constructing a platform near the Greyhound stop in Indio, a site designated by the City of Indio, to accommodate a 10-car set. New tracks will be constructed to accommodate the special trains. The Commission has secured \$2.7 million of Proposition 1B program funds and a State Rail Assistance award of \$5.9 million to fund the project. The plan is for Amtrak to operate the service for the Coachella Valley Music and Arts Festival and Stagecoach Festival in April 2021.

The Coachella Valley Special Event Train will construct a temporary station (platform) to facilitate passenger loading, unloading, and baggage handling operations for the seasonal festival season in Indio. The platform would accommodate a 10-car train set to be operated by Amtrak. The project will finalize the design of the temporary facility, obtain appropriate permits and construct the platform. Other elements of the project include a drip pan panel, drainage and oil separator tank construction, water cabinet, electrical service, air compressor installation, and storage shed. Passenger access to and from the temporary facility will be constructed.

Project Status: Environmental Review and Design

Project Cost Estimate: \$8.7 million

Project Funding: Prop 1B Grant, State SRA Grant

Project Completion: April 2021



3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile

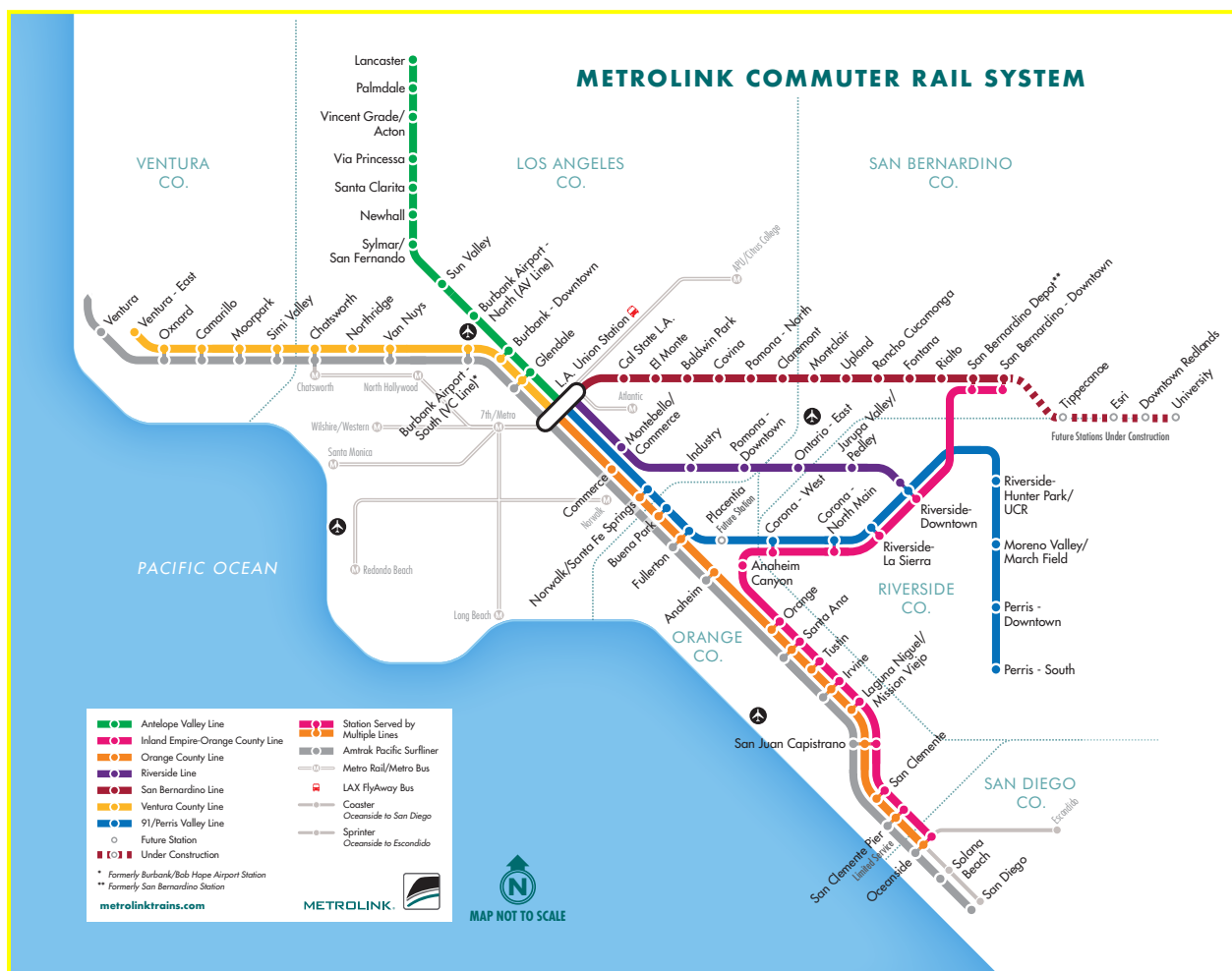
As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRRA JPA. The other member agencies are SBCTA; Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board.

Metrolink has a total of seven commuter lines, three of which serve Riverside County:

- IEOC Line
- The Riverside Line
- 91/PV Line

Figure 7 is a map of the Metrolink Commuter Rail System.

Figure 7: Metrolink Commuter Rail System



IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 8. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is a jointly funded by the Commission, SBCTA, and OCTA.

As of July 2016, the line operates 16 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside – Downtown Station and the Irvine Station, with a few trains originating and/or terminating at the San Bernardino – Downtown Station, the Laguna Niguel/Mission Viejo Station, or the Oceanside Station. Weekend service began on July 15, 2006. This year-round weekend service was modeled after the successful RCTC-funded Beach Trains. The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside – Downtown and Irvine is approximately 74 minutes. RTA, SunLine, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 33.8 miles.

Figure 8: Map of Metrolink IEOC Line

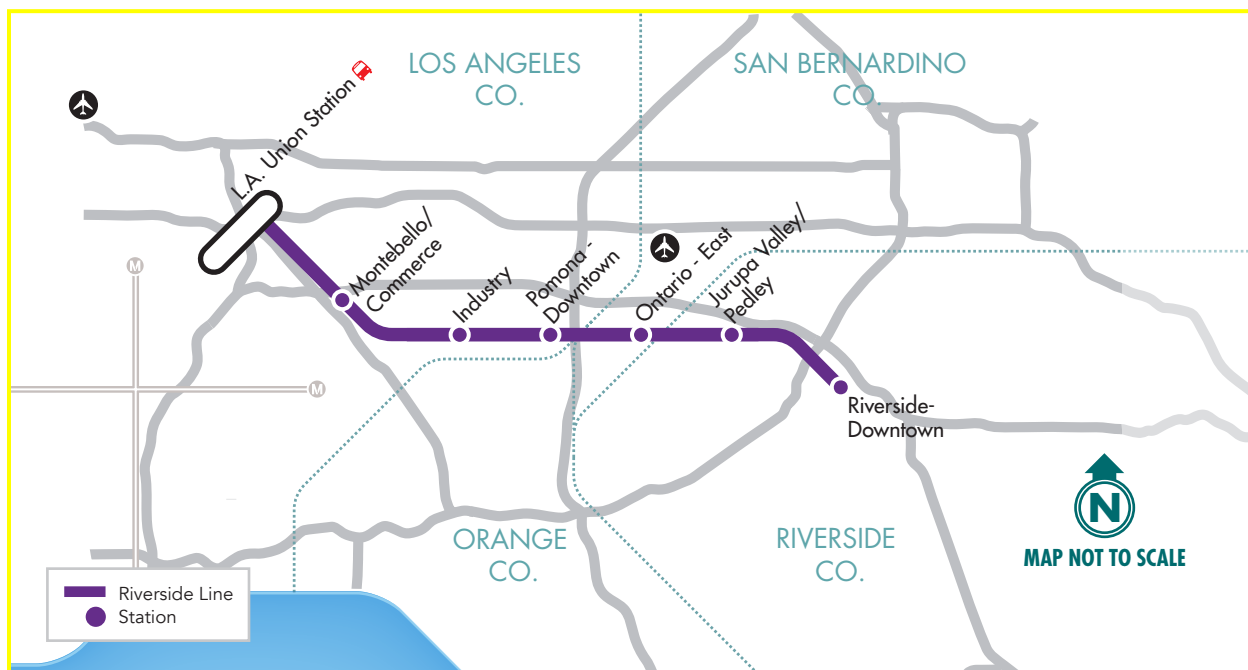


Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside – Downtown, Jurupa Valley/Pedley, Ontario – East, Pomona – Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 9. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 12 weekday trains between the Riverside – Downtown Station and LAUS, travelling westbound in the AM and eastbound in the PM and one roundtrip during the off-peak hours. RTA, SunLine, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside – Downtown and LAUS is approximately 85 minutes, including dwell time at intermediate stations. The average trip length is about 39.3 miles.

Figure 9: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris – South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los Angeles, and has a total of 12 stations, as depicted in Figure 10 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line from the Riverside – Downtown Station, through the Perris Valley to the City of Perris in Western Riverside County, which is now rebranded as the “91/Perris Valley Line”. With the Perris Valley extension, four new stations were added at Perris – South, Perris – Downtown, Moreno Valley/March Field, and Riverside – Hunter Park/UCR. The 91/PVL Line offers 13 weekday trains between the Perris – South Station and LAUS. This service provides four roundtrips between Perris – South and LAUS during peak hours in the peak direction. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM. Previously, these weekend trains only operated between Riverside and LAUS.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 127 minutes. RTA, SunLine, Corona Cruiser, and Amtrak provide connecting service in Riverside County. The average trip length is 36.6 miles.

Figure 10: Map of Metrolink 91/PVL Line



Metrolink Days of Operation

Metrolink regularly operates Monday through Friday. Weekend service operates on a reduced schedule on the IEOC and 91/PVL lines. Metrolink operates on a Sunday schedule on the following holidays: New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving Day, and Christmas Day.

3.2.2 Metrolink Fare Structure

On the weekdays, Metrolink's ticket prices are distance-based and calculated on the shortest driving miles between stations. The Metrolink ticket price consists of three elements: a base boarding charge, an additional increment related to the number of miles traveled, and finally a modest increment to permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on selected connecting transit operators and a reduced rate on others. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge is currently capped at 80 miles. Metrolink is reviewing possible changes to the current fare structure which could be implemented in the next couple of years.

Ticket Types

Metrolink offers a variety of ticket types for different types of travelers. Ticket types are either single-day use or multiday use.

Single Day Use

- **One-Way** – AA single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **Round-Trip** – Valid for two trips between origin station and destination station specified on the ticket. The first leg of the trip is valid for three hours from time of purchase while the return is valid anytime one the same day or until 3 am the following day.
- **\$10 Weekend Day Pass** – Valid for unlimited systemwide travel on either Saturday or Sunday and expires at 3 am the following day. The Weekend Day Pass is accepted for free transfers to connecting transit, except Amtrak.
- **\$10 Holiday Promotion** – Similar to the \$10 Weekend Pass, this ticket is valid on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day.

Multi-Day Use

- **7-Day Pass** – Valid for unlimited travel during a consecutive seven-day period between origin station and destination.
- **Monthly Pass** – Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

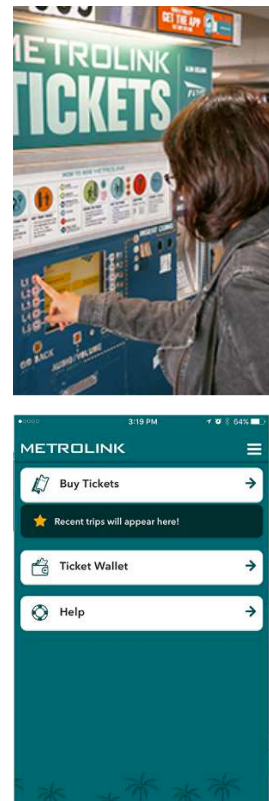
Multi-Line Option

Some Metrolink tickets can be used on more than one line. Tickets for the Riverside Line are valid for travel between stations of equal or lesser distance on San Bernardino or 91/PVL Lines. Tickets on the 91/PVL Line are valid on the Riverside Line between stations of equal or lesser distance. Tickets for the IEOC Line are valid on the 91/PVL Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.



Ticket Purchase Options

- **Ticket Vending Machines (TVMs)** – Are available at all Metrolink stations. TVMs accept payment cards or cash.
- **Ticket Machine Devices (TVDs)** – Metrolink began transition to TVDs in spring 2020 with one of the first TVDs installed at the Riverside – Downtown station. Metrolink anticipates installing TVDs at all stations by mid-2020. The TVDs dispense new paper tickets that contain a watermark and holographic security image to prevent duplication. The TVDs currently accept cash and card payments, but will accept contactless payment including Apple Pay, Samsung Pay, and Google pay at a later date.
- **Mobile App** – Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quickcards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** – One-way ticket can be purchased via Metrolink’s ticket portal. Users can buy tickets and push the tickets to the Metrolink mobile app wallet.
- **Pass by Mail and Outlets** – Metrolink provides forms to purchase tickets by mail. Forms must be received by the 15th of the month to receive the tickets by the 1st of the following month. Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.



Advance Purchase Ticket

Paper One-Way or Round-Trip tickets for a future date can be purchased up to one year in advance from a TVD. The Advance Purchase Ticket will not have an expiration time printed on it and can be used at any time on the day you chose to travel.

Discounted Fares

Everyday Discounts

- **Student/Youth** - 25% off Monthly Pass, 7-Day Pass, One-Way and Round-Trip tickets. Youths are ages 6 to 18. Students must present valid Student ID to the fare inspector upon request.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare.
- **Senior / Disabled / Medicare** - 25% off Monthly Pass and 7-Day Pass. 50% off One-Way and Round-Trip tickets. Seniors qualify for discount if age is 65 or over. Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military** - 10% off One-Way and Round-Trip tickets.

91/PVL Line Discount

The Metrolink Board approved a new set of 91/PVL Line discounts, which began in May 2017, to encourage ridership from the new stations. The two separate discounts were for trips connecting to stations outside of Riverside County and another within Riverside County. This discount is now recognized as the regular fare for the line.

Fares connecting the 91/PVL Line Extension stations to stations outside of Riverside County will be sold as though Riverside – Downtown is the origin or destination. For example, a trip between Perris – South and LAUS will be the same price as a trip between Riverside – Downtown and LAUS. Fares connecting the 91/PVL Line Extension stations to stations within Riverside County are discounted 25%.

Loyalty Program

A new Loyalty Program is being proposed as part of the Metrolink FY 2020/21 Budget. This program will include:

- Cashback rewards that are accumulated and paid at regular intervals and points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties
- Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts

Existing Transfer Agreements

The Commission has actively supported transit connections by establishing agreements with SCRRRA and the regional transit providers to provide free transfers for all connecting transit services at Riverside County stations. With the agreement, Metrolink ticket holders can ride both fixed route and Dial-A-Ride services for free as they travel to and from a station in Riverside County. The Commission subsidizes half the fare while Metrolink subsidizes the other half. Transfer agreements are currently in place with RTA, Omnitrans, and the Corona Cruiser.



3.2.3 Metrolink Revenue Fleet

Metrolink has 39 revenue train sets in operation¹. The Metrolink fleet is composed of 62 locomotives (including 3 expansion locomotives) and 258 passenger cars (73 cab cars and 185 coach cars)². Metrolink is upgrading its fleet of locomotives to operate new Tier 4 clean technology locomotives and is anticipating delivery of all 35 locomotives in the first half of 2020. In March 2020, Metrolink announced that it has removed all first-generation Tier 0 locomotives from its fleet.

3.2.4 Metrolink Rider Profile

In 2018, Metrolink completed an Origin-Destination Study which presented results from onboard surveys to profile and update current customer profiles, travel characteristics, and perceptions of service quality. The results were critical to guide Metrolink's planning, marketing, and financial decisions. The following data represents the three lines that operate in Riverside County. It should be noted that the information in Table 3.0 reflects survey results from all riders coming from Riverside, Orange, San Bernardino, and Los Angeles counties.

¹ Source: Metrolink 10-Year Strategic Plan 2015-2025 Technical Appendix

² Source: Metrolink Transit Asset Management Plan (May 2016)

Table 3.0: Metrolink Rider Profile

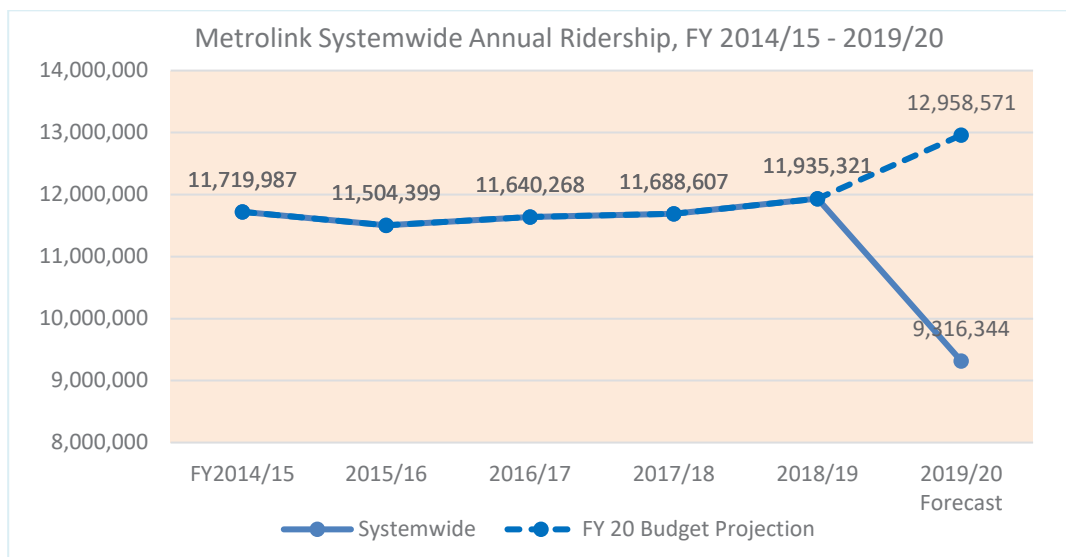
	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	9%	7%	14%
Hispanic	29%	33%	26%
Asian	35%	15%	21%
Caucasian (non-Hispanic)	22%	40%	31%
Other	5%	6%	7%
Median Household Income	\$96,310	\$89,641	\$90,860
Automobile Availability	90%	93%	89%
Employment Status			
Not Employed/Retired	1%	1%	1%
Part-Time	3%	4%	3%
Self-Employed	2%	2%	4%
Student Only	8%	4%	7%
Full-Time	86%	89%	86%
Languages Spoken at Home			
Other	9%	9%	13%
Cantonese	5%	1%	1%
Mandarin	9%	1%	2%
Tagalog	6%	1%	5%
Spanish	23%	27%	20%
English	47%	59%	57%
English Proficiency			
Not Well	3%	3%	3%
Well	13%	11%	14%
Not Well	84%	86%	83%
Ridership Frequency (Rides 3 Days or More per Week)	90%	89%	85%
Average Ridership Frequency (Days per Weekday)	4.4	4.5	4.2
Average Trip Length (miles) (Weekday)	38.8	32.9	38.6

Source: Metrolink Origin-Destination Study, 2018

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at almost 12 million passengers. FY 2018/19 marked the 4th consecutive year of systemwide ridership growth despite regional and national ridership declines experienced by other transit operators during the same time period, as shown in Figure 11. Metrolink attributed the increased ridership to favorable economic conditions and several initiatives that targeted new riders. A strong element of the growth was weekend ridership, which grew from about 67%, systemwide from FY 2008/09 to FY 2018/19. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued causing ridership to decline a drastic 90% in less than one month. As of the writing of this report, ridership levels remain unstable; however, based on Metrolink's April ridership figures it is estimated that total ridership for FY 2019/20 will be about 9.3 million.

Figure 11: Metrolink Systemwide Annual Ridership, FY 2014/15 – 2019/20



Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) in the last five years remained relatively stable between FY 2014/15 through FY 2018/19 with growth of about 3%, as reflected in Figure 12. Local factors that contributed to this was the commencement of the 91/PVL Line in June 2016 and new weekend service that was added in October 2019.

Figure 12: Total Ridership Riverside County Metrolink Lines, FY 2014/15 – 2019/20

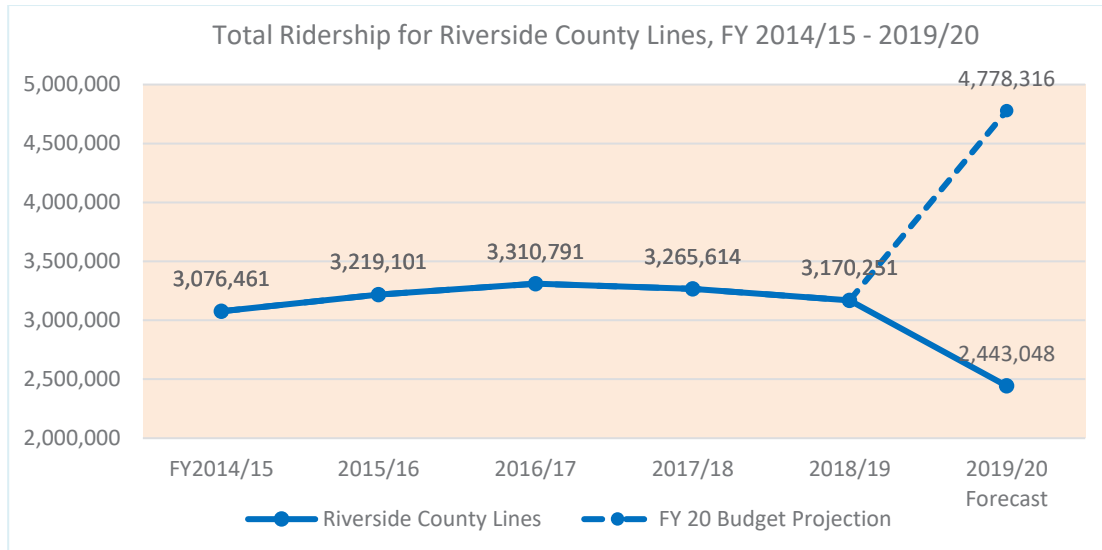


Figure 13 illustrates that the majority (51%) of passengers in the County take the IEOC, followed by one-third (33%) who take the 91/PVL. The data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

Based on passenger station data in Figure 14, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 13: Riverside County Average Weekday Passenger Distribution by Line

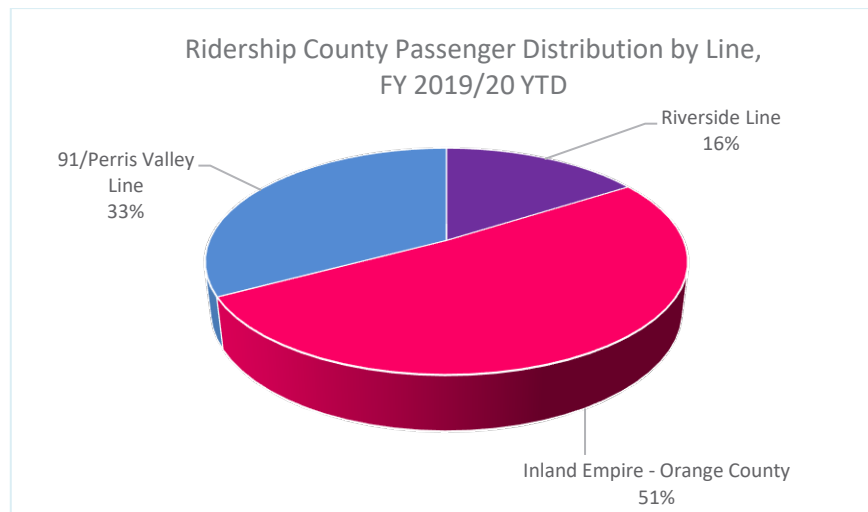
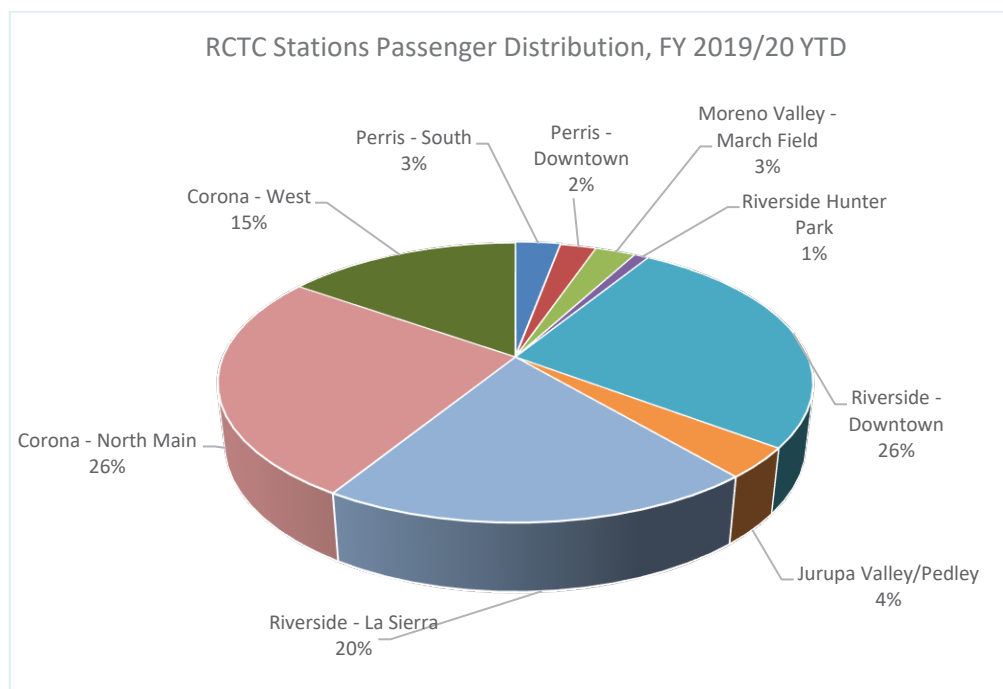


Figure 14: RCTC Stations Passenger Distribution



3.2.6 Metrolink Key Performance Indicators

The following performance indicators in Table 3.1 are provided by SCRRA and show additional details by line. These indicators are reviewed and monitored throughout the year and are used to improve operational productivity. Due to COVID-19 impacts, the proposed FY 2020/21 budget and performance targets are still being developed and is anticipated to be available in August 2020.

Table 3.1: Metrolink Key Performance Indicators

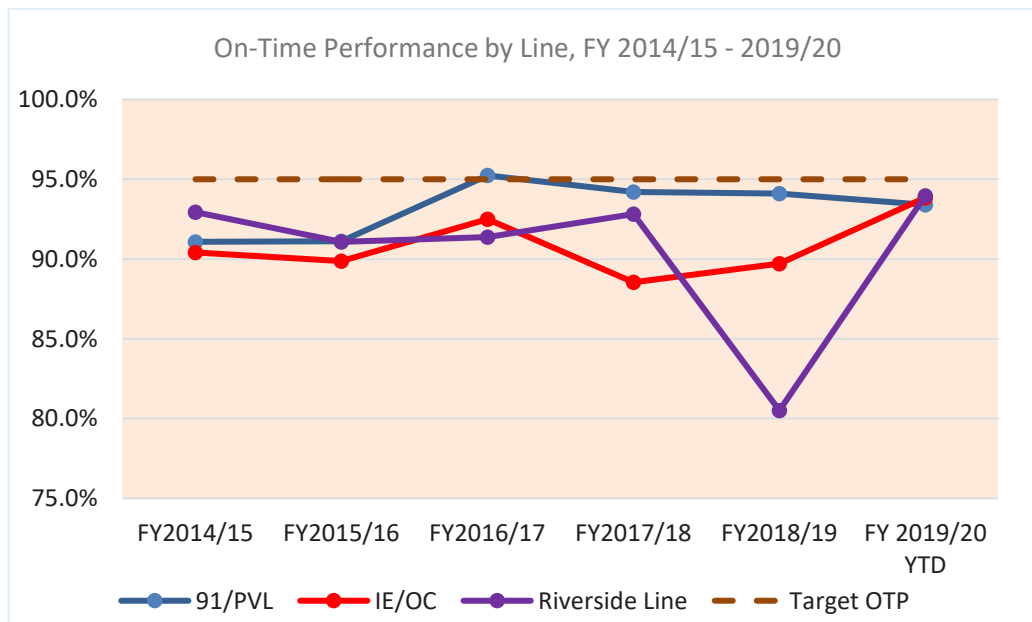
IEOC	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	1,362,807	1,403,500	TBD
Subsidy/Passenger Mile	\$0.42	\$0.42	
Farebox Recovery Ratio	27.5%	27.7%	
Operating Expense/ Passenger Mile	\$0.61	\$0.61	
Operating Subsidy/Passenger	\$14.04	\$14.06	
Operating Expense/Train Mile	\$81.89	\$84.20	
Revenue Recovery	31.9%	31.6%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	33.6	34.5	
Average Weekday Ridership	4,624	4,784	

Riverside Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	967,476	1,030,082	TBD
Subsidy/Passenger Mile	\$0.36	\$0.34	
Farebox Recovery Ratio	40.5%	42.1%	
Operating Expense/ Passenger Mile	\$0.62	\$0.59	
Operating Subsidy/Passenger	\$12.43	\$11.67	
Operating Expense/Train Mile	\$106.28	\$108.93	
Revenue Recovery	42.1%	43.7%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	43.0	45.6	
Average Weekday Ridership	3,721	3,962	

91/PVL Line	FY 18/19 Actual	FY 19/20 Adopted Budget	FY 20/21 Proposed Budget
Unlinked Passenger Trips	956,934	931,768	TBD
Subsidy/Passenger Mile	\$0.52	\$0.58	
Farebox Recovery Ratio	24.6%	20.9%	
Operating Expense/ Passenger Mile	\$0.72	\$0.78	
Operating Subsidy/Passenger	\$19.07	\$23.11	
Operating Expense/Train Mile	\$110.02	\$103.10	
Revenue Recovery	27.7%	26.5%	
Passenger Miles per Revenue Car Mile (Assumes 4 car set)	38.3	32.9	
Average Weekday Ridership	3,330	3,256	

Another key performance indicator is on-time performance. On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 15 below shows that on-time performance has improved in FY 2019/20, particularly for the Riverside and IEOC Lines which reported on-time performance below 85% and 90%, respectively, in the last couple of years.

Figure 15: Riverside County Served Lines On-Time Performance



3.2.7 Metrolink Productivity Improvement Efforts

Due to COVID-19 impacts, productivity improvement efforts will focus on safety and regaining ridership for the near-term. In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

- Who is still riding Metrolink?
- What changes do riders expect to their commute post COVID-19?
- How likely are riders to return to riding Metrolink?
- What strategies are effective in motivating riders to return?

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;
- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

Survey results clearly indicate that enhanced safety and sanitization measures are critical to gaining riders back. Other productivity improvements and an implementation plan are anticipated when Metrolink releases its proposed FY 2020/21 budget in August 2020.

3.2.8 Metrolink Recent Service Changes

In October 2019, the following changes were made to the 91/PVL and Riverside Lines.

- 91/PVL - Weekend service was expanded in Perris as a result of customer requests and interests. Two morning trains and two afternoon/evening trains now serve the Perris Valley area on both Saturday and Sundays. On the weekdays, the 91 PVL Line eliminated the bounce back trains from Perris – South and Riverside – Downtown and extended a morning train to Los Angeles providing four morning trains to Los Angeles, and a new afternoon was added from Los Angeles to Perris.
- Riverside Line - The first morning train was adjusted to depart 12 minutes earlier at 4:35 am to allow commuters to arrive at LAUS by 6:00 am while the second train was adjusted to depart seven minutes earlier at 5:35 am to allow for a 7:00 am arrival. These adjustments were made in response to a Metrolink survey to gauge customers' preferred arrival times.

For the Spring 2020 schedule change, a mid-day reverse train on the 91/PVL Line was proposed from Los Angeles to Perris; however, is postponed due to the COVID-19 pandemic. This train would have provided an option for Riverside County residents who work in Los Angeles to have a return trip in case they need

to return home early or have appointments. It also provides travelers who need to spend only half the day in Los Angeles to have a return trip. In the afternoon, a train that originated in Riverside would also be extended to depart from the Perris – South Station.

3.2.9 Metrolink Major Trip Generators

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RTA, RCTC, and Metrolink continue to work together to increase awareness of the RTA bus connections at Commission Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The RTA Ride Guide includes the Metrolink stations in its route directory listing. Additionally, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

The Commission will be monitoring the Corona Cruiser COA study to identify opportunities in which bus and trains schedules can be more closely aligned to allow more transfer opportunities for commuters.

3.2.10 RCTC Proposed Metrolink Service Plan

The 5-year Metrolink Service Plan is based on recent ridership trends and Commission goals. These goals are consistent with the broad objectives of Metrolink SCORE program for increased regional train service to be implemented by the 2028 Olympics. Table 3.2 below outlines a service growth scenario over the next several years that will expand options for Riverside County residents. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.



Table 3.2: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	2019/20		2020/21**		2021/22		2022/23		2023/24		2024/25	
	Oct	Apr**	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line	Current	Planned	Proposed									
91/PVL												
AM Peak ¹	4	4	5	5	5	6	6	7	7	8	8	8
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
Off-Peak		2	2	2	2	2	2	2	2	2	2	2
Reverse Peak*	1	1	1	1	1	2	2	2	2	2	2	3
PM Peak ¹	5	5	6	6	6	7	7	8	8	9	9	9
Total	11	13	15	15	15	19	19	21	21	23	23	25
Total trains to Perris	8	10	*12									
Weekends Total	4	4	4	4	6	6	6	6	8	8	8	8
IEOC Line												
AM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Reverse Peak	1	1	1	2	2	2	2	2	2	2	2	2
Off-Peak	5	5	5	5	5	5	5	5	5	5	5	5
Reverse Peak				1	1	1	1	1	1	1	1	1
PM Peak	5	5	5	5	6	6	6	7	7	7	8	8
Total	16	16	16	18	20	20	20	22	22	22	24	24
Weekends Total	4	4	4	4	6	6	6	6	8	8	8	8
Riverside Line												
AM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Reverse Peak											1	1
Off-Peak	2	2	2	2	2	2	2	2	2	2	2	2
Reverse Peak											1	1
PM Peak	5	5	5	5	5	5	6	6	6	6	6	6
Total	12	12	12	12	12	12	14	14	14	14	16	16
Total Trains Through Riverside (weekdays)	39	41	43	45	47	51	53	57	57	59	63	65
BNSF FUL-RIV Totals	27	29	31	33	35	39	39	43	43	45	47	49
Projected Subsidy (Millions)	\$21		\$24		\$26		\$28		\$30		\$32	

* FTA Minimum Requirement of 12 per SSGA in PVL

**Planned and proposed service improvements for April 2020 and FY 2020/21 will be delayed due to COVID-19.

¹ Current weekday AM peak is approximately 4:00 am to 8:30 am and weekday PM peak is 3:30 pm to 6:55 pm.

Immediate Strategies by FY:

- FY 2020/21 - Reinstate 12 train moves 91/PVL to Perris
- FY 2021/22 - Add new IEOC reverse commute trip
- FY 2021/22 - Add new weekend IEOC - currently only two roundtrips (4 trains) since 2006 (AVL has 12 weekend trains)
- FY 2021/22 - Add 91/PVL weekend roundtrip from LA-Riverside-Perris expand IE as a destination

Goals by Line:

- 91/PVL
 - FY 2021/22 - Add 91/PVL weekday peak and reverse peak trips to Perris
 - FY 2022/23 - Add 91/PVL weekday peak trip
 - FY 2023/24 - Add 91/PVL weekday peak trip
 - FY 2023/24 - Add 91/PVL weekend service
 - FY 2024/25 - Add 91/PVL weekday reverse peak trip
- IEOC
 - FY 2021/22 - Add IEOC weekday peak trip
 - FY 2022/23 - Add IEOC weekday peak trip
 - FY 2023/24 - Add IEOC weekend service
 - FY 2024/25 - Add IEOC weekday peak trip
- Riverside
 - FY 2022/23 - Add Riverside weekday peak trip

COVID-19 Impacts on Service Plan

As of March 26, 2020, Metrolink implemented a service adjustment to address the dramatic reduction in ridership due to COVID-19 impacts. The plan is for this to continue until demand increases such that reinstating pre-COVID-19 service levels are justified. The approach highlights are below.

Metrolink level of service with a 30% scheduled train service reduction, Monday- Friday

- 115 trains will operate Monday- Friday
- 52 trains will be removed from service Monday-Thursday
- 54 trains will be removed from service Fridays
- 48 trains on Saturday, no change
- 42 trains on Sunday, no change
- Total miles operated, 7,761 Monday- Friday

Key Strategies

- Maintain higher performing schedules
- Provides customers peak service during the morning and evening commutes
- Four train sets held out of the current 40 set rotation
- Reduces total daily mileage by about 2,235 miles for a fuel cost savings of about \$14,591 daily

- Reduces crew utilization by 5 for crew cost savings of about \$3,140 daily
- Reduces footprint on foreign railroads for cost savings of about \$2,862 daily
- Ability to restore full service on short notice

Riverside County Impacts

- Riverside Line reduction of three trains: 402, 404, 411
- 91/PVL reduction of one train: 711
- IEOC reduction of two trains: 804, 81
- The two additional 91/PVL trains proposed to be added to the April 2020 schedule are currently planned to be added once full service is restored
- Future service additions will be reviewed and implemented based on needs and passenger demand

3.2.11 Metrolink and RCTC Marketing Plans and Outreach

Metrolink and RCTC work collaboratively to promote and market Metrolink services. Metrolink focuses on systemwide promotions and campaigns and RCTC supplements these efforts with more targeted outreach in the County. Following is a summary of these efforts.

Metrolink Initiated Promotions and Marketing Campaigns

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics.

Loyalty Program Campaign

Metrolink is continuing the development of a loyalty program for FY 2020/21 to reward riders for their continued engagement with Metrolink. The Loyalty Program will offer:

- Cashback rewards that are accumulated and paid at regular intervals
- Points that can be redeemed for services
- Tiered benefits at different levels of the program
- Points that can be redeemed for products and services from third parties

Other rewards for being a member, e.g. member-only sales, first notice of new products, extra discounts.

Corporate Partnerships Program (CPP)

Metrolink announced that it has incorporated the CPP into the Mobile App and will allow the new TVDs to redeem the QuickCards soon. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

Line Awareness Marketing Campaign

Metrolink conducts marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides.

In addition to the regular train services, the Commission has partnered with other agencies to provide access to sporting and holiday events with special services such as the Angels Express Train and Festival of Lights Train. These types of promotional services have been highly successful in increasing ridership and introducing new riders to commuter rail. The continuation of these services is contingent upon available grant funding and restrictions that may be in place due to COVID-19.

Angels Express Train

The Commission partners with OCTA to fund special trains to Los Angeles Angels of Anaheim baseball games. An “Angels Express” promotional service is offered for Friday night Angel baseball games for \$7 roundtrip for adults, \$6 for seniors and persons with disabilities, \$4 for youths, and free for kids under 5 who are accompanied by a paying adult. Fans from Riverside County can take the train directly to the Anaheim Regional Transportation Intermodal Center and stay for the “Big Bang Fridays” fireworks show before departing.



Festival of Lights Train

Through the growing success and interest of the City of Riverside’s month-long Festival of Lights (FOL), the Commission partnered with the City, Mission Inn Hotel & Spa, OCTA, Metro, RTA, and Metrolink to provide special train service on Friday and Saturday for four weekends of the FOL event. The special service helps to alleviate local traffic congestion and provides transportation to one of the most well know events in Riverside County. The service plan includes trains from Perris as well as Los Angeles and Orange County. The promotional fare for train riders is \$7 roundtrip and includes a free transfer to RTA’s FOL shuttle bus service that transports passengers from the Riverside – Downtown Station to the event center.

RCTC Outreach Program

The Commission has supplemented Metrolink’s marketing efforts by developing a grassroots outreach program that focuses on reaching communities that may not be aware of how Metrolink can be incorporated in their lives. The goal is to increase ridership on all Metrolink lines that service Riverside County. The program key elements include:

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Events Trains such as Festival of Lights and Angels Express
- Try the Train Tuesday



The Commission has also continued to increase Rail Safety awareness. Key elements of rail safety program include:

- Comprehensive outreach to UCR community
- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Community events information booths
- Initiate Suicide Prevention Lifeline messaging near rail right-of-way

3.2.12 Metrolink Projected Ridership Growth

Due to COVID-19 impacts, Metrolink ridership projections for FY 2020/21 will not be known until their annual budget is submitted in August 2020. Metrolink is also analyzing customer survey findings to develop strategies and priorities to regain riders. Public health orders will also be a determining factor on when services might begin to return to pre-COVID-19 levels.

3.2.13 Metrolink and RCTC Capital Improvement Plans

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink's Capital Rehabilitation Plan; RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

Metrolink Capital Rehabilitation Plan

The 2017 Metrolink Infrastructure Rehabilitation Plan identified major capital improvements for the next ten years. The focus of the plan for the next five years, includes the following:

- Continual Improvements for Positive Train Control (PTC);
- LAUS Improvements and New Maintenance and Layover Facilities;
- Station Maintenance;
- Replacement of Ticket Vending Machines; and
- Rehab/Renovation of passenger cars.

Metrolink's Rehabilitation Plan is funded by member agencies through annual capital subsidies.

Continual Improvements of Positive Train Control

PTC has been a major technical undertaking and operating elements are currently available on multiple lines. PTC will continue to be a priority for Metrolink and the Commission to ensure the safety of the traveling public. The \$215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015, this was later extended. Metrolink is making strides on this project and has implemented PTC into revenue service on lines it owns. Although full implementation has occurred, and continual improvements of the system will continue to be a high priority.

Ticket Vending Devices and Mobile Ticketing Application

Metrolink's aging ticketing infrastructure is being replaced with new ticket vending devices and provide its customers with enhancements with the addition of the Mobile Ticketing application available to users with smart phones. The replacement and upgrade to the ticketing infrastructure will provide passengers a greater efficiency and ease when using the system. The TVDs include a sleeker design, contactless payment options, and user-friendly compatibilities. Metrolink has implemented a Mobile Ticketing Application systemwide. Usage is robust on the IEOC Line at 63%. Transferring compatibilities to the Metro light rail and subway system is completed giving customers the effortless connectivity to other transit providers.

Locomotives and Passenger Cars

Metrolink's aging fleet is undergoing a revamp of its locomotive fleet to improve daily operation of the system. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%, resulting in cleaner air for the region. Performance concerns have delayed the delivery of the new locomotives. Metrolink ordered 40 Tier 4 locomotives. As of March 2020, SCRRA has 32 locomotives in operations while having received 35. Metrolink's existing fleet of Bombardier passenger rail cars need to be rebuilt to comply with current standards and regulations, as well as to improve their reliability and appearance. Metrolink has started shipping the rail cars to a vendor to start the overhauls. Metrolink investigated purchasing new cars as opposed to overhauling the existing fleet, but the estimated cost of replacement was more than double the cost of the overhauling the existing fleet. Metrolink is continuing its overhaul program with the intent to have all cars upgraded in the next several years.

RCTC Station Rehabilitation Program

The Commission fully funds and maintains all the commuter rail stations in Riverside County. Since Metrolink service began along the Riverside Line in 1993, the Commission has been maintaining the Riverside – Downtown and Jurupa Valley/Pedley stations. When the IEOC Line began in 1995, the Riverside – La Sierra and Corona – West stations were added. Due to increasing demand, the Corona – North Main Station was added in 2002. In 2016, four new stations were added along the Perris Valley Line including Hunter Park/UCR, Moreno Valley/March Field, Perris – Downtown and Perris South. Over the years, the stations show their age and require preventative maintenance. The Commission takes pride in the commuter rail stations and intends to continue to invest significant resources to maintain a state of good repair which is vital for rest of the public transportation network.

A 5-year Station Rehabilitation Program is updated annually to maintain and upgrade stations in a state of good repair and ultimately reduce costs for operations and maintenance (O&M) long term. Recently completed projects include:

- Construction of a covered passenger waiting and concession area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station
- Elevator Rehabilitation at Corona – North Main and Riverside – Downtown Stations
- Pavement rehabilitation at Riverside-Downtown
- Upgraded ADA drop off/pick up and parking areas at Corona - West
- Comprehensive painting of Pedley, West Corona, La Sierra, and Riverside-Downtown

Planned station improvements for the next five years are categorized into the following areas:

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems
- Drought tolerant landscaping upgrades
- Elevator rehabilitation or replacement
- Electrical Upgrades
- General building maintenance
- Study of Solar Photo-voltaic panels on parking canopies at two PVL stations.

The total five-year program cost for FY 2020/21 – 2024/25 is estimated at \$12 million and will be funded with \$8 million from FTA 5307 and \$4 million from the SB 1 State of Good Repair program.

RCTC Rail Capital Infrastructure Projects

The Commission's focus for the next five years is to delivery projects that will improve Metrolink operational reliability and support service growth. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency and includes:

1. Riverside-Downtown Layover Facility North Expansion
2. Moreno Valley/March Field Station Upgrade Project
3. Metrolink Station Parking Expansion Analysis
4. Riverside-Downtown Station Track and Platform Project
5. Moreno Valley to Downtown Perris 2nd Track Project
6. Downtown Perris to Perris South 2nd Track and 4th Layover Track Project
7. Moreno Valley/March Field Station Pedestrian Bridge Project

Riverside-Downtown Layover Facility North Expansion

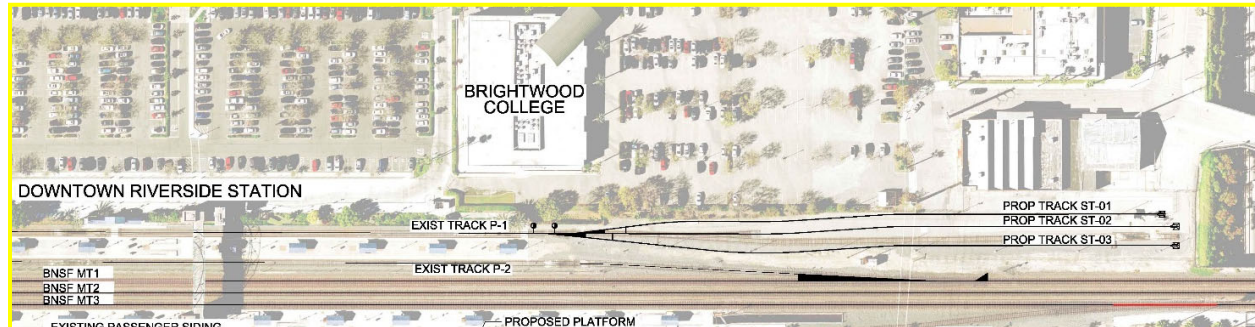
The Riverside-Downtown Layover Facility project expands the existing layover facility on the northside of SR-91 to accommodate three storage tracks with an overall capacity of three 6-train sets. The project also provides upgraded facilities with the addition of a water services station, sewer dump station, and additional power stations.

Project Status: Under Construction

Total Project Cost: \$6.2 million

Project Funding: FTA 5307

Project Completion: November 2020



Moreno Valley/March Field Station Upgrade Project

The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.7 miles of track to passenger rail standards so that trains can pass each other at the mid-point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside – Downtown Station.

Project Status: Environmental Review and Design

Estimated Start of Construction: 2021

Project Cost Estimate: \$17 million

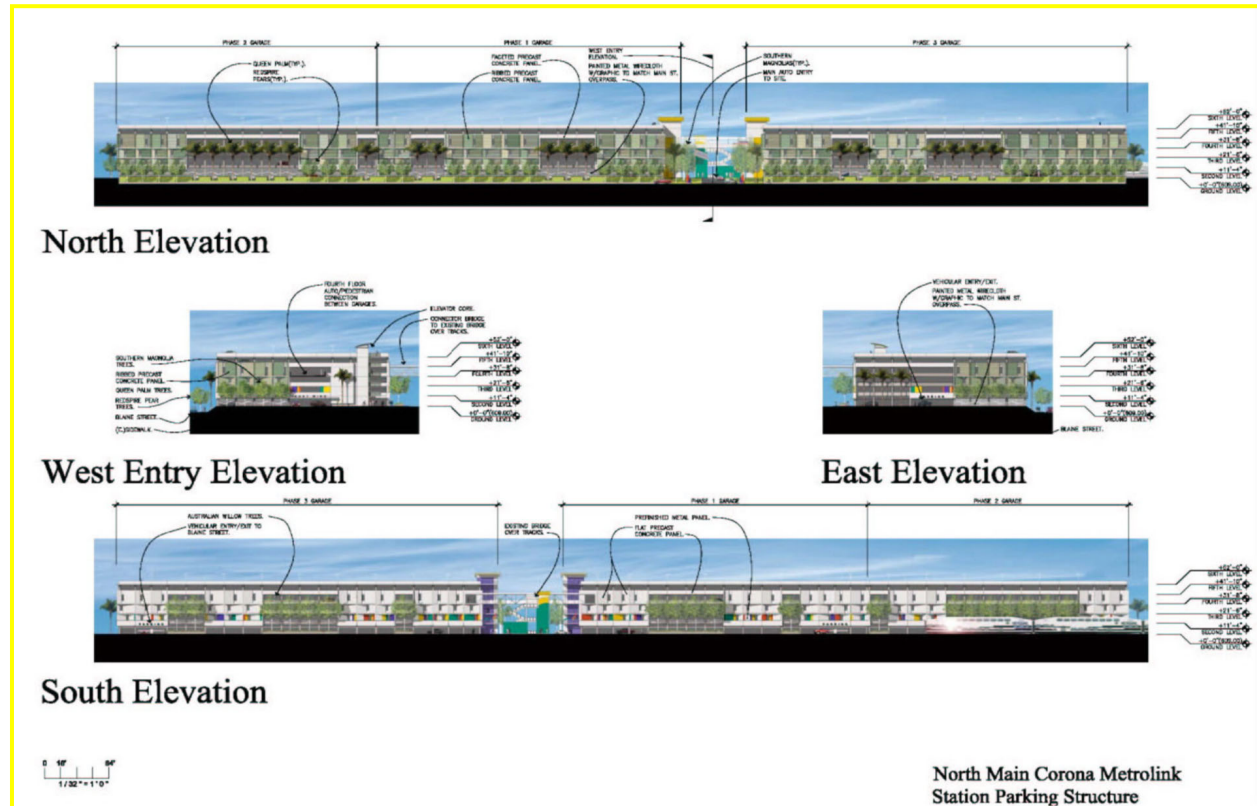
Project Funding: FTA 5307

Project Completion: Early 2022



Metrolink Station Parking Expansion Analysis

Based on trends in parking usage at Metrolink stations, and anticipated increases in future service levels, expansion of parking facilities will be needed in the near future. The Riverside Downtown station parking lot has the highest level of usage, and that parking lot will be expanded with the Riverside-Downtown Station Track and Platform Project (SCORE Project). The West Corona station is the next highest in usage. As the site is currently fully utilized for surface parking, a preliminary analysis will be performed to look at the feasibility of a parking structure at this station.



Metrolink SCORE Program

Metrolink's SCORE Program is a \$10 billion initiative to upgrade the regional rail system to meet the current and future needs of the traveling public. The first phase was awarded \$876 million from the State's Transit and Intercity Rail Capital Program (TIRCP) in April 2018, which the Riverside-Downtown Station Track and Platform Project was a recipient of. The first two phases of capital projects are envisioned to support expanded Metrolink service. The first phase focuses on capital projects to be completed by 2023. The second phase focuses on capital projects scheduled for completion by 2028.

Riverside-Downtown Station Track and Platform Project (SCORE Project)

The Riverside-Downtown Station Track and Platform Project increases connectivity and rail capacity and service reliability, especially for all trains using the southeast tracks on the BNSF mainline, which includes all 91/PVL trains. This project will add a center platform and associated tracks on the southeast side of the station and extend the existing pedestrian bridge with an elevator to the new platform, effectively doubling passenger train capacity of the station. The track and platform project has been funded as part of the first phase of the Metrolink SCORE Program. The environmental phase has begun and will assess the development of an expanded project that includes a large property acquisition and a surface parking lot with approximately 500 spaces. The costs and funding of these project elements are still being determined.

Project Status: Environmental Review and Design

Project Cost Estimate: \$30 million (base without expanded parking lot)

Project Funding: FTA 5307 Grant, TIRCP, STA

Project Completion: December 2023



Moreno Valley to Downtown Perris 2nd Track Project (SCORE Project)

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley/March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley/March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.



Project Status: Project Definition Report

Project Cost Estimate: \$22 million

Project Funding: TBD

Project Completion: 6-7 years

Downtown Perris to Perris South 2nd Track and 4th Layover Track Project (SCORE Project)

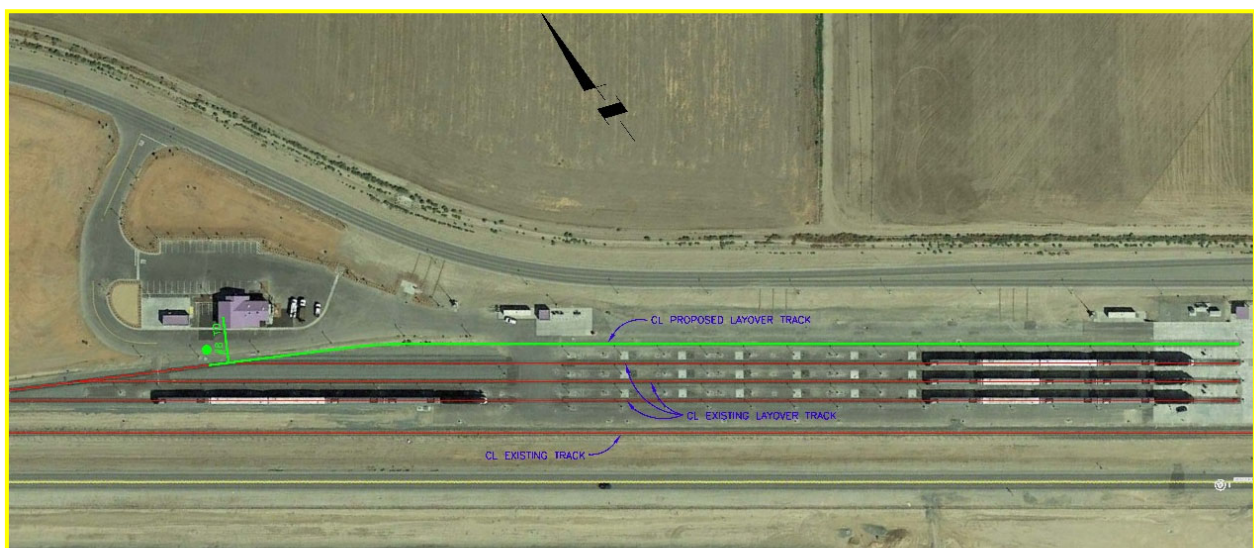
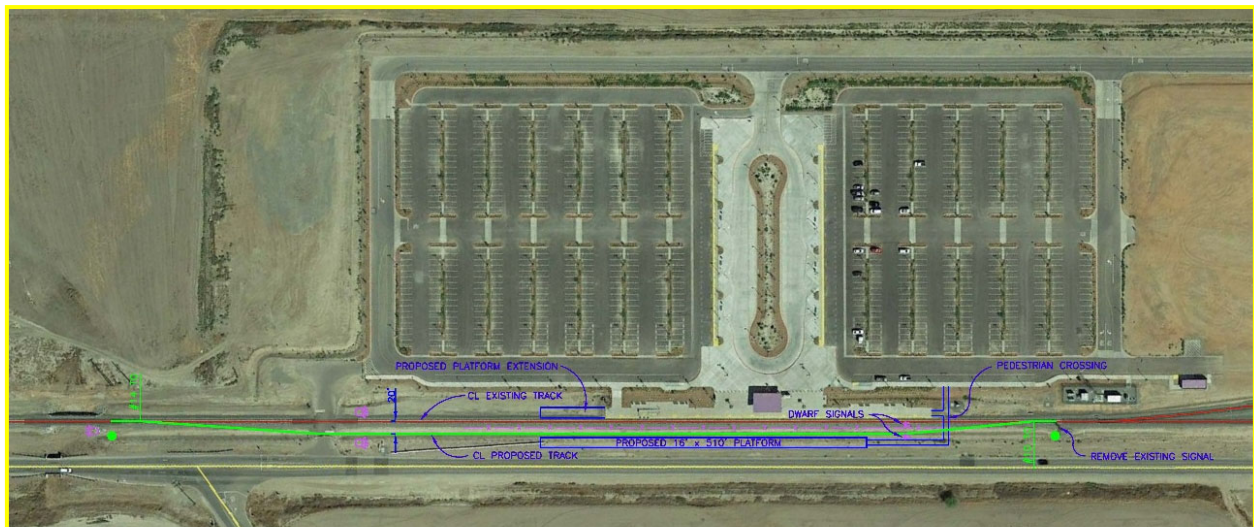
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through the station, starting east of the San Jacinto River, at MP 85.2, as well as an additional platform. An in-station pedestrian at-grade crossing would be included at the east end of the station platforms. The project would also include a fourth layover track at the South Perris layover facility at the existing layover facility between CP Mapes at MP 85.4 and MP 85.8. As currently designed, the existing layover facility retained the right-of-way to add an additional layover track to the facility in the future as more capacity was needed. As a result, no additional right-of-way is required to construct the additional layover track at the existing facility.

Project Status: Project Definition Report

Project Cost Estimate: \$19 million

Project Funding: TBD

Project Completion: 6-7 years



Moreno Valley/March Field Station Pedestrian Bridge Project (SCORE Project)

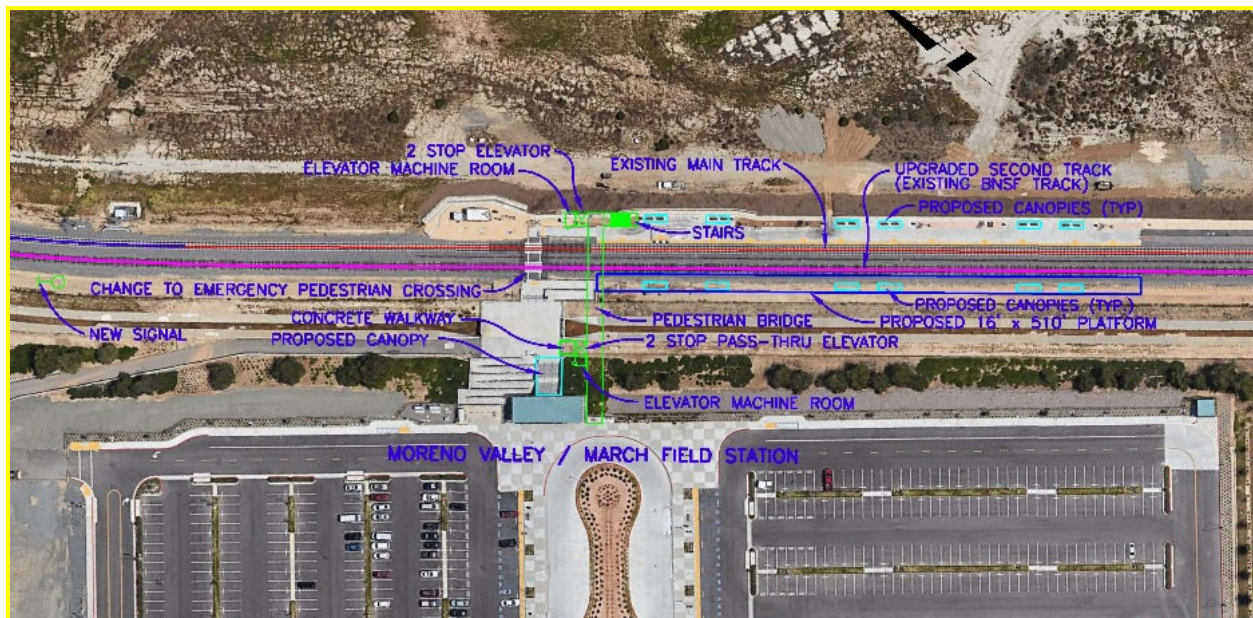
The Moreno Valley/March Field Station is one of the new stations along the PVL and exists today as a single-track station with an at-grade pedestrian crossing and a single platform. This project will upgrade the station with an additional platform and a pedestrian overpass. The overpass will use the same circulation, platform amenities, and architectural elements currently in place at the Riverside-Downtown Station. The current station layout requires all passengers to use a staircase or extended ramp to access the platforms which are at a lower elevation than the parking lot. The proposed structure would create easier pedestrian access to the platforms and improve the passenger experience.

Project Status: Project Definition Report

Project Cost Estimate: \$25 million

Project Funding: TBD

Project Completion: 7-8 years



3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted TRP is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.3 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.3: Long-Term Rail Capital Investments

Project	Type	Implementation
Metrolink Rail Service: new Riverside-Downtown station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-North Main station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Corona-West station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new Riverside-La Sierra station parking structure	Parking	Mid 5-10 yr
Metrolink Rail Service: new 3rd main track from Highgrove to Colton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 3rd track from Riverside to Fullerton	Additional Track	Long > 10 yr
Metrolink Rail Service: new 4th main track: and West Corona/ Corona/La Sierra station improvements	Additional Track	Long > 10 yr
Metrolink Rail Service: new train station, Ramona Expressway	Station Improvements	Long > 10 yr
Metrolink Rail Service: new low/ zero-emission technology trains	Zero Emission	Long > 10 yr
Coachella Valley-San Geronio rail service: new San Geronio Pass station	CV Rail Station	Long > 10 yr
Perris-San Jacinto rail service: full development and implementation of track and facilities	San Jacinto Extension	Long > 10 yr
Railroad crossing safety improvements	Safety Improvements	On-going

4.0 FINANCIAL PLANNING

Transit services and capital projects are funded with a variety of federal, state, and local revenue sources. A summary of the formulaic and discretionary funding sources that the vanpool and rail programs are likely to be supported by are as follows:

Federal Programs

- FTA Section 5307 – Provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- FTA Section 5337 – Provides formula funding for capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.
- Congestion Mitigation Air Quality (CMAQ) Program – Funds are distributed to states based on a formula that considers an area's population by county and the severity of its air quality, and may be used for transit capital expenditures that have an air quality benefit. CMAQ funds are administered by FHWA and when awarded for use on transit projects are flexed to the FTA.
- Other Federal Programs may include funds from the FRA or other FTA discretionary grants for planning activities, pilot programs, and major capital investments.

State Programs

- Local Transportation Fund – LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the state retail sales tax collected in each county.
- State Transit Assistance Fund – STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the state's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) – SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) – LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities. LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.
- Transit and Intercity Rail Capital Program (TIRCP) – TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.
- Other State Programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

- **Measure A** – Administered by RCTC, Measure A is a ½ cent sales tax for transportation approved by the voters in 2009 for a 30-year period .
- **Mobile Source Air Pollution Reduction Review Committee (MSRC)** – MSRC has provided discretionary funding first mile/last mile bicycle and pedestrian improvements and for transportation demand management projects such as rideshare and special events to mitigate the impacts caused by mobile source emissions.
- Other local sources may include passenger fares, leases, or, local agency or private partnerships.

4.1 Operating and Capital Budget – FY 2020/21

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2020/21.

Total operating expenses for FY 2020/21 is estimated at \$50.9 million, combined for the vanpool and rail programs, which represents an increase of 18% from FY 2019/20 primarily due to:

- **Metrolink Subsidy** – The total Metrolink subsidy assumes a full year of service with an allocation of \$21.6 million of CARES funding and an advance of \$4.5 million for the first quarter. Metrolink's FY 2020/21 budget will be provided in August 2020 and the total annual subsidy will be adjusted accordingly.
- **Station O&M** – Increased safety and sanitization costs for Commission-owned Metrolink stations and nearly doubled due to COVID-19 and includes social distancing platform placards for waiting areas, signage, hand sanitization stations, and enhanced daily and monthly deep cleaning routines for high traffic surfaces such as handrails, ticket vending machines, and elevators.
- **VanClub** – The transition of a new application and database system, subsidies and incentives to help promote growth post-pandemic which will result in an overall increase in program performance and participation.

Total capital programming for FY 2020/21 is \$9.5 million, \$8.0 million of which is for a multi-year station rehabilitation program funded by FTA Section 5307. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter. Total capital programming for FY 2020/21 represents a decrease of 45% from FY 2019/20. This is attributable to FY 2019/20 programming higher than normal capital funds to reflect a \$14.2 million TIRCP grant award for the Riverside-Downtown Platform and Track Project.

The FY 2020/21 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources; however, due to the adverse economic impacts that COVID-19 has had on state and local revenues, primarily LTF and Measure A, the Commission prioritized federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funds to preserve local funding and supplement loss revenues. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2021/22 – 2024/25. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2020/21 – 2024/25

Fiscal Year					
Total Operating	2020/21	2021/22	2022/23	2023/24	2024/25
	\$ 50,864,341*	\$ 50,871,473	\$ 52,734,534	\$ 54,364,890	\$ 56,282,645
% Change		2.5%	3.7%	3.1%	3.5%

*To be revised, pending Metrolink FY 2020/21 annual budget approval.

Capital projects with committed funding will continue to move forward and staff will continue to seek discretionary funds for new capital projects. The Commission will also prioritize projects based on safety and maintenance to keep stations operating at optimal efficiency levels.

4.3 Regulatory and Compliance Requirements

The Commission is responsible for complying with state and federal regulatory provisions, in addition to undergoing performance reviews and audits. Following is a summary and status of major regulatory and compliance requirements.

Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form.

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in June 2019 and approved by the FTA in December 2019 and is valid until July 2022.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted and approved by FTA in 2019.

Equal Employment Opportunity (EEO)

The EEO Program ensures that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under federal transit laws. FTA recipients are required to develop an abbreviated or full EEO program if the number of employees working on FTA-funded programs is over 50 or 100, respectively. Although the Commission is an equal opportunity employer, it is not required to fulfill this requirement.

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in June 2018 and resulted in no findings.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2019 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Five recommendations were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service;
2. A carryover from the prior performance audit, one requirement for the transit operators Financial Transactions Report is that the transit operator prepares separate reports for general public transit and for specialized services;
3. Update the Commission's policy on the use of STA funds for operating assistance, which was approved in June 2019, be updated to reflect Senate Bill (SB) 508;
4. Review and update the Commission's SRTP process to serve more as a planning document that forecasts and provides direction on operating and capital projects and service delivery for the next three to five-year period rather than an annual budgeting document; and
5. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies.

4.4 Status of Current Capital Projects

Table 4.6 below is a summary of the current capital projects that have received funding allocations from prior years to highlight the estimated timeline for completion, and the remaining unfunded balance.

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	SRTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost	Unfunded Balance
Moreno Valley/March Field Rail Upgrade	17-6	Facilities/ Capital Upgrades	Fully Funded	12/2019 – 12/2022	\$16,956,682	\$0
Riverside Downtown Station Track & Platform	20-3	Facilities/ Capital Upgrades	Partially Funded	11/2020 – 12/2023	\$30,000,000 (excludes ROW and parking lot)	\$15,000,000 (for ROW and parking lot)
Riverside Downtown Layover Facility	15-2	Facilities/ Capital Upgrades	Fully Funded	08/2019 – 11/2020	\$6,332,444	\$0
Coachella Valley Rail Tier 1 Environmental Study	20-1	Facilities/ Capital Upgrades	Fully Funded	05/2016 – 06/2021	\$5,000,000	\$0
Coachella Valley Special Event Train Platform	20-2	Facilities/ Capital Upgrades	Fully Funded	03/2019 – 04/2021	\$8,688,241	\$0

¹ Total reflects an estimated full year subsidy and first quarter disbursement of LTF based on the Metrolink-approved continuing resolution. Due to projected decrease in ridership, the subsidy amount covers loss of passenger revenues. An SRRTP amendment is anticipated upon approval of the Metrolink FY 2020/21 budget in August 2020.

² Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trainings. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2020/21 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV200501

Project Name: Rail Stations - Capital Rehabilitation

Category: Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Capital rehabilitation and maintenance including CCTV, electric upgrades, solar canopies, painting, pavement preservation, upgraded concrete sidewalks and ADA improvements, elevator replacements, lighting, landscaping, and fencing.

Project Justification: Rehabilitation is needed to improve station operational efficiencies and maintain state of good repair .

Project Schedule:

Start Date	Completion Date
July 2020	June 2025

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
5307 RS	FY 2020/21	\$8,000,000
SGR PUC99313	FY 2020/21	\$586,060
SGR PUC99314	FY 2020/21	\$250,977
Total		\$8,837,037

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description

FY 2020/21 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Project Number: 21-1

FTIP No: RIV151002

Project Name: CV Rail Environmental/Service Development Plan

Category: Planning/Feasibility

Sub-Category: Study

Project Description: In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

Project Justification: This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

Project Schedule:

Start Date	Completion Date
May 2016	June 2021

PROJECT FUNDING SOURCES (REQUESTED):

Fund Type	Fiscal Year	Amount
STA PUC99313	FY 2020/21	\$672,000
Total		\$672,000

PRIOR YEAR PROJECTS OF A SIMILAR NATURE WITH UNEXPENDED BALANCE INCLUDING PROJECTS APPROVED BUT NOT YET ORDERED

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description



Table 4.1 - Summary of Funding Request - FY2021/22

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$34,908,803		\$4,000,000	\$1,000,000	\$12,000,000					7,785,250	10,123,553
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,453,205				\$2,304,316	\$2,148,889	\$309,000				
San Jacinto Line Right of Way Maintenance	\$2,445,323					\$2,136,323	\$178,087				
Station Operations and Security	\$6,752,783					\$6,574,696					
Transfer Agreements	\$150,000				\$150,000						
Vanpool											
RCTC VanClub Operating Expenses	\$2,161,359					\$347,456	\$503,407				\$1,310,496
Sub-total Operating	\$50,871,473	\$0	\$4,000,000	\$1,000,000	\$14,454,316	\$10,859,908	\$487,087	\$0	\$0	\$0	\$11,434,049
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$15,000,000							\$600,000	\$300,000	\$15,000,000	
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$370,000									\$370,000	
Sub-total Capital	\$24,270,000	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$15,370,000	\$0
Total Operating & Capital	\$75,141,473	\$0	\$12,000,000	\$1,000,000	\$14,454,316	\$10,859,908	\$487,087	\$600,000	\$300,000	\$15,370,000	\$11,434,049



Table 4.2 - Summary of Funding Request - FY2022/23

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$35,956,067		\$4,000,000	\$1,000,000	\$12,000,000					8,528,808	10,427,260
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,586,801				\$2,373,445	\$2,213,356					
San Jacinto Line Right of Way Maintenance	\$2,518,683					\$2,200,413	\$318,270				
Station Operations and Security	\$6,955,366					\$6,771,937	\$183,430				
Transfer Agreements	\$150,000				\$150,000						
Vanpool											
RCTC VanClub Operating Expenses	\$2,567,616					\$635,604	\$327,948				\$1,604,064
Sub-total Operating	\$52,734,534	\$0	\$4,000,000	\$1,000,000	\$14,523,445	\$11,185,705	\$501,700	\$0	\$0	\$0	\$12,031,324
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$5,000,000	\$5,000,000						\$600,000	\$300,000		
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$380,000									\$380,000	
Sub-total Capital	\$14,280,000	\$5,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$380,000	\$0
Total Operating & Capital	\$67,014,534	\$5,000,000	\$12,000,000	\$1,000,000	\$14,523,445	\$11,185,705	\$501,700	\$600,000	\$300,000	\$380,000	\$12,031,324



Table 4.3 - Summary of Funding Request - FY2023/24

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$37,034,749		\$4,000,000	\$1,000,000	\$12,000,000					9,294,672	10,740,077
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,724,405				\$2,444,649	\$2,279,756					
San Jacinto Line Right of Way Maintenance	\$2,594,243					\$2,266,425					
Station Operations and Security	\$7,164,027					\$6,975,095					
Transfer Agreements	\$170,000										
Vanpool											
RCTC VanClub Operating Expenses	\$2,677,465					\$1,073,401					\$1,604,064
Sub-total Operating	\$54,364,890	\$0	\$4,000,000	\$1,000,000	\$14,614,649	\$11,521,276	\$516,751	\$0	\$0	\$0	\$12,344,141
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$0										
Perris 2nd Track Moreno Valley to Downtown Perris	\$5,000,000	\$5,000,000									
Perris South 2nd Track and 4th Layover Track	\$5,000,000	\$5,000,000									
Station Parking Expansion Analysis	\$0										
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$390,000									\$390,000	
Sub-total Capital	\$19,290,000	\$10,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$390,000	\$0
Total Operating & Capital	\$73,654,890	\$10,000,000	\$12,000,000	\$1,000,000	\$14,614,649	\$11,521,276	\$516,751	\$600,000	\$300,000	\$390,000	\$12,344,141



Table 4.4 - Summary of Funding Request - FY2024/25

RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Metrolink Operating Subsidy & Preventative Maintenance	\$38,145,792		\$4,000,000	\$1,000,000	\$12,000,000					10,083,512	11,062,280
Next Generation Rail Study Phase II	\$0										
Program Management and Support	\$4,866,137				\$2,517,988	\$2,348,149					
San Jacinto Line Right of Way Maintenance	\$2,672,070					\$2,334,418					
Station Operations and Security	\$7,378,948					\$7,184,348					
Transfer Agreements	\$170,000				\$170,000						
Vanpool											
RCTC VanClub Operating Expenses	\$3,049,697					\$1,161,569					\$1,888,128
Sub-total Operating	\$56,282,645	\$0	\$4,000,000	\$1,000,000	\$14,687,988	\$11,866,915	\$532,253	\$0	\$0	\$0	\$12,950,408
Capital											
Project	Total Amount of Funds	5307 RS	5337	LCTOP PUC99313	LTF	MA CR	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail											
Rail Stations - Capital Rehabilitation	\$900,000										
Moreno Valley/March Field Station Ped Bridge	\$0										
Riverside Downtown Station Track and Platform	\$0								\$300,000		
Perris 2nd Track Moreno Valley to Downtown Perris	\$0										
Perris South 2nd Track and 4th Layover Track	\$0										
Station Parking Expansion Analysis	\$1,000,000									\$1,000,000	
RCTC Metrolink Capital Obligation	\$8,000,000		\$8,000,000								
Coachella Valley Rail											
CV Rail Environmental/Service Development Plan - CV 21-1	\$400,000									\$400,000	
Sub-total Capital	\$10,300,000	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$600,000	\$300,000	\$1,400,000	\$0
Total Operating & Capital	\$66,582,645	\$0	\$12,000,000	\$1,000,000	\$14,687,988	\$11,866,915	\$532,253	\$600,000	\$300,000	\$1,400,000	\$12,950,408

