

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

2023



THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Providing Transportation Solutions that Connect Our Communities



Table of Contents

Chair’s Letter.....	1
Management.....	2
Legislative Authorizations.....	3
Board/Commission Structure.....	4-5
Funding Sources.....	6-7
Funding Uses.....	7
Measure A.....	8-12
Tolling & Express Lanes.....	13-15
Multimodal Programs	
Bus Transit.....	16-17
Passenger Rail.....	18-23
Western Riverside Specialized Transit Program.....	24
Active Transportation.....	25
Commuter Assistance.....	26
Motorist Assistance.....	27
Key Capital Projects.....	28-32
Finance.....	33-35
Legislative Program.....	36
Planning and Programming.....	37
Regional Conservation.....	38-39
Organizational Chart.....	40
Agencies and Acronyms.....	41-44

Message from 2023 Riverside County Transportation Commission Chair



Bob Magee
Chair, RCTC
Council Member,
City of Lake Elsinore

It is my honor and privilege to serve as Chair of the Riverside County Transportation Commission in 2023. Transportation is a key component of our quality of life in Riverside County, and I look forward to working with the Commission and staff to advance highway, passenger rail, and other initiatives for our residents.

On behalf of the Commission, I extend my appreciation to our 2022 Chair, Riverside County Supervisor V. Manuel Perez, for his outstanding leadership. Last year featured a number of significant infrastructure milestones with the opening of the Route 60 Truck Lanes, the I-15 Railroad Canyon Road Interchange, the I-215 Placentia Avenue Interchange, the I-15 Interim Corridor Operations Project, and the 91 Corridor Operations Project.

In addition, the Commission unanimously certified its Tier 1 environmental studies for Coachella Valley Rail and is aggressively pursuing funding to begin the Tier 2 in-depth studies.

Not only do these projects improve safety and travel time for motorists and freight, but their construction invested more than \$222 million in our economy and created 2,600 jobs.

We aim to build on this momentum in 2023 and are laser-focused on the safe and efficient movement of people and goods as the region continues to grow. I am excited about several projects in the pipeline or under development to help us achieve these goals:

- The 15/91 Express Lanes Connector, slated for completion in late 2023, will provide a seamless connection between the 15 Express Lanes and 91 Express Lanes, offer choice for drivers, and improve travel time reliability.
- We also are breaking ground on the 71/91 Interchange Project in Corona to improve safety, expand access, reduce greenhouse gas emissions, and enhance traffic flow.
- We have submitted grant applications to secure funding for Coachella Valley Rail, a planned 144-mile passenger rail service between Los Angeles and the Coachella Valley, and we hope to begin in-depth studies for this transformational system.
- Final design is continuing on the Mid County Parkway Ramona Expressway Project (also known as MCP Segment 3) in the County of Riverside. We are seeking funds to advance this project to construction.
- Environmental studies are starting for the I-10 Highland Springs Interchange in Banning and Beaumont, with opportunities for the public to shape the alternatives to be studied.
- Studies also are continuing for the I-15 Express Lanes Southern Extension and the I-15 Corridor Operations Project.
- In addition to advancing these projects, RCTC will continue its role as the managing agency for the Western Riverside County Regional Conservation Authority to promote conservation and streamline development of needed infrastructure.

As Riverside County's growth outpaces much of the state and nation, so too does our need for additional funding to build the highway and multimodal infrastructure we need to maintain mobility. RCTC will engage elected and agency officials at the state and federal levels to drive needed transportation funding to Riverside County.

It is through the hard work of my fellow Commissioners and RCTC staff that we have been able to make progress. Of course, the success of the Commission is possible largely due to Riverside County residents, who twice approved a local sales tax measure to dedicate funding for local transportation projects in our county. Measure A revenue is an integral part of our funding structure and allows us to leverage greatly needed state and federal funds. RCTC is dedicated to fulfilling the vision approved by our residents and set a vision for the future. While there is much work to be done, I am excited to continue to build a safe, reliable, and thriving transportation network for Riverside County.

Management



Anne Mayer
Executive Director



Aaron Hake
Deputy Executive Director



Sergio Vidal
Chief Financial Officer



Jennifer Crosson
Toll Operations
Director



David Thomas
Toll Project Delivery
Director



Erik Galloway
Project Delivery Director



Aaron Gabbe
Regional Conservation
Director



Lorelle Moe-Luna
Multimodal Services
Director



Jillian Guizado
Planning & Programming
Director



David Knudsen
External Affairs
Director



Lisa Mobley
Administrative
Services Director/
Clerk of the Board

Legislative Authorizations

The Commission was created in 1976 and adheres to all statutorily-required regulations including the Public Utilities Code (PUC), California Government Code (GOV), California Vehicle Code (VEH), Public Contract Code (PCC), and Streets and Highways Code (SHC).

Enabling Legislation and Board Administration - In 1976, the California State Legislature created RCTC as a county transportation commission (PUC 130050). The Commission’s board membership was expanded to include one elected representative from each city, all five County Supervisors, and a non-voting member appointed by the Governor (PUC 130053).

Designations, Duties, and Requirements - The Commission is designated as Riverside County’s Congestion Management Agency (GOV 65088) and Service Authority for Freeway Emergencies (SAFE) (SHC 2550).

Tax Administration and Fee Collection - In 1987, the State gave Riverside County voters the ability to approve a half-cent sales tax measure to fund transportation improvements (PUC 240000). Measure A, the Commission’s half-cent sales tax measure that expires in 2039, was originally passed by the voters in 1988 and was renewed in 2002. In 2017, the Commission’s ability to impose a half-cent sales tax was increased to one cent (PUC 240306).

Toll Authority and Operation - The Commission has authority to operate a toll facility on State Route (SR) 91 from the Riverside County line to Interstate (I) 15 until 2067 (PUC 130240). The Commission also has authority to build and operate a toll facility on the full length of Interstate 15 in Riverside County (SHC 149.8) and to offer a discounted toll rate on Interstate 15 for zero-emission vehicles (VEH 5205.5). RCTC tolling authority for I-15 is anticipated to conclude in 2071.

Project Delivery - As a supplement to the \$427 million allocation to five Riverside County projects in 2017, additional project delivery authorities were granted to the Commission to ensure timely delivery of the five projects with the passage of SB 132 and AB 115. Project delivery authorities include: Construction Manager/General Contractor (CMGC) and design-build (PCC 6701, 6971, 22161).

Parking Enforcement - The Commission owns and operates the nine commuter rail stations in Riverside County. As such, to effectively manage operations of those stations, the Commission sought and received authority to contract out these services (PUC 130246) and enforce parking regulations (VEH 21113).

Joint Powers Authority Memberships - The Commission is a member of the Southern California Association of Governments (SCAG), the region’s multi-county metropolitan planning organization (MPO); Southern California Regional Rail Authority (SCRRA or Metrolink), the region’s commuter rail provider; and Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), which is responsible for advancing intercity rail passenger service along the corridor.



I-15 Railroad Canyon Road Interchange Project in Lake Elsinore. The new interchange opened in April 2022.

Commission Structure

- State law mandates composition, voting structure and certain committees.
- Each city appoints one member and an alternate. Each County Supervisor has a voting seat.
- The Governor appoints a non-voting Commissioner, usually the California Department of Transportation (Caltrans) District 8 Director.
- Commission's Administrative Code creates standing committees.
- Commissioners also represent RCTC on boards of other agencies, such as Metrolink and SCAG.
- Commission meetings are held at 9:30 a.m. on the second Wednesday of every month in the Riverside County Administrative Center, Board Room, located at 4080 Lemon Street, First Floor, Riverside, California.

Committees

RCTC has seven standing committees. The first five listed below are comprised of Commissioners. The Technical Advisory Committee (TAC) consists of public works staff from cities and the County. The Citizens and Specialized Transit Advisory Committee is comprised of citizens appointed by the Commission. A number of ad hoc committees are appointed from time to time to address specific topics.

Budget and Implementation Committee - Annual budget development and oversight, competitive state and federal grant programs, countywide communications and outreach programs, countywide strategic plan, legislation, Measure A implementation, short range transit plans (SRTP), and other areas as may be prescribed by the Commission. *Meetings shall be held at 9:30 a.m. on the fourth Monday of the month in the Riverside County Administrative Center, Board Room, unless otherwise determined by the Committee or the Commission.*

Toll Policy and Operations Committee - Policies involving the Commission's toll facilities, setting tolls or rates, considering contracts with vendors working on the toll program, statewide and federal legislative issues regarding tolling, outreach and marketing of the toll facilities, interactions with neighboring jurisdictions regarding toll matters, user-based funding programs and future opportunities for toll facility development in Riverside County. *Meetings shall be held at 11:00 a.m. on the fourth Thursday of February, May, August and November at the offices of the Commission unless otherwise directed by the Committee or the Commission.*

Western Riverside County Programs and Projects Committee - Air quality, capital projects, communications and outreach programs, Congestion Management Program (CMP), intermodal programs, motorist services i.e., SAFE/Freeway Service Patrol (FSP), new corridors, regional agencies/ regional planning, Regional Transportation Improvement Program, State Transportation Improvement Program (STIP), and Transportation Uniform Mitigation Fee (TUMF) Program related to Western Riverside County, and other areas as may be prescribed by the Commission. *Meetings shall be held at 1:30 p.m. on the fourth Monday of the month in the Riverside County Administrative Center, Board Room, unless otherwise directed by the Committee or the Commission.*

Executive Committee - Reviews and makes final decisions on personnel issues and office operational matters. *Meetings shall be held at 9:00 a.m. on the second Wednesday of the month at the offices of the Commission unless otherwise directed by the Committee or the Commission.*

State Route 91 Advisory Committee - Created pursuant to the state law authorizing the 91 Express Lanes (PUC 130245), the 91 Advisory Committee voting membership consists of five RCTC Commissioners and five Orange County Transportation Authority (OCTA) Directors, appointed by their respective bodies. The San Bernardino County Transportation Authority (SBCTA) has one non-voting seat, as do the Caltrans District Directors for Districts 8 (Riverside and San Bernardino Counties) and District 12 (Orange County). State law authorizes the 91 Advisory Committee to, "review issues and make recommendations," to OCTA and RCTC regarding the 91 Express Lanes, including tolls imposed, operations, maintenance, interoperability, and use of toll revenues, and improvements in the SR-91 corridor, including the identification and siting of alternative highways.

Citizens and Advisory committees:

Technical Advisory Committee - Provides technical assistance to the Commission by reviewing and evaluating the various transportation proposals and alternatives within Riverside County.

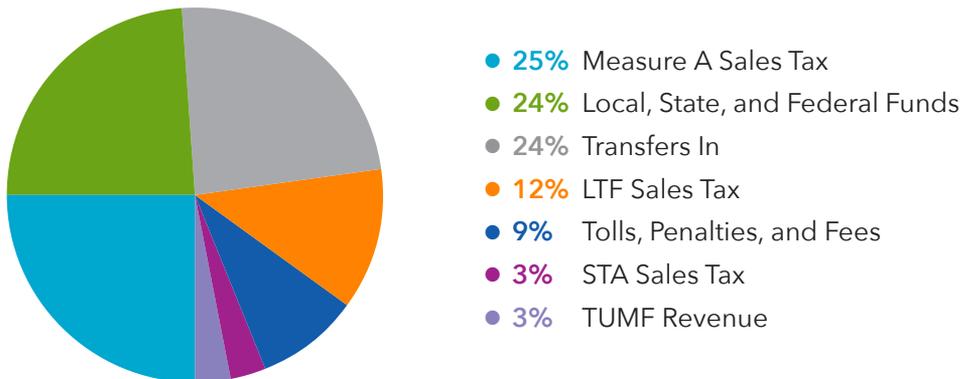
Citizens and Specialized Transit Advisory Committee - Consults, obtains, and collects public input on public transit and accessibility matters.



County Administrative Center

Funding Sources

RCTC receives funding from several sources. Nearly every project and program relies upon a mix of funding sources. Federal, state, and local revenues, including Measure A, generally account for approximately 70% of RCTC’s revenues. Other financing sources such as debt proceeds and transfers in from other funds may be significant in years when the issuance of long-term debt is anticipated.



Source: FY 2023 Budget

LOCAL SELF-HELP

RCTC relies heavily on local sources of revenue to deliver transportation projects and services. Riverside County is a “self-help” county because it has a voter-approved local revenue measure dedicated to funding transportation. There are 25 such counties in California.

Measure A is the primary source of local funding because it is locally-controlled and protected, is generally reliable (though dependent on the overall economy), comes with the fewest “strings attached,” and raises a significant amount of revenue.

TUMF (development fees) is assessed by cities and the County according to programs run by Western Riverside Council of Governments (WRCOG) and Coachella Valley Association of Governments (CVAG). TUMF revenue is devoted to specific uses and fluctuates based on the pace of new construction.

Tolls, penalties, and fees may only be used on the corridors from which the revenue is generated (SR-91 or I-15). Toll-related revenue is first spent to operate and maintain the facilities, then on servicing the debt incurred for capital construction on the tolled facilities. Additional revenue must be used on projects and services to improve transportation within the SR-91 or I-15 corridors.

STATE

Senate Bill 1 (SB 1). This legislation stabilized state transportation funding after years of steep declines and unreliability, while indexing fuel taxes to maintain the revenue’s purchasing power going forward. Most SB 1 funding goes toward maintenance and rehabilitation of existing assets. There are a few programs for new construction which are awarded on a competitive basis by the California Transportation Commission (CTC).

Transportation Development Act (TDA). TDA created two funding programs. Riverside County receives its portion of the 0.25% of the state sales tax reserved for the **Local Transportation Fund (LTF)**. **State Transit Assistance (STA)** is a statewide sales tax on motor fuel that generates funds that are allocated to transit operators.

State Transportation Improvement Program. Every two years, RCTC receives an equitable amount of state funding to place on priority projects approved by the CTC.

FEDERAL

Surface Transportation Block Grant. RCTC receives an annual amount of approximately \$31 million for surface transportation projects. This is the most flexible source of federal funding RCTC receives.

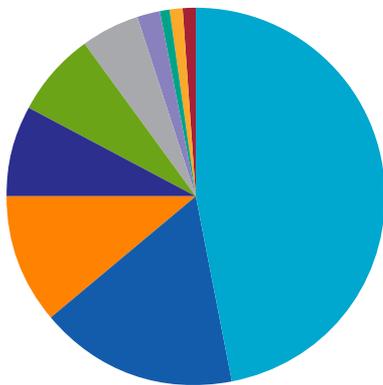
Congestion Mitigation Air Quality (CMAQ). RCTC receives an annual amount of approximately \$35 million for projects that reduce air pollution such as high-occupancy vehicle lanes, toll lanes, public transit and rail, signal synchronizations, and active transportation. RCTC receives these funds based on the non-attainment of federal clean air standards in the South Coast, Mojave Desert, and Salton Sea air basins.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. RCTC has one TIFIA loan from the United States Treasury (approved by the U.S. Department of Transportation (USDOT) for construction of the I-15 Express Lanes Project. TIFIA loans are low-interest debt that reduce the cost of capital. TIFIA loans typically have 35-year terms and are intended for projects that have a revenue stream (such as tolls) to repay the loans. RCTC will pay back this loan with toll revenue.

Federal Transit Administration (FTA). FTA provides about \$46 million in formula funding to local public transit systems in Riverside County for commuter rail, bus, and vanpool services, which RCTC is responsible for reviewing and awarding. Core FTA programs include Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities. FTA revenues comprise about 21% annually of transit expenditures in Riverside County.

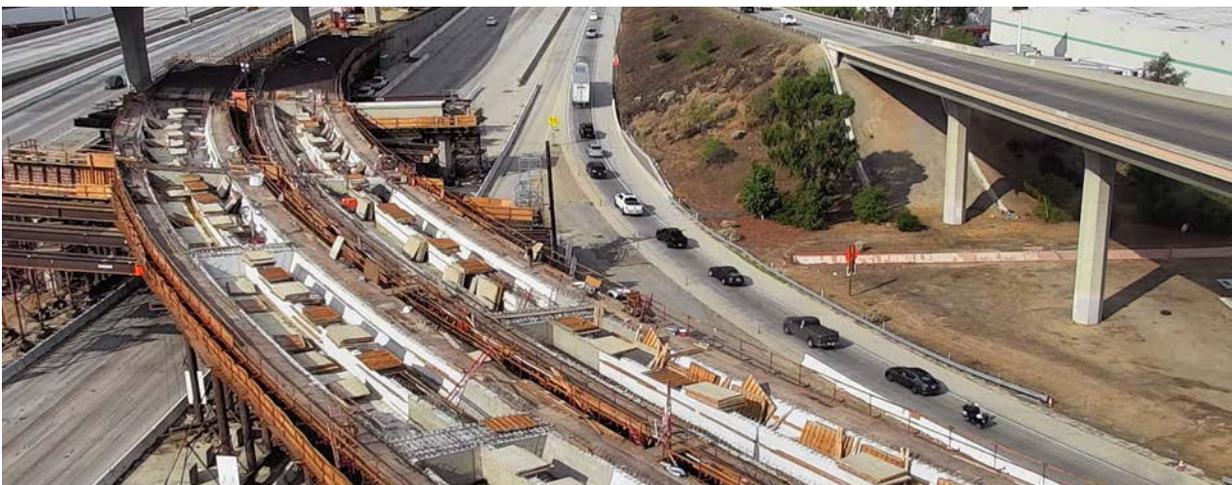
Funding Uses

RCTC is primarily a project-driven agency and is a toll operator. Program and project expenditures generally account for approximately 90% of RCTC’s operations with debt repayment for capital projects generally representing less than 10%. Management services use a very small amount of funding.



- 47% Capital Highway, Rail, and Regional Arterials
- 17% Public and Specialized Transit
- 11% Toll Operations
- 8% Debt Service
- 7% Capital Local Streets and Roads
- 5% Rail Maintenance and Operations
- 2% Management Services
- 1% Regional Conservation
- 1% Planning and Programming
- 1% Motorist Assistance

Source: FY 2023 Budget



Construction of the 15/91 Express Lanes Connector began in April 2021 and is scheduled to open in late 2023.

Measure A

What is it? Measure A is a 0.5% transactions and use (“sales”) tax to fund specific transportation improvements in Riverside County.

Why was it proposed and approved? Growth of population and traffic congestion in Riverside County, coupled with lagging state and federal investments in transportation infrastructure, motivated civic leaders to propose a locally-controlled revenue source to accelerate needed improvements. More than two-thirds of voters agreed.

When did Measure A begin and when does it end?

	Voter Approval	Effective	Sunset
1989 Measure A - Original	1988	1989	2009
2009 Measure A - Renewal	2002	2009	2039

What accountability mechanisms are in Measure A?

- **Money restricted to what voters approved.** Measure A funds may only be used for transportation purposes described in the ordinance.
- **Audits mandatory.** Independent fiscal audit of Measure A funds must be conducted annually.
- **Only 1% for administrative salaries and benefits.** No more than 1% of total Measure A revenues shall be used for administrative salaries and benefits. This means that at least 99% of Measure A revenues are used for direct program and project costs.
- **Update every 10 years.** The Commission must review the Measure A expenditure plan every 10 years to reflect current and changing priorities and needs in Riverside County. An expenditure plan review was completed in 2019.
- **Sunset.** The Measure A sales tax shall not be collected beyond June 30, 2039 unless reauthorized by voters.
- **Bond limit.** RCTC can issue sales tax debt subject to a debt limitation of \$975 million, as amended by Measure K in November 2010.
- **Maintenance of Effort.** All cities and the County are required to use Measure A Local Streets and Roads funds to add to their existing funding levels for transportation; Measure A shall not decrease local governments’ financial commitments to fund transportation.
- **New development must pay its way.** Western County and Coachella Valley cities and the County must participate in the TUMF program as applicable, in order to receive Measure A Local Streets and Roads funds.
- **Biodiversity must be protected.** Western County cities and the County must participate in the Multiple Species Habitat Conservation Plan (MSHCP) in order to receive Western County Measure A Local Streets and Roads funds.

Is Measure A enough? No. Measure A assumed state and federal funds, as well as development fee revenues from TUMF, would supplement Measure A. Unfortunately, these other funding sources have not been as reliable or robust as originally hoped. There is a need for additional revenue to deliver all of the projects named in Measure A. Since passage of Measure A, additional priorities not named in the expenditure plan have emerged and also need funding.

Counties such as Los Angeles and Alameda have enacted multiple sales tax measures for transportation to meet their counties’ needs. Voters approved Measure M in Los Angeles County in 2016, authorizing a full cent sales tax in perpetuity.

Where does Measure A money go?

That depends on where you are. Measure A is expended differently in each of Riverside County's three subregions: Western Riverside County, Coachella Valley, and Palo Verde Valley.

Western County

- Bond Financing - 8%
- Economic Development Incentives - 1%
- Highways - 30%
- Local Streets and Roads - 29%
- New Corridors - 11%
- Public Transit - 12%
- Regional Arterials - 9%

Coachella Valley

- Highways and Regional Arterials - 50%
- Local Streets and Roads - 35%
- Public Transit - 15%

Palo Verde Valley

- Local Streets and Roads - 100%

All Measure A money is locally-controlled. Measure A funds cannot legally be taken by the state or federal governments.

WESTERN COUNTY

Highway projects

In western Riverside County, specific projects are named for expenditure of Measure A funds. Named highway projects in western Riverside County are included in the chart on page 10.

New Corridors

Recognizing that the SR-91, SR-60, I-15, and I-215 cannot be sufficiently widened to accommodate all of the expected growth in Riverside County, Measure A provides funding for new highway corridors originally identified in the Community Environmental Transportation Acceptability Process (CETAP) in 1998. The matter of new corridor development has been further developed over the years to include the following:

- Internal East-West Corridor (Mid County Parkway)
- Riverside-Orange County (Multiple Improvements along the 91 Corridor)
- Internal North-South Corridor in southwestern county (Multiple Improvements along I-15 and I-215)



The Route 60 Truck Lanes Project in the Riverside County "Badlands" between Moreno Valley and Beaumont opened in May 2022.

Public Transit

Measure A provides funding for discount fares and transit services for seniors and disabled persons, commuter rail, intercity bus service, and commuter services such as ridesharing, vanpools, buspools, and Park & Ride facilities.

Regional Arterials

Major local roadways (known as regional arterials) supplement the highway system, along with highway interchanges, grade separations, and traffic signal synchronization projects. Measure A sets aside funds for regional arterials.

Local Streets and Roads

Every city in western Riverside County receives Measure A funds for building and maintaining its city streets. The County of Riverside receives Measure A funds for streets in unincorporated communities. Distribution of local streets and roads funds is determined by a formula based on proportionate population (75%) and taxable sales generated within each jurisdiction (25%). Cities and the county must participate in the TUMF program and the MSHCP's LDMF to receive Measure A funds.

Economic Development Incentives

Measure A provides \$40 million for projects that help attract new jobs to western Riverside County in the commercial and industrial sectors.

Bond Financing

Measure A devotes 8% of Western County revenues to pay for the cost of borrowing money to accelerate projects.

COACHELLA VALLEY

CVAG takes the lead

CVAG takes a lead role in many transportation decisions in the desert. CVAG is a joint powers authority whose membership includes the nine Coachella Valley cities, the City of Blythe, the County of Riverside and two tribal nations (Agua Caliente Band of Cahuilla Indians and the Cabazon Band of Mission Indians). The CVAG Executive Committee includes the mayor from every city (or their designated Council member), the five county supervisors, and two tribal chairs.

Highways and Regional Arterials

The CVAG Executive Committee distributes Measure A and other regional funds for regional projects and state highways according to a criteria-based prioritization process to fund transportation projects. CVAG updates the Transportation Project Prioritization Study (TPPS) roughly every five years (most recently in 2016). The TPPS also includes the regional Active Transportation Plan (ATP). CVAG splits costs for regional projects with member jurisdictions using a 75%-25% formula.



SunLine Transit Agency Fixed-Route Service, also known as SunBus

Local Streets and Roads

Cities and the County directly receive Measure A for local streets and roads, according to a formula based on 50% of the proportion of dwelling units and 50% on taxable sales generated within the jurisdiction. Cities and the County must participate in the Coachella Valley TUMF program to receive Measure A funds.

Transit

Transit services receive 15% of Measure A funds generated in the Coachella Valley. SunLine Transit Agency (SunLine) is the primary recipient of these funds, which may be used to discount and expand transportation services for seniors and persons with disabilities, specialized transit, and fleet replacement and service expansion.

PALO VERDE VALLEY (BLYTHE)**Local Streets & Roads**

100% of Measure A revenue generated in the Palo Verde Valley goes to local streets and roads for the City of Blythe and County of Riverside, based 75% on proportionate population and 25% based on taxable sales generated in each jurisdiction.

Palo Verde Valley funding swap

The City of Blythe and RCTC have a funding swap agreement whereby Blythe receives Measure A Western County highway funds in lieu of receiving its proportional share of STIP dollars. As a small community with relatively small projects, it would be difficult for Blythe to receive and administer a project in the STIP, a statewide program for major transportation improvements. Under this special arrangement with RCTC, Blythe receives flexible, reliable funds for local priorities. Meanwhile, RCTC uses Blythe's STIP share to augment funding for major highway projects elsewhere in Western County. Everyone is made whole and the administrative burden is reduced.

Can Measure A be amended?

Yes. State law allows RCTC to amend the expenditure plan through a vote of the Commission, including findings of necessity, followed by approval by the Board of Supervisors and approval by a majority of the cities constituting a majority of the incorporated population of Riverside County.

The voters may also amend Measure A. In 2010, Measure K raised the bond limit in Measure A from \$500 million to \$975 million in order to accelerate projects such as the 91 Project and I-15 Express Lanes Project.

Key Measure A Projects

Western County		
Recently Completed	Near Term	Long Term
<p>91/Perris Valley Line</p> <ul style="list-style-type: none"> Start Date: October 2013 Finish Date: June 2016 Investment: \$248.3 million Jobs Created: 4,469 <p>I-215 Bi-County Gap Closure</p> <ul style="list-style-type: none"> Start Date: February 2013 Finish Date: June 2015 Investment: \$170 million Jobs Created: 3,060 <p>SR-91 High Occupancy Vehicle Lanes Project</p> <ul style="list-style-type: none"> Start Date: August 2011 Finish Date: April 2016 Investment: \$248 million Jobs Created: 4,464 <p>State Route 91 Corridor Improvement Project</p> <ul style="list-style-type: none"> Start Date: July 2014 Finish Date: March 2017 Investment: \$1.4 billion Jobs Created: 16,200 <p>91 Corridor Operations Project</p> <ul style="list-style-type: none"> Start Date: November 2020 Finish Date: January 2022 Investment: \$29 million Jobs Created: 263 <p>I-15 Express Lanes Project</p> <ul style="list-style-type: none"> Start Date: 2018 Finish Date: 2021 Investment: \$472.2 million Jobs Created: 8,321 <p>I-215/Placentia Interchange - Mid County Parkway Construction Package #1</p> <ul style="list-style-type: none"> Start Date: August 2020 Finish Date: December 2022 Investment: \$58 million Jobs Created: 428 <p>SR-60 Truck Lanes</p> <ul style="list-style-type: none"> Start Date: June 2019 Finish Date: May 2022 Investment: \$135 million Jobs Created: 1,417 <p>15 Interim Corridor Operations Project</p> <ul style="list-style-type: none"> Start Date: Spring 2022 Finish Date: Summer 2022 Investment: \$5 million Jobs Created: N/A 	<p>71/91 Interchange Project</p> <ul style="list-style-type: none"> Start Date: Early 2023 (estimated) Finish Date: Mid 2025 Investment: \$121 million <p>I-15 Express Lanes Project Southern Extension</p> <ul style="list-style-type: none"> Environmental Studies: Began 2019, expected completion in 2025 Construction to Start upon Funding Availability Investment: \$650 million <p>15/91 Express Lane Connector</p> <ul style="list-style-type: none"> Start Date: April 2021 Finish Date: Late 2023 Investment: \$270 million <p>15 Corridor Operations Project</p> <ul style="list-style-type: none"> Start Date: 2024 Finish Date: 2026 Investment: \$38 million Jobs Created: N/A <p>I-15 Express Lanes Northern Extension (with SBCTA)</p> <ul style="list-style-type: none"> Start Date: 2024 Finish Date: 2026 Investment: \$20 million Jobs Created: N/A <p>15 Smart Freeway Pilot Project</p> <ul style="list-style-type: none"> Start Date: 2021 Pilot Period: 2025-2027 Investment: \$18 million Jobs Created: 113 	<p>Start Dates: when funding becomes available.</p> <p>Mid County Parkway Ramona Expressway</p> <ul style="list-style-type: none"> Start Date: Summer 2025 Finish Date: Summer 2027 Investment: \$161 million <p>Mid County Parkway</p> <ul style="list-style-type: none"> Investment: \$2.5 billion Jobs Created: 30,600 <p>SR-79 Realignment Project</p> <ul style="list-style-type: none"> Investment: \$1.1 billion Jobs Created: 20,258 <p>I-215 North Project</p> <ul style="list-style-type: none"> Investment: \$210 million <p>I-15 Lanes: SR-74 to San Diego County Line</p> <p>I-10 Truck Lanes</p> <ul style="list-style-type: none"> Investment: \$75 million <p>I-10/SR-60 Interchange Project</p> <ul style="list-style-type: none"> Investment: \$129 million <p>SR-71 Corridor Improvement Project</p> <ul style="list-style-type: none"> Investment: \$100 million

*List represents significant Measure A Projects and does not represent all investments.

Tolling & Express Lanes

RCTC owns and operates the 91 Express Lanes from the Orange/Riverside County line to I-15 and the 15 Express Lanes from SR-60 to Cajalco Road. RCTC is conducting environmental studies and preliminary engineering to extend the 15 Express Lanes from Cajalco Road to Central Avenue/Route 74 in Lake Elsinore.



Why tolled express lanes?

The 91 Express Lanes extension in Riverside County and the I-15 Express Lanes represent the first generation of RCTC's toll projects. Ongoing trends that motivated RCTC to develop these projects and make tolled express lanes a potential option going forward include the following:

- Limited state and federal funding,
- Long-term erosion of the federal gas tax as an effective highway funding source,
- Finite Measure A funding,
- Continued increase in Riverside County population, household formation, and employment creation,
- State policies that oppose the construction of new general purpose lanes and that discourage the use of single-occupant vehicles,
- Housing affordability in inland counties, and
- Continued demand for less congested alternatives.

By implementing tolled express lanes on SR-91 and I-15, RCTC:

- ✓ Delivered corridor improvements sooner than would otherwise be possible using other funds,
- ✓ Made the existing carpool lanes and general purpose lanes work better on SR-91,
- ✓ Offers single-occupant drivers a new choice to pay a toll for travel time certainty and travel time savings,
- ✓ Meets a Measure A commitment and meets other needs not part of Measure A,
- ✓ Generates revenue to pay for a portion of construction costs, and
- ✓ Generates revenue to pay for all of the long-term operations and maintenance.

Based on these factors, tolled express lanes may remain a viable strategy for RCTC in certain locations to fund capital projects that build capacity, offer travelers time savings and travel time certainty, offer some congestion relief, and/or self-fund operations and maintenance.

What are RCTC's responsibilities with the 91 and 15 Express Lanes?

Customers

Provide excellent customer service to users of the express lanes. RCTC operates two customer service centers in the same facility in Corona - the Riverside Express customer service center and the 91 Express Lanes customer service center, the latter of which is operated in partnership with the OCTA.

Debt

The 91 and 15 Express Lanes were financed by combinations of bonds backed by toll revenue and/or Measure A, as well as TIFIA loans from the federal government.

- 91 Express Lanes borrowed \$598 million in toll-supported debt with a 38-year pay back through 2051,
- I-15 Express Lanes borrowed \$152 million in toll-supported debt with a 38-year pay back through 2055.

In October 2021, the Commission issued toll revenue refunding bonds, which were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue Current Interest Bonds. The refinancing, in conjunction with favorable market conditions and performance of the 91 Express Lanes, led to a net present value savings of approximately \$85 million. Additionally, RCTC refunded and prepaid its TIFIA loan, providing more flexibility to invest toll revenue into traffic relief solutions along the SR-91 corridor.

Road maintenance and operations

RCTC is responsible for annual maintenance and periodic major rehabilitation of the express lanes. These costs are paid for by toll revenue.

Through setting of toll rates and operational improvements, RCTC is responsible for managing traffic demand within the express lanes to optimize throughput of people.

Incident management

The express lanes are a 24/7/365 operation. RCTC is responsible for responding to incidents in the lanes. RCTC provides California Highway Patrol and FSP presence on the express lanes.

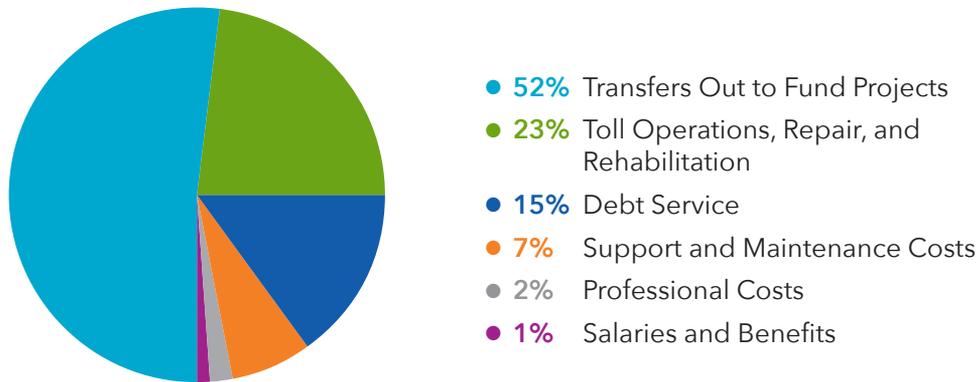
Future revenue

When toll revenue exceeds costs of operations, maintenance, and debt obligations, state law requires RCTC to invest toll revenue into new projects in the SR-91 and I-15 corridors to reduce congestion and benefit the public. For example, RCTC committed \$6.5 million in 91 Express Lanes surplus toll revenue to jump-start the new westbound lane on SR-91 between Green River Road and SR-241 known as the 91 Corridor Operations Project. Additional 91 Express Lanes surplus toll revenue is also being used to fully fund the express lane connection under construction between I-15 and SR-91 known as the 15/91 Express Lanes Connector Project. The Commission also authorized the expenditure of approximately \$2.2 million of 91 Express Lanes surplus toll revenue to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 connector).

How do express lanes work?

Users pay a toll to use the express lanes. This helps maintain free-flow travel using congestion pricing - pricing that changes according to the demand for these lanes - operating under the principle of supply and demand. Tolls vary based on traffic congestion, with higher tolls charged during peak demand hours.

Where does toll revenue go?



Source: FY 2023 Budget, excluding toll debt refinancing



15 Express Lanes

Bus Transit

RCTC is responsible for setting policies, establishing priorities and coordinating activities among the County's transit operators. RCTC is legally responsible for oversight and allocation of state TDA funds, the major source of funding for transit. RCTC must identify, analyze, and recommend potential productivity improvements to ensure efficient and effective allocation of federal, state, and local transit funds. To comply with all state requirements and federal legislative mandates, RCTC is required to arrange for performance audits of all transit operators to which it allocates funding. In addition, RCTC is taking an active role in assisting transit agencies meet state requirements in the county by conducting a zero-emission bus rollout plan on behalf of five of the seven transit operators. These efforts will advance the state and regional goals in the county and be reflected in the Short Range Transit Plans. In 2022, following the COVID-19 pandemic, fixed route and Dial-A-Ride programs serviced 6.6 million trips which was approximately a 18.4% decrease from 2021.

SHORT RANGE TRANSIT PLANS (SRTP)

The SRTPs serve as the County's blueprint for continued operation and future development of transit services, operations and infrastructure. Through the annual SRTP planning process, RCTC and transit agencies set their objectives and strategies by evaluating current transportation services, which include serving an average of 8.5 million trips each year between fixed route and Dial-A-Ride services. SRTPs identify the operating and capital transit needs of the community and determine the ability to meet those needs based on the anticipated available funding. In addition, the transit operators also address improvement recommendations through regular performance audits.

RIVERSIDE COUNTY BUS TRANSIT PROVIDERS:



- RTA
City of Riverside
City of Corona
- City of Banning
City of Beaumont

- SunLine

- PVVTA

Riverside Transit Agency (RTA)

RTA provides local, intercity, and regional transportation services in Western County covering a service area of approximately 2,500 square miles, which is among the largest in the nation. As of July 2020, RTA operates 33 fixed routes, four express routes and Dial-A-Ride services to seniors and persons with disabilities. RTA's transit provision is always evolving to serve top destinations as well as to connect with Metrolink trains. RTA also maintains fare programs such as the U-Pass for college students, GO-Pass and other City Pass programs that promote the use of public transit.

SunLine Transit Agency (SunLine)

SunLine is responsible for coordinating transit services in the Coachella Valley, which covers a service area of approximately 1,120 square miles. SunLine provides both local and regional transportation services with 9 fixed routes, two express routes, demand response services known as SunDial, and a microtransit service known as SunRide. It also administers a vanpool program to serve trips from low-density places to employment and education centers. SunLine is also responsible for regulating taxi service in the valley and has earned national recognition for its early adoption of hydrogen zero-emission technology on its fleet.

Palo Verde Valley Transit Agency (PVVTA)

PVVTA provides fixed route service and a transportation reimbursement program for individuals who cannot ride the public bus system. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. PVVTA provides service within the City of Blythe and surrounding unincorporated county areas in the Palo Verde Valley. In addition, the agency also operates the XTend-A-Ride service, a demand response service that addresses requests from the community for special transit service that may not be available on the fixed route system.

MUNICIPAL TRANSIT OPERATORS:

City of Banning

The City of Banning works closely with the City of Beaumont to provide a seamless transit system for the residents of Banning, Beaumont, and the unincorporated areas of Cabazon, Cherry Valley, and the commercial area of the Morongo Band of Mission Indians reservation. The current transit system comprises four fixed routes and a Dial-a-Ride system for seniors and persons with disabilities. Banning provides transfer opportunities with RTA and Beaumont Transit.

City of Beaumont

Beaumont Transit provides both Dial-A-Ride and fixed route services and works closely with Banning to provide a seamless transit system in the Pass Area. The fixed route is composed of two commuter and five local fixed routes. Local routes serve the City of Beaumont, Cabazon including Casino Morongo and Premium Outlet Malls and the unincorporated community of Cherry Valley. The Commuter route provides service between Beaumont and Calimesa, San Bernardino Metrolink station and the Loma Linda Veterans Hospital. Dial-a-Ride service is a reservation-based curb-to-curb service limited to elderly and Americans with Disabilities Act certified passengers.

City of Corona

The City of Corona operates a fixed route system known as the Corona Cruiser and a Dial-A-Ride program limited to seniors and the disabled community. The Corona Cruiser serves the city-center as well as commercial, retail and residential areas on the eastern and southern portion of the city. Corona closely coordinates all transfers with both RTA and the Commission’s Commuter Rail services. Corona contracts with a transportation operator to provide a turn-key transit operation, including bus maintenance, cleanliness and maintenance of bus stops.

City of Riverside - Special Services

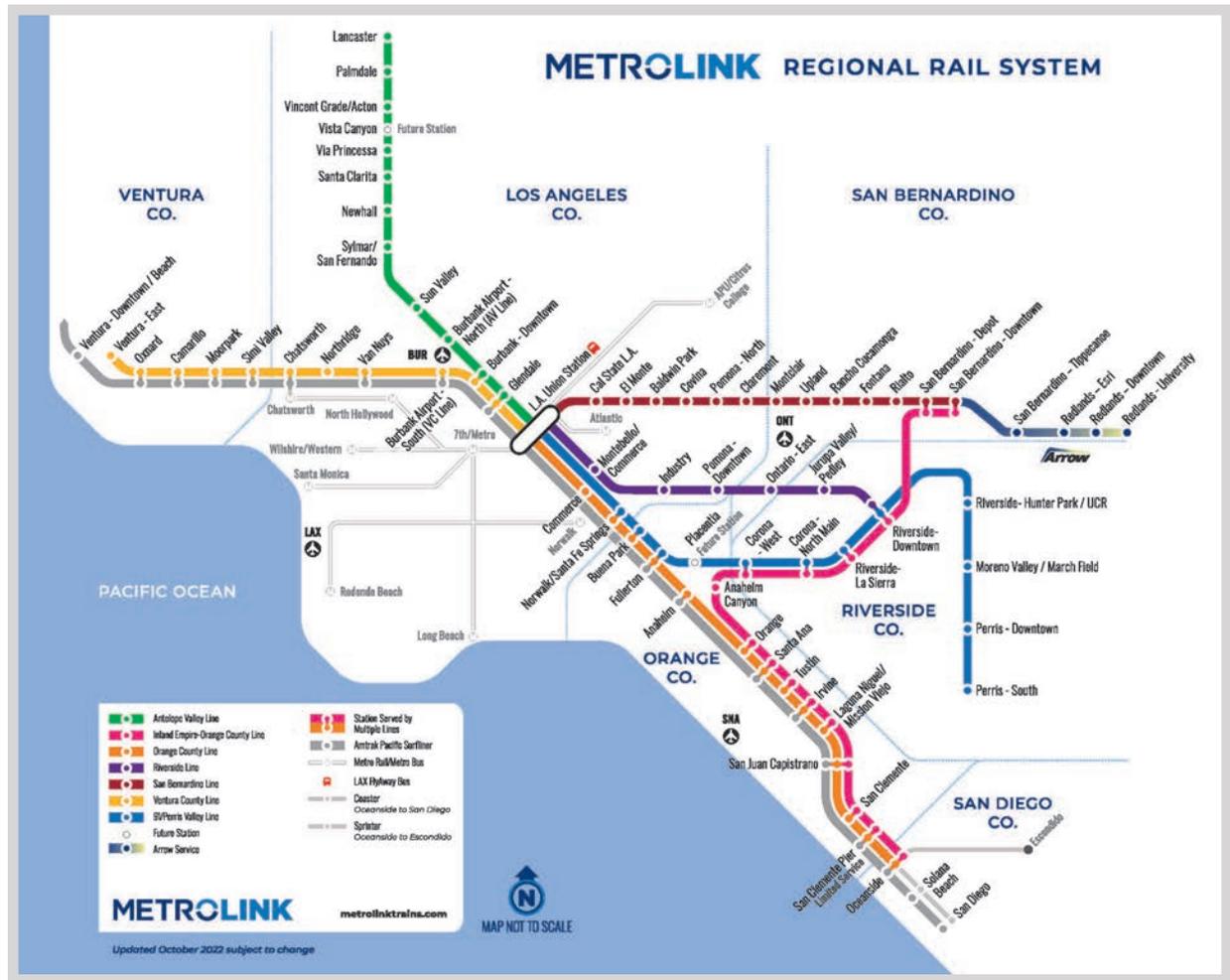
Riverside Special Services operates a 24-hour advance reservation dial-a-ride for seniors and persons with disabilities within the Riverside city limits. The program serves as an alternative to RTA’s transit service for seniors and persons with disabilities unable to use fixed route service. Since COVID-19, the program serves an average of 190-205 riders a day.



Riverside Transit Agency Fixed Route Services

Passenger Rail

RCTC leads planning of regional commuter rail, intercity passenger rail, and capital improvements to support enhanced passenger and freight rail service. The rail program includes elements of planning, programming, commuter and intercity rail development and support, station and corridor management, mitigation of community and environmental impacts, and construction of capital projects. All of these efforts are designed to provide a viable alternative to driving in Southern California. The regional rail network is much larger and more complex than most people recognize as indicated in the figure below.



METROLINK

RCTC participates in the funding and governance of Metrolink through SCRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. RCTC holds two voting positions on SCRRA’s eleven-member board. Of the seven commuter rail lines operated by Metrolink, three routes directly serve western Riverside County: Riverside, Inland Empire-Orange County, and 91/Perris Valley Line. Before the pandemic, the network averaged approximately 40,000 riders a day with more than 3,600 departing from Riverside County each morning. Due to stay-at-home restrictions Metrolink ridership dropped significantly and it is anticipated to rebound once conditions return to normal.

RCTC’s operating subsidy to Metrolink increases annually. Expenditures are outpacing revenues. Long-term sustainability of funding for commuter rail will need to be addressed.

91/Perris Valley Line and San Jacinto Branch Line (SJBL)

On June 6, 2016, RCTC began service 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 (now rebranded as the 91/Perris Valley Line). The \$248 million project included a combination of Federal Transit Administration (FTA) Small Starts and CMAQ funds, along with

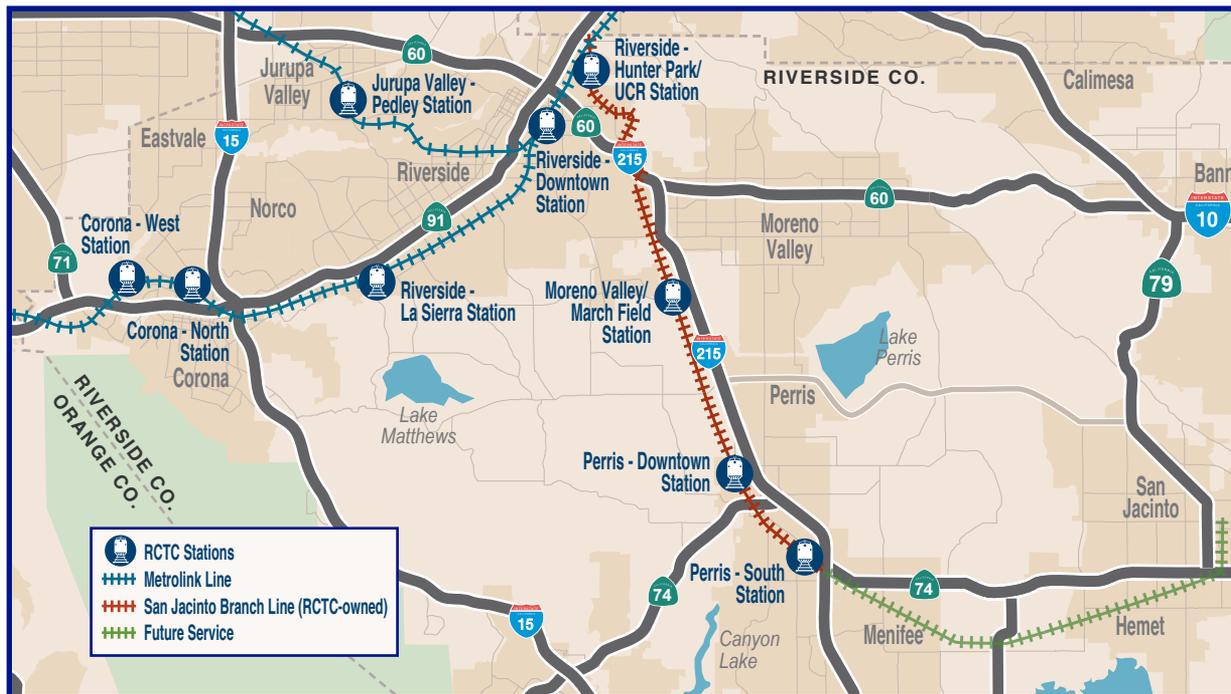
other state and local funds including a significant portion of Measure A. The 91/Perris Valley Line is the first service to operate on the SJBL, which RCTC purchased in 1993 from Santa Fe Railroad for \$26 million. The SJBL corridor extends 38.3 miles between Highgrove and Hemet within Riverside County. RCTC is responsible for maintaining the property and street crossings along the route.

Stations

RCTC owns and operates nine Metrolink stations:

- Corona - West
- Corona - North Main
- Riverside - La Sierra
- Riverside - Downtown
- Jurupa Valley/Pedley
- Riverside - Hunter Park/UCR
- Moreno Valley/March Field
- Perris - Downtown
- Perris - South

Riverside County Metrolink Service and San Jacinto Branch Line



The station maintenance operating cost is approximately \$7.8 million annually and includes 24-hour manned station security supplemented with an extensive camera network, station cleaning, utilities, repairs, and an operations center in downtown Riverside.

The commuter rail stations are also key mobility hubs in the communities, with robust transit connections with RTA, SunLine, Omnitrans, OCTA, Corona Cruiser, Amtrak Thruway and other local shuttles. There are also other first mile/last mile solutions with pedestrian pathways and shelters, bike facilities, and access for Uber/Lyft/taxis.

LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY

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. The LOSSAN Rail Corridor Agency is a joint powers authority established in 1989 to provide a forum for the transportation and regional agencies along the corridor, including RCTC, to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. RCTC became an ex-officio board member in 2011 and since 2014 has been a full voting member. As the Southern California rail networks become more integrated and expand, it has been instrumental for RCTC to participate in this regional body.

Funding

RCTC's commuter rail program relies on several key sources of funding to cover both operations and capital expenditures. The primary source for the daily Metrolink operations cost comes from the state LTF. The primary source for the station maintenance, right of way operations, and some capital expenses is Measure A. Staff is aggressive in pursuing grants for capital and operations projects.

Rail Next Steps

The Next Generation Rail Study (Study) was initiated in early 2017. The objective of the Study was to review previously identified high-capacity transit corridors, identify potential new corridors, prioritize potential future rail corridors for proceeding into project development, and develop additional information and data needed to initiate planning for the high priority corridors. The goal was also to identify what the best next step would be after the 91/Perris Valley Line Metrolink Extension opened in 2016. Based on comprehensive analysis and stakeholder input, viable corridors were narrowed down to three options: Perris to Temecula, Perris to San Jacinto, and Corona to Lake Elsinore. Expanded analysis is underway to determine feasibility of these options and prepare for project development.

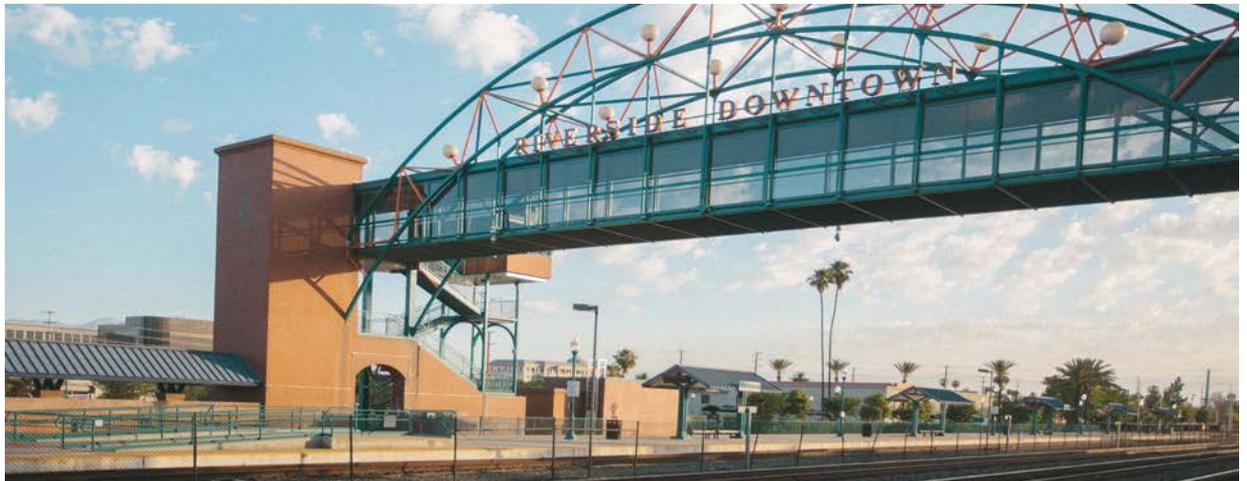
Rail Capital Projects

Riverside-Downtown Station Improvements Project:

RCTC and project partners have completed studies for proposed improvements to the Riverside-Downtown Station. Environmental documents were available for public viewing and comments from December 3, 2021 to February 18, 2022. The project includes building a new platform and tracks, extending the pedestrian bridge, adding parking, modifying the bus drop-off area, and adding sidewalks and lighting. The project is needed to expand capacity of the loading platform for Metrolink riders, and improve train operations, efficiency, connections, and the passenger experience at the station. Ongoing increases to freight train service causes delays to Metrolink service at the Riverside-Downtown Station. The improvements will help avoid Metrolink schedule conflicts with freight train traffic, reduce delays, and allow for future passenger service expansion.

Investment: The project has an initial estimate of approximately \$80 million, with funding coming from a combination of Federal (FTA) grants and State sources including SB1 funds.

Construction: Start Date - To be determined



Moreno Valley/March Field Station Improvements:

RCTC, in partnership with the Southern California Regional Rail Authority (Metrolink), is upgrading the Moreno Valley/March Field Station in Riverside. This station serves Metrolink’s 91/Perris Valley Line and is the midpoint between the Perris Downtown Station and the Riverside-Downtown Station. RCTC is the lead agency for this project. The project will increase travel options for residents and provide greater access to jobs and educational opportunities while reducing air pollution. Additionally, the project helps Metrolink achieve its goal of providing service in both directions every 30 minutes in time for the 2028 Olympics and Paralympics. Benefits and features include:

Capacity: Adding a second train platform and lengthening the existing train platform to accommodate the length of Metrolink’s standard eight-car trains. This will allow for service improvements on the 91/Perris Valley Line - both peak service and reverse commute service to and from adjacent counties - as well as improved service within Riverside County. The project also will upgrade 2.7 miles of track that are part of a future nine-mile double-track corridor south of the station.

Traffic Flow: Reducing traffic congestion on Interstate 215 by providing more public transit options for Riverside County residents, including those in southwestern Riverside County, who have some of the longest commutes in southern California.

Clean Air: Reducing auto emissions by offering more options for train service, which encourages more commuters to travel by train.

Investment: The project has an initial estimate of \$27 million for Environmental, Design and Construction, but because of the current hyperinflation associated with construction materials and labor, the bids received has increased the total cost to around \$33 million. Funding comes from a combination of sources, including a \$15 million Federal Transportation Administration grant. Additionally, RCTC is actively seeking state grant funding for the project.

Construction Date: Started in October 2022 with estimated completion by spring 2024.



In fall 2022, crews began upgrades to the Moreno Valley/March Field Station in Riverside.

Perris Valley Line Double Track Upgrade Project:

RCTC, in partnership with the Southern California Regional Rail Authority (Metrolink), is proposing to upgrade approximately 6.5 miles of the existing 91/Perris Valley Line (91/PVL) second freight track to Metrolink Passenger Rail standards. Partnered with the Moreno Valley/March Field Station Upgrade Project, this project will provide the 91/PVL with a continuous double track corridor of about nine miles. These infrastructure improvement projects would allow for enhanced reliability and expanded bi-directional, peak period service to work towards the goal of 30-minute service frequencies. RCTC is the lead agency for this project, which will address the needs of Riverside County commuters. Benefits and features include:

Capacity: Upgrading approximately 6.5 miles of track that are part of a future nine-mile double-track corridor. This will allow for service improvements on the 91/Perris Valley Line – both peak service and reverse commute service to and from adjacent counties – as well as improved service within Riverside County.

Traffic Flow: Reducing traffic congestion on Interstate 215 by providing more public transit options for Riverside County residents, including those in southwestern Riverside County, who have some of the longest commutes in southern California.

Clean Air: Reducing auto emissions by offering more options for train service, which encourages more commuters to travel by train.

Investment: Due to the Commission’s extensive experience in the design and construction of the entire 91/PVL, it was decided that RCTC will lead all phases of the project in close coordination with Metrolink. Both agencies will work closely to properly deliver the project. Total project cost is estimated to be \$34.1 million, with \$5 million for pre-construction phases and \$29.1 million for construction. The initial project development is proposed to begin while competitive grants are being pursued for construction from various state and federal programs. Initiation of this Project is important to position the Commission to be construction-ready for upcoming Senate Bill 1 competitive programs.

Design Schedule: Start in early 2023 with estimated completion by end of 2024.

Perris-South Station Improvements:

RCTC, in partnership with the Southern California Regional Rail Authority (Metrolink), is proposing to upgrade the Perris-South Station and layover facility in Perris. This station serves Metrolink’s 91/Perris Valley Line and is located south of the Downtown Perris Station. RCTC is the lead agency for this project. The project will be expanding upon the existing Perris Valley Line infrastructure, with the goal being increased ridership, enhanced service reliability, expanded service for trains every 30 minutes, and reduced greenhouse gas emissions by making transit more accessible to the surrounding community. Benefits and features include:

Capacity: The scope of this work includes extending of the existing platform and the construction of a second passenger loading platform at the station along with canopies, and other passenger amenities. 1,100 feet of new station track will be added to allow two passenger trains to load and deboard at the same time. This will also ensure the station remains operational if one train were to break down on the station track. This project also features the construction of a 4th layover track at the Perris-South layover maintenance yard, which includes installing a new rail switch, track, and other items necessary for the operation of the track and layover facility.

Traffic Flow: Reducing traffic congestion on Interstate 215 by providing more public transit options for Riverside County residents, including those in southwestern Riverside County, who have some of the longest commutes in southern California.

Clean Air: Reducing auto emissions by offering more options for train service, which encourages more commuters to travel by train.

Investment: The project has an initial estimate of \$26 million for Environmental, Design and Construction. Funding comes from a combination of sources, including a \$25 million Transit and Intercity Rail Capital Program (TIRCP) grant.

Construction Date: Start in 2024 and complete by 2026.

COACHELLA VALLEY - SAN GORGONIO PASS RAIL CORRIDOR SERVICE



RCTC is the lead agency studying new intercity (Amtrak) service to the Coachella Valley and San Gorgonio Pass. The route would connect the Coachella Valley with downtown Los Angeles via Riverside, a distance of 144 miles. RCTC certified the program-level Environmental Impact Statement/Environmental Impact Report in July 2022 following several years of study and very strong support from community members and stakeholders. RCTC is actively seeking additional state and federal funds to complete the more in-depth project level Environmental Document and then final design and construction. Currently no construction funding is identified.

Proposed Alignment



CALIFORNIA STATE RAIL PLAN/HIGH SPEED RAIL

RCTC staff has actively participated in prior State Rail Plans to ensure Riverside County priorities for Metrolink service, Coachella Valley Rail and Freight Service are incorporated. The plan is updated every few years and staff is supporting the 2022 State Rail Plan update.

RCTC monitors and participates in discussion related to the California High Speed Rail program. These efforts include the proposed Phase 2 alignment that travels from Los Angeles to San Diego via the Inland Empire and the Phase 1 service extensions to Anaheim that includes freight rail yard expansions in our region.

Western Riverside Specialized Transit Program

RCTC provides funding and oversight to public and human service providers of transit services for persons with disabilities, low income, seniors, and veterans. The voter-approved 1989 and 2009 Measure A Expenditure Plans specify funding allocations for the provision of this type of service provided by transit operators and non-profit agencies. These specialized services meet the needs of the most vulnerable population in Western Riverside County that are either outside of the Fixed-Route Bus and Dial-A-Ride service areas or have specific needs that cannot be met using traditional services. Prior to the COVID pandemic, this program provided nearly 250,000 trips in Western Riverside County per year. In FY 2021/22, public and nonprofit transit operators provided 147,000 one-way trips, which is a 41% decrease from our annual average. In FY 2021/22, RCTC awarded nearly \$9.1 million to 16 applicants and one pilot project in the FY 2021/22-2023/24 Measure A Specialized Transit Program Call for Projects.

RCTC also leads the planning effort of working with transit operators and non-profit agencies through the Countywide Coordinated Plan. The Coordinated Plan is required to allow transit operators and non-profit agencies apply for federal funding, furthering transit services for persons with disabilities, low income, seniors, and veterans.



Non-profit Care-A-Van providing on-demand paratransit service.



City of Norco shuttle providing on-demand paratransit service.



Residents of Moreno Valley can get around town easily through the Friends of Moreno Valley Senior Mo-Van.



The City of Riverside's paratransit service branded as Riverside Connect.

Active Transportation

“Active transportation” refers to travel by walking, bicycling, or other physical means. Active transportation has become a forefront issue in transportation and funding policy as all levels of government seek ways to improve public health, reduce emissions, reduce congestion, and build communities that are balanced.

RCTC supports active transportation planning and funding through two state-funded programs:

ACTIVE TRANSPORTATION PROGRAM

Administered by: CTC and SCAG Frequency: Biennial

ATP is a statewide competitive program overseen by the CTC and funded with a mix of SB 1 dollars, other state funding, and federal Transportation Alternative Program funds. Local governments apply to the CTC during biennial cycles. A portion of funds are reserved for MPOs to award to priority projects within each region that are not selected by the CTC. RCTC engages with the CTC, SCAG, cities, and the County to maximize Riverside County’s competitiveness.

Riverside County has performed exceptionally well in this program since its inception in 2014. Successful ATP grant recipients include:

Recipient	Project
Cathedral City	Downtown Cathedral City Connectors: Gap Closure & Complete Streets Improvement
County of Riverside	Sidewalk and roadway safety improvements at/in: Thermal and Oasis
CVAG	CV Link and the Arts and Music Line
Desert Hot Springs	Palm Drive Improvements
Eastvale	North/South Bike Network Gap Closure & Connectivity to North Eastvale, SE Eastvale SRTS Equitable Access Project
Hemet	Hemet Valley Bikeway Connect
Jurupa Valley	Safe Routes to School and Road Diet Project: Sunnyslope
Moreno Valley	Juan Bautista De Anza Trail Gap Closure
Perris	Perris Valley Storm Drain Channel Trail and Bike & Ped Network Project
Riverside	La Sierra Neighborhood Sidewalk Improvements, Norte Vista Sidewalk Improvement
Riverside County Department of Public Health	Riverside County Safe Routes to School Program, in Corona, and the Safe Routes for All Program in San Jacinto and Hemet
Temecula	Santa Gertrudis Creek Trail
Wildomar	Bundy Canyon Active Transportation Corridor

SB 821

Administered by: RCTC Frequency: Biennial

Each year, 2% of the Local Transportation Fund (LTF) revenue is made available for bicycle and pedestrian facility projects under Transportation Development Act (TDA) Article 3, also known as SB 821. Eligible projects include sidewalks, ADA access ramps, bicycle facilities, and bicycle plan development. A Call for Projects is issued biennially by RCTC in February, and funds are allocated in June. An evaluation committee reviews and ranks the projects based on evaluation criteria approved by the Commission. The evaluation committee is comprised of a minimum of five evaluators representing a wide range of interests, such as accessibility, bicycling, public transit, and geographic region. In June 2021, RCTC awarded more than \$4.3 million to pedestrian and bicycle projects in Riverside County. The next call for projects will be released in February 2023.

Commuter Assistance

The Commission’s Commuter Assistance Program (CAP) was implemented in Western Riverside County as a specific requirement under the original and extended Measure A program. The CAP program is structured to help address and mitigate congestion related to work commutes and support more efficient use of transportation and transit networks. The CAP works to provide information to employers and their employees to increase the awareness of all commute options, makes incentives available to commuter constituents, and increases consideration for alternative modes of transportation (e.g. riding a bus or train, carpooling, vanpooling, walking, bicycling, or teleworking). The resulting modal choices support reductions in regional trips, vehicle miles traveled, and vehicle emissions. This effective Transportation Demand Management (TDM) strategy not only improves mobility, it also helps improve the quality of life for the commuter, helps to lower costs and increase productivity for employers, and has a positive impact on the environment.

IE Commuter - Employer/Commuter Rideshare Services

RCTC, in partnership with SBCTA, provides hands-on rideshare program assistance, customer service, tools, regionally-tailored marketing campaigns, worksite commuter benefits support, and commuter incentives to Riverside and San Bernardino County employers to support voluntary ridesharing efforts. By combining services under one brand, IE Commuter, the two counties are able to more cost-effectively deliver a regional rideshare program to Inland Empire employers and commuter constituents. The IE Commuter employer services delivers periodic outreach webinars and workshops to assist employers in developing worksite programs to comply with SCAQMD Rule 2202, accommodate post-pandemic hybrid schedules, and reduce single occupancy trips and encourage green commute choices. IE Commuter provides customer support via its website, toll-free number and live chat. IE Commuter also supports registered IE Commuter and VanClub participants with the benefit of a Guaranteed Ride Home program if they need to get home in an emergency on a day that they rideshare to work. Program highlights include:

- 320+ local employer partners and growing
- Launched a new \$5/Day Rideshare Incentive in 2022; additionally, incentive eligibility was expanded to include Eastern Riverside County residents and employers
- Participation in IE Commuter incentives helped reduce more than 389,000 trips and 13 million vehicle miles traveled in Fiscal Year 2022. As an ongoing benefit to emission and VMT reduction, nearly 60 percent of the incentivized participants continue to rideshare and track their commutes with the program

VanClub - Vanpool Subsidy Program

VanClub, a vanpool subsidy program, reimburses leased vanpools, destined for worksites in Western Riverside County, up to \$400 per month. A similar vanpool program is operated by SunLine for vans destined for eastern Riverside County. Additionally, as a member of Calvans, RCTC supports vanpool transportation for farm/agriculture workers throughout the county with safe, affordable transportation options that meet all state and federal requirements for farm labor transportation.

- Nearly 40 subsidized VanClub vanpools in operation, 80 vanpools pre-pandemic
- Reduced more than 126,000 trips and 4.9 million vehicle miles traveled in Fiscal Year 2022



Park & Ride - Rideshare Facilities

Park & Ride (P&R) lots provide parking spaces for commuters to park and meet their carpool or vanpools as well as for commuters making transit connections. RCTC leases excess parking spaces from retail centers, churches, and others to help expand Park & Ride capacity in the County. The lease, a three-party agreement between the property owner, Caltrans, and RCTC, allows flexibility in meeting the dynamic needs of commuters. Currently, there are 745 leased P&R spaces across 10 lease locations in Western Riverside County.

Motorist Assistance

In 1986, RCTC established itself as the Service Authority for Freeway Emergencies (SAFE) for Riverside County. Acting in this capacity, RCTC receives SAFE funding derived from a one dollar per vehicle registration fee on vehicles registered in Riverside County and implements, maintains, and operates a comprehensive motorist aid system designed to improve safety, reduce congestion, and enhance access to traveler information.

Freeway Service Patrol



- Provided 54,000+ assists in Fiscal Year 2022, including 6,752 vehicles with mechanical issues, 6,426 flat tires, and 5,280 accidents
- 130 centerline miles of FSP coverage
- Mitigation strategy in select construction zones

The FSP program assists stranded motorists on the most congested highways during peak periods with a jump start, tire change, tow, or gallon of gas to get the motorist back safely onto the road - at no out of pocket cost to the motorist. SAFE revenue serves as a match to the program's primary funding source - state FSP funds.

511 Traveler Information



- In 2022, 511 integrated with the regional Southern California 511 (SoCal 511) system platform which includes Spanish interactive voice response capabilities
- 511 serviced more than 24,000 average monthly web visits and 5,000 average monthly calls in Fiscal Year 2022 in the Inland Empire

511 is a free information service that provides users with real-time traffic speeds, transit, and commuter service information across multiple platforms. Users can access 511 by dialing 511 and online at go511.com.

Emergency Call Boxes



- 940 calls in Fiscal Year 2022
- 136 highway call boxes
- Program is scheduled to sunset at the end of Fiscal Year 2024

Call boxes serve as a safety net for motorist without access to a mobile phone. In the event of a car breaking down or an emergency, call boxes provide a lifeline to assistance. At its peak, the program had 1,100 call box units. Demand for service has continued to decline and periodic system reductions have been made over time.





15/91 EXPRESS LANES CONNECTOR

OVERVIEW:

The Riverside County Transportation Commission, in partnership with Caltrans, is building the 15/91 Express Lanes Connector, which will link the 15 Express Lanes to the 91 Express Lanes. A new connection will be provided from the eastbound 91 Express Lanes to the northbound 15 Express Lanes and from the southbound 15 Express Lanes to the westbound 91 Express Lanes.

The project is designed to provide a seamless transition between these Riverside County tolling systems for reliable, convenient travel for residents of Corona, Norco, Jurupa Valley, Eastvale and points north in San Bernardino County. Express buses also will be able to use the new connector. The project also will extend both the eastbound 91 outside general purpose lane and the eastern end of the 91 Express Lanes approximately one-half mile east to Promenade Avenue to help with vehicle merging in this area.

Project benefits and features include:

- Reduced congestion and improved traffic operations
- Enhanced safety
- Seamless connection and improved travel time reliability between tolled express lane facilities

Construction will take place from April 2021 to late 2023.

For more information, visit rctc.org/15-91connector

LOCATION:

Interstate 15/Route 91 Interchange, Corona

CONSTRUCTION:

Anticipated from April 2021 to late 2023

INVESTMENT:

\$270 million





71/91 INTERCHANGE PROJECT

OVERVIEW:

RCTC, in partnership with Caltrans, has received project approvals and has completed final design for the State Route 71/State Route 91 (71/91) Interchange Project in Corona. RCTC received the final piece of funding in December 2020 to improve this congested and operationally deficient interchange.

The 71/91 Interchange serves as a gateway between Riverside, Orange and San Bernardino Counties and is a vital link for commuters and freight vehicles that travel along State Route 91. The new non-tolled interchange is designed to reduce congestion, enhance travel reliability, improve traffic safety, and reduce pollutants and emissions.

The project will:

- Replace the existing single-lane loop connector between eastbound 91 and northbound 71 with a new, two-lane, direct connector ramp;
- Build a new, separate eastbound auxiliary lane from Green River Road to east of the 71/91 interchange; and
- Realign the eastbound 91 on-ramp from Green River Road to improve access to the 71/91 interchange.

Construction is expected to begin in late 2022 and open in 2025.

For more project information, visit rctc.org/71-91-interchange-project.

LOCATION:

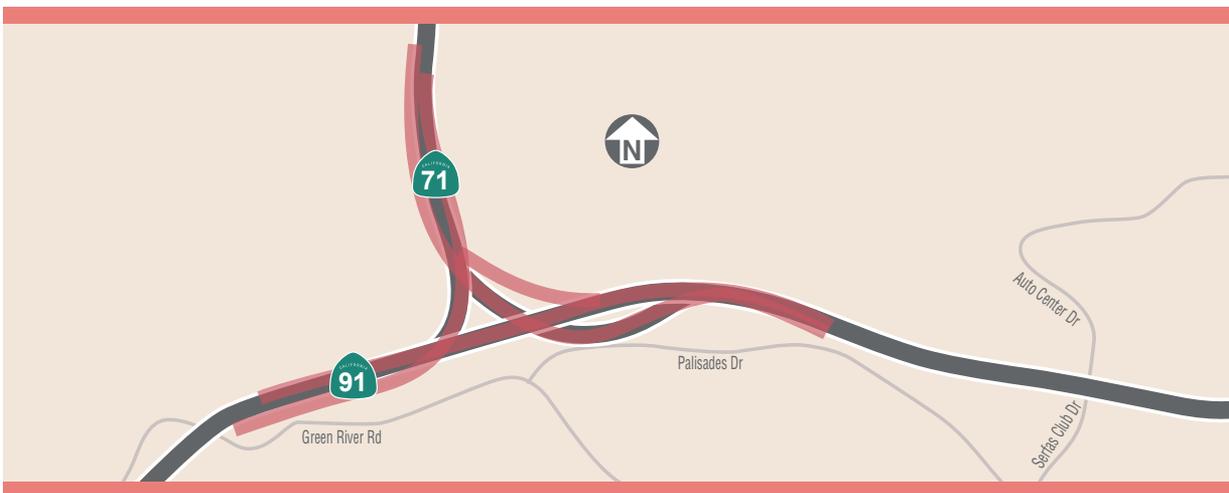
State Route 71/State Route 91 Interchange, Corona

CONSTRUCTION:

Anticipated from early 2023 to 2025

INVESTMENT:

\$150 million (construction)





Moreno Valley/March Field STATION IMPROVEMENTS

OVERVIEW:

RCTC, in partnership with the Southern California Regional Rail Authority (Metrolink), is upgrading the Moreno Valley/March Field Station in Riverside. This station serves Metrolink’s 91/Perris Valley Line and is the midpoint between the Perris-Downtown Station and the Riverside-Downtown Station. RCTC is the lead agency for this project.

Project benefits and features include:

- **Capacity:** Adding a second train platform and lengthening the existing train platform to accommodate the length of Metrolink’s standard six-car trains. This will allow for service improvements on the 91/Perris Valley Line – both peak service and reverse commute service to and from adjacent counties – as well as improved service reliability within Riverside County. The project also will upgrade 2.5 miles of track that are part of a future nine-mile double-track corridor south of the station.
- **Traffic Flow:** Reducing traffic congestion on Interstate 215 by providing efficient and reliable public transit options for Riverside County residents who have some of the longest commutes in southern California.
- **Clean Air:** Reducing auto emissions by encouraging more residents to commute by train.

Construction began in October 2022 and is expected to be completed in spring 2024.

Project funding is provided by a combination of sources, including a \$32 million Federal Transportation Administration grant.

For more information, visit rctc.org/stationimprovements.

LOCATION:

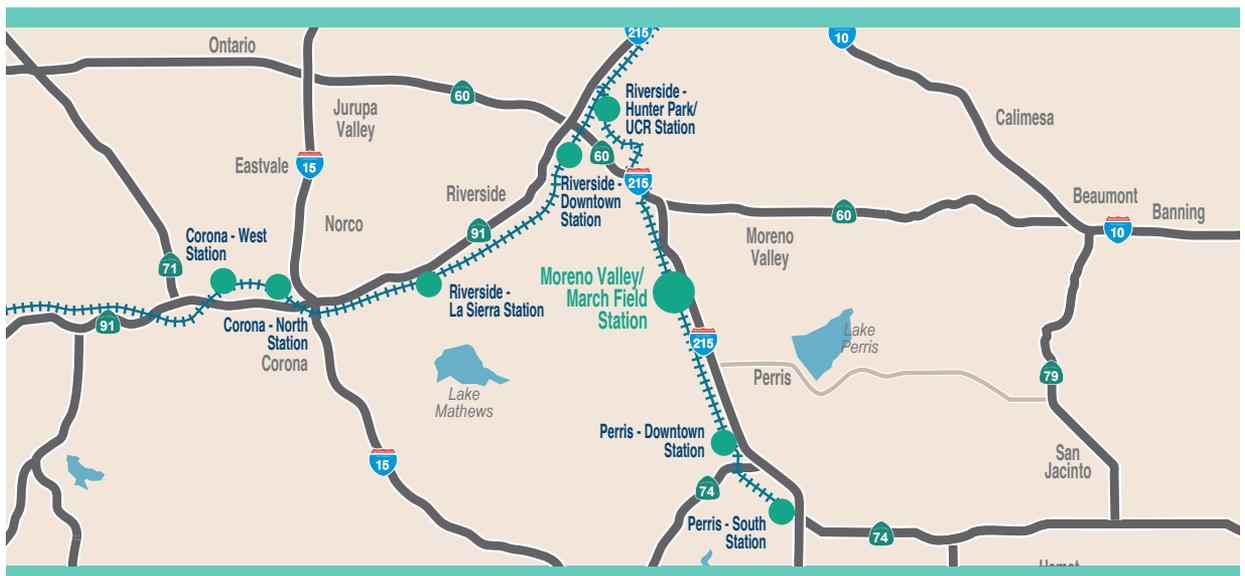
Moreno Valley/March Field Station Riverside

CONSTRUCTION:

Began fall 2022; estimated completion in spring 2024

INVESTMENT:

\$33 million (construction)

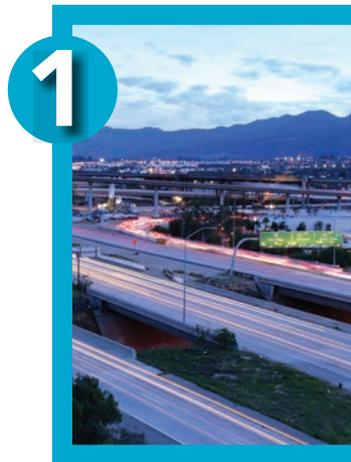
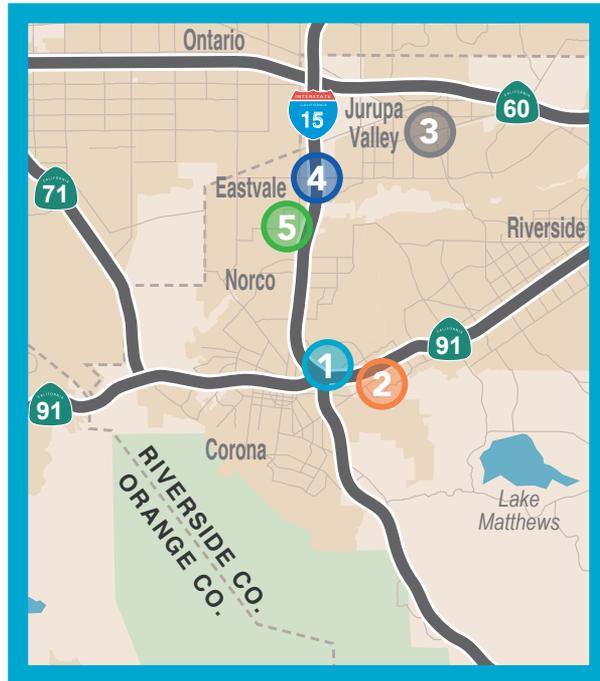


Riverside County Transportation Efficiency Corridor (RCTEC)

Recognizing the significant traffic congestion that Riverside County residents face every day, the State of California has dedicated \$427 million to improve five major transportation projects known as the RCTEC.

These five projects would not be built for many years without the state funding that was approved by the Governor and State Legislators in April 2017 as part of the package of legislation that passed with SB 1 (The Road Repair and Accountability Act of 2017). Rather than sit on a shelf, improvements to bridges, railroad crossings, and highway interchanges will begin moving forward, resulting in the creation of jobs and traffic relief, cleaner air, and safer roads.

With funding secure, work is now underway to prepare and approve complex environmental reviews, engineering designs, and construction contracts for each RCTEC project. The State, RCTC, the County of Riverside, and other stakeholders are implementing new innovative strategies to accelerate completion of all five projects.



1

15/91 Express Lanes Connector

UNDER CONSTRUCTION

Connects the newly opened Riverside County extension of the 91 Express Lanes to the I-15 Express Lanes

Project Benefits

- Seamless connectivity for multi-modal congestion-free travel from eastbound 91 Express Lanes to northbound I-15 Express Lanes, and southbound I-15 Express Lanes to westbound 91 Express Lanes
- Direct access to express lanes for four Riverside County cities
- Essential to fully-integrated regional toll network



Total Project Cost:
\$270,000,000

SB 132 Funding:
\$180,000,000



2

McKinley Avenue Grade Separation

UNDER CONSTRUCTION

Separates heavily congested McKinley Avenue near SR-91 from the BNSF San Bernardino subdivision mainline in the City of Corona.

Project Benefits

- Safety, circulation, and air quality near SR-91 corridor and the parallel freight and Metrolink corridor
- Ranked 6th highest statewide priority on the California PUC grade separation list
- Better access for neighboring disadvantaged communities
- Better access to Corona domestic manufacturing sector



Total Project Cost:
\$128,447,000

SB 132 Funding:
\$84,450,000

Additional funding provided by state and local sources, including Measure A.

3



Jurupa Road Grade Separation

UNDER CONSTRUCTION

Constructs a new bridge over the Union Pacific Railroad tracks and Van Buren Boulevard in the City of Jurupa Valley.

Project Benefits

- Safety, circulation, and air quality benefits through Jurupa Valley and surrounding communities
- Improves access, and safety to, nearby Van Buren Elementary School and surrounding businesses
- Improves freight and passenger train movement and reliability



Total Project Cost:
\$108,400,000

SB 132 Funding:
\$108,400,000

4



I-15/Limonite Avenue Interchange

COMPLETED

Improves existing freeway interchange at I-15 and the Limonite Avenue overcrossing. Widens existing northbound and southbound on- and off-ramps, replaces existing overcrossing structure with an eight-lane bridge, and constructs new loop on-ramps.

Project Benefits

- Reduces traffic congestion for Eastvale and Jurupa Valley residents and commuters on the I-15
- Increases access to economic and medical centers
- Improves air quality by reducing emissions related to cars idling in congestion



Total Project Cost:
\$66,000,000

SB 132 Funding:
\$48,000,000

5



Hamner Bridge Widening

UNDER CONSTRUCTION

Replaces the existing 2-lane bridge over the Santa Ana River with a longer, wider bridge and multi-purpose trail in the Cities of Eastvale and Norco.

Project Benefits

- Compliments other investments in the I-15 corridor (I-15 Express Lanes, I-15/Limonite Avenue interchange, and 15/91 Express Lanes Connector)
- All-weather crossing over Santa Ana River
- Enhances public safety, traffic circulation, and active transportation options in growing Cities of Norco and Eastvale
- Increases access to major recreational facilities in Norco and Eastvale



Total Project Cost:
\$65,000,000

SB 132 Funding:
\$6,322,000

Financial Overview

As the steward of local, state, and federal resources, RCTC maintains financial policies that promote fiduciary responsibility and organizational excellence.

FINANCIAL PLANNING	
Balanced Budget	RCTC adopts an annual budget in which operating and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balances.
Administration	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none"> • Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues. • Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability and to the postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted by fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as debt agreements.

REVENUES	
Sales Tax	RCTC prepares annual and mid-year revised revenue projections to ensure use of current and relevant data; staff may adjust amounts during the budget process to reflect the most current economic trends.
Tolls	<p>RCTC-adopted policies establish congestion pricing in order to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none"> • Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves; • Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and • Projects within the corridor which generated the revenue.
Funding Sources	RCTC uses local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

EXPENDITURES/EXPENSES

Priorities	RCTC reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately notes, explains, and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on February 10, 2021.
Capital and Intangible Assets	<p>On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation.</p> <ul style="list-style-type: none"> • RCTC generally does not capitalize infrastructure, which title will be vested with Caltrans or other governmental agency. • RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.

DEBT MANAGEMENT

Debt Limitation	Outstanding sales tax revenue debt cannot exceed \$975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains debt coverage ratios of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

CASH MANAGEMENT	
Management	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on December 8, 2021, or debt agreements.
Receipts	Where possible, RCTC encourages receipt of funds by wire transfer to its accounts.
Payments	RCTC makes cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
Operating Balances	RCTC maintains amounts in the bank operating account at the amount necessary to meet monthly expenditures/expenses.

ACCOUNTING AND FINANCIAL REPORTING	
Accounting System	RCTC maintains an Enterprise Resource Planning system that integrates project and toll operations accounting needs and improves accounting efficiency.
Reporting	RCTC issues an annual financial report; separate financial reports for the LTF, STA, Proposition 1B Rehabilitation and Security Project Accounts, SB 1 State of Good Repair Program, Low Carbon Transit Operations Program, and toll operations; and the State Controller’s Transportation Planning Agency Financial Transactions Report and Government Compensation in California Report.
Audits	An independent accounting firm conducts an annual audit of the Commission’s accounting books and records; RCTC obtains audits of Measure A and TDA funding recipients for compliance and other matters in a timely manner.

Legislative Program

Improved mobility for Riverside County residents requires the financial resources and public policy to implement transportation projects and programs. Through proactive engagement at all levels of government, RCTC exercises leadership to advance the agenda of Riverside County taxpayers. The RCTC's legislative engagement takes many forms, including:

- Updating and adopting an annual legislative platform which advocacy positions and efforts are based on;
- Taking positions on proposed legislation - positions are then communicated through written letters and via public comment and testimony;
- Engaging with the administrations in Washington, D.C. and Sacramento on transportation matters, including budget and policy;
- Retaining experienced advocates to represent RCTC in Washington, D.C. and Sacramento;
- Sponsoring legislation when necessary to address specific needs and priorities in state or federal law;
- Participating as members in coalitions, including Self Help Counties Coalition, Mobility 21, and California Association of Councils of Governments;
- Shaping rules and regulations through advocacy, engagement, testimony, and written comments;
- Educating elected, appointed, and career government officials, as well as interest groups and stakeholders; and
- Advocate for grant funds and member-directed funding to maximize the local contribution made by Riverside County taxpayers through Measure A.



RCTC continues to advocate for transportation policies and funding with delegates in Sacramento and Washington, D.C.

Planning

RCTC is responsible for regional transportation planning in Riverside County. Regional transportation planning focuses on highways, regional arterial roads that travel through multiple jurisdictions, bus and rail transit, and in coordination with neighboring counties, regional governments, and state and federal agencies.

Major plans to which RCTC contributes or authors include:

- **Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** – a state and federally-mandated plan which includes all state- and federal-funded projects, and regionally significant projects in the six-county southern California region. This plan must demonstrate that the region can meet the standards of the federal Clean Air Act for certain air pollutants by certain dates. The RTP/SCS must also demonstrate achievement of greenhouse gas reduction targets set by the California Air Resources Board. Projects must be included in the RTP/SCS in order to receive state and federal dollars. The RTP/SCS has a “financially constrained” component, which demonstrates that projects have realistic funding attached to them. “Unconstrained” projects in the plan are long-range projects that do not have funding sources identified. SCAG is responsible for preparing the RTP/SCS with RCTC’s input.
- **Various Caltrans and regional planning documents** – including multi-modal corridor plans, freight mobility plans, and grade separation funding strategies.

Programming



RCTC receives funding from many sources, each of which have differing requirements, deadlines, and processes. “Programming” is the technical term used to describe how RCTC and other agencies commit dollars they receive to specific projects and programs, according to the terms set by state, federal, and regional agencies. RCTC’s Programming staff navigate projects led by RCTC, cities, the county, and transit agencies through often complex approval processes to ensure that funding is maximized and projects remain on-schedule.

Programming staff interfaces with: Caltrans, CTC, FHWA, FTA, FRA, Southern California Air

Quality Management District, SCAG, Metrolink, WRCOG, CVAG, cities, the County of Riverside, and transportation commissions throughout California.

Programming is a niche function that is unique and exclusive to RCTC among other local governments in Riverside County, and is staffed by experts in this field. While programming is not accounting, programming requires close consultation with all aspects of RCTC including, Finance, Tolling, Legislative Affairs, Project Delivery, and Multimodal Services.

Regional Conservation

The Western Riverside County Regional Conservation Authority (RCA) was created in 2004 to implement one of America's most ambitious environmental efforts, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The goal of the MSHCP is to establish a 500,000-acre habitat reserve to conserve, restore, and enhance habitats for the protection of 146 species - 34 of which are endangered or threatened - while streamlining construction of needed infrastructure, particularly transportation projects, and providing certainty in the development process.

RCA's core functions include acquiring reserve lands, habitat management and monitoring of protected species, guidance and training to MSHCP Permittees upon request, as well as reviewing development and transportation projects in areas of potential reserve formation for consistency with the MSHCP, in collaboration with state and federal wildlife agencies. The RCA also facilitates meetings for Permittees with the Wildlife Agencies and has lands available for project-sponsored mitigation, in association with federal and state regulated waters. Local Development Mitigation Fees (LDMF) and other funding sources (tipping fees, public project, and participating special entity fees) fund RCA's core activities.

The RCA is governed by a Board of Directors consisting of County Supervisors as well as council members from each of the 18 cities in western Riverside County.

THE MULTI-BENEFITS OF THE MSHCP

As one of the nation's largest habitat conservation plans by number of species protected and area of land covered, the MSHCP promotes environmental sustainability and smart growth to strengthen quality of life in Western Riverside County. Western Riverside County is home to sensitive plant and animal species that cannot be found anywhere else on Earth. The RCA implements the MSHCP's conservation strategy in part by acquiring land for protection and management in perpetuity for the benefit of the covered species through MSHCP development processes. In addition, property owners come to the RCA as willing sellers, whereby the RCA must prioritize such acquisitions to protect high quality, functioning, habitat.

Project Streamlining: The MSHCP provides state and federal Endangered Species Act coverage and mitigation under the California Environmental Quality Act (CEQA). Rather than taking a project-by-project approach to permitting infrastructure and other development projects, the MSHCP provides a programmatic approach, with local control of the Endangered Species Act permitting process, which helps to accelerate the construction of freeway and road projects, housing, and other vital infrastructure, thus saving taxpayer dollars, growing the economy, and promoting the development of amenities important for the quality of life of residents.

Habitat Protection and Management: The programmatic approach of the MSHCP also provides for more effective and cost-efficient protection of Western Riverside County's ecosystems, sensitive species, and biodiversity than the typical approach of project-by-project mitigation. Project-by-project mitigation often results in small, fragmented reserves that provide fewer habitat values than the large, interconnected reserve system that RCA and the other Permittees of the MSHCP are building under the MSHCP.

Habitats must be managed to provide effective conservation. The MSHCP provides economies of scale, enabling more efficient, cost-effective management of habitat than management of many small, fragmented reserves managed by different entities.

Air Quality and the Climate: Habitat conservation is not only good for the species the MSHCP protects, it also promotes clean air and benefits the climate. Protecting ecosystems and their native plant species allows for the continued production of fresh air, and their growth above ground and beneath the soil also naturally stores carbon for the benefit of the climate. Native plant species are also more resistant to wildfires than certain invasive, non-native species.



The mountain lion is one of 146 species conserved by RCA's Multiple Species Habitat Conservation Plan.

Open Space Preservation: While habitat conservation is a primary goal of the MSHCP, all RCA lands with existing dirt trails are available for passive recreation by the public for all to enjoy. Western Riverside County is home to pristine landscapes and natural marvels that we owe to future generations to preserve.

RCTC AND RCA, TOGETHER

In 2020, RCTC and the RCA Board approved an agreement designating RCTC as the implementing and management agency of the RCA. On January 1, 2021, the consolidation was implemented. While the RCA Board maintains its independent authority and budget, RCTC staff is now responsible for administration of RCA and the MSHCP.

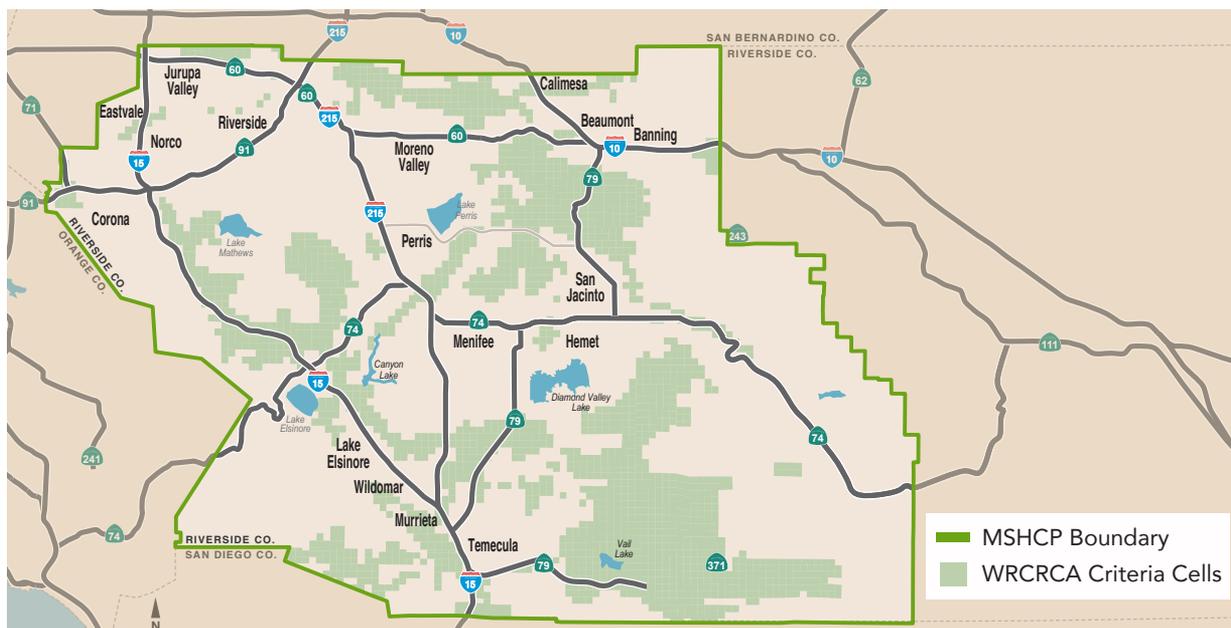
One of RCTC’s first actions as the managing agency of RCA was to steward the final adoption of the 2020 Nexus Study by the County of Riverside and each of the 18 cities in western Riverside County, updating the LDMF to ensure the solvency of the MSHCP and preserve Endangered Species Act permit coverage for the permittees, as well as the streamlining benefits it provides.

RCTC and RCA’s partnership far predates this management agreement. As previously highlighted in the Measure A section of the Commissioner Briefing Book, RCTC understood the vital project streamlining benefits that the MSHCP’s permit coverage provides and included in Measure A the requirement that cities and the county adopt the plan’s LDMF to receive local streets and roads funding from Measure A in western Riverside County.

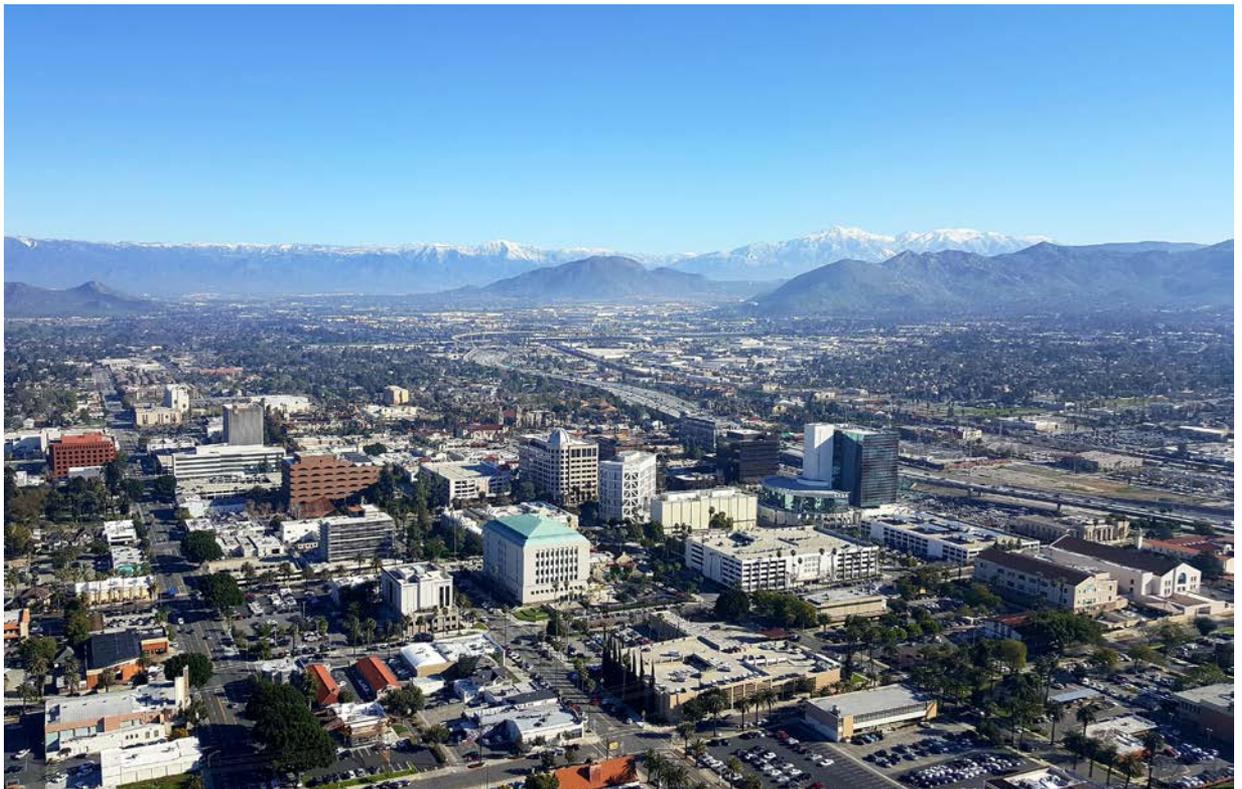
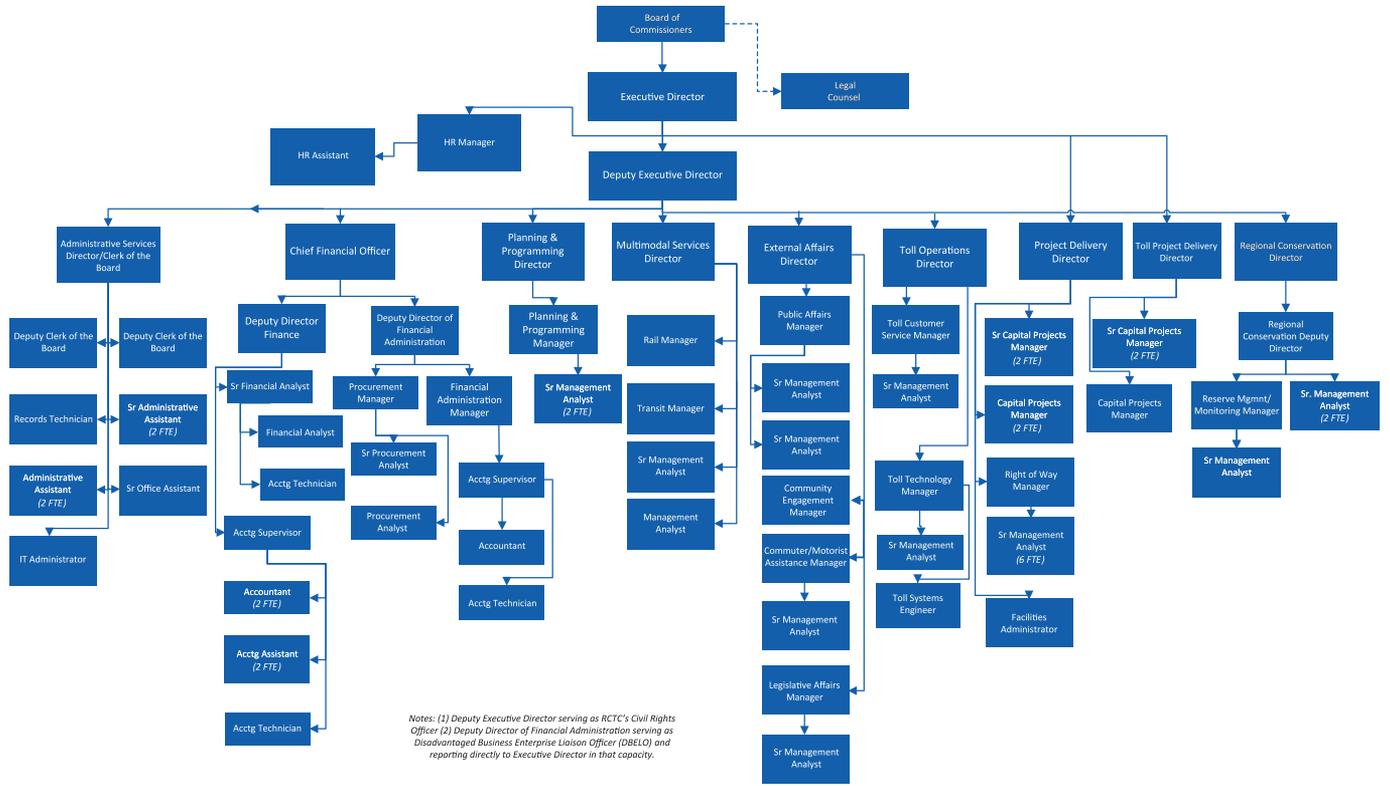
Thanks to the MSHCP, delivery of transportation projects is now accelerated by one or more years. Prior to the MSHCP in Riverside County, each roadway improvement mitigation was completed in a project-by-project, piecemeal fashion. For example, the species impact and mitigation negotiations for the Interstate 15/Cantu Galleano Ranch Road Interchange continued for over two years before agreement was reached with the state and federal Wildlife Agencies on suitable project mitigation.

Today, we can point to the Interstate 215 Central project, State Route 91/71 Interchange, and the Perris Valley Line expansion of the Metrolink commuter rail system, each of which had impacts to listed species, and all concluded the MSHCP-streamlined review process with the Wildlife Agencies in 90 days.

RCTC and RCA’s partnership extends from traditional transportation projects to wildlife crossing projects as well. In 2021, RCTC opened its State Route 60 Truck Lanes project. Completed in partnership with Caltrans, the project features two new, 20 feet by 20 feet wildlife crossings that provides connectivity for protected species such as the mountain lion in the Badlands and San Timoteo Canyon, a vital linkage between San Bernardino National Forest and Cleveland National Forest. Not only do wildlife crossings protect wildlife and promote their free movement, the crossings promote safety by limiting motorist collisions. RCTC continues to work with Caltrans and other conservation partners to seek state funding to retrofit crossings in locations on State Route 91 and Interstate 15.



Organizational Chart



Downtown Riverside

Transportation Governance Roadmap (listed in alphabetical order)

California Department of Transportation – State department of transportation, responsible for maintenance and operation of state highway system, state rail (Amtrak) services, statewide planning, administration of federal funding.

California Transportation Agency – State agency containing Caltrans, California Highway Patrol, Department of Motor Vehicles, High-Speed Rail Authority, and California Transportation Commission.

California Transportation Commission – An 11-member body appointed by the Governor, Assembly Speaker, and Senate President Pro-Tem responsible for programming and allocating funds for the construction of highway, passenger rail and transit improvements throughout California. The CTC advises the State Transportation Secretary and Legislature in formulating and evaluating state transportation policies.

Cities – There are 28 cities in Riverside County. Each city has a public works department that is responsible for local streets and roads. Cities prioritize their own local projects in a Capital Improvement Plan. RCTC allocates Measure A funds to each city on a formula basis to assist in funding local projects. Cities are also the lead agency for major projects such as grade separations and freeway interchanges.

Coachella Valley Association of Governments – A regional planning agency coordinating government services in the Coachella Valley, including transportation, energy, solid waste, the environment, and also social services including homelessness and public safety.

County of Riverside (County) – The County's transportation department sponsors and delivers local transportation projects in unincorporated areas of Riverside County. Given the County's geographic size (equivalent to New Jersey), the County Transportation Department is an important partner to RCTC.

Southern California Association of Governments – MPO recognized by federal and state law for six county region of Southern California (excluding San Diego). SCAG is the planning agency responsible for adopting the RTP required by federal and state laws, plus the SCS required by state law SB 375. SCAG has no independent funding or authority to implement projects; the agency collaborates with its six constituent county transportation commissions (such as RCTC) who have their own revenue streams to deliver transportation improvements. SCAG is the largest MPO in the U.S.

U.S. Department of Transportation – The federal agency responsible for carrying-out the nation's transportation programs and regulations. Under the leadership of the Secretary of Transportation, appointed by the President and confirmed by the Senate, US DOT sets and implements policies that significantly influence RCTC projects and programs. US DOT is funded primarily by the Highway Trust Fund, which is primarily funded by the federal per-gallon gas tax. US DOT consists of several "modal" administrations; RCTC has significant interaction with the following:

- **Federal Highway Administration** – Nearly every RCTC highway project must partner with FHWA. With offices in Sacramento and Southern California, FHWA works with RCTC to ensure projects meet federal standards and that all funding is administered appropriately. FHWA also administers major grant and loan programs that are awarded on a competitive basis, as well as a few formula-based programs. RCTC has been the recipient of hundreds of millions of dollars of FHWA grants and loans.
- **Federal Railroad Administration** – Implements funding programs and regulations relevant to Metrolink and future Coachella Valley intercity rail service. FRA sets safety and operational standards for railroads, such as Quiet Zones which allow trains to pass through communities without blowing their horns, and Positive Train Control (PTC) technology systems that prevent collisions of trains. FRA also has oversight of the environmental review and service development plan for future Coachella Valley rail service.
- **Federal Transit Administration** – Riverside County receives annual formula funding from FTA for bus transit and commuter rail operations and capital. FTA provides rigorous oversight for compliance with federal requirements for expenditure of transit funds. FTA also makes large capital grants to transit projects on a competitive basis.

Western Riverside Council of Governments (WRCOG) – a sub-regional joint powers agency consisting of 17 cities, members of the County Board of Supervisors, water districts, County Office of Education and March Joint Powers Authority. WRCOG is responsible for a variety of planning issues including air quality, solid waste, transportation and the environment. WRCOG administers the western county TUMF, a per-rooftop developer fee that funds transportation projects.

Western Riverside County Regional Conservation Agency (RCA) – created in 2004 to implement one of America’s most ambitious environmental efforts, the MSHCP, protecting 146 native species of plants and animals and preserving a half million acres of their habitat. The MSHCP was created to responsibly manage Riverside County’s rapid growth. RCA’s conservation efforts aid RCTC by mitigating environmental impacts of transportation projects; thereby streamlining approvals by federal and state resource agencies. The RCA is governed by a Board of Directors consisting of County Supervisors as well as council members from each of the 18 cities in western Riverside County.

Commission Members

County of Riverside, District 1
County of Riverside, District 2
County of Riverside, District 3
County of Riverside, District 4
County of Riverside, District 5
City of Banning
City of Beaumont
City of Blythe
City of Calimesa
City of Canyon Lake
City of Cathedral City
City of Coachella
City of Corona
City of Desert Hot Springs
City of Eastvale
City of Hemet
City of Indian Wells
City of Indio
City of Jurupa Valley
City of La Quinta
City of Lake Elsinore
City of Menifee
City of Moreno Valley
City of Murrieta
City of Norco
City of Palm Desert
City of Palm Springs
City of Perris
City of Rancho Mirage
City of Riverside
City of San Jacinto
City of Temecula
City of Wildomar
Governor’s Appointee Caltrans District 8

Acronyms

ATP	- Active Transportation Program
Caltrans	- California Department of Transportation
CETAP	- Community Environmental Transportation Acceptability Process
CMAQ	- Congestion Mitigation and Air Quality
CMP	- Congestion Management Program
CTC	- California Transportation Commission
CVAG	- Coachella Valley Association of Governments
FHWA	- Federal Highway Administration
FRA	- Federal Railroad Administration
FSP	- Freeway Service Patrol
FTA	- Federal Transit Administration
GOV	- California Government Code
I	- Interstate
IE511	- Inland Empire 511
IE Commuter	- Inland Empire Commuter rideshare system
LOSSAN	- Los Angeles-San Diego-San Luis Obispo, a rail corridor
L RTP	- Long Range Transportation Plan
LTF	- Local Transportation Fund
Metrolink	- Operating Name for SCRRRA (see SCRRRA)
MPO	- Metropolitan Planning Organization
MSHCP	- Multiple Species Habitat Conservation Plan
OCTA	- Orange County Transportation Authority
PCC	- Public Contract Code
PUC	- Public Utilities Code
PV VTA	- Palo Verde Valley Transit Agency
RCA	- Western Riverside County Regional Conservation Authority
RCTEC	- Riverside County Transportation Efficiency Corridor
RTA	- Riverside Transit Agency
RTP	- Regional Transportation Plan
SAFE	- Service Authority for Freeway Emergencies
SB	- Senate Bill
SBCTA	- San Bernardino County Transportation Authority
SCAG	- Southern California Association of Governments
SCRRRA	- Southern California Regional Rail Authority
SCS	- Sustainable Communities Strategy
SHC	- Streets and Highways Code
SJBL	- San Jacinto Branch Line
SR	- State Route
S RTP	- Short Range Transit Plan
STA	- State Transit Assistance
STIP	- State Transportation Improvement Program
SunLine	- SunLine Transit Agency
TAC	- Technical Advisory Committee
TDA	- Transportation Development Act
TIFIA	- Transportation Infrastructure Finance and Innovation Act

TPPS	- Transportation Project Prioritization Study
TUMF	- Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
US DOT	- United States Department of Transportation
VEH	- California Vehicle Code
WRCOG	- Western Riverside Council of Governments
1989 Measure A	- Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	- Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009

