

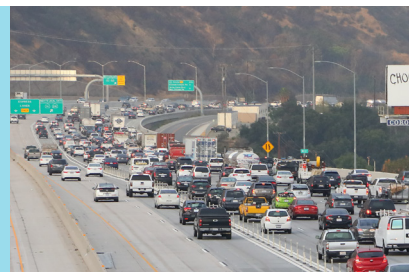
RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

TRAFFIC RELIEF PLAN



A local strategy to improve traffic flow, safety,
and economic opportunity in Riverside County

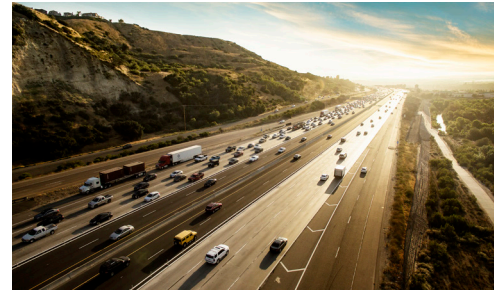


TRAFFIC RELIEF PLAN

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OVERVIEW OF THE TRAFFIC RELIEF PLAN



Your voice. Your plan.

The Traffic Relief Plan is a local strategy to reduce traffic bottlenecks, improve safety, and help create a stronger, more sustainable economy for our communities.

You and thousands of your neighbors expressed your thoughts about this plan and how you want to improve transportation in Riverside County. From freeways that move faster, to more frequent trains, and specific local streets that need upgrades, you told us that these improvements will make a difference to your life. You also told us that creating more jobs in Riverside County can help solve these transportation issues. We've listened.

Highlights of the Traffic Relief Plan include:

- **Improving freeway traffic flow** on I-10, I-15, the 60, 91, and I-215 by adding lanes, upgrading on- and off-ramps and bridges, and increasing bus and Metrolink frequencies.
- **Improving traffic flow and safety on major roads** such as Alessandro Boulevard, Bob Hope Drive, Bundy Canyon Road, Clinton Keith Road, Cook Street, Fred Waring Drive, Heacock Street, Highway 111, Indian Canyon Drive, Keller Road, Limonite Avenue, Monroe Street, Redlands Boulevard, Sun Lake Boulevard, Temescal Canyon Road, and Van Buren Boulevard.
- **Safety improvements** on highly-traveled two-lane roads such as Gilman Springs Road and Grand Avenue and at intersections with railroad tracks.
- **Safety improvements for pedestrians and cyclists** including for children going to and from school.
- **Increasing frequency of Metrolink** train service by adding new tracks and more trains, and making existing train service more sustainable over the long-term.
- **Improving the Hemet-San Jacinto Valley** by accelerating completion of a new east-west highway called the Mid County Parkway and a new Route 79, and extending Metrolink service to Hemet and San Jacinto.
- **Increasing frequency and convenience of express bus services** throughout Riverside County, enabling more commuters to use alternatives to driving, complete with wi-fi enabled buses.
- **Improving the condition of existing roads** by providing funds to local governments for basic pothole repairs, paving of dirt roads, and synchronizing signals.
- **Providing more independence and opportunity** for residents who rely on public transportation services, such as veterans, individuals with disabilities, students, and residents of rural communities.
- **Using new technologies** that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for connected and autonomous vehicles.
- **Completing the regional trail system** in Riverside County to improve safe routes to school, and offer bicycle commuting for those who would take their cars off the road at commute times.
- **Constructing rail stations in the Coachella Valley and San Geronio Pass** to prepare for daily train service to the desert from L.A. via Riverside and Orange County.

Voter Approval: This Traffic Relief Plan was drafted to serve as an expenditure plan for a possible voter-approved RCTC sales tax measure. Until a sales tax measure to fund the plan is placed before the voters and approved, the plan is aspirational and the financial and other mandatory requirements of the plan are not operative.



OVERVIEW OF THE TRAFFIC RELIEF PLAN

The Traffic Relief Plan represents a change in the thinking of the past by:

- **Encouraging more local employment.** Incentives are created for cities to plan for local job-creation and the infrastructure to support those new jobs so residents can have careers closer to home.
- **Addressing the toughest bottlenecks and traffic problems.** Speeding up how quickly new lanes and public transit options can be implemented where traffic is the worst and funding is not otherwise available.
- **Connecting our own county.** The Traffic Relief Plan prioritizes modernizing the transportation system within Riverside County.
- **Providing** small, rural, and underserved communities with necessary infrastructure.
- **Implementing new technology** that can increase efficiency of existing infrastructure, increase convenience of public transportation, and prepare for autonomous and connected vehicles.
- **All funds will stay local.** Coachella Valley funds stay in the Coachella Valley. Western Riverside County funds stay in Western Riverside County. Palo Verde Valley (Blythe) funds stay in Palo Verde Valley. Sacramento and D.C. cannot take these locally-controlled funds.
- **More funds to speed up projects.** Many transportation improvements that Riverside County residents have said they want are decades away. The Traffic Relief Plan would provide funding to speed up completion of these projects.
- **Local leaders** representing every city and unincorporated community in Riverside County will oversee implementation of the Traffic Relief Plan. These leaders serve on the board of the Riverside County Transportation Commission (RCTC), which is the legally responsible public entity for regional transportation planning and funding in Riverside County. To ensure local control in the Coachella Valley, RCTC will delegate implementation of the Traffic Relief Plan to the Coachella Valley Association of Governments (CVAG). The Blythe City Council and County Board of Supervisors will implement the Traffic Relief Plan in the Palo Verde Valley.
- **Independent financial audits** are required and must be disclosed to the public to ensure that the Traffic Relief Plan is being implemented lawfully and in accordance with the will of voters.
- **No more than 1%** of net revenues generated by the Traffic Relief Plan will be used for administrative salaries and benefits to administer the entire Plan.

Questions?

If you have questions about the Traffic Relief Plan, please contact the Riverside County Transportation Commission at info@rctc.org or 951-787-7141.

ACCOUNTABILITY TO TAXPAYERS



Independent Audits Required

Upon voter approval of a revenue source for the Plan, no less than annually, RCTC will obtain an independent fiscal audit of the expenditure of all funds raised through the Plan. The audit will determine compliance with requirements of the Plan and its governing Ordinance. The audit will be published on the internet.

Efficiency and Local Control

Local Voice. Local Control.

Riverside County voters will enact the Plan, which will then be implemented through their locally elected representatives and local public works professionals. By law, the Plan is implemented by RCTC, which is governed by local city council members or mayors of every city and all five members of the County Board of Supervisors.

No Money Diverted to Sacramento and Washington. State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

Fiscal Accountability and Efficiency.

Administrative salaries and benefits to administer the Plan are limited to no more than 1% of net revenues generated under the Plan's governing ordinance. Implementation of this Plan will not require the creation of any new government entity. To achieve efficiency and local control, RCTC may delegate appropriate responsibilities for administering components of the Plan to existing local governments at its discretion.

Transparency and Openness

Implementation of the Plan will occur in compliance with all transparency, disclosure, and open meetings laws.

Mandatory Plan Review and Updates

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the

current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

Innovation and Partnership

To reduce the burden on taxpayers to fully fund the transportation needs of Riverside County, there are opportunities to partner with the private sector to offset costs, generate revenue to pay for public services and projects, or increase the efficiency of existing infrastructure. Where the law allows and adequate public benefits can be demonstrated, RCTC may use Plan funds to partner with non-governmental entities on projects, services, and technologies. Examples of potential partnerships include, but are not limited to, joint development of rail stations, leasing of RCTC property, ride-sharing and alternative transportation services, construction of rail tracks on private rights of way, and partnering on advanced roadway and vehicle technologies that improve traffic flow or reduce emissions.

Flexibility to Expedite Projects

To expedite priority projects and services, reduce costs to taxpayers, or avoid loss of other funding, RCTC may make maximum use of funds by temporarily shifting funds between transportation purposes. In borrowing and making loans, the proportionate shares for areas and purposes over the duration of the Plan may not be changed without an amendment of the Plan as required by law.

RCTC may issue bonds or other debt against future revenue to achieve any objectives of the Plan. RCTC will issue bonds or other debt in accordance with applicable laws. The issuances of bonds or other debt will be limited by a threshold adopted by RCTC in a public meeting compliant with open meetings laws.



EQUITY AND BALANCE

Equity among Regions and Residents

Many residents of Riverside County live in areas that lack infrastructure and public transportation services. A growing number of residents face increasing traffic congestion.

Therefore, the Traffic Relief Plan commits to providing equity for Riverside County residents in the following ways:

Geography

The Plan recognizes the three distinct subregions of Riverside County and ensures that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Coachella Valley
- Palo Verde Valley (Blythe area)
- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Lake Elsinore areas)

Small, Rural, Underserved Communities

Decisions based on needs. Priority for investments in areas requiring significant infrastructure repairs and upgrades will be determined based on objective needs.

Maintenance of local roads. All communities will have access to new funding to keep local streets and roads in good condition.

Increased options for residents. The Traffic Relief Plan places significant focus on seniors, students, veterans, individuals with disabilities, and residents of rural and underserved communities who use public transportation regularly.

Balanced Transportation System

The Traffic Relief Plan recognizes all types of transportation needs for Riverside County.

Proactively addressing the transportation issues in Riverside County requires a flexible and all-of-the-above approach.

Mitigation of Vehicle Miles Traveled (VMT)

The Traffic Relief Plan makes significant improvements to the roadway network in Riverside County through adding lanes and improving efficiency through technology. Recent laws and regulations governing implementation of the California Environmental Quality Act (CEQA) for transportation projects require mitigation for any increases to the amount of miles driven by automobiles (referred to as “vehicle miles traveled” or “VMT”). Practically, obtaining state approvals of projects that increase the number of lanes on roads and highways will be very difficult without mitigating increases in VMT resulting from those projects.

Mitigation of increased VMT for major transportation projects under state CEQA law can take many forms, including but not limited to:

- Public transportation,
- Commuting strategies such as ride-sharing, telecommuting, alternative schedules,
- Creating employment in Riverside County to reduce commute distances,
- Habitat and open space preservation, and
- New technologies.

EQUITY AND BALANCE



Compliance with the California Environmental Quality Act

The Traffic Relief Plan is not a “project” under the California Environmental Quality Act and, therefore, is exempt from CEQA review. This is because the Plan is designed to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. However, the Commission is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in Public Utilities Code Section 240301; and all appropriate state and federal environmental review will be required and completed prior to any future approval of specific projects.





TRAFFIC RELIEF PLAN: YOUR GUIDE TO PROJECTS & SERVICES

Investment Types

The Plan includes nine investment types. In the Coachella Valley, all investment types are funded through the valleywide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several sub-types. In the Palo Verde Valley (Blythe), funds can be used on any investment type below.



Roads – Widening and extending major roadways for traffic flow and safety; repairing potholes and repaving roads; adding stop signs, signals and other safety features; retrofitting bridges; coordinating traffic signal timing on major streets; adding crosswalks, sidewalks and signage for pedestrians, especially for students traveling to and from school; and separating streets from railroad tracks



Highways – Adding lanes to the 91, 60, Interstate 15, and Interstate 215, improving traffic flow on Highway 111 and Interstate 10 in the Coachella Valley, and constructing the Mid County Parkway and a new Route 79



Highway Access – Building and improving interchanges, bridges, on-ramps and off-ramps with interstates and state routes



Trains – Increasing frequency and safety of Metrolink trains; building new tracks, parking and stations; extending service from Perris to Hemet and San Jacinto, and building stations in the San Geronio Pass and Coachella Valley to support daily passenger service between L.A. and the Coachella Valley; sustaining operation of rail service throughout the county



Buses – Expanding express/rapid bus service options; modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, transit and workplaces



Commuter Assistance – Expanding Freeway Service Patrol roadside assistance and maintaining and expanding carpool/vanpool service and Park & Ride Lots



Trails – Expanding and improving access to hiking, cycling, and walking/running by completing Riverside County's master-planned regional trail system to improve safe routes to school, and offer safe bicycle commuting for those who would take their cars off the road at commute times



New Technology – Using innovation and new technology to improve traffic flow, provide better information to travelers, improve movement of commerce and support local and regional economic development



Flood and Dust Control – Reinforcing roadways and infrastructure against natural hazards in the Coachella Valley

Traffic Relief: Coachella Valley



Highway Access



Highways



Trains



New Technology



Flood & Dust Control



TRAFFIC RELIEF PLAN

Coachella Valley

The Coachella Valley component of the Traffic Relief Plan calls for improvements to all aspects of the transportation system.

All revenues generated under the Plan in the Coachella Valley will remain in the Coachella Valley for expenditure. Funding will provide investments in communities that fully participate in, and are compliant with, the Coachella Valley's Transportation Uniform Mitigation Fee (TUMF) and Multiple Species Habitat Conservation Plan (MSHCP) policies and procedures.

The Coachella Valley Association of Governments (CVAG) will administer the Plan in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairmen from the Agua Caliente Band of Cahuilla Indians and Cabazon Band of Mission Indians.

CVAG will establish priorities according to the Transportation Project Prioritization Process (TPPS), which is a merit-based method of scoring all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, as recommended by civil engineers and public works professionals serving on technical sub-committees that represent every CVAG member jurisdiction.

The TPPS is the guiding document for transportation investments on regional roadways, including highway interchanges, road widenings and improvements, bridge projects and valleywide signal synchronization. The TPPS will include proposed investments in creating and maintaining transportation infrastructure, including but not limited to:

- Passenger rail investments, such as train stations, that help connect the Coachella Valley to Los Angeles and/or Orange County;
- Upgrading infrastructure to eliminate or reduce road closures associated with natural disasters, such as flooding and blow sand;

- Infrastructure and systems to improve all forms of mass transit;
- Active transportation, such as facilities for biking and walking safely;
- New mobility concepts and technologies to connect the workforce to the workplace and to reduce seasonal and event-related traffic congestion; and
- Creating consistency across the Coachella Valley's regional roadways by providing additional maintenance programs and enhancements that improve the travel experience for residents and visitors.

The Plan in the Coachella Valley will also be consistent with countywide strategies to accelerate investments, achieve balance and equity, provide economic opportunities, and accommodate changing transportation technologies.

The Coachella Valley portion of the Plan will also fund operations and maintenance (O&M) of regional transportation corridors as identified in the TPPS. The CVAG regional O&M program would support operations, repairs, and replacement of traffic management systems, pavement surfaces and traffic control devices. This program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. These regional corridors span cities and unincorporated communities and include, but are not limited to:

- | | |
|-----------------------------------|-----------------------|
| • Highway 111 | • Jefferson Street |
| • Washington Street | • Vista Chino |
| • Ramon Road | • Varner Road |
| • Monterey Avenue | • Palm Canyon Drive |
| • Cook Street | • Country Club Drive |
| • Bob Hope Drive | • Monroe Street |
| • Fred Waring Drive | • Avenue 48 |
| • Dinah Shore Drive | • Avenue 50 |
| • Gene Autry Trail/ Palm Drive | • Cesar Chavez Street |
| • Date Palm Drive | • Sunrise Way |
| • Indio Boulevard | • Indian Canyon Drive |
| | • Jackson Street |

TRAFFIC RELIEF PLAN

Palo Verde Valley



All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

Investments made by the City of Blythe and County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Traffic Relief Plan in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County.

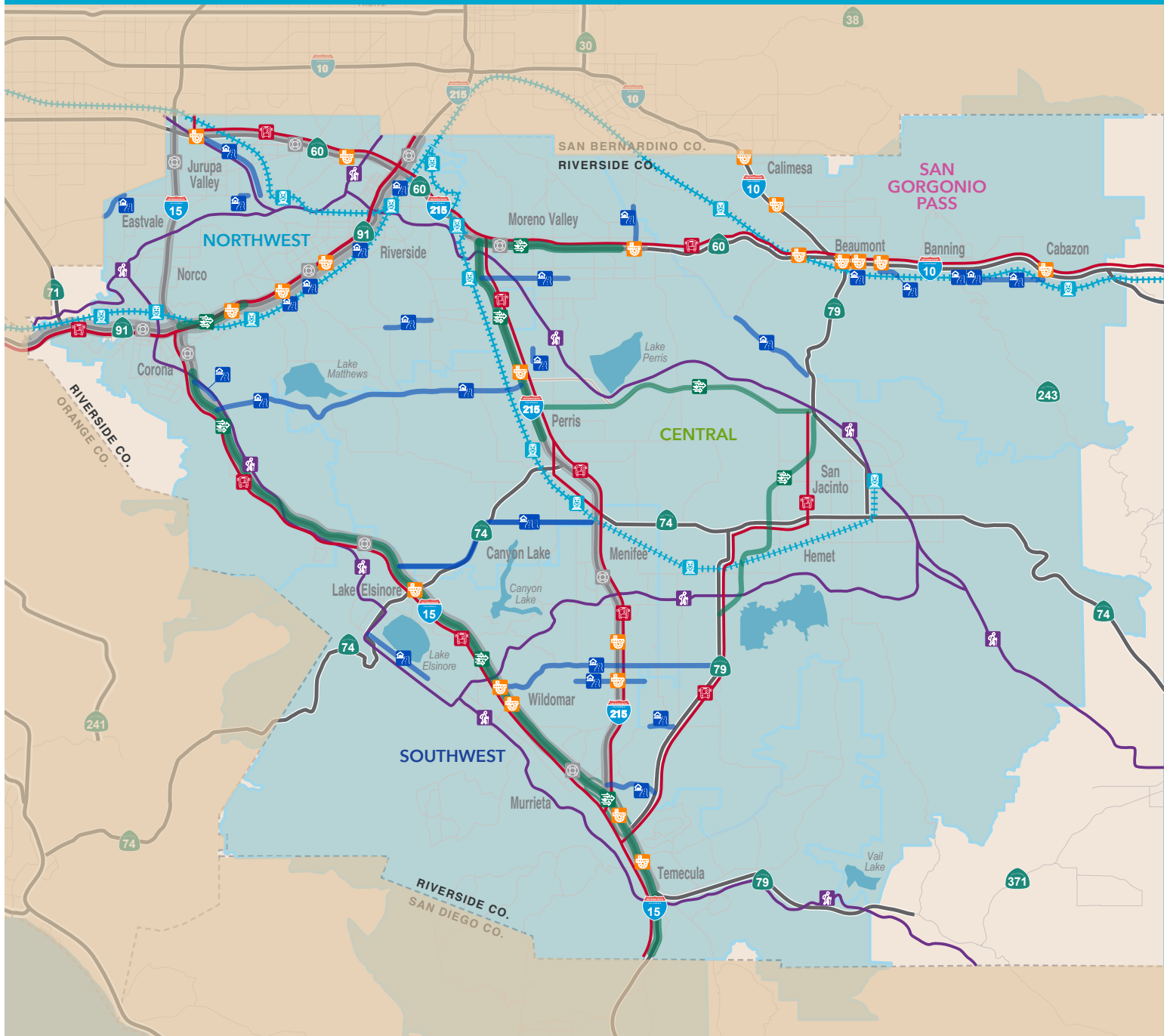
To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, the Plan will focus on:

- Safety and maintenance of local streets and roads;
- Ensuring public infrastructure complies with the Americans with Disabilities Act;
- Closing sidewalk gaps and enhancing bike lanes for improved pedestrian access to and from schools;

- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements;
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and Arizona;
- Providing reduced- or free-fare public transit to increase access to education, healthcare, employment, and services;
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles;
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition; and
- Increasing frequency and expanding public transit options for education, healthcare, employment and services in underserved neighborhoods.

Transportation investments through the Plan will also serve as a driver for economic development in the community. Improving the transportation network will leverage other public and private investments and encourage new businesses to invest.

Traffic Relief: Western Riverside County



Roads



Highway Access



Highways



Buses



Commuter Assistance



Trails



Trains



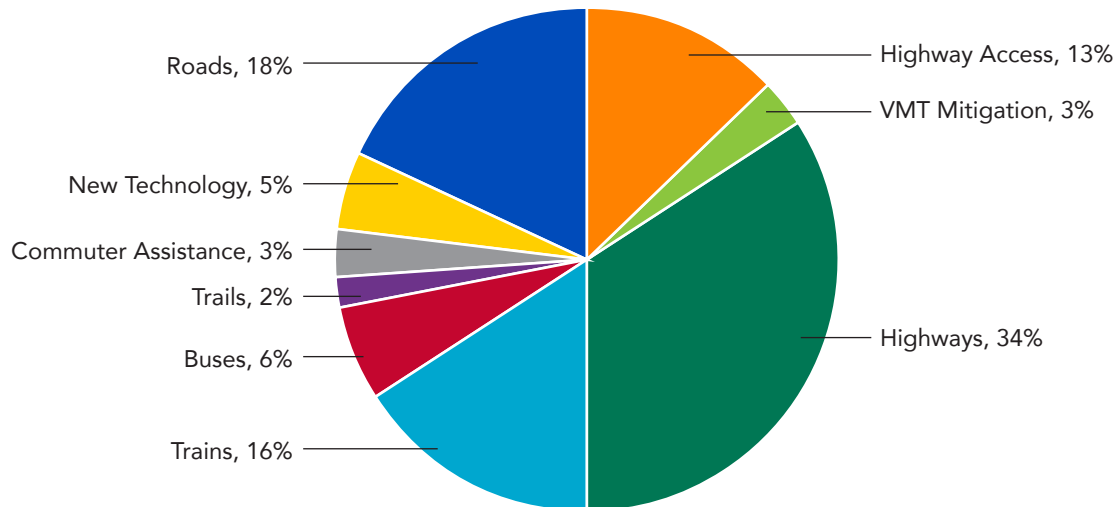
New Technology

TRAFFIC RELIEF PLAN

Western Riverside County



Western Riverside County Traffic Relief Investments



Western Riverside County traffic relief funds will be allocated to transportation projects and services as shown in the chart above. RCTC will establish criteria to prioritize projects and services based upon the recommendation of civil engineers and public works professionals serving on the Technical Advisory Committee. Prioritization must be consistent with the vision, goals, objectives, principles, policies, and desired outcomes described in the Traffic Relief Plan. For any local jurisdiction to receive funds through the Traffic Relief Plan, the jurisdiction must be a participant in good standing in the Transportation Uniform Mitigation Fee (TUMF) program, which ensures that new development pays for its fair share of impacts on the transportation system, and the Multiple Species Habitat Conservation Program (MSHCP), which protects locally endangered and threatened plants and animals and ensures that transportation projects can receive streamlined environmental approvals.

The following pages describe the projects and services envisioned to be implemented. These projects and services were identified by RCTC Commissioners, members of the public, local transportation experts, and civic leaders in Riverside County through extensive public outreach and engagement. RCTC may add projects and services not mentioned in the Plan if those projects and services are consistent with the Plan or achieve the same result as a project or service mentioned in the Plan. Three percent of revenues generated through voter-approval of the Plan are dedicated to mitigation of vehicle miles traveled (VMT) to help achieve compliance with state laws and regulations.



TRAFFIC RELIEF PLAN

Western Riverside County



The Traffic Relief Plan makes substantial investments in improving the flow of local highways and residents' abilities to get on and off them

more easily. Many of these improvements have already been identified in local plans and are awaiting funding to be constructed. The Traffic Relief Plan devotes 34% of funding in Western Riverside County toward highway improvements and 13% toward improved highway access. Combined, these investments can achieve the following on the county's major highway corridors:

I-15 Corridor

- Add at least one lane in each direction to I-15 between Cajalco Road in Corona and the San Diego County line
- Eliminate the "lane drops" on southbound I-15 between Magnolia Avenue and Cajalco Road in Corona
- Construct the final phase of the French Valley Parkway interchange at I-15 in Temecula, which includes:
 - Widening ramps at Winchester Road
 - Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15
 - Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road
- Reconstruct interchanges with:
 - Central Avenue (Route 74) in Lake Elsinore
 - Wildomar Trail (formerly Baxter Road) in Wildomar
 - Bundy Canyon Road in Wildomar

I-215 Corridor

- Add at least one lane in each direction between Route 60 and Van Buren Boulevard

- Construct new interchanges (on and off ramps) to I-215 at Keller Road in Murrieta and Garbani Road in Menifee
- Reconstruct interchange at Harley Knox Boulevard in Moreno Valley

91 Corridor

- Accelerate construction of at least one new lane in each direction on Route 91 between I-15 in Corona and Pierce Street in Riverside
- Reconstruct interchanges on the 91 at:
 - Adams Street in Riverside
 - Tyler Street in Riverside

60 Corridor

- Add at least one lane in each direction on Route 60 in Moreno Valley
- Reconstruct interchanges on Route 60 at:
 - Etiwanda Avenue in Jurupa Valley
 - Rubidoux Boulevard in Jurupa Valley
 - Redlands Boulevard in Moreno Valley
 - Potrero Boulevard in Beaumont

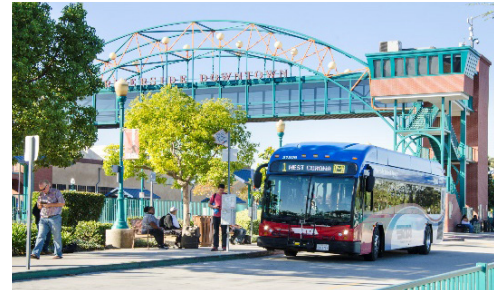
I-10 Corridor

- Reconstruct interchanges on I-10 at:
 - Route 79 in Beaumont
 - Highland Springs Avenue in Beaumont and Banning
 - Pennsylvania Avenue in Beaumont
 - Morongo Parkway and Main Street in Cabazon
 - County Line Road and Cherry Valley Boulevard in Calimesa

In addition to assisting automobile drivers, many of the above investments will address bottlenecks and safety concerns expressed by the public related to growing truck traffic.

TRAFFIC RELIEF PLAN

Western Riverside County



Roads

In Western Riverside County, 18% of funds will be invested improving the safety, flow, and overall condition of local roads.

Maintaining Local Roads and Repairing Potholes

Cities and the County of Riverside will receive road maintenance funds for repairing potholes and keeping roads in good condition based on objective factors recommended by local city and county public works directors serving on the Technical Advisory Committee, consisting of representatives of every city and the County of Riverside, and adopted by RCTC. The Technical Advisory Committee shall take into consideration transportation needs for smaller cities and unincorporated communities.

Separating Local Roads from Railroad Tracks

The large number and length of freight trains operating in Riverside County causes rail crossings to be blocked, creates traffic delays, and restricts first responder access to emergencies. The Plan calls for construction of under- or overpasses at rail crossings, such as:

- Bellegrave Avenue
- Hargrave Street
- Jackson Street
- Mary Street
- Pennsylvania Avenue
- San Geronio Avenue
- Spruce Street
- Tyler Street

Projects will be prioritized based on factors including, but not limited to, readiness for construction, accident and fatality rates, hours of vehicle delay at the crossing, noise and air pollution, and availability of matching funds. Funding may be used to make projects more competitive to receive state or federal grants.

Reducing Accidents and Fatalities on Major County Roads

The Traffic Relief Plan creates a funding program to address roads where high numbers of fatalities occur, such as Gilman Springs Road and Grand Avenue.

Improving Traffic Flow on Major Local Roads

Some of the most impacted roads in Riverside County are the main roads that connect our neighborhood streets to highways and transit centers. Growing employment and economic activity in Riverside County will continue to add strain on these roads. Therefore, the Traffic Relief Plan would substantially invest in major roads, including but not limited to:

- Alessandro Boulevard
- Bundy Canyon Road
- Clinton Keith Road
- Heacock Street
- Keller Road
- Limonite Avenue
- Redlands Boulevard
- Sun Lake Boulevard
- Temescal Canyon Road
- Van Buren Boulevard

Safe Routes to School

The Plan will provide funding to cities, the County of Riverside, school districts, and other governmental and nonprofit entities through an application process to build infrastructure that provides safer routes for children to walk or bike to school and decreases injuries and fatalities. Eligible improvements include sidewalks, crosswalks, and bicycle lanes. Funding may be used to make projects more competitive to receive state or federal grants.



TRAFFIC RELIEF PLAN

Western Riverside County



Roads

New East-West Routes

Routes 60 and 91 are congested at most times of the day. Limited east-west connections leave drivers with few options, especially in the southern parts of Riverside County, where people need to travel I-15 and I-215 to get to these east-west routes. Also, when there is an incident or severe traffic on I-10, especially around the holidays and festival seasons, there are no alternative routes between Banning and Cabazon.

The County of Riverside is developing two east-west corridors between I-15 and I-215 and a parallel roadway to I-10 that currently lack funding:

- Cajalco Road
- Ethanac Expressway
- I-10 Bypass between Banning and Cabazon

The Traffic Relief Plan would provide funding to construct these routes in the near future.



Highways

Improving the Hemet-San Jacinto Valley

RCTC has invested nearly two decades into obtaining federal and state environmental clearances and community consensus for two major new transportation routes. Commitments for environmental mitigation have been made. However, the funding to construct these routes currently does not exist.



Trains

Therefore, the Plan provides funding for accelerated construction and local operation and maintenance of the following two major projects:

- **A new Highway 79**, which will align the 79 from Gilman Springs Road to Domenigoni Parkway to improve traffic flow and safety and allow regional traffic to bypass local roads.
- **Mid County Parkway**, a new 16-mile transportation corridor designed to relieve east-west traffic congestion between the San Jacinto and Perris areas. The Mid County Parkway will connect to Route 79, I-215, and multimodal bus and rail facilities that support the Metrolink 91/Perris Valley Line.



Buses

Additionally, the Plan calls for construction of a rapid transit system between the Hemet-San Jacinto valley and the Perris/Moreno Valley/Riverside area to provide an alternative mode of travel. RCTC owns a rail line that extends from Perris to San Jacinto, which could be used to provide this new service. Rapid transit connections to the Temecula/Menifee/Murrieta area could also be considered.

RCTC will collaborate with local cities, the County of Riverside, public transit agencies, tribal governments and the community in constructing these improvements.

TRAFFIC RELIEF PLAN

Western Riverside County



The Traffic Relief Plan devotes 16% of revenue to modernize rail service in Western Riverside County. Increased train frequencies, upgraded, and well-maintained stations, and expansion of service into new areas of Riverside County will increase economic opportunities within the region, reduce traffic congestion, and enhance the passenger experience.

Increasing Frequency of Metrolink

More frequent train service to current and future destinations in Riverside County will support Metrolink's goal to double ridership by 2025 and support local efforts to attract more employers and jobs to Riverside County. Recognizing the benefit of train transportation to commuters, the economy, and the environment, the Traffic Relief Plan makes the following commitments:

- Increasing frequency of Metrolink train service on the 91/Perris Valley Line and Inland Empire-Orange County Line
- Constructing new railroad tracks within existing rights of way to allow more Metrolink trains to operate

Extending Train Service to New Destinations in Riverside County

To make daily train service possible between the **Coachella Valley** (Palm Springs, Indio, etc.) and Riverside, Orange County, and L.A., the Traffic Relief Plan calls for construction of a new passenger rail station in the San Geronio Pass.

Additionally, the Traffic Relief Plan provides funding to extend Metrolink service to **Hemet and San Jacinto** via the existing railroad tracks which would be rehabilitated between Perris and San Jacinto.



The Traffic Relief Plan also envisions a new rail station at **Ramona Expressway** near Perris and the existing rail line.

Maintaining, Operating, and Upgrading Train Stations, Tracks, and Service

The Traffic Relief Plan will modernize rail-related infrastructure in Riverside County to ensure that services can continue to operate safely and sustainably. Investments include but are not limited to:

- Constructing new parking capacity at Metrolink stations in Corona, Riverside, and Perris
- Constructing accessibility improvements at the Moreno Valley/March Field station
- Operating and maintaining existing and future Metrolink rail stations. There are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley. Future stations are envisioned for an extension of service to Hemet and San Jacinto
- Operating Metrolink trains through Riverside County at current and future increased frequencies
- Maintaining locally-owned railroad right of way to ensure public safety and proper maintenance of the tracks
- Investing in zero-emission trains



TRAFFIC RELIEF PLAN

Western Riverside County



Trains

Attracting Jobs to Riverside County through Rail Investment

Rail stations provide opportunity for economic development and bringing new jobs to our communities and increasing the convenience of public transportation. The Traffic Relief Plan will create an incentive program for public-private partnerships to enhance existing and future rail stations through joint development opportunities.

The Traffic Relief Plan also calls for new “reverse-commute” trains that bring passengers to Riverside County job centers, in addition to the current schedules that focus more on taking local residents to other counties.



Buses

The Traffic Relief Plan dedicates 6% of revenue to enhancing Western Riverside County’s bus transit system to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services.

Expanding Rapid/Express Bus

Rapid/Express buses provide an affordable, comfortable, and reduced-stress travel experience, especially for commuters traveling to other counties or across the county. These buses carry wi-fi and more comfortable seats than traditional buses.

The Traffic Relief Plan expands rapid/commuter bus service along the major freeway corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Corona, and Perris. Rapid/commuter bus service can also connect to major destinations within Riverside County and the Inland Empire, such as commercial airports, business, retail, and entertainment centers.

Modernizing and Sustaining Public Transportation

To increase ridership, provide more efficient service, and reduce air pollution, the Traffic Relief Plan invests in new technologies:

- Traffic signals and bus equipment that improve bus travel times.
- Zero-emission buses and related maintenance and operations.

Improving Riverside County’s public transportation system also requires investment in transportation hubs throughout Western Riverside County, where residents can connect to other forms of transportation, employment centers, and services.

The Traffic Relief Plan also ensures the continued operation of bus service in Riverside County.

TRAFFIC RELIEF PLAN

Western Riverside County



Increasing Options and Mobility for Seniors, Veterans, Students, Individuals with Disabilities, and Underserved and Rural Communities

Approximately 13% of Riverside County residents are age 65 and older; about 11% are individuals with disabilities; 11% are low-income; 6% are veterans; and 25% are under age 18.

A survey of public and human service providers in Riverside County indicates that about 40% of their constituents' transportation needs are not being met with existing services. Addressing the needs of these groups requires a multifaceted approach that can be tailored to meet varying degrees of mobility and independence.

Transportation needs and gaps of services for these groups are documented in local studies, which have found that increased independence and mobility can be achieved through expanded transit service; transportation for long-distance regional medical trips; safe pedestrian and bicyclist pathways; transit affordability; and coordination with human service agencies. There is growing concern in many cities that as the population grows, the available resources to meet these target groups' needs will not keep pace.

Specialized Transit Grant Program

The Traffic Relief Plan increases investment in specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities. The Citizens and Specialized Transit Advisory Council, with representatives from these populations, will assist RCTC in administering and providing oversight to the program. The Traffic Relief Plan will make investments such as:

- Ensuring infrastructure compliance with expansion of destinations and hours of operation for paratransit services such as Dial-A-Ride;
- Keeping transit fares low for seniors, veterans, students, and individuals with disabilities;
- Improved access to and from schools, colleges and universities, and employment centers for low-income families and rural communities;
- Bus fares for those who require access to medical appointments, job interviews, or other needed services;
- Bringing infrastructure into compliance with the Americans with Disabilities Act; and
- Continued operation of the 2-1-1 network, which provides individualized assessments with transportation and social service specialists.



TRAFFIC RELIEF PLAN

Western Riverside County



Trails

Completing the Regional Trail System

Riverside County is home to world-renowned natural open spaces with active transportation corridors for cycling, hiking, walking, and running. These trails provide alternative transportation options, as well as options for healthier lifestyles for Riverside County residents. These facilities also provide economic opportunities for local businesses and the tourism economy. The Plan invests in major regional trails identified in the master plan for the Riverside County Parks & Open Space District, to which local cities and the County can connect. These trails include:

- Butterfield Overland Trail/Southern Emigrant Trail
- Santa Ana River Trail
- California Riding and Hiking Trail
- Juan Bautista de Anza Historical Trail
- Salt Creek Trail

Additionally, the Plan will invest in providing trail access to Riverside County's many publicly owned and preserved open spaces. All together, 2% of the Traffic Relief Plan in Western Riverside County will invest in these improvements.



Commuter Assistance

To help commuters with a safer trip, and to provide alternatives to driving alone, the Traffic Relief Plan invests 3% of revenue into Commuter Assistance programs.

Freeway Service Patrol

When accidents occur on highways or when vehicles break down, traffic can build quickly, creating delays and additional safety hazards to motorists. Freeway Service Patrol provides roving tow trucks to quickly assist motorists so that traffic can flow again. This public service is operated with strict performance and accountability measures by the California Highway Patrol, Caltrans, and RCTC, and must achieve a benefit-to-cost ratio of at least 3:1 (meaning for every dollar invested, the service must yield at least \$3 in benefits in the form of reduced congestion, increased safety, and decreased air pollution).

The Plan will sustain and increase Freeway Service Patrol levels on Interstates 15 and 215 and Routes 60 and 91, including weekend service. The Plan will also enable new service to begin on Interstate 10.

More Park & Rides

Creating more convenient locations for commuters to meet and travel together reduces the burdens of solo commuting and decreases the number of cars on the road during peak hours. Through the Traffic Relief Plan, RCTC will be able to enter more partnerships with local businesses and governments to create more Park & Ride options.

More Employer Partnerships to Reduce Commutes

The Traffic Relief Plan recognizes that improving commutes is not just about the commuter, but also about employers stepping up to help. The Plan calls for enhancing current Commuter Assistance Programs with employers in Riverside County with better options and incentives to encourage ridesharing, vanpooling, telecommuting, and public transit use.

TRAFFIC RELIEF PLAN

Western Riverside County



Rethinking Transportation

New and innovative thinking can help reduce traffic congestion and increase economic productivity as our population increases, technology advances rapidly, and our economy grows. Therefore, 5% of the Traffic Relief Plan in Western Riverside County is devoted to new technologies and innovative public policy. It is difficult to predict how technology and innovations will shape our society in the years ahead; therefore, this section of the Plan is intended to remain flexible to adapt to advances in technology.

Creating Smart Roads: deployment of new technologies that better synchronize traffic signals and ramp meters, detect on-road incidents and congestion and proactively manage traffic and improve roadway safety. These technologies lay the foundation for Riverside County's infrastructure to connect with autonomous and connected vehicles, as well as future innovations in transportation technology. Technologies such as these have begun deployment in other parts of the United States and the world; this program would bring these approaches to Riverside County. This program will also support electric vehicle charging infrastructure.

Commuting Alternatives: modernizing and increasing current efforts to help commuters find alternatives to driving alone over long distances to get to work or school and back home and help save time by using technology to make existing infrastructure operate more efficiently.

Bringing Jobs Home: an incentive program for local governments to develop infrastructure that will secure new permanent living-wage jobs in Riverside County and reduce the demand for residents to commute to other counties for work. These funds can also be used to invest in public transportation services that will assist local residents in accessing employment opportunities.