



SHORT RANGE TRANSIT PLAN

FISCAL YEARS **2025/26-2029/30**

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GLOSSARY OF ACRONYMS

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

EXECUTIVE SUMMARY

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

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

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

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years and is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2025, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner. These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans, bicycle, and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation and mitigating project impacts in the community.

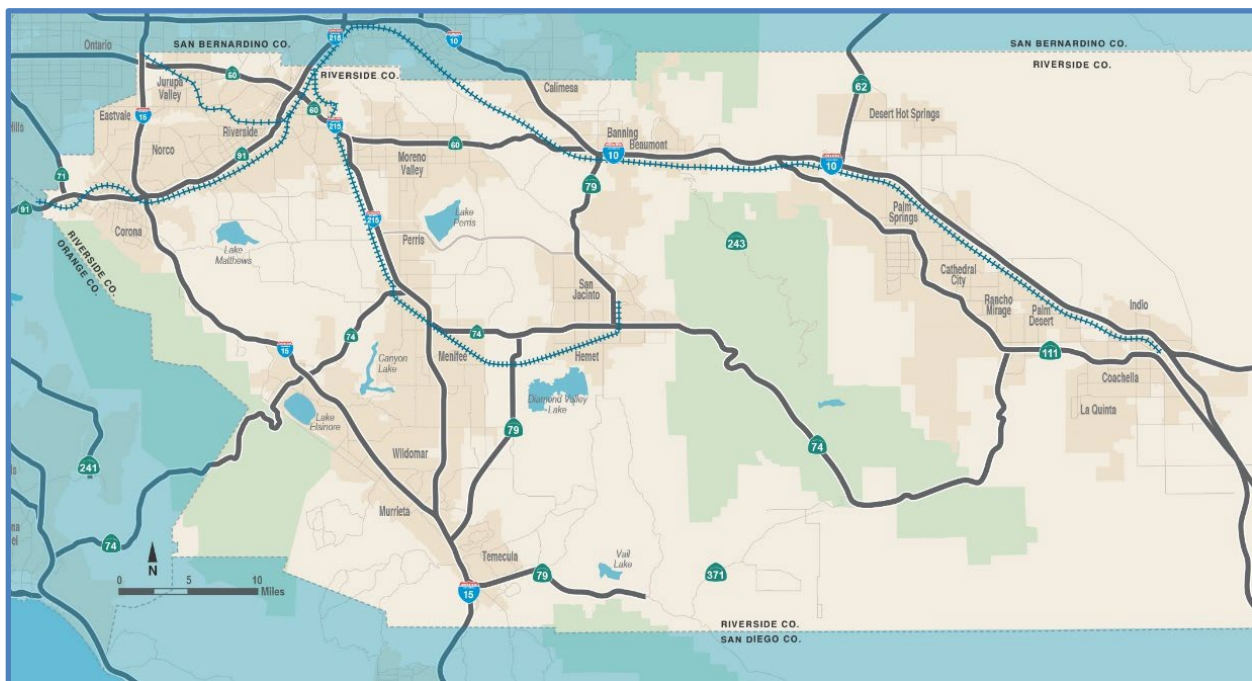
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

Riverside County is the fourth largest county in California with an area of 7,208 square miles, encompassing three subregions: Western, Coachella Valley, and Palo Verde, with a total of 28 cities and five (5) county district seats.

The Commission’s commuter rail services are offered in Western County. In 2024, the Commission’s vanpool program, previously serving Western County only, expanded to serve Eastern County and established VanClub as a countywide program. In the Coachella Valley, the Commission is directly involved with leading the planning and environmental phase of future rail services. Figure 1 illustrates the Western and Coachella Valley subregions where these transit programs take place.

Figure 1: Map of Service Area



1.2 Riverside County Demographics and Travel Characteristics

Riverside County is diverse in geography and demographics. Total population is estimated at 2.4 million (2023). In the 2023 American Community Survey 5-Year Estimates provided the most recent population and employment trends in Riverside County.

- ✓ 49% of households in Riverside County are one and two-person households; 35% of households have four or more people.
- ✓ 18% of Riverside County's residents are school-aged (kindergarten through 12th grade).
- ✓ 21% of Riverside County population is 60 years and over and almost 15% is 65 years and over.
- ✓ 49% of the population is of Not Hispanic or Latino race while 51% is Hispanic or Latino of any race. Mexican, 44%; White alone, 32%; Black or African American alone, 6%; Asian alone, 7%; two or more races, 3%.
- ✓ 25% of households in the County have no worker present.
- ✓ More than one-third (34%) of households are one-worker households.
- ✓ Median family income in Riverside County is \$100,461.
- ✓ Countywide, almost 42% of households had incomes of \$75,000 or less.
- ✓ 76% of Riverside County's dwelling units are single-family.
- ✓ Education is the dominant industry in Riverside County, representing 21% of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 33% of jobs.
- ✓ Unemployment in Riverside County declined by 5.1% from 2013 to 2023, which was at a higher rate than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of -2.7%, -4.4%, and -2.8%, respectively, during the same period.

Commuter Travel Characteristics by Mode

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

For example, according to the 2023 American Community Survey 5-Year Estimates, 0.7% of commute trips occurred by public transportation in Riverside County. In comparison, the State and the national share is 3.1% and 3.5% respectively. Most counties in the Southern California region were below the State and national averages, except Los Angeles County at 4.2%.

Carpooling in Riverside County on the other hand is about 11.1% of the commute trips, which is one of the highest in the southern California region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the

potential that regional vanpool programs have in the region. Worked at Home was the third highest means of mode.

Table 1.0: Journey to Work by County, Southern California Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	88.1%	75.7%	78.4%	85.7%	86.2%	82.1%
Drove Alone	78.6%	66.4%	69.4%	74.6%	75.2%	72.3%
Carpooled	9.6%	9.3%	9.0%	11.1%	11.0%	9.9%
In 2-Person Carpool	6.3%	6.9%	6.5%	8.1%	7.7%	7.1%
In 3-Person Carpool	1.4%	1.5%	1.4%	1.7%	2.0%	1.7%
In 4-Or-More Person Carpool	1.9%	1.0%	1.1%	1.3%	1.3%	1.1%
Workers Per Car, Truck, or Van	1.07	1.07	1.07	1.08	1.08	1.07
Public Transportation	0.5%	4.2%	1.2%	0.7%	0.9%	0.7%
Walked	2.8%	2.4%	1.8%	1.2%	1.5%	1.6%
Bicycle	0.3%	0.6%	0.5%	0.2%	0.2%	0.4%
Taxicab, Motorcycle, or Other Means	1.9%	1.9%	1.5%	1.3%	1.3%	1.0%
Worked at Home	6.5%	15.2%	16.6%	10.9%	10.0%	14.1%

Source: U.S. Census 2023 American Community Survey 5-Year Estimates

1.3 Description of RCTC Transit Services and Programs

RCTC administers and supports transit programs across Riverside County, including commuter rail services in Western County, rail planning efforts in the Coachella Valley, and a countywide vanpool program.

Western Riverside County Programs:

- Commuter Rail (Metrolink) – Operated by the Southern California Regional Rail Authority (SCRRA), of which RCTC is a member agency. This program includes the operation and maintenance of nine (9) Metrolink stations, as well as capital projects for rehabilitation and system expansion.

Coachella Valley Program:

- Coachella Valley Rail Project – RCTC is leading the planning and environmental phases of this proposed rail service, which aims to expand passenger rail connectivity to the Coachella Valley.

Countywide Program:

- Vanpool (VanClub) – A countywide program that provides eligible vanpools commuting to worksites in Riverside County with a subsidy to offset the cost of a vanpool lease.

Further details on each program, including service profiles, existing routes, performance metrics, and future capital planning, can be found in Chapters 2 and 3 of this report.

1.4 Key RCTC Partners

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

Federal Agency Partners

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

State Agency Partners

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

Regional Agency Partners

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

The SCRRA or Metrolink, is a joint powers authority consisting of five member agencies: Los Angeles Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), Ventura County Transportation Commission (VCTC), and RCTC. Metrolink is the premier commuter rail system in Southern California connecting communities on a 546 route-mile network.

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

County-Level Partners

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

- ✓ LA Metro
- ✓ OCTA
- ✓ SBCTA
- ✓ VCTC
- ✓ San Diego Association of Governments (SANDAG)

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

Subregional Agency Partners

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

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

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

Tribal Governments

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

Local Agency Partners

Local agencies include the County of Riverside and 28 incorporated cities. Other key local partner agencies include the County's seven (7) bus operators:

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

1.5 RCTC Multimodal Facilities

RCTC-Owned Metrolink Stations

The Commission owns and maintains nine (9) stations in Riverside County out of the 67 Metrolink stations in southern California. These stations are served by three (3) Metrolink lines: Inland Empire - Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL), and are located in Western County, as presented in Figure 2. They are multimodal transit centers with regional and local bus connections and offer customer amenities such as canopies, benches, electronic signage, and bicycle storage units for active transportation users. The stations also serve as designated park & rides to encourage rideshare.

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

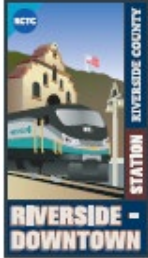


The Commission also operates the Riverside Downtown Operations Control Center (RDNOCC), which is located on the west end of the Riverside Downtown station and provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews.

Over the last 30 years, the Commission has invested more than \$185 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over \$250 million more to the

Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and includes property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

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

	Corona-North Main 250 East Blaine Street, Corona	Rail: 91/PVL, IEOC Line Bus: RTA, Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells Size: 6.72 acres In Service Date: November 2002
	Perris-Downtown 121 South C Street, Perris	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces) Size: 5.5 acres In Service Date: June 2016 (bus transit center opened 2010)
	Riverside-Hunter Park/UCR 1101 Marlborough Avenue, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces) Size: 9.35 acres In Service Date: June 2016
	Moreno Valley/March Field 4160 Meridian Parkway, Riverside	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (476 spaces) Stairwell Size: 14.47 acres In Service Date: June 2016
	Perris-South 1304 Case Road, Perris	Rail: 91/PVL	Platform with boarding track Parking lot (801 spaces) Size: 40.57 acres In Service Date: June 2016

 RDNOC 4344 Vine Street, Riverside	N/A	CCTV operations center Offices and meeting rooms Size: 3,000 square feet In Service Date: April 2016
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RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SJBL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of \$26 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights to serve its customers along the line.

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

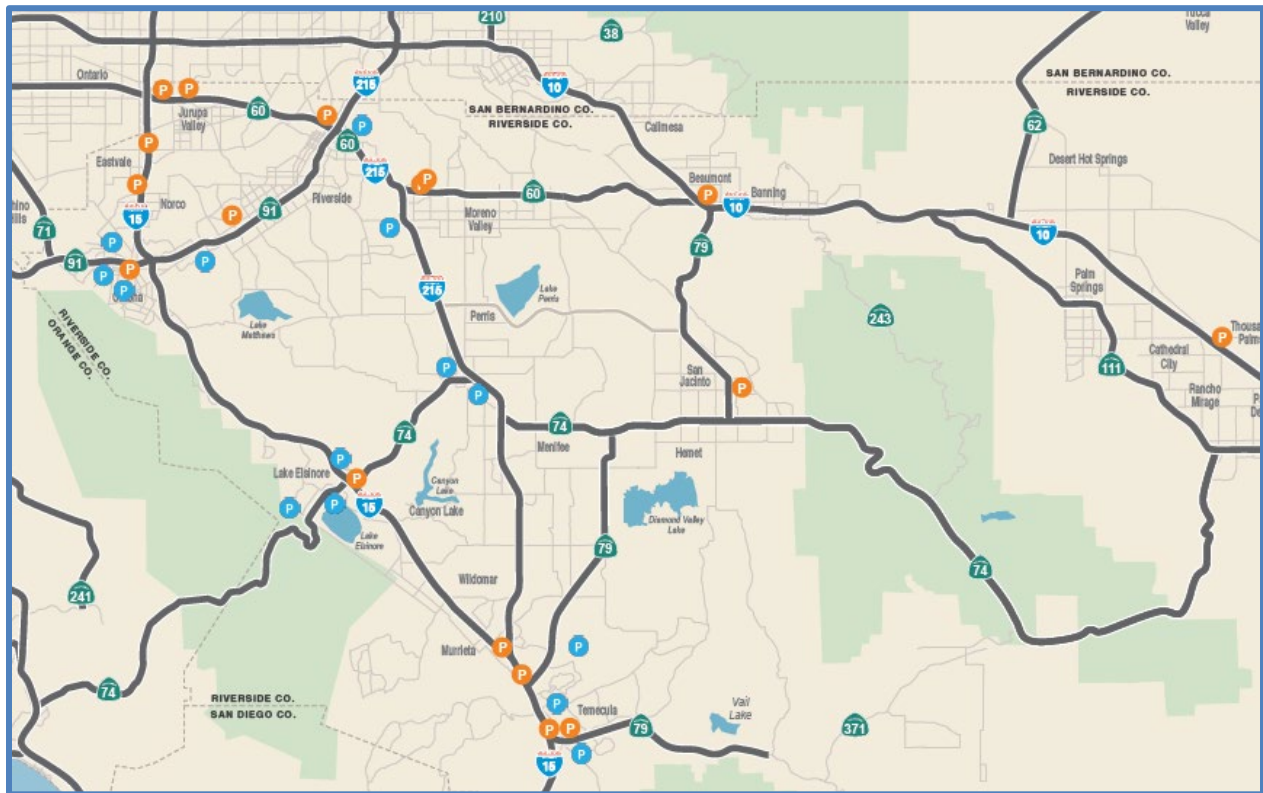
Figure 3: Map of San Jacinto Branch Line



Riverside County Park & Ride Locations

Park & ride facilities are a critical piece of a well-balanced transportation network. By providing parking spaces for commuters to support carpool/vanpool arrangements and transit connections, park & rides help improve mobility and the efficiency of transportation investments. While some lots are provided by the state or cities, RCTC enhances capacity by offering 14 park & ride locations – six at train stations and eight through leased spaces from private property owners. These leases are structured as three-party agreements among the property owners, Caltrans, and RCTC, allowing flexibility to meet the dynamic needs of commuters. In total, there are 31 park & ride facilities in the county. Figure 4 presents a map of all park and ride facilities in the county, with RCTC supported sites shown in blue.

Figure 4: Map of Park & Ride Facilities, Riverside County



1.6 Previous Studies and Ongoing Plans

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

- Strategic Assessment (2016)** – This comprehensive document analyzed current public policy surrounding transportation in Riverside County, forecast future transportation conditions, and forecast future funding to meet the County's long-term needs. The Strategic Assessment recommended several long-term planning and funding pursuits and changes to Commission policy, including the development of a Long Range Transportation Study (LRTS) and Next Generation Rail Study.
- Coachella Valley Rail Alternative Analysis (2016)** – The purpose of the Alternatives Analysis was to consider alternatives for improving intercity transit between the Coachella Valley and Los Angeles, and to identify the alternatives that demonstrate best performance for more detailed evaluation. A Route Alternative and a No-Build Alternative were carried forward for the Tier 1 Environmental Impact Statement/Environmental Impact Report.

- **Perris Valley Line Growth Study Market Assessment (2017)** – The assessment reviewed the commuter market within and around the Perris Valley. The purpose was to determine where residents of Western Riverside County commute and travel in order to define the ridership needs and trends that allow for the most useful integration of the 91/PVL Line into Metrolink and regional transit systems. The findings found a necessity for increased service from the Perris Valley to longer-distance service to Los Angeles and north Orange County. It also found that unique travel market exists within the immediate areas around the Perris Valley including intra-county service on Metrolink. This study was followed up with a service and infrastructure needs assessment to implement the goals of this effort.
- **Service & Infrastructure Needs to Support 91/Perris Valley Line Market Assessment (2017)** – This assessment reviewed the operational feasibility of addressing the forecast travel markets identified in the Market Assessment. This included evaluating the potential reverse commute options to service March Air Force Base and the businesses in the area in the near and long-term and defining the infrastructure projects necessary to support these service needs.
- **Vanpool Study (2017)** – The purpose of this study was to assess the potential for the Commission launching an ongoing, subsidized, vanpool program in Western Riverside County. The study conducted an inventory of all existing vanpools, worked with employers to determine future vanpool potential, created a multi-year budget, implementation plan and project timeline. The plan was taken to the Commission for approval in October 2017.
- **Long Range Transportation Study (2019)** – Provided data and analyses for the Commission to consider as it develops future transportation policies and strategies in addressing growth and demand on the multimodal transportation system over the next 25 years.
- **Next Generation Rail Study (2019-2021)** – The objective of the study was to identify high-capacity transit corridor, identify potential new corridors, and prioritize potential future rail corridor for proceeding into project development. Task 1 was accepted by the Commission in September 2019 and included a Corridors Analysis Report that identified three corridors (Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore) that had the most viable future opportunities for rail expansion. Task 2 included further analysis of the next generation corridors that would extend the existing 91/PVL to both Temecula and Hemet/San Jacinto and was completed in 2021.
- **Park & Ride Study (2020)** – The purpose of this study done in partnership with SANDAG, was to proactively address park & ride demand by better managing existing lots and identifying potential park & ride solutions to accommodate future demand in San Diego and Western Riverside County. The report also identifies strategies and tools to help improve the planning, operation, and management of site-specific lots and the regional network.
- **Traffic Relief Plan (2024)** – The Traffic Relief Plan is an aspirational plan that identifies more than \$30 billion in needed transportation projects and priorities

based on input from thousands of residents throughout Riverside County. The plan includes projects across seven categories including: public transportation, safe streets and roads, regional connections, active transportation, highway, environmental mitigation, and blowsand and floods. To complete the projects listed in the Plan, a mixture of federal, state, and local funding will be needed. The commission may also make a future decision to place a sales tax measure with an ordinance and expenditure plan for consideration and approval from Riverside County voters.

In addition, the Commission is undertaking the following studies and initiatives that will shape future goals and priorities.

- **Core Capacity Innovative Transit Study (CCITS)** - The study will be a 30-year vision of a fully integrated, public transportation network that uses advanced technology and infrastructure design to leverage and benefit multiple modes of travel. This includes a feasibility analysis for higher capacity services on three corridors, I-15, I-215, and the SR-74/San Jacinto Branch Line, and is expected to be completed in spring 2026.
- **Grade Separation Study** - This study aims to develop a comprehensive inventory and assessment of the main line railroad crossings in the County, identifying the projects necessary to improve safety, reduce congestion, and support passenger rail expansion. The study is expected to be completed by summer 2026.

2.0 RIVERSIDE COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

In May 2018, the Commission expanded its Commuter Assistance Program by launching VanClub, a vanpool subsidy program for commuters traveling to worksites in Western County. In 2024, the program expanded to serve Eastern County, establishing VanClub as a countywide initiative.

VanClub supports long-distance commuters without access to transit by offering a subsidy of up to \$600 per month to reduce the cost of a vanpool lease. In FY 2023/24, the average one-way VanClub trip distance exceeded 49 miles, totaling approximately 492 miles per workweek. For an individual driving an average sedan, this would require about 15 gallons of fuel per week, costing \$611 per month in fuel alone. In contrast, the average recorded VanClub vanpooler's total monthly out-of-pocket costs, including vanpool lease and fuel, were only \$272 in FY 2023/24, resulting in savings of over 55% or more than \$4,000 annually.

Vanpools are particularly effective in providing transportation options in areas that are difficult to serve by transit and can be an attractive amenity for employers to attract and retain employees. Additionally, vanpool programs help reduce traffic congestion and vehicle emissions by decreasing the number of single-occupancy vehicles on the road. In FY 2023/24, VanClub helped eliminate nearly 2.4 million vehicle miles of travel.

Vanpool Vendors

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



Program Guidelines and Reporting Requirements

RCTC establishes the minimum program requirements and program guidelines which requires that a VanClub vanpool:

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



All vanpools that lease with private sector leasing vendor(s), apply and report directly to VanClub. CalVans vanpools primarily serve the agricultural and post-secondary educational markets. As a public transit provider, CalVans takes applications directly from the vanpool groups, leases the vehicles to those groups and reports all program statistics directly into the National Transit Database (NTD). Many of the CalVans' agricultural vanpools do not require nor accept a subsidy from RCTC (which is provided from RCTC through CalVans). Although RCTC has yet to subsidize any CalVans vanpools, there has been CalVans vanpool activity in the RCTC service area. As a result, any FTA funding that is generated from the CalVans Western County vanpool activity entered into the NTD, is provided directly to RCTC.

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

Pricing Structure

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

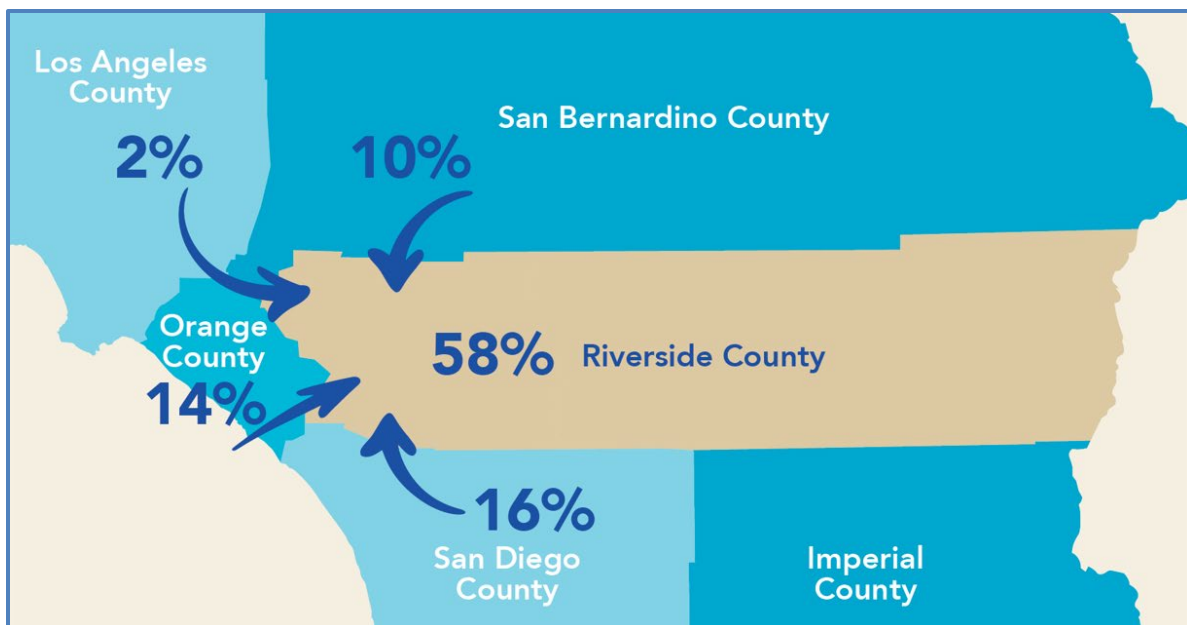
The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end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

Travel Characteristics

VanClub was launched on May 1, 2018, with the program enrolling 49 vanpools by the end of June 2019. By March 2020, the number of vanpools approved and enrolled into the program was 80, however, due to COVID-19 impacts, the number of vanpools was reduced to 30.

As of March 2025, there are 50 active vanpools, five vanpools commute to worksites in the Blythe, three to Indio, 31 to Moreno Valley, one to Norco, three to Palm Springs, one to Perris, and six to Riverside. Figure 5 reflects the originating locations of the current vanpools to show that 42% come from other counties and 58% are intra-county vanpools.

Figure 5: Map of Vanpool Origins Destined for Western Riverside County



Coordination with IE Commuter (IEC)



RCTC delivers comprehensive rideshare support through the IE Commuter brand, assisting regional employers and their employees in shifting from driving alone to sustainable transportation options such as teleworking, transit, vanpool, carpool, and active transportation. The program provides hands-on assistance, information tools, turnkey marketing campaigns, RideGuides, commuter benefits support, and incentives – all at no cost to employers and the employees.

Currently, there are more than 305 IE Commuter employer partners (representing 2,283 worksites and approximately 610,640 employees), have signed partnership agreements to gain access to IE Commuter employer programs, services, and commuter incentives.

These employer partnerships play a critical role in identifying new vanpool opportunities. Through employee transportation surveys, conducted for large employers seeking compliance with local air quality mandates, valuable origin/destination and schedule data is collected. This data enables IE Commuter to generate personalized RideGuides, providing employees in search of a better commute, with available transit options and potential carpool or vanpool rideshares.

IE Commuter then collaborates with employer transportation coordinators and VanClub vanpool vendors to connect interested commuters with viable rideshare solutions and incentives, encouraging shifts to transit, carpooling, or vanpooling for a more efficient and cost-effective commute.

2.2 Vanpool Existing Performance

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

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion and commute distance, the more likely commuters will consider vanpooling; and,

4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Early on, the Southern California CTCs recognized that the region's vanpool activity, in general, crosses county lines. As a result, in 2007 the CTCs agreed that the subsidy will be provided and statistics reported into the NTD, based on where the vanpool's employer resides. This employer-based approach also aligns with how the CTCs fulfill rideshare programs and services, thereby serving as a single point of contact for any employers' transportation/mobility needs. Since the Inland Empire employer market is not as robust as Orange or Los Angeles counties, it is more challenging to work with, and promote, vanpooling in Riverside County. In addition, one of the largest employers in the RCTC vanpool service area, the County of Riverside, does not participate in VanClub because they have an internal rideshare vehicle program.

Even with these constraints and obstacles, since program inception through February 2025, the vanpool program resulted in:

- 684,773 unlinked passenger trips;
- 6,622,160 vanpool miles traveled; and
- 164,187 vehicle revenue hours.

This vanpool activity resulted in the following:

- 20,438,767 vehicle miles of travel reduced;
- 7,726 tons of emissions reduced; and
- 68% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2023/24, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 51.8 miles, commuting 20.5 days each month;
- An average one-way fare of \$7.13 per person per trip; and
- An average monthly out of pocket fare of \$293.73.

2.3 Vanpool Service Enhancements

A cornerstone of the Commission's Commuter Assistance Program (CAP), which VanClub falls under, is its continued partnership with commuters, employers, and government. The partnership, based on voluntary efforts, makes a collective difference to increase the efficiency of the County's transportation system—local roads, freeways,

commuter rail, and public transportation. The combined effort results in less congestion, decreased vehicle miles traveled, and improved air quality. The major initiatives to continue these partnerships and efforts in FY 2024/25 and beyond, are described below.

- *Regionalize the Rideshare/Vanpool Database:* In partnership with CTC partners, the Commission transitioned in the fall of 2023 from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform/database solution. This shift will expand the commuter database and improve the ridematching potential for those interested in sharing the ride to work via carpool or vanpool. Additionally, the regional platform will offer enhanced functionality and reporting that will better support program administration staff and employer worksite efforts to increase participation in alternative modes.
- *Maximize Employer Partnerships:* Given that the highest percentage of vanpool arrangements are formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the CAP serving Western Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation.
- *Expand Employer Engagement:* A focus for CAP going forward will be to expand engagement beyond the employer market it traditionally has served. The primary go-to-market strategy has been to leverage larger employer (250+) partnerships to cost effectively access and market to employee commuters. While this channel has historically proven to be efficient over the years, a majority of employer and commuter employees are now positioned in the small/medium employer space. Additionally, the CAP will phase in more direct end-user engagement to further expand the awareness and consideration of vanpool.

2.4 Vanpool Projected Ridership Growth

During FY 2023/24, the program essentially remained flat at 35 vanpools since dropping from a high of 80 vanpools in February 2020. Since that time, more employers have maintained hybrid work schedules at their worksites. It seems that since the commuting public has returned to the workplace, these hybrid schedules have fostered more solo commuting arrangements. Leveraging the new regional rideshare database and enhanced employer engagement, RCTC is optimistic that the upcoming fiscal year will bring additional vanpools to the program so that by the end of FY 2025/26, VanClub ridership may increase by 25% over FY 2024/25.

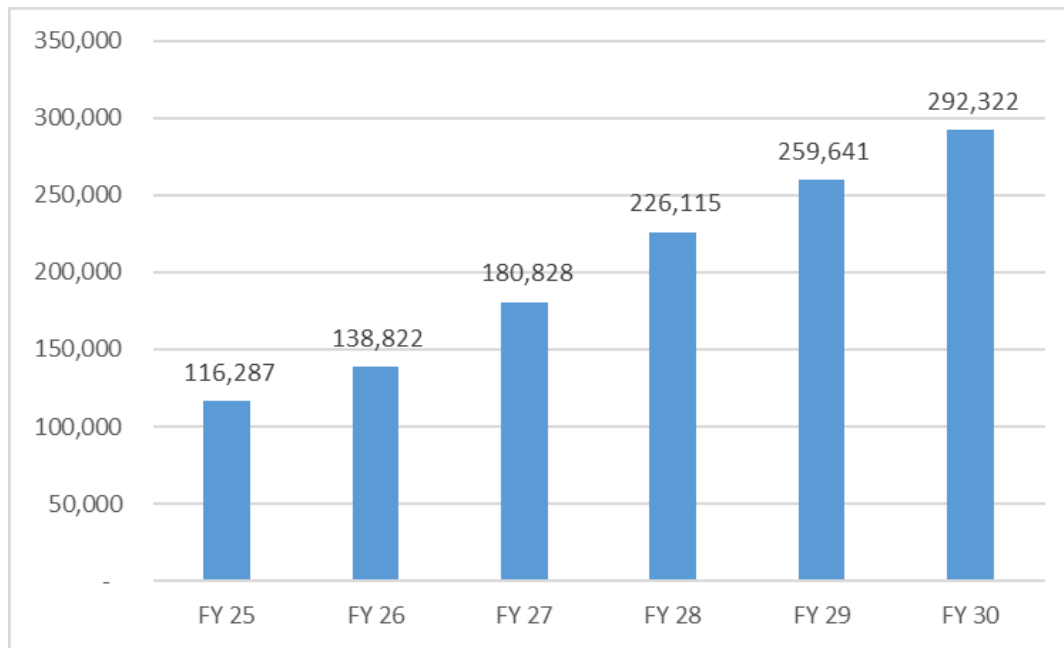
Effective July 1, 2023, RCTC increased the monthly subsidy from \$400 to \$600 to help offset inflation-related cost increases. Prior to this adjustment, individual vanpoolers faced rising expenses, such as lease rates and fuel costs, of up to 60% in the past several years. The increased subsidy has helped keep vanpooling a competitive alternative to driving alone. Additionally, RCTC's CAP, which has traditionally focused on large employers, will also engage more small/medium sized businesses which employ a significant base of commuters. In coordination with neighboring county rideshare programs, CAP transitioned from an Inland Empire based rideshare database to a regional database to capture more intercounty commuters. These efforts combined will help more vanpool opportunities emerge. Table 2.0 includes projections of the number of vanpools between FY 2024/25 to FY 2029/30.

Table 2.0: Projected No. of Active Vanpools, FY 2024/25 - 2029/30

No. of Vanpools	Fiscal Year					
	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
	51	64	85	98	110	122

Figure 6 illustrates the projected growth in vanpool ridership (unlinked passenger trips) anticipated based on the projected growth in active vanpools.

Figure 6: Projected Vanpool Ridership, FY 2024/25 – 2029/30



2.5 Expanding Vanpool Options to Improve Affordability and Sustainability

At the program's inception, VanClub operated with a single private leasing vendor serving the traditional employer vanpool market. In FY 2020/21, RCTC issued a request for proposals to expand vehicle choices, lease rates, and pricing options, resulting in two approved vendors. The goal of offering multiple vendors is to provide greater vehicle variety and more competitive leasing options, helping reduce passengers' out-of-pocket costs. Most recently, RCTC awarded a new contract to an EV-focused vendor, expanding access to electric vehicles at competitive rates. While RCTC procures third-party leasing vendors, this process is designed to ensure consistent vehicle offerings and program standards among approved vendors, not to regulate pricing or passenger fares. RCTC has no control over the passengers' out of pocket fares, only the amount of subsidy provided. Beyond lease costs, which vary based on vehicle type, capacity, and projected mileage, fuel remains the next most significant expense. Although electric or hybrid vehicles generally have higher lease rates, many employers offer free electricity while charging at work, and in-home electric charging costs can be quite low, depending on the electric provider and off-peak rates, helping offset fuel costs. These factors can contribute to lower fares for some vanpool groups.

Another key strategy for reducing fares is improving vanpool occupancy. The more passengers that share in the cost of the vanpools, the lower the fares per participant. Although RCTC requires that vanpools maintain a minimum 50% occupancy (ratio of passengers to the vanpool seats), RCTC works directly with vanpool groups that lose riders, struggle with occupancy or are looking for part time riders to increase occupancy and decrease passenger fare. The new regional vanpool platform that RCTC has transitioned to provides vanpools in this scenario with a more complete list of potential riders to help fill seats.

Ultimately, while RCTC cannot predict future fare trends, the addition of new vendors, expanded access to electric vehicles, and enhanced tools for supporting occupancy are expected to improve both the affordability and sustainability of the vanpool program.

2.6 Vanpool Capital Investments

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

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

The Commission is involved in ongoing rail planning efforts to establish passenger rail service to the Coachella Valley.

3.1.1 Coachella Valley Rail Corridor Project

The Commission has been actively studying and pursuing passenger rail service from Los Angeles to the Coachella Valley for a long time, with the first study completed in 1991. In 2013, Caltrans completed their own planning study and included the corridor in the State Rail Plan. That same year, the Commission dedicated funding to initiate project development starting with the Alternatives Analysis, which was completed in 2016. The next step required extensive coordination with Caltrans and FRA to complete the Service Development Plan (SDP) and a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which was approved in 2022. Following that accomplishment, staff actively pursued funding to move into the next phases of project development. In 2023, the Coachella Valley Rail Project was included in FRA's new Corridor Identification and Development Grant Program. This program is designed as a pipeline of project development that will establish competitive intercity passenger rail projects across the country to make them eligible for future federal construction grants. This structured program requires the Coachella Valley Rail Project to revisit and update the initial SDP and extensively expand the analysis. This process is underway with hopes for completion by 2028. In parallel to the SDP update, staff is advancing a planning effort that includes CEQA and Pre-NEPA activities, including a station location and rail corridor feasibility study. The work completed here will set the stage for the Tier 2 Project Level Environmental Clearance. Both these will follow up on local efforts for station planning that have occurred in the cities of Indio, Palm Desert and Coachella.

Project Location

Figure 7 is a proposed map of the Coachella Valley Rail Corridor (Corridor) that runs from Los Angeles to Indio through four Southern California counties: Los Angeles, Orange, Riverside, and San Bernardino. The Corridor refers to the approximately 144-mile long rail corridor between Los Angeles Union Station (LAUS) and the City of Coachella.

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (76 miles from Colton to

Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

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

Potential Facilities

The proposed Coachella Valley Corridor intercity service would stop at three existing Metrolink/Amtrak stations: LAUS, Fullerton, and Riverside – Downtown. Five or six additional existing or new stations are proposed between Riverside and Indio. Options include:

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

CV Rail Tier 2 Project Level Environmental Document:

Project Status: Staff has identified and will allocate the funding necessary to advance the Tier 2 environmental document. It is anticipated that the Request for Proposals for the Tier 2 will be issued in 2025.

Project Cost Estimate: \$80 million for Station Planning and Environmental (Tier 2 EIR/EIS)

Project Funding: Federal, State, and Local Funds

Project Completion: Tier 2 EIR/EIS is estimated to begin in 2028 after completion of the station study and take six to eight years to complete.

Figure 7: Map of Proposed Coachella Valley Rail Corridor



3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile



As mentioned previously, the Commission is one of the five member agencies that comprise the SCRRRA JPA. The other member agencies are SBCTA; LA Metro; OCTA; and VCTC. RCTC holds two voting positions on the 11-member board. In October 2022, Metrolink celebrated 30 years of service with 546 miles of track and 67 stations across the six counties. Metrolink provides service to the various counties with eight commuter lines, three of which serve Riverside County including the IEOC Line, Riverside Line, and 91/PVL Line. Figure 8 depicts the Metrolink Commuter Rail System Map.

Figure 8: Metrolink Commuter Rail System



IEOC Line

This first of its kind in the country suburb-to-suburb line runs 100.1 miles from San Bernardino Transit Center to Oceanside in North San Diego County with stops in the cities of Irvine and San Juan Capistrano, in Orange County, and was started in October 1995. The alignment roughly follows the Riverside Freeway, SR-91, along the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision in Riverside and Orange County. A map of the IEOC is provided in Figure 9. This commuter rail service to Orange County provides a transportation alternative in one of the busiest corridors in Southern California. The line is a jointly funded by the Commission, SBCTA, and OCTA.

As of October 2024, the line operates 18 trains Monday through Friday, including five peak period roundtrips. Each train travels between the Riverside - Downtown Station and the Laguna Niguel/Mission Viejo Station, with a few trains originating and/or terminating at the San Bernardino - Downtown Station or the Oceanside Station.

The weekend service includes two roundtrips leaving from San Bernardino to Oceanside in the morning and returning in the afternoon on Saturday and Sunday. The trains make all IEOC stops, plus the San Clemente Pier on weekends. The current running time between Riverside - Downtown and Irvine is approximately 83 minutes. RTA, Corona Cruiser, and Amtrak provide connecting transit service. The average trip length is 35.1 miles.

Figure 9: Map of Metrolink IEOC Line



Riverside Line

This line extends 59.1 miles between the City of Riverside and LAUS along the UP Railroad alignment and was started in June 1993. The route roughly follows the Pomona Freeway corridor (SR-60) through the cities and communities of Jurupa Valley, Ontario, Pomona, Walnut, Industry, La Puente, Montebello, and Commerce. Existing stations include Riverside-Downtown, Jurupa Valley/Pedley, Ontario - East, Pomona - Downtown, Industry, Montebello/Commerce, and LAUS. A map of the Riverside Line is provided in Figure 10. The Commission, SBCTA, and Metro jointly fund the line.

The Riverside Line offers 10 weekday trains between the Riverside - Downtown Station and LAUS. RTA, and Amtrak provide connecting transit service in Riverside County. The scheduled peak-direction trip time between Riverside - Downtown and LAUS is approximately 91 minutes, including dwell time at intermediate stations. The average trip length is about 38.8 miles.

Figure 10: Map of Metrolink Riverside Line



91/PVL Line

This line extends 85.6 miles between the Perris - South Station and LAUS. This route officially began operating peak period service in May 2002 when it was called the 91 Line. The alignment roughly follows the Riverside Freeways (SR-215 and SR-91) along the San Jacinto Branch Line and BNSF San Bernardino subdivision from Riverside County to Fullerton in Orange County where it continues northwest to Downtown Los

Angeles, and has a total of 12 stations, as depicted in Figure 11 below. The Commission, OCTA, and Metro jointly fund the Line.

In June 2016, service began on the 24-mile extension of the Metrolink 91-Line, which is now rebranded as the “91/Perris Valley Line”. The 91/PVL Line offers 14 weekday trains between the Perris – South Station and LAUS, with four roundtrips during peak hours. The 91/PVL Line began weekend service in October 2019 with two roundtrip trains that operate between LAUS and the Perris- South Station, traveling westbound in the AM and eastbound in the PM.

The peak period running time between Perris – South, Riverside – Downtown, and LAUS is approximately 129 minutes. The average trip length is 44.3 miles.

Figure 11: Map of Metrolink 91/PVL Line



Metrolink Days of Operation

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

3.2.2 Metrolink Fare Structure

Metrolink’s fares are distance-based and calculated on the shortest driving miles between stations. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge for Monthly Passes is currently capped at 80 miles. Metrolink offers day passes

that are valid system-wide at a flat fare. All Metrolink fare products permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on select connecting transit operators and a reduced rate on others.

Ticket Types

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

Single Day Use

- **One-Way** - A single one-way trip from origin station to destination station specified on the ticket. The trip must begin on the date and prior to the expiration date printed. Mobile and Print at Home tickets expire at 3 am the following date of purchase.
- **SoCal Day Pass** - Valid for unlimited systemwide travel on a single day and expires at 3 am the following day. The price of the Day Pass is \$15 on weekdays and \$10 on Weekends and on six federal recognized holidays including, New Year's Day, Independence Day, Memorial Day, Labor Day, Thanksgiving, and Christmas Day
- **L.A. Zone Day Pass** - This \$5 pass is valid only for travel between the Metrolink stations within the zone (it is valid for bus and rail transfers throughout L.A. County):
 - Burbank Airport North - (AV Line)
 - Burbank Airport South - (VC Line)
 - Burbank - Downtown
 - Cal State L.A.
 - Commerce
 - Glendale
 - L.A. Union Station
 - Montebello



Multi Day Use

- **5-Day Flex Pass** - Valid for travel between origin station and destination on five days within 30 days.
- **Monthly Pass** - Valid for unlimited travel between origin station and destination during the calendar month printed on the pass.

Multi-Line Option

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

Line between stations of equal or lesser distance with an origin and destination between Corona and Riverside.

Ticket Purchase Options

- **Ticket Machine Devices (TVDs)** - TVDs currently accept cash, card payments, and contactless payment including Apple Pay, Samsung Pay, and Google.
- **Mobile App** - Metrolink Just Ride mobile app is available on both Apple App Store and Google Play. The app accepts payment cards, Apple Pay and Corporate Quick Cards. Tickets are scanned directly from the app via a QR code.
- **Print at Home** - One-way tickets can be purchased via Metrolink's ticket portal for printing at home. All other tickets can be purchased online and pushed to the Metrolink mobile app wallet.
- **Outlets** - Two ticket outlets are available for Riverside County line riders at LAUS. Tickets are available for purchase with personal checks at the outlets.

Advance Purchase Ticket

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

Discounted Fares

Everyday Discounts

- **Student/Youth** - 50% off all fare products (except the L.A. Zone Pass). Youths are ages 6 to 18. Students must present a valid Student ID to the fare inspector upon request.
- **Kids Ride Free on Weekends** - On weekends, up to three children ages 17 and under may ride for free with each paying adult.
- **Child** - Three children (ages 5 and under) ride free with an adult using a valid ticket - each additional child pays youth fare (50%).
- **Senior** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Seniors age 65 and older qualify for this discount.
- **Disabled/Medicare** - 25% off Monthly Passes and 50% off all other fare products (except the L.A. Zone Pass). Disabled or Medicare discount applies if you have the appropriate identification.
- **Active Military/Veterans** - 10% off all fare products (except the L.A. Zone Pass).
- **Mobility-4-All** - Offers a 50% discount available to EBT-cardholders and can be combined with other discounts.

91/PVL Line Discount

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

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

Loyalty Program

A Loyalty Program (SoCal Explorer) was initiated in 2020. This program includes:

- Points earned with each ticket purchase that can be redeemed for free tickets or merchandise.
- Other rewards for being a member, e.g., member-only sales, first notice of new products, extra discounts.

Existing Transfer Agreements

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



3.2.3 Metrolink Revenue Fleet

Metrolink has 40 revenue train sets in operation¹. The Metrolink fleet is composed of 60 locomotives and 258 passenger cars (65 cab cars and 193 coach cars)¹. Metrolink has upgraded most of its fleet of locomotives to operate new Tier 4 clean technology locomotives.

¹ Source: Metrolink Rail Fleet Management Plan FY2020-040

² Source: Metrolink is first passenger rail agency in the nation powered by renewable fuel. 2022. Metrolink News.

In April 2022, Metrolink announced that the agency was the first passenger rail agency in the nation to be powered by renewable fuel. The locomotives are powered by cleaner burning alternative made with recycled natural fats and vegetable oils².



According to Metrolink, the renewable product contains no petroleum fossil fuels and burns cleaner reducing pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80 percent².

3.2.4 Metrolink Rider Profile

In 2022, Metrolink completed an Origin-Destination Study which presented results from onboard surveys to profile and update current customer profiles, travel characteristics, and perceptions of service quality. The results were critical to guide Metrolink's planning, marketing, and financial decisions. The following data represents the three lines that operate in Riverside County. It should be noted that the information in Table 3.0 reflects survey results from all riders coming from Riverside, Orange, San Bernardino, and Los Angeles counties.



Table 3.0: Metrolink Rider Profile

	Riverside Line	IEOC Line	91/PVL Line
Ethnicity:			
Black/African American	7%	7%	9%
Hispanic	41%	33%	43%
Asian	30%	13%	18%
Caucasian (non-Hispanic)	21%	43%	26%
Other	1%	4%	4%

Automobile Availability	77%	88%	73%
Employment Status			
Not Employed/Retired	13%	16%	13%
Part-Time	6%	8%	9%
Full-Time	75%	71%	71%
Unemployed, Not Seeking	6%	5%	7%
Ridership Frequency			
3 Days or More per Week	53%	50%	50%
1 to 2 Days per Week			
Several Days per Year/Not	11%	7%	11%
Regular	36%	43%	39%

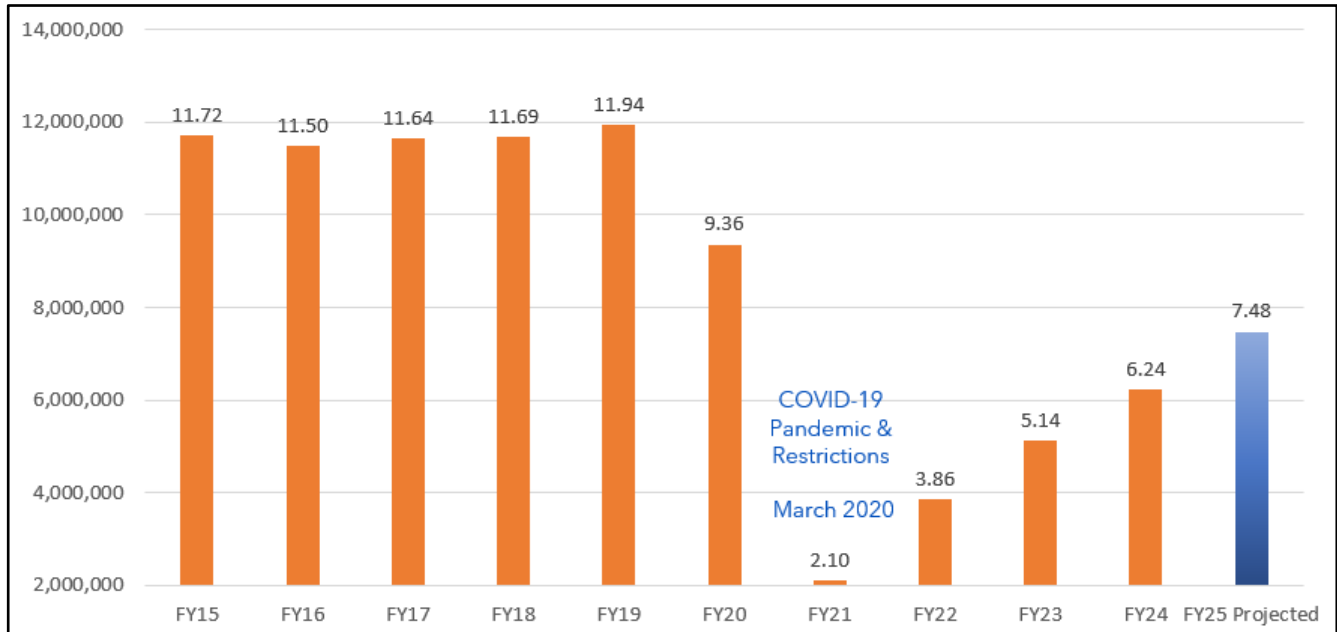
Source: 2022 Customer Survey

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at almost 12 million passengers. FY 2018/19 marked the 4th consecutive year of systemwide ridership growth despite regional and national ridership declines experienced by other transit operators during the same time period, as shown in Figure 12. Metrolink attributed the increased ridership to favorable economic conditions and several initiatives that targeted new riders. A strong element of the growth was weekend ridership, which grew from about 67%, systemwide from FY 2008/09 to FY 2018/19. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued causing ridership to decline a drastic 90% in less than one month. Ridership levels remained low for the duration of the pandemic.

Beginning in early 2022, pandemic restrictions began to lift, more people began returning to work and demand for Metrolink service grew. In April 2022, Metrolink restored 21% of the service reduced that was reduced to aid ridership recovery efforts. In October 2024, Metrolink introduced 32 new weekday trains, a nearly 23% systemwide service expansion, with more midday and late-evening options.

Figure 12: Metrolink Systemwide Annual Ridership,
FY 2014/15 – 2024/25



Source: Year-to-date Metrolink Boarding Reports

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

Ridership recovery efforts by Metrolink and RCTC are underway. The chart below in Figure 13 shows the progress towards post-pandemic ridership recovery.

Figure 13: Total Ridership Riverside County Metrolink Lines,
FY 2014/15 – 2024/25

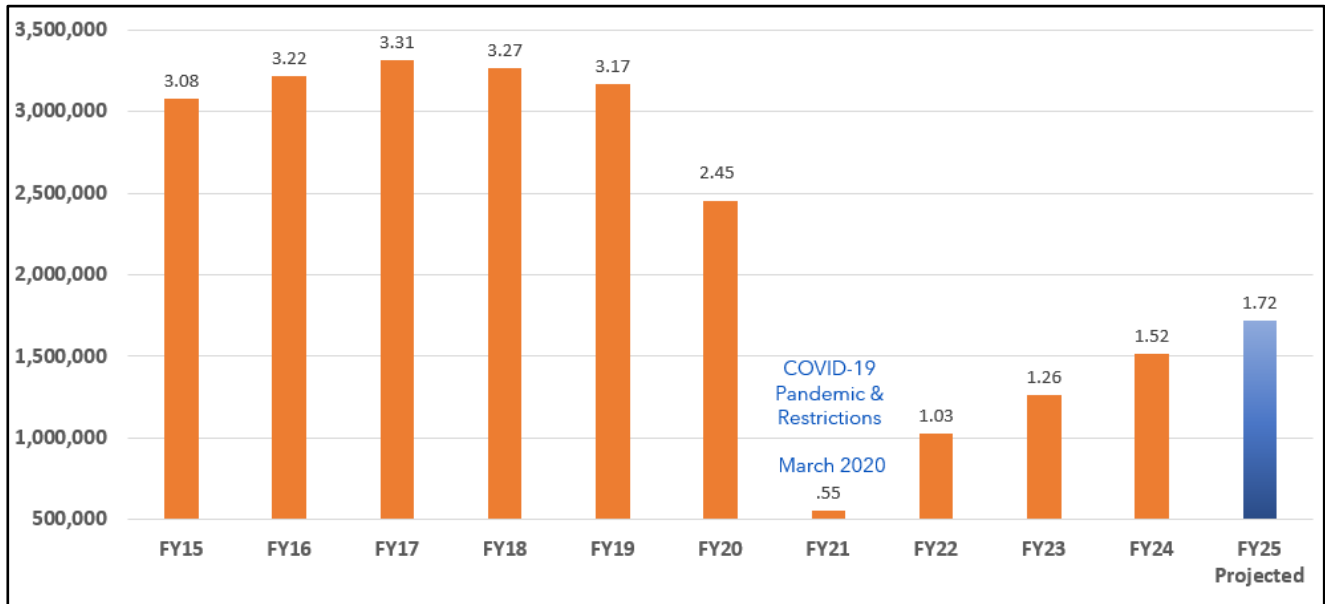
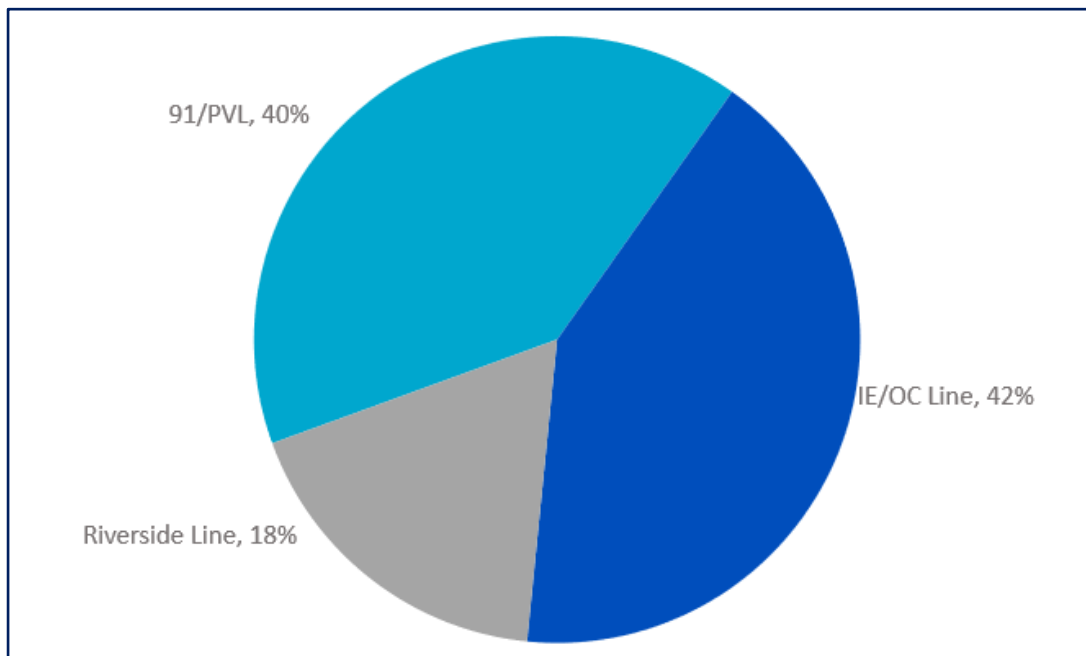


Figure 14 illustrates that most passengers in the County take the IEOC (42%), followed by the 91/PVL (40%) and remaining on the Riverside Line (18%). Based on the

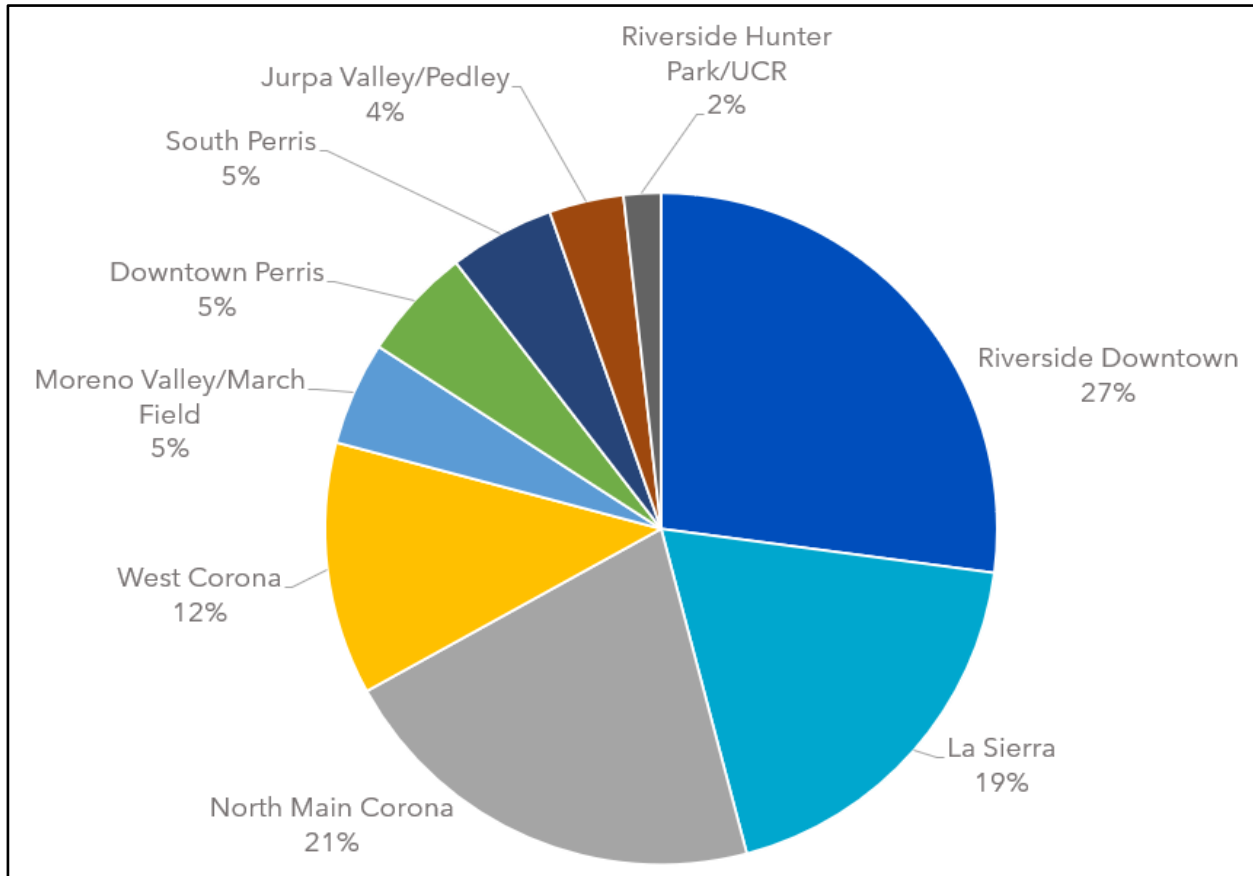
Figure 14: Riverside County Total Ridership Distribution by Line



destinations of these lines, the data also indicates that about half of the riders are headed towards Orange County and the other half to Los Angeles.

Based on passenger station data in Figure 15, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 15: RCTC Stations Passenger Distribution

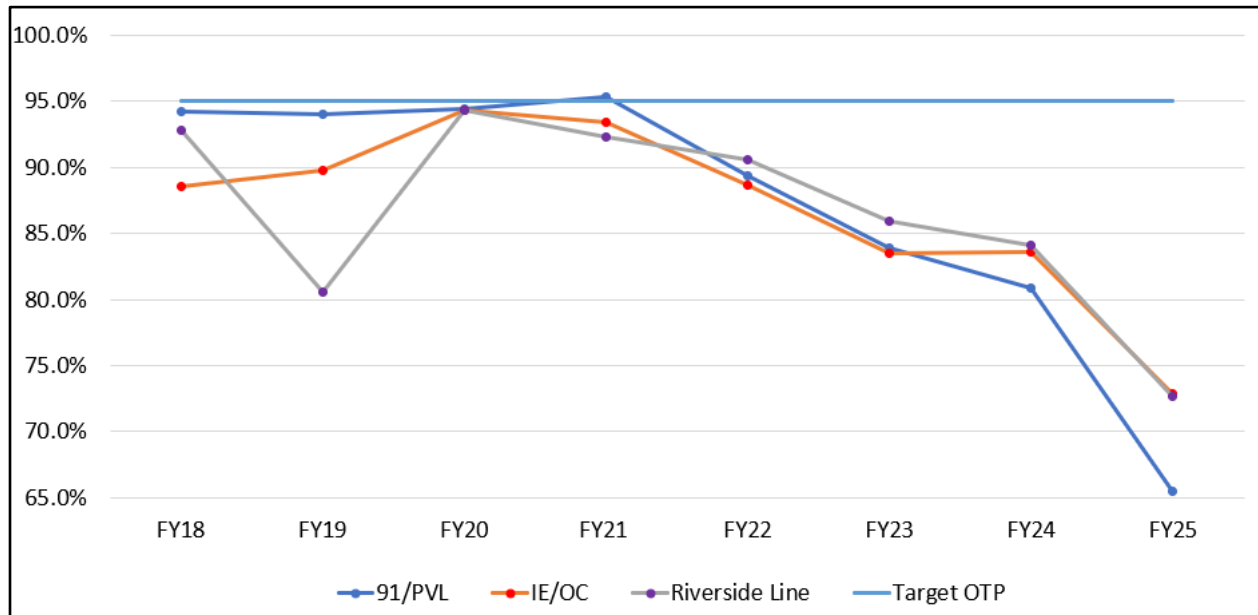


Source: 2025 Year-to-date Metrolink Boarding Reports

3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance (OTP). On-time performance and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted on-time performance is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact on-time performance are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 16 below shows that on-time performance declined in FY 2021/2022 for all three lines hovering around 90%. This decline continued into FY 2024/2025 and is currently between 65% to 75%.

Figure 16: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

3.2.7 Metrolink Productivity Improvement Efforts

In April 2020, Metrolink conducted an online survey with mobile app account holders and email list subscribers and received an overwhelming 11,069 responses (about 98% from email recipients). The objectives of the survey were to learn:

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

Preliminary findings determined that:

- Low-income riders are more likely to continue to rely on Metrolink during the pandemic;
- 1 in 3 current riders who still ride Metrolink have no car available;
- 71% of current riders describe themselves as essential workers, with healthcare as the primary essential industry at 39% followed by transportation and logistics at 14%;
- 81% of riders indicated that they are likely to ride again;
- 13% of riders are unlikely to ride again with concerns about social distancing and cleanliness as the main barriers;

- Riders are likely to return in phases over the summer, fall, or winter as stay-at-home orders are lifted, schools are reopened, and when treatment or vaccine exists;
- Riders were highly satisfied with how Metrolink was keeping them informed;
- Ridership strategies suggests phased implementation with improvements to cleaning, social distancing, fare discounts, security, and amenities; and
- The top 5 improvements that would motivate riders to return, ride again, or ride more are: 1) Hospital grade cleaning and disinfecting; 2) Hand sanitizers available on every train car; 3) Social distancing markers at the station; 4) Cleaning crews onboard the train at all times; and 5) One blocked-off seat next to each rider for social distancing.

Survey results clearly indicate that enhanced safety and sanitization measures are critical to gaining riders back.

3.2.8 Metrolink Recent Service Changes

The most recent service changes took place in October 2024 and included the following modifications to the 91/PVL, Riverside, and IEOC lines.

- 91/PVL - Peak commuter trains were adjusted to be on an hourly schedule for ease of understanding. Two off peak trains were added from Perris-South to Los Angeles providing additional options for residents in Riverside County traveling into Los Angeles. Trains from Los Angeles into Riverside County received schedule adjustments to provide riders train options throughout the day, instead of having trains scheduled at peak hours only.
- Riverside Line - Four trains originating out of Downtown Riverside were rescheduled to an hourly schedule, with the earliest departure being scheduled 35 minutes earlier for early-morning work shifts. One afternoon train from Downtown Riverside into Los Angeles was discontinued. Similarly, four trains coming into Riverside County from Los Angeles were rescheduled to hourly schedules.
- IEOC - Two roundtrip trains were added to the IEOC line. Several trains were rescheduled to an hourly schedule, with several trains being scheduled throughout the day instead of at peak times only.

The October 2024 service change increased overall service by over 22% systemwide.

3.2.9 Metrolink Major Trip Generators

Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RTA, RCTC, and Metrolink continue to work together to increase

awareness of the RTA bus connections at Commission Metrolink stations. Ads regularly appear in the RTA Ride Guide promoting free RTA transfers from Metrolink stations. The RTA Ride Guide includes the Metrolink stations in its route directory listing. Additionally, Metrolink occasionally helps promote the RTA CommuterLink service in materials at the stations.

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

3.2.10 RCTC Proposed Metrolink Service Plan

The 5-step Metrolink Service Plan is based on recent ridership trends and Commission goals. These goals are consistent with the broad objectives of Metrolink SCORE program for increased regional train service. Table 3.2 below outlines a 5-step service growth scenario. The specific implementation of this service will be subject to several factors including funding, availability of equipment, availability of train crews, and renegotiations of shared-use agreements with railroads.

Table: 3.1: Proposed Riverside County Metrolink Service Improvements

Fiscal Year	Reimagined	Step 1		Step 2		Step 3		Step 4		Step 5	
	October 2024	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr	Oct	Apr
Line		Proposed									
91/PVL											
AM Peak ¹	4	5	5	6	6	7	7	8	8	9	9
AM Reverse Peak*	2	2	2	2	2	2	2	2	2	3	3
Off-Peak	4	4	4	4	4	4	4	4	4	4	4
PM Reverse Peak*	0	2	2	2	2	2	2	2	2	3	3
PM Peak ¹	4	5	5	6	6	7	7	8	8	9	9
Total	14	18	18	20	20	22	22	24	24	28	28
<i>Weekends Total</i>	4	4	4	6	6	6	6	8	8	8	8
IEOC Line	(RIV Times)										
AM Peak	4	5	5	6	6	6	6	7	7	8	8
AM Reverse Peak	2	2	2	2	2	2	2	2	2	2	2
Off-Peak	7	6	6	6	6	6	6	6	6	6	65
PM Reverse Peak	1	2	2	2	2	2	2	2	2	2	2
PM Peak	4	5	5	6	6	6	6	7	7	8	8
Total	18	20	20	22	22	22	22	24	24	26	26
<i>Weekends Total</i>	4	4	4	6	6	6	6	8	8	8	8
Riverside Line											
AM Peak	3	5	5	5	5	6	6	6	6	6	6
AM Reverse Peak										1	1
Off-Peak	3	2	2	2	2	2	2	2	2	2	2
PM Reverse Peak										1	1
PM Peak	4	5	5	5	5	6	6	6	6	6	6
Total	10	12	12	12	12	14	14	14	14	16	16
Total Trains Through Riverside (weekdays)	42	48	48	52	52	58	58	62	62	70	70
BNSF FUL-RIV Totals	32	38	38	42	42	42	42	48	48	54	54
Projected Subsidy (Millions)	\$32	\$38		\$42		\$46		\$50		\$55	

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

RCTC Growth Strategies in Steps:

- Meet Transit Intercity Rail Capital Program (TIRCP) Grant growth projections
- Build out service with additional peak times as priority
- Expand reverse peak options
- Expand weekend service

3.2.11 Metrolink and RCTC Promotions and Campaigns

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

Metrolink Initiated Promotions and Marketing Campaigns

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

Student Adventure Pass

In October 2023, Metrolink launched the Student Adventure Pass (SAP), a grant-funded program providing free rides to K-12, technical school, college and university students. In July 2025, this program transitioned to a 50% discount to ensure program longevity and financial sustainability for both the program and Metrolink. Students can receive discounted Metrolink tickets by registering for the Metrolink mobile app with a school email. Students can then activate a pass each time before they ride using the in-app ticket wallet. A valid student ID will be required to qualify for the SAP.

Corporate Partnerships Program (CPP) (Ongoing)

Metrolink has incorporated the CPP into the Mobile App and has allowed the TVDs to redeem the Quick Cards. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts.

Line Awareness Marketing Campaign (Ongoing)

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

In addition to the regular train services and after the pandemic recovery, the Commission will once again pursue partnerships with other agencies to provide access to sporting and holiday events with special services such as the Angels Express Train and Festival of Lights Train. These types of promotional services have been highly successful in increasing ridership and introducing new riders to commuter rail.

RCTC Initiated Promotions and Marketing Campaigns

Metrolink's promotions and marketing campaigns are supported by additional efforts led by RCTC within Riverside County. These joint efforts help increase awareness, ridership, and regional coordination for services in the area.

RCTC Outreach Program (Ongoing)

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

- University and college campaign
- Train excursion programs for seniors and community groups
- Community events presence
- Digital marketing targeted to Riverside County
- Support for Special Events Trains

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

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

Riverside County Free Rail Pass Program

RCTC applied for the Low Carbon Transit Operations (LCTOP) funds to provide free Metrolink passes and encourage new passenger rail ridership within Riverside County. This initiative is especially important as the region and the world recovers from the impacts of the pandemic and individuals develop new travel habits. By removing the cost barrier, the program aims to encourage more residents to experience Metrolink for both commuting and leisure, whether visiting family and friends or exploring destinations across Southern California.

The Riverside County Free Rail Pass Program launched in March 2024. Riders can sign up through RCTC's Commuter Assistance Program, IE Commuter, and be issued free passes for up to 90 days through the Metrolink's Mobile Ticketing Application. This program expands RCTC's IE Commuter offerings by adding free Metrolink train passes to its suite of existing incentives.

The LCTOP funds will be used to cover the program costs through at least the next fiscal year, potentially longer depending on ticket distribution rates.

3.2.12 Metrolink Projected Ridership Growth & Schedule Optimization

In January 2024, Metrolink completed a schedule optimization plan that culminated from a study which had goals to generate a data-driven schedule, focused on operational efficiencies, retain/grow ridership, and aligned with Metrolink long-term service goals set by SCRRA. In October 2024, the schedule optimization went into effect and increased overall service by over 22% systemwide. 32 trains were added to weekday service for a total of 174 trains daily.

3.2.13 Metrolink and RCTC Capital Improvement Plans

There are three main capital improvement planning efforts that are used to assess rail capital needs in the County: Metrolink's Strategic Business Plan (2021) and Rehabilitation Plan (2020); RCTC Station Rehabilitation Program; and RCTC Rail Capital Infrastructure Plan. The establishment of these capital plans provides the opportunity to more strategically program formula funds and seek competitive grants to delivery and prioritize projects. The 5-year strategies and priority projects for each capital improvement plan are described below.

Metrolink Strategic Business Plan (2021) and Rehabilitation Plan (2020)

The 2020 Metrolink Rehabilitation Plan (MRP) reviewed the condition of Metrolink's key infrastructure assets. It identified the backlog of projects, included special projects such as rolling stock and facilities and the annual state of good repair needs to maintain status quo services. The focus of the plan for the next five years, includes the following:

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

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

Metrolink Strategic Business Plan (SBP) and subsequent State of Good Repair Financial Plan identified business planning over the next 30 years. The SBP identified capital and state of good repair actions to address needs including:

- State of good repair and rehabilitation of assets such as track, structures, systems, Maintenance of way vehicles, rolling stock and facilities
- Capital programming and investments corridor-based projects such as additional tracks and signals, station works to improve customer experience, and equipment expansion that allows Metrolink to deploy more trains throughout the day.

Continual Improvements of PTC

PTC was a major technical undertaking to improve safety and operating elements across the system. The \$215 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015. Metrolink continues to improve this system and is implementing updates for PTC Version 2.0 through its capital program.

Locomotives and Passenger Cars

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



RCTC Station Rehabilitation Program

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

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

- Construction of a covered passenger waiting area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station
- Elevator Rehabilitation at Corona – North Main, West Corona, Riverside – La Sierra and Riverside – Downtown Stations
- Pavement rehabilitation at Riverside-Downtown, Riverside – La Sierra, Jurupa Valley/Pedley, West Corona, and Perris-South stations.
- Drought Tolerant landscaping upgrades at Riverside-Downtown, Jurupa Valley/Pedley, Riverside – La Sierra, Perris – South
- Upgraded ADA drop off/pick up and parking areas at – West Corona, Jurupa Valley/Pedley, Riverside – La Sierra, and Perris-South stations. Comprehensive painting of Jurupa Valley/Pedley, West Corona, La Sierra, and Riverside-Downtown, Corona – North, Construction of active transportation improvements, including pedestrian walkways at West Corona, Riverside Downtown, Perris-South and bicycle lane at Perris-South
- Installation of solar photo-voltaic panels at Moreno-Valley March Field and Perris-South



Perris - South Station – Parking Lot

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

- Comprehensive painting of station structures
- Pavement rehabilitation of station parking lots
- Bike and Pedestrian safety improvements, including signage

- LED Fixtures and Lights
- Station amenities (gates, signs, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems - replacement, upgrades, and incorporation of AI
- Drought tolerant landscaping upgrades
- Electrical Upgrades
- General building maintenance
- Enhancement of Station Security and Access Control

The total five-year program cost for FY 2021/22 – 2026/27 is estimated at \$12 million and is funded with \$8 million from FTA 5307 and \$4 million from the SB 1 State of Good Repair Program.

Metrolink SCORE Program & Projects

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

RCTC Rail Capital Infrastructure Projects

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

1. Moreno Valley/March Field Station Upgrade Project (Complete Summer 2025)
2. Moreno Valley to Downtown Perris Double Track Project (Design Continue)
3. South Perris Station Expansion and 4th Layover Track Project (Design Complete, Construction award 2025)
4. Mead Valley Station (Previously Ramona Station, Design Commenced)
5. Moreno Valley/March Field Station Pedestrian Bridge Project (Planning)
6. Metrolink Station Parking Expansion Analysis (Planning)

1. Moreno Valley/March Field Station Upgrade Project

The Moreno Valley/March Field Station Upgrade Project is necessary for improved operational reliability and passenger convenience for the 91/PVL Line. This project will upgrade the station with an additional platform and upgrade 2.5 miles of track to passenger rail standards so that trains can pass each other at the mid-point of the PVL line, providing the capacity necessary for additional connectivity from 91/PVL Line trains to other trains in the Metrolink system at the Riverside - Downtown Station.

Project Status: Construction
Project Cost Estimate: \$38 million
Project Funding: FTA 5307, STA
Project Completion: Summer 2025



2. South Perris Station Expansion and 4th Layover Track Project

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

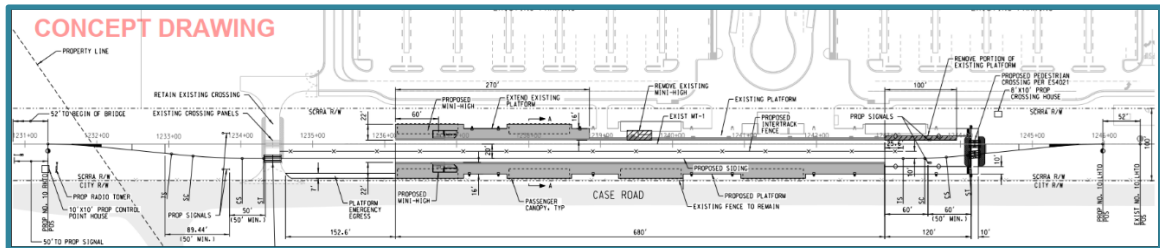
existing facility. A grant for this project was received from the Transit Intercity Rail Capital Program, which is a competitive funding program.

Project Status: Design

Project Cost Estimate: \$36 million

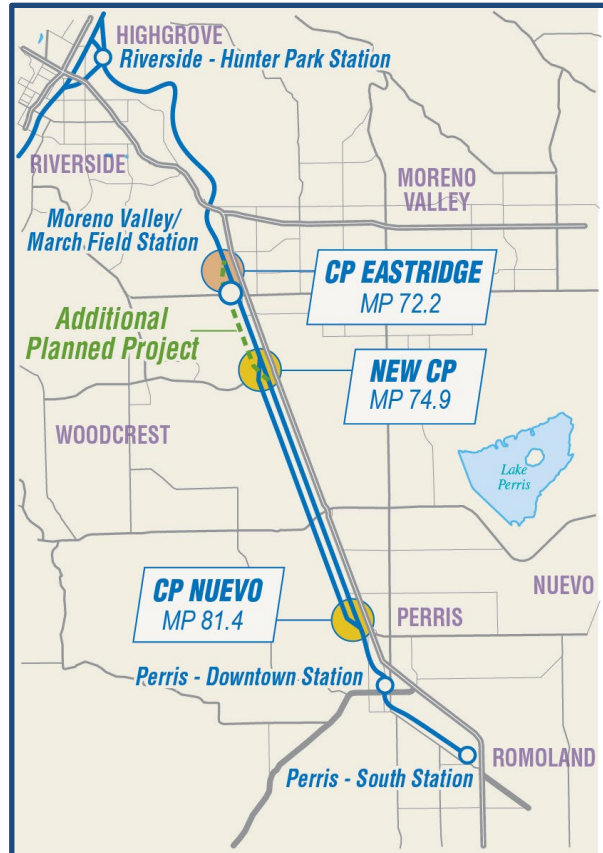
Project Funding: TIRCP, STA, Measure A

Project Completion: Summer 2028



3. Moreno Valley to Downtown Perris Double Track Project

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way between the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley / March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the



existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

Project Status: Design

Project Cost Estimate: \$80 million

Project Funding: Transit Intercity Rail Capital Program (TIRCP), FTA, STA, Transportation, Housing, & Urban Development (THUD), TIRCP SB125

Project Completion: Fall 2028

4. Mead Valley Station (Previously Ramona Station)

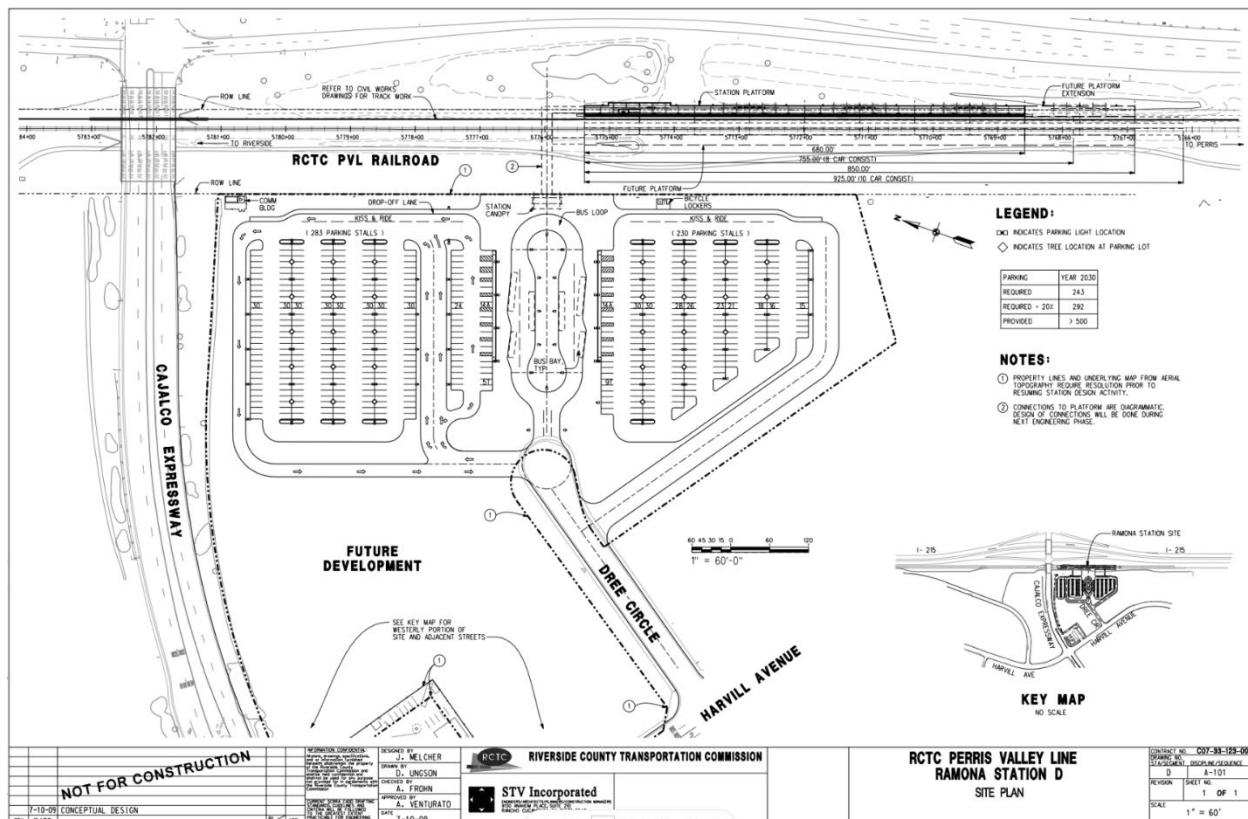
During design of the Perris Valley Line, one of the station locations that was studied was the Mead Valley Station at the intersection of Cajalco Expressway and Harville Avenue. The station concept was taken to a 10% level of design and was deferred to future development due to project funding constraints. RCTC purchased the site for the future Mead Valley Station, and it currently is undeveloped. This station site is a critical multimodal connector, as it sits at the terminus of the Ramona Expressway which will connect to RCTC Mid County Parkway project and will allow for a direct connection to the I-215 at the Cajalco Expressway/Ramona Expressway interchange. The development of this station will allow a linkage between commuters coming from the east of Riverside and it will provide them with an alternative of driving North or South on the I-215.

Project Status: Planning/Design

Project Cost Estimate: \$50.5 million

Project Funding: TIRCP, STA, Measure A

Project Completion: October 2029



5. Moreno Valley/March Field Station Pedestrian Bridge Project

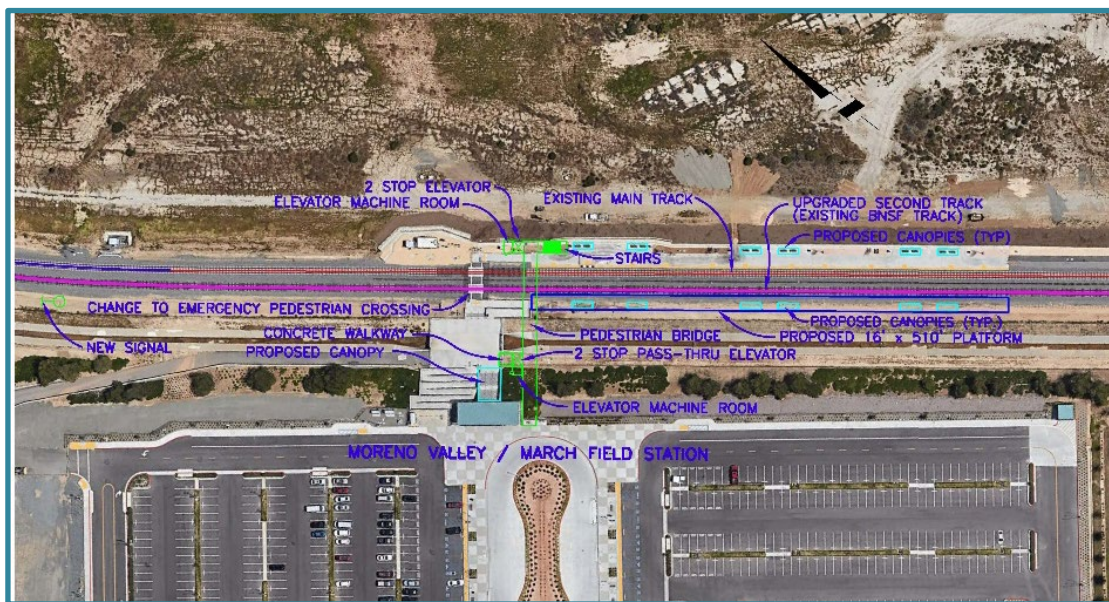
The Moreno Valley / March Field Station is one of the new stations along the PVL and upon completion of the project, it will be a double-track station with an at-grade pedestrian crossing and two platforms. This project will upgrade the station with a pedestrian overpass. The overpass will use the same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

Project Status: Project Definition Report

Project Cost Estimate: \$36 million (2018)

Project Funding: TBD

Project Completion: TBD



6. Metrolink Station Parking Expansion Analysis (Non-SCORE project)

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

3.2.14 Overview of Long-Term Rail Capital Investments

The Commission adopted Traffic Relief Plan is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.2 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.2: Long-Term Rail Capital Investments

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

4.0 FINANCIAL PLANNING

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

Federal Programs

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

State Programs

- Local Transportation Fund (LTF) - LTF funds are formula based for operating and capital purposes and are generated from a ¼ cent of the State retail sales tax collected in each county.
- State Transit Assistance Fund (STA) - STA funds are generated from the statewide sales tax on motor vehicle fuel on diesel. The STA funds are appropriated to the State Controller for allocation by formula to each RTPA. The formula allocates 50 percent of the funds on the basis of the County's population compared to the State's population (STA 99313 Funds). The remaining 50 percent is allocated according to the prior year proportion of the County's transit operator passenger fare and local support revenues (STA 99314 Funds).
- State of Good Repair (SGR) - SGR provides formula funding for transit maintenance, rehabilitation, and capital projects.
- Low Carbon Transit Operational Program (LCTOP) - LCTOP funds provides transit agencies with operating and capital assistance to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. LCTOP projects support new or expanded bus or rail services, expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities.

LCTOP derives from the Greenhouse Gas Reduction Fund (GGRF) that receives proceeds from cap-and-trade auctions.

- Transit and Intercity Rail Capital Program (TIRCP) - TIRCP is intended to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. TIRCP is also a cap-and-trade program that is funded through the GGRF.
- Other state programs may include funding from discretionary programs such as the State Rail Assistance, Local Partnership Program, or Solutions for Congested Corridors Program.

Local Programs

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

4.1 Operating and Capital Budget - FY 2025/26

Total operating expenses for FY 2025/26 is estimated at \$58.7 million, combined for the vanpool and rail programs, which represents a decrease of about 1% from FY 2024/25.

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2025/26.

Total capital programming for FY 2025/26 is approximately \$165.3 million and consists of \$31.3 million for CV Rail, \$12.8 million for RCTC's Metrolink capital obligation, \$12 million for the South Perris Station/Layover Project, \$49.3 million for the Mead Valley Station Project, \$58.8 million for the PVL Double Track Project, and \$1.1 million for station rehabilitation. Project descriptions and justifications for each capital project are found in Table 4.0A at the end of this chapter.

The FY 2025/26 operating and capital plans are fully funded. State and local revenues typically comprise the largest revenue sources and federal funds are maximized as much as possible. Should revenue projections change significantly throughout the year, service and capital plans will be modified, as needed.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2026/27 – 2029/30. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail), FY 2025/26 – 2029/30

Fiscal Year					
Total	2025/26	2026/27	2027/28	2028/29	2029/30
Operating	\$ 58,749,885	\$ 61,296,297	\$ 66,350,112	\$ 69,680,888	\$ 73,180,596

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

4.3 Regulatory and Compliance Requirements

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

Americans with Disabilities Act (ADA)

To prohibit discrimination on the basis of disability, the U.S. Congress passed the Rehabilitation Act of 1973 and the ADA of 1990. Title II of the ADA pertains to state and local governments and prohibits discrimination or segregation on the basis of race, color, religion or national origin in access to public accommodations. Title II requires that persons with disabilities be provided with an equal opportunity to benefit from government programs, services and activities. In October 2012, the Commission appointed the Deputy Executive Director to serve as the ADA Coordinator and adopted grievance procedures and a discrimination complaint form. In July 2022, the Commission also adopted an ADA Self-Evaluation and Transition Plan in compliance with federal requirements.

Title VI

Title VI of the Civil Rights Act of 1964 protects persons in the United States from being excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, or national origin in any program or activity receiving federal financial assistance. As required by FTA, a Title VI Program is updated every three years. The Commission's current Title VI program was updated in May 2025 and will be valid through 2028.

Disadvantaged Business Enterprise (DBE)

The DBE Program seeks to ensure nondiscrimination in the award and administration of federally assisted contracts and to create a level playing field on which DBEs can compete fairly for federally assisted contracts. The FTA Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DBE regulations. The Commission's DBE Program was last submitted in March 2025.

Equal Employment Opportunity (EEO)

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

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in January 2023 and all findings were addressed and closed.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA

funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's 2021 TDA Triennial Audit found that it is in compliance with all TDA requirements and in some cases exceeds those requirements. Three recommendations, which staff has implemented and/or is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. A carryover from the prior two performance audits, the Commission should revisit the TDA formula for Western Riverside County bus and commuter rail service. The Commission has worked cooperatively with transit operators over the past several years and has approved a revision to the TDA formula for Western Riverside County bus and commuter rail service at its February 21, 2025 meeting.
2. A carryover from the prior performance audit, requires that the transit operators' Financial Transactions Report is prepared separately for general public transit and for specialized services. The Commission has communicated to the one remaining operator, City of Beaumont, to adhere to the proper financial reporting procedures published by the State Controller's Office.
3. Develop a local guidance manual that contains the procedures and protocol for TDA claims and the Commission's transit policies. The Commission awarded a contract to AMMA Transit Planning to assist with developing three manuals. These include the Transit Policies Manual, a Transit Operator Funding Guide, and Transit Desk Procedures. The Commission approved the Transit Policies Manual on May 14, 2025, and provided the transit operators the Transit Operator Funding Guide with procedures and protocols for TDA claims. The Transit Desk Procedures were accepted by staff in 2025.

4.4 Status of Current Capital Projects

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

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	S RTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost Estimates	Unfunded Balance
Moreno Valley/March Field Station Upgrade	17-6, 22-2, 24-3	Facilities/ Capital Upgrades	Fully Funded	12/2019 - 8/2025	\$38,000,000	\$0
Moreno Valley to Downtown Perris 2nd Track Project	23-3, 25-3, 26-5	Facilities/ Capital Upgrades	Fully Funded	10/2023 - 09/2028	\$80,800,000	\$0
South Perris Station Expansion and 4th Layover Track Project	23-2, 26-3	Facilities/ Capital Upgrades	Fully Funded	10/2022 - 06/2028	\$37,800,000	\$0
CV Rail Tier 2 Environmental Study	24-1, 25-1, 26-1	Facilities/ Capital Upgrades	Fully Funded	07/2024 - 07/2031	\$85,000,000	\$0
Mead Valley Station	26-4	Facilities/ Capital Upgrades	Fully Funded	07/2025 - 09/2029	\$50,500,000	\$0



Table 4.0 - Summary of Funding Request - FY2025/26
RCTC Western County Rail, Coachella Valley Rail, and Vanpool Programs

Operating																					
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	TIRCP Competitive	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	State Other	SB 125	FRA CID	STIP IIP	STIP RIP	STIP PPM	Farebox
Western County Rail																					
Metrolink Operating Subsidy & Preventative Maintenance ¹	\$33,200,000		\$ -		\$ 1,300,000		\$ 24,900,000		\$ 3,000,000					\$ 4,000,000							
Professional Services Planning Studies ²	\$3,000,000						\$ 1,000,000	\$ 1,586,700	\$ 4,901,500						\$ 1,000,000	\$ 1,000,000					
Program Management and Support ³	\$7,488,200						\$ 1,000,000		\$ 4,901,500												
Property Management General - Rail Projects ⁴	\$2,852,100						\$ 2,000,000		\$ 2,361,100	\$ 491,000											
Station Operations and Maintenance	\$10,500,000						\$ 2,000,000		\$ 8,500,000												
Transfer Agreements	\$100,000						\$ 100,000														
Vanpool																					
RCTC Van/Club Operating Expenses	\$1,609,585			\$ 293,654					\$ 257,900	\$ 38,046	\$ 82,900										\$ 937,085
Sub-total Operating	\$58,749,885	\$0	\$0	\$293,654	\$1,300,000	\$0	\$29,000,000	\$1,586,700	\$19,020,500	\$529,046	\$82,900	\$0	\$0	\$4,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$937,085
Capital																					
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	TIRCP Competitive	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	State Other	SB 125	FRA CID	STIP IIP	STIP RIP	STIP PPM	Farebox
Western County Rail																					
Rail Stations Capital Rehabilitation WC 26-1	\$1,100,000																				
RCTC Metrolink Capital Obligation WC 26-2	\$12,811,564	\$ 1,729,158	\$ 11,082,406									\$ 778,769	\$ 321,231								
South Perris Station/Lavover Expansion 26-3	\$12,000,000								\$ 4,000,000					\$ 8,000,000							
Mead Valley Station 26-4	\$49,302,000								\$ 2,500,000					\$ 6,302,000							
PVL Double Track 26-5 ⁵	\$58,800,000	\$ 22,300,000				\$ 40,500,000			\$ 16,000,000					\$ 15,000,000		\$ 5,500,000					
Coachella Valley Rail																					
CV Rail Environmental/Service Development Plan - CV 26-1	\$31,326,380													\$550,000			\$5,000,000	\$10,000,000	\$15,658,000	\$118,380	
Sub-total Capital	\$165,339,944	\$24,029,158	\$11,082,406	\$0	\$0	\$40,500,000	\$0	\$0	\$22,500,000	\$0	\$0	\$778,769	\$321,231	\$29,852,000	\$0	\$5,500,000	\$5,000,000	\$10,000,000	\$15,658,000	\$118,380	\$0
Total Operating & Capital	\$224,089,829	\$24,029,158	\$11,082,406	\$293,654	\$1,300,000	\$40,500,000	\$29,000,000	\$1,586,700	\$41,520,500	\$529,046	\$82,900	\$778,769	\$321,231	\$33,852,000	\$1,000,000	\$6,500,000	\$5,000,000	\$10,000,000	\$15,658,000	\$118,380	\$937,085

¹ Metrolink Subsidy is \$32,947,082 plus 3.8% contingency.

² Includes CCITS, Grade Separation, and other studies. SB125 funds are administrative funds.

³ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

⁴ Other local funding source are lease proceeds.

⁵ SB 125 funds are pending CalSTA approval.



Table 4.1 - Summary of Funding Request - FY2026/27

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

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	\$36,520,000				\$ 29,520,000		\$ 3,000,000.00					\$ 4,000,000.00	
Professional Services Planning Studies	\$1,000,000				\$ 1,000,000								
Program Management and Support ¹	\$7,862,610				\$ 1,000,000	\$ 1,666,035	\$ 5,196,575						
Property Management Rail ²	\$2,994,705						\$ 2,479,155.00	\$ 515,550.00					
Station Operations and Maintenance	\$10,920,000				\$ 2,000,000		\$ 8,920,000						
Transfer Agreements	\$100,000				\$ 100,000								
Vanpool													
RCTC VanClub Operating Expenses	\$2,003,982			\$ 378,625			\$ 261,072	\$ 49,055	\$ 106,920				\$ 1,208,310
Sub-total Operating	\$61,401,297	\$0	\$0	\$378,625	\$33,620,000	\$1,666,035	\$19,856,802	\$564,605	\$106,920	\$0	\$0	\$4,000,000	\$1,208,310
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 27-1	\$1,100,000									\$ 778,769	\$ 321,231		
RCTC Metrolink Capital Obligation - WC 27-2	\$14,092,720	\$ 1,902,074	\$ 12,190,646										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 27-1	\$550,000											\$ 550,000	
Sub-total Capital	\$15,742,720	\$1,902,074	\$12,190,646	\$0	\$0	\$0	\$0	\$0	\$0	\$778,769	\$321,231	\$550,000	\$0
Total Operating & Capital	\$77,144,017	\$1,902,074	\$12,190,646	\$378,625	\$33,620,000	\$1,666,035	\$19,856,802	\$564,605	\$106,920	\$778,769	\$321,231	\$4,550,000	\$1,208,310

¹ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.2 - Summary of Funding Request - FY2027/28

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

Operating														
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Metrolink Operating Subsidy & Preventative Maintenance	\$40,172,000		\$ -			\$ 33,172,000		\$ 3,000,000					\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000								
Program Management and Support ¹	\$8,255,741					\$ 1,000,000	\$ 1,749,337	\$ 5,506,404	\$ -					
Property Management Rail ²	\$3,144,440							\$ 2,603,113	\$ 541,328					
Station Operations and Maintenance	\$11,356,800					\$ 2,000,000		\$ 9,356,800	\$ -					
Transfer Agreements	\$100,000					\$ 100,000								
Vanpool														
RCTC VanClub Operating Expenses	\$2,431,381			\$ 468,713				\$ 273,771	\$ 60,727	\$ 132,360				\$ 1,495,810
Sub-total Operating	\$66,460,362	\$0	\$0	\$468,713	\$500,000	\$37,272,000	\$1,749,337	\$20,740,088	\$602,055	\$132,360	\$0	\$0	\$4,000,000	\$1,495,810
Capital														
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Rail Stations - Capital Rehabilitation - WC 28-1	\$1,100,000										\$ 778,769	\$ 321,231		
RCTC Metrolink Capital Obligation - WC 28-2	\$15,501,992	\$ 2,092,281	\$ 13,409,711											
Coachella Valley Rail														
CV Rail Environmental/Service Development Plan - CV 28-1	\$550,000								\$ -				\$ 550,000	
Sub-total Capital	\$17,151,992	\$2,092,281	\$13,409,711	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$778,769	\$321,231	\$550,000	\$0
Total Operating & Capital	\$83,612,354	\$2,092,281	\$13,409,711	\$468,713	\$500,000	\$37,272,000	\$1,749,337	\$20,740,088	\$602,055	\$132,360	\$778,769	\$321,231	\$4,550,000	\$1,495,810

¹ Includes Rail program administration, capital support, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.3 - Summary of Funding Request - FY2028/29

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

Operating													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance	\$42,180,600		\$ -		\$ 35,180,600		\$ 3,000,000					\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000				\$ 1,000,000								
Program Management and Support ¹	\$8,668,528				\$ 1,000,000	\$1,836,804	\$ 5,831,724	\$ -					
Property Management Rail ²	\$3,301,662						\$ 2,733,268	\$ 568,394					
Station Operations and Maintenance	\$11,811,072				\$ 2,000,000		\$ 9,811,072	\$ -					
Transfer Agreements	\$100,000				\$ 100,000								
Vanpool													
RCTC VanClub Operating Expenses	\$2,734,789			\$ 532,880			\$ 281,804	\$ 69,040	\$ 150,480				\$ 1,700,585.00
Sub-total Operating	\$69,796,651	\$0	\$0	\$532,880	\$39,280,600	\$1,836,804	\$21,657,868	\$637,434	\$150,480	\$0	\$0	\$4,000,000	\$1,700,585
Capital													
Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 29-1	\$1,100,000									\$ 778,769	\$ 321,231		
RCTC Metrolink Capital Obligation - WC 29-2	\$17,052,191	\$ 2,301,509	\$ 14,750,682										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 29-1	\$550,000							\$ -				\$ 550,000	
Sub-total Capital	\$18,702,191	\$2,301,509	\$14,750,682	\$0	\$0	\$0	\$0	\$0	\$0	\$778,769	\$321,231	\$ 550,000	\$0
Total Operating & Capital	\$88,498,842	\$2,301,509	\$14,750,682	\$532,880	\$39,280,600	\$1,836,804	\$21,657,868	\$637,434	\$150,480	\$778,769	\$321,231	\$4,550,000	\$1,700,585

¹ Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



Table 4.4 - Summary of Funding Request - FY2029/30

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Metrolink Operating Subsidy & Preventative Maintenance	\$44,289,630		\$ -			\$ 37,289,630	\$ -	\$ 3,000,000					\$ 4,000,000	
Professional Services Planning Studies	\$1,000,000					\$ 1,000,000								
Program Management and Support ¹	\$9,101,954					\$ 1,000,000	\$ 1,928,644	\$ 6,173,310	\$ -					
Property Management Rail ²	\$3,466,745							\$ 2,869,932	\$ 596,814					
Station Operations and Maintenance	\$12,283,515					\$ 2,000,000		\$ 10,283,515	\$ -					
Transfer Agreements	\$100,000					\$ 100,000								
Vanpool														
RCTC VanClub Operating Expenses	\$3,060,302			\$ 594,072				\$ 290,578	\$ 76,968	\$ 202,817				\$ 1,895,867
Sub-total Operating	\$73,302,146	\$0	\$0	\$594,072	\$500,000	\$41,389,630	\$ 1,928,644	\$22,617,335	\$673,782	\$202,817	\$0	\$0	\$4,000,000	\$1,895,867

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail														
Rail Stations - Capital Rehabilitation - WC 30-1	\$1,100,000										\$ 778,769	\$ 321,231		
RCTC Metrolink Capital Obligation - WC 30-2	\$18,757,410	\$ 2,531,660	\$ 16,225,750											
Coachella Valley Rail														
CV Rail Environmental/Service Development Plan - CV 30-1	\$550,000								\$ -				\$ 550,000	
Sub-total Capital	\$20,407,410	\$2,531,660	\$16,225,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$778,769	\$321,231	\$550,000	\$0
Total Operating & Capital	\$93,709,556	\$2,531,660	\$16,225,750	\$594,072	\$500,000	\$41,389,630	\$1,928,644	\$22,617,335	\$673,782	\$202,817	\$778,769	\$321,231	\$4,550,000	\$1,895,867

¹ Includes Rail program administration, capital support, marketing, rail safety education, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.



FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 26-1

FTIP No: Not Assigned - New Project

Project Name: Rail Stations - Capital Rehabilitation - FY 26

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date
July 2025	June 2026

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2025/26	\$778,769
SGR PUC99314	FY 2025/26	\$321,231
Total		\$1,100,000

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

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



FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 26-2

FTIP No: Not Assigned - New Project

Project Name: RCTC Metrolink Capital Obligation - FY 26

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: RCTC's annual capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.

Project Schedule:

Start Date	Completion Date
July 2025	June 2026

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2025/26	\$1,729,158
5337 RS	FY 2025/26	\$11,082,406
Total		\$12,811,564

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

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



FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 26-3

FTIP No: Not Assigned - New Project

Project Name: Perris South Station Expansion and 4th Layover Track - FY 23

Category: Rail - track

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The project extends the existing South Perris Station platform by approximately 85 feet for a total platform length of 510 feet and constructs a second 510 feet passenger loading platform with new passenger amenities. To service the new platform, 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 constructs a 4th layover track adding approximately 1000 feet of new track at the Perris-South layover maintenance yard. This will include installing new rail switch, track, and other operational improvements.

Project Justification: Upgrades are needed to expand train service.

Project Schedule:

Start Date	Completion Date
November 2022	December 2025

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2025/26	\$4,000,000
STA PUC99313	FY 2025/26	\$8,000,000
Total		\$12,000,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 23-2	
		WC 23-2	



FY 2025/26 SRTTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 26-4

FTIP No: Not Assigned - New Project

Project Name: Mead Valley Station

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

Project Description: The Project consists of environmental document revalidation, design, and construction of a new Metrolink station and mobility hub in Mead Valley on the 91/Perris Valley Line at Cajalco Expressway/Ramona Expressway, just west of Interstate 215. The station will provide a new access point to the Metrolink system between the existing Moreno Valley/March Field and Perris – Downtown stations to accommodate rising travel demand in the rapidly growing communities of Perris, San Jacinto, Hemet, and unincorporated Riverside, which face long commutes and limited transit options. The station will include bicycle lockers, bus bays, and rideshare parking to facilitate transit integration and promote multimodal travel via active transportation, transit, carpooling, and vanpooling. The Project will alleviate congestion on I-215 and reduce air pollution by shifting travelers from cars to rail travel and reducing the distance that existing riders need to travel to reach the nearest station.

Project Justification: The Project will advance important goals for the region. A new station will offer more transportation choices for an underserved community and will bring commuter rail, bus transit and local services together as part of a mobility hub. This location could also serve as a hub for transit-oriented development and additional economic growth.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2025/26	\$2,500,000
STA PUC99313	FY 2025/26	\$6,302,000
TIRCP COMP	FY 2025/26	\$40,500,000
Total		\$49,302,000

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

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



FY 2025/26 SRTTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification Original

Project Number: WC 26-5

FTIP No: Not Assigned - New Project

Project Name: PVL 2nd Track Moreno Valley to Downtown Perris

Category: Rail - track

Sub-Category: Extension

Fuel Type: N/A

Project Description: In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from ControlPoint Eastridge (MP 72.2) to Control Point Nuevo (MP 81.4). Includes rehab. of the 2nd track south to CP Nuevo, with the replacement of the existing switch to a higher speed turnout. Includes new concrete cross ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.

Project Justification: Expansion is needed to meet future rail service needs.

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2025/26	\$22,300,000
MA CR	FY 2025/26	\$16,000,000
SB 125 TIRCP GF	FY 2025/26	\$5,500,000
STA PUC99313	FY 2025/26	\$15,000,000
Total		\$58,800,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTTP Project No.	Description
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	



FY 2025/26 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification
Original

	RIV230802	WC 23-3	
	RIV230802	WC 25-3	