



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

2026

RIVERSIDE COUNTY TRANSPORTATION COMMISSION



Improve mobility for the people
of Riverside County

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Message from 2026 Riverside County Transportation Commission Chair



Raymond Gregory
Chair, RCTC

It is a great honor to serve as the 2026 Chair of the Riverside County Transportation Commission, especially this year as we celebrate the Commission's 50th anniversary. For five decades RCTC has been at the heart of connecting Riverside County from east to west, north to south; completing projects that link our communities and strengthen our economy.

On behalf of the Commission, I want to express deep gratitude to last year's Chair, Riverside County District 2 Supervisor Karen Speigel, for her leadership and vision. Under her guidance, RCTC advanced critical projects that will continue to shape the transportation future for our growing region well into the future.

As we celebrate 50 years of service to the region, it's important to reflect how far we've come—from building essential highways in both western and eastern county, to implementing toll technology, to utilizing new

technology that keeps Riverside County moving. These achievements were only possible through the support of our residents and the voter-approved Measure A, which has funded improvements on local streets, highways, and public transportation systems. Together we've transformed how people travel, work, and connect.

Looking ahead, we are excited that the Coachella Valley Rail project is making great strides. This year RCTC will mark the next step in moving forward the significant environmental review process for the project. While this process will take several years to complete, getting started means CV Rail is one step closer to construction. Last year, Coachella Valley celebrated the opening of CV Link, a 40-mile multimodal pathway that connects Palm Springs with Coachella and beyond. This effort was 14 years in the making, but now provides additional travel options for residents, commuters, and disadvantaged communities. This kind of transportation alternative highlights the end goal we are working toward with the Coachella Valley Rail project.

As Riverside County's population and economy continue to grow, the need to reduce traffic for our residents is urgent. The Commission's Traffic Relief Plan (TRP) outlines a blueprint of projects and services to meet the challenges of the next 50 years. To achieve the TRP goals we will all have to work together to build a transportation system that addresses diverse mobility needs, now and in the future.

In 2026, we will continue building momentum with projects that bring communities closer together and improve daily life, including:

- **Mid County Parkway - Ramona Expressway**
- **State Route 60/Potrero Boulevard Interchange**
- **I-15 Smart Freeway Pilot Project**

Transportation is more than infrastructure—it's improving how goods and people move by cutting travel times, enhancing safety, and providing more reliable options. As we mark this milestone year, we remain focused on delivering projects that improve transportation for all and keep Riverside County moving forward.

Raymond Gregory

Management



Aaron Hake
Executive Director



David Knudsen
Deputy Executive Director



Sergio Vidal
Chief Financial Officer



Jennifer Crosson
Toll Operations
Director



David Thomas
Toll Project Delivery
Director



Erik Galloway
Project Delivery Director



Aaron Gabbe
Regional Conservation
Director



Jeanette Flores
External Affairs Director



Jillian Guizado
Planning & Programming
Director



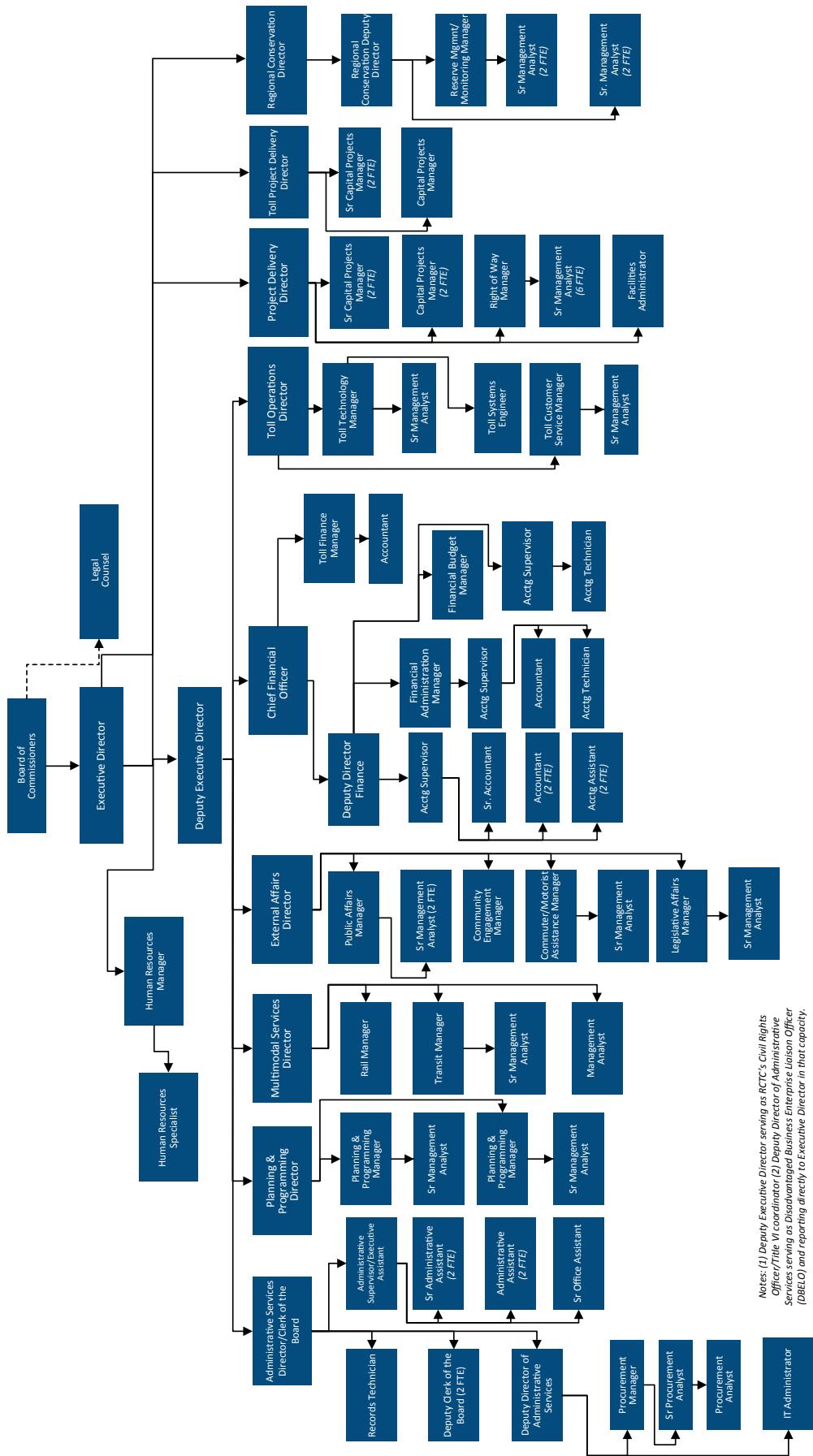
Lisa Mobley
Administrative
Services Director/
Clerk of the Board



Lorelle Moe-Luna
Multimodal Services
Director

Organizational Chart

Organizational Chart



Commission Structure

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

Committees

The Commission has five standing committees comprised of Commissioners that review and refer items to the larger Commission Board. Each committee has an area of responsibility as listed below. The Commission also hosts a Technical Advisory Committee (TAC) comprised of public works staff from the cities and the County, a Citizens and Specialized Transit Advisory Committee comprised of citizen appointees, and Ad Hoc committees.

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

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

Toll Policy and Operations Committee – Policies involving the Commission's toll facilities, setting tolls or rates, considering contracts with vendors working on the toll program, statewide and federal legislative issues regarding tolling, outreach and marketing of the toll facilities, interactions with neighboring jurisdictions regarding toll matters, user-based funding programs and future opportunities for toll facility development in Riverside County. The Toll Policy and Operations Committee meets on an as-needed basis at the offices of the Commission unless otherwise directed by the Committee or the Commission.

Executive Committee – Reviews and makes final decisions on personnel issues and office operational matters. Meetings shall be held at 8:45 a.m. on the second Wednesday of the month at the offices of the Commission unless otherwise directed by the Committee or the Commission.

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

Citizens and Advisory committees:

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

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

34 Commission Members

County of Riverside, District 1

County of Riverside, District 2

County of Riverside, District 3

County of Riverside, District 4

County of Riverside, District 5

City of Banning

City of Beaumont

City of Blythe

City of Calimesa

City of Canyon Lake

City of Cathedral City

City of Coachella

City of Corona

City of Desert Hot Springs

City of Eastvale

City of Hemet

City of Indian Wells

City of Indio

City of Jurupa Valley

City of La Quinta

City of Lake Elsinore

City of Menifee

City of Moreno Valley

City of Murrieta

City of Norco

City of Palm Desert

City of Palm Springs

City of Perris

City of Rancho Mirage

City of Riverside

City of San Jacinto

City of Temecula

City of Wildomar

Governor's Appointee Caltrans District 8



County Administrative Center

Legislative Authorizations

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

Enabling Legislation and Board Administration - In 1976, the California State Legislature created RCTC as a county transportation commission (PUC 130050). The Commission's board membership was expanded in 1999 to include one elected representative from each city, all five County Supervisors, and a non-voting member appointed by the Governor (PUC 130053).

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

Tax Administration and Fee Collection - In 1987, the State authorized the Commission to seek voter approval for a half-cent sales tax measure to fund transportation improvements (PUC 240000). Measure A, the Commission's half-cent sales tax measure that expires in 2039, was originally passed by the voters in 1988 and was renewed in 2002. In 2017, the Commission's sales tax authority was increased to one cent and to 1.5 cents (PUC 240306) in 2023.

Toll Authority and Operation - The Commission has authority to operate a toll facility on State Route (SR) 91 from the Riverside County line to Interstate (I) 15 until 2067 (PUC 130240). The Commission also has authority to operate a toll facility on the full length of Interstate 15 in Riverside County (SHC 149.8) until 2071.

Project Delivery - As a supplement to the \$427 million allocation to five Riverside County projects in 2017, additional project delivery authorities were granted to the Commission to ensure timely delivery of the five projects with the passage of SB 132 and AB 115. Project delivery authorities include: Construction Manager/General Contractor (CMGC), design-build (PCC 6701, 6971, 22161), and progressive design-build (SB 617).

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

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

Legislative Program

Improved mobility for the people of Riverside County requires the financial resources and favorable public policy to deliver transportation infrastructure and public transportation service improvements. Through proactive engagement at all levels of government, RCTC exercises leadership to advance traffic relief for Riverside County taxpayers. RCTC's legislative engagement takes many forms, including:

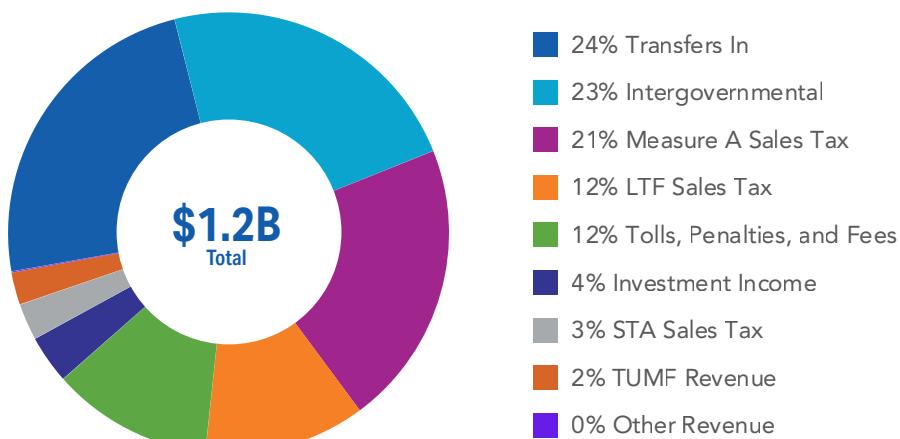
- Updating and adopting an annual legislative platform which sets RCTC's advocacy priorities and policy positions;
- Taking and submitting positions on proposed legislation, rules, and regulations via direct engagement, public comment, and testimony;
- Engaging with the administrations in Washington, D.C. and Sacramento on transportation funding and policy;
- Retaining experienced legislative advocates to quickly and effectively advance RCTC's priorities in Washington, D.C. and Sacramento;
- Sponsoring legislation when necessary to address specific needs and priorities in state or federal law;
- Amplifying RCTC's legislative priorities by participating as members in advocacy coalitions, including Self-Help Counties Coalition, Mobility 21, and California Association of Councils of Governments;
- Educating elected, appointed, and career government officials, as well as interest groups and stakeholders about RCTC's impact and mobility needs across Riverside County; and
- Advocating for grant funds and member-directed funding to maximize the local contribution made by Riverside County taxpayers through Measure A.



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

Funding Sources

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



Source: FY 2026 Budget

LOCAL SELF-HELP

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

Measure A serves as the primary source of local funding because it is locally controlled and protected, is generally reliable (though dependent on the overall economy), has the fewest "strings attached," and generates significant amount of revenue.

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

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

STATE

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

Senate Bill 125 (SB 125) created the formula-based Transit and Intercity Rail Capital Program (TIRCP) and the Zero Emission Transit Capital Program (ZETCP). Under this legislation, RCTC was identified to receive a one-time allocation of about \$247 million for TIRCP and about \$40 million in ZETCP for various county transit, rail, and grade separation improvements.

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

State Transportation Improvement Program provides RCTC the opportunity every two years to receive an equitable amount of state funding to place on priority projects approved by the CTC.

FEDERAL

RCTC receives various types of federal formula funding by participating in competitive processes administered by the Southern California Association of Governments (SCAG). Federal formula funds are typically paired with State and Local funds to deliver RCTC's priority projects.

Surface Transportation Block Grant - RCTC receives federal funds on a competitive basis for surface transportation projects. SCAG administers these formula funds via a call for project nominations approximately every two years. RCTC typically pairs these grant awards with state and local funds to deliver priority projects.

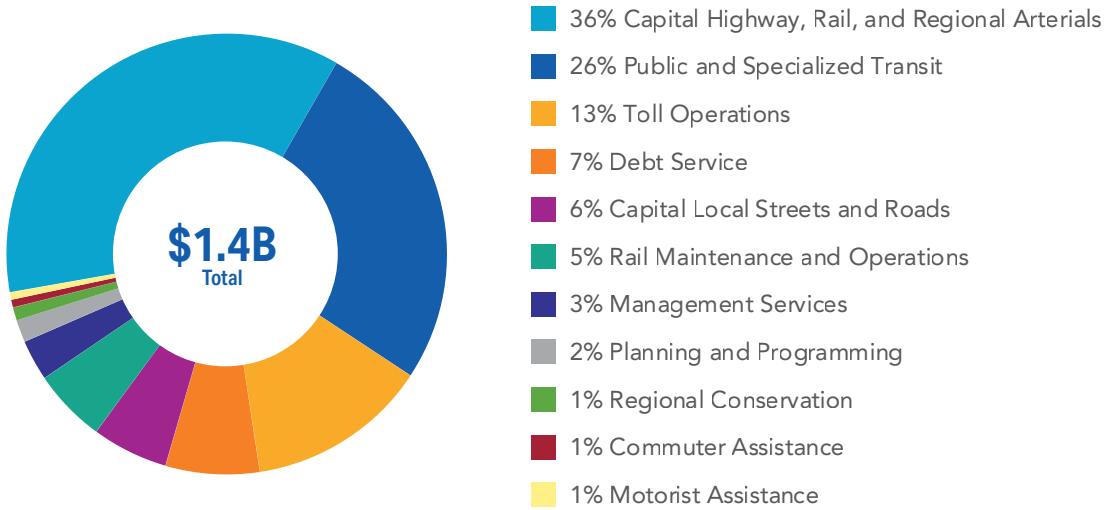
Congestion Mitigation Air Quality (CMAQ) - SCAG receives these formula funds based on the non-attainment of federal clean air standards in the South Coast, Mojave Desert, and Salton Sea air basins. RCTC competes for these funds in a process administered by SCAG for projects that reduce air pollution such as high-occupancy vehicle lanes, toll lanes, public transit and rail, signal synchronizations, and active transportation.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan - In October 2024, RCTC paid off its I-15 Express Lanes TIFIA Loan totaling approximately \$175 million. Without a TIFIA loan, the I-15 Express Lanes project would not have been completed. TIFIA remains a key federal funding source providing jurisdictions with funding below market interest rates and reasonable pay back periods.

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

Funding Uses

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



Source: FY 2026 Budget



Downtown Riverside

Measure A

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

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

When did Measure A begin and when does it end?

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

What accountability mechanisms are in Measure A?

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

Is Measure A enough? No. Measure A assumed state and federal funding and development fee revenues from TUMF would supplement Measure A. Unfortunately, these other funding sources have not been as reliable or robust as initially hoped. There is a need for additional revenue to deliver all of the projects named in Measure A. Since voters last approved Measure A in 2002, Riverside County's population grew by 67% and is projected to grow another 500,000 to 3 million by 2050. Additional priorities not named in the Measure A expenditure plan have emerged as a result of this ongoing growth and is in need of funding. In anticipation of continued growth, RCTC conducted substantial community outreach to identify the transportation priorities of Riverside County residents. Through this process, community feedback overwhelmingly supported significant investments across all modes of transportation. The resulting Traffic Relief Plan (TRP) identifies more than \$30 billion in transportation improvements needed across Riverside County in the next 30 years. While the TRP is unfunded at this time, counties such as Los Angeles and Alameda have enacted multiple sales tax measures for transportation to meet their counties' needs.

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

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

Where do Measure A funds go?

The allocation of Measure A funds is dependent on location. Measure A is expended differently in each of Riverside County's three subregions: Western Riverside County, Coachella Valley, and Palo Verde Valley.

Western County

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

Coachella Valley

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

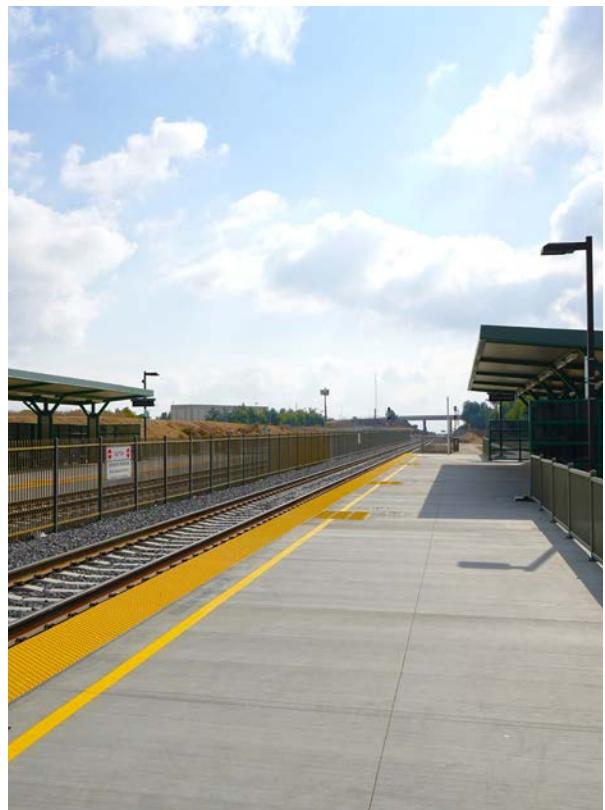
Palo Verde Valley

- Local Streets and Roads - 100%

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



The 71/91 Interchange Project in Corona was completed in 2025.



Moreno Valley/March Field Station Improvements were completed in July 2025.

Western County

Highway projects

In western Riverside County, specific projects are named for expenditure of Measure A funds. Named highway projects in western Riverside County are included in the chart on page 13.

New Corridors

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

- Internal east-west corridor (Mid County Parkway)
- Riverside-Orange County (Multiple improvements along the 91 Corridor)
- Internal north-south corridor in southwestern county (Multiple improvements along I-15 and I-215)

Public Transit

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

Regional Arterials

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

Local Streets and Roads

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

Economic Development Incentives

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

Bond Financing

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



The 15 Smart Freeway Pilot Project is under construction in Temecula.

Key Measure A Highway/Road Projects

Western County		
Completed	Near Term	Long Term
91/Perris Valley Line <ul style="list-style-type: none"> Start Date: October 2013 Finish Date: June 2016 Investment: \$248.3 million Jobs Created: 4,469 	Mid County Parkway Construction Package 3 Ramona Expressway <ul style="list-style-type: none"> Start Date: Early 2026 Finish Date: December 2027 Investment: \$161 million 	Start Dates: when funding becomes available.
I-215 Bi-County Gap Closure <ul style="list-style-type: none"> Start Date: February 2013 Finish Date: June 2015 Investment: \$170 million Jobs Created: 3,060 	15 Smart Freeway Pilot Project <ul style="list-style-type: none"> Start Date: 2021 Pilot Period: 2026-2028 Investment: \$28 million Jobs Created: 113 	Mid County Parkway <ul style="list-style-type: none"> Investment: \$2.5 billion Jobs Created: 30,600
SR-91 High Occupancy Vehicle Lanes Project <ul style="list-style-type: none"> Start Date: August 2011 Finish Date: April 2016 Investment: \$248 million Jobs Created: 4,464 	I-15 Express Lanes Project Southern Extension <ul style="list-style-type: none"> Environmental Studies: Began 2019, completed in 2025 Finish Date: 2030 (Dependent upon Funding Availability) Investment: \$950 million 	SR-79 Realignment Project (to be renamed) <ul style="list-style-type: none"> Investment: \$1.1 billion Jobs Created: 20,258
State Route 91 Corridor Improvement Project <ul style="list-style-type: none"> Start Date: July 2014 Finish Date: March 2017 Investment: \$1.4 billion Jobs Created: 16,200 	91 Eastbound Corridor Operations Project <ul style="list-style-type: none"> Engineering/Environmental Studies: expected completion in 2026 Finish Date: 2030 Investment: \$200 million 	I-215 North Project <ul style="list-style-type: none"> Investment: \$1.3 billion
91 Corridor Operations Project <ul style="list-style-type: none"> Start Date: November 2020 Finish Date: January 2022 Investment: \$29 million Jobs Created: 263 	I-15 Express Lanes Northern Extension (with SBCTA) <ul style="list-style-type: none"> Start Date: 2024 Finish Date: 2026 Investment: \$20 million Jobs Created: N/A 	I-15 Managed Lanes: SR-74 to San Diego County Line <ul style="list-style-type: none"> Investment: \$1.5 billion
I-15 Express Lanes Project <ul style="list-style-type: none"> Start Date: 2018 Finish Date: 2021 Investment: \$472.2 million Jobs Created: 8,321 		I-10 Truck Lanes <ul style="list-style-type: none"> Investment: \$97 million
I-215/Placentia Interchange - Mid County Parkway Construction Package #1 <ul style="list-style-type: none"> Start Date: August 2020 Finish Date: December 2022 Investment: \$58 million Jobs Created: 428 		I-10/SR-60 Interchange Project <ul style="list-style-type: none"> Investment: \$650 million
SR-60 Truck Lanes <ul style="list-style-type: none"> Start Date: June 2019 Finish Date: May 2022 Investment: \$135 million Jobs Created: 1,417 		SR-71 Corridor Improvement Project <ul style="list-style-type: none"> Investment: \$130 million
15/91 Express Lane Connector <ul style="list-style-type: none"> Start Date: April 2021 Finish Date: Late 2023 Investment: \$270 million 		SR-91 Corridor Improvement Project - Ultimate Project <ul style="list-style-type: none"> Investment: \$400 million
71/91 Interchange Project <ul style="list-style-type: none"> Start Date: Early 2023 (estimated) Finish Date: 2025 Investment: \$137 million 		

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

Coachella Valley

CVAG takes the lead

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

Highways and Regional Arterials

The CVAG Executive Committee distributes Measure A and other regional funds for regional projects and state highways according to a criteria-based prioritization process to fund transportation projects. CVAG updates the Transportation Project Prioritization Study (TPPS) roughly every five years (most recently in 2017). The TPPS also includes the regional Active Transportation Plan (ATP). CVAG splits costs for regional projects with member jurisdictions using a 75%-25% formula.

Local Streets and Roads

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

Transit

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



CV Link



SunLine Transit Agency

Palo Verde Valley (Blythe)

Local Streets & Roads

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

Palo Verde Valley funding swap

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



Palo Verde Valley Transit Agency bus service

Tolling & Express Lanes

Tolling & Express Lanes

RCTC maintains and operates the 91 Express Lanes from the Orange/Riverside County line to I-15 and the 15 Express Lanes from SR-60 to Cajalco Road. RCTC has completed environmental studies and preliminary engineering to extend the 15 Express Lanes from Cajalco Road to Central Avenue/Route 74 in Lake Elsinore and is currently procuring a progressive design build contractor targeting delivery by 2030 pending funding availability.



Why tolled express lanes?

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

- Limited state and federal funding
- Long-term erosion of the federal gas tax as an effective highway funding source
- Finite Measure A funding
- State policies that oppose the construction of new general-purpose lanes and that discourage the use of single-occupant vehicles
- Continued demand for less congested alternatives
- Express Lanes support transit and HOV usage that reduce vehicle miles traveled
- Express Lanes improve emergency response times

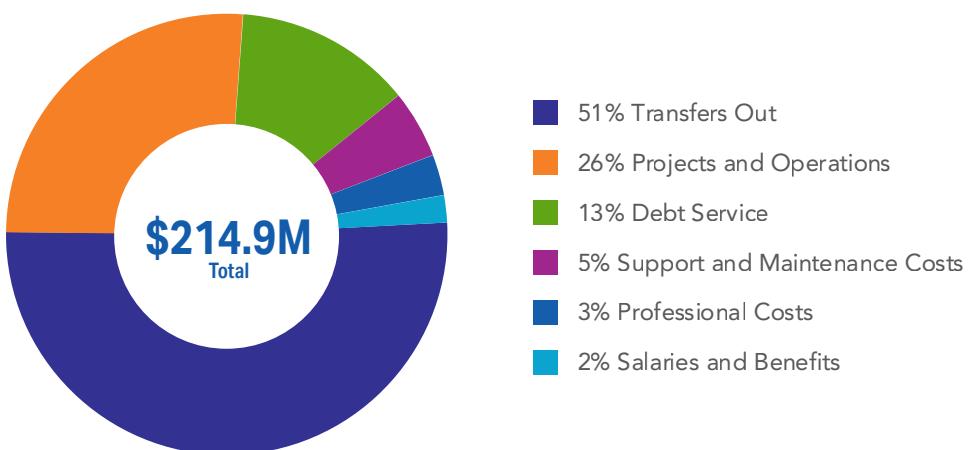
By implementing tolled express lanes on SR-91 and I-15, RCTC:

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

How do express lanes work?

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

Where does toll revenue go?



Source: FY 2026 Budget, excluding toll debt refinancing

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

RCTC is responsible for the operation and maintenance of the Express Lanes, the repayment of outstanding debt and the delivery of the following Commission adopted Express Lanes goals:

1. Provide Express Lanes customers with a safe, reliable and congestion free trip
2. Deliver exceptional, consistent and responsive customer service
3. Enact toll policies that balance commute choice and lane availability for all customers
4. Provide the infrastructure and an incentive for ridesharing and increased transit use as an alternative to driving alone
5. Generate sufficient revenue to meet Express Lane financial obligations to pay current and long-term debt.
6. Use net revenues for transportation improvements exclusively within the corridor in which they were generated.

Debt

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

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

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

In October 2024, the Commission approved an interfund loan in the amount of \$48,700,000. The interfund loan combined with excess toll revenues were used to prepay and terminate its TIFIA loan related to the I-15 Express Lanes which led to a net present value savings of \$235 million. Additionally, termination of the TIFIA loan agreement reverted complete local control and decision-making authority over the I-15 Express Lanes and projects along the I-15 corridor back to the Commission.

Road maintenance and operations

RCTC is responsible for maintenance and periodic major rehabilitation of the express lanes. RCTC contracts with Caltrans for routine maintenance of the Express Lanes and creates a maintenance plan annually. These costs are paid for by toll revenue.

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

Incident management

The express lanes are a 24/7/365 operation. RCTC monitors and responds to incidents in the Express Lanes operation through two Traffic Operations Centers staffed by our toll service provider contractors. RCTC also contracts for California Highway Patrol and FSP presence on the express lanes.

Future revenue

When toll revenue exceeds costs of operations, maintenance, reserves and debt obligations, state law requires RCTC to invest toll revenue into new projects in the SR-91 and I-15 corridors to reduce congestion and benefit the public. For example, RCTC committed \$6.5 million in 91 Express Lanes surplus toll revenue to jump-start the westbound lane on SR-91 between Green River Road and SR-241 known as the 91 Corridor Operations Project. Additional 91 Express Lanes surplus toll revenue was also used to fully fund the express lane connection between I-15 and SR-91 known as the 15/91 Express Lanes Connector Project. The Commission also authorized the expenditure of approximately \$3 million of 91 Express Lanes surplus toll revenue to fund Commission costs related to the development of agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the SR-241 toll road to the 91 Express Lanes (241/91 connector).

Bus Transit

RCTC is responsible for setting policies, establishing priorities and coordinating activities among the County's transit operators. RCTC is legally responsible for oversight and allocation of state Transportation Development Act (TDA) funds, the major source of funding for transit. RCTC must identify, analyze, and recommend potential productivity improvements to ensure efficient and effective allocation of federal, state, and local transit funds. To comply with state and federal requirements, RCTC arranges performance audits for all funded transit operators and is currently conducting the FY 2021/22-2023/24 Triennial Performance Audit, scheduled for completion in winter 2026. In 2025, fixed-route and Dial-A-Ride programs serviced 10 million trips which was approximately a 11.4% increase from 2024.

SHORT RANGE TRANSIT PLANS (SRTP)

The SRTPs serve as the County's blueprint for continued operation and future development of transit services, operations and infrastructure. Through the annual SRTP planning process, RCTC and transit agencies set their objectives and strategies by evaluating current transportation services, which include serving an average of 9 million trips each year between fixed route and demand response/ Dial-A-Ride services. SRTPs identify the operating and capital transit needs of the community and determine the ability to meet those needs based on the anticipated available funding. In addition, the transit operators also address improvement recommendations through regular performance audits.

RIVERSIDE COUNTY BUS TRANSIT PROVIDERS:



RTA
City of Riverside
City of Corona



City of Banning
City of Beaumont

SunLine



PVTA

Riverside Transit Agency (RTA)

Among the largest in the nation, RTA provides local, intercity, and regional transportation services in Western County, covering a service area of approximately 2,500 miles. RTA operates 32 local fixed routes, three express routes, GoMicro microtransit service in Hemet-San Jacinto and Dial-A-Ride services to seniors and persons with disabilities. RTA's transit provision is always evolving to serve top destinations as well as to connect with Metrolink trains. RTA also maintains fare programs such as the U-Pass for college students, GO-Pass and other City Pass programs that promote the use of public transit.

SunLine Transit Agency (SunLine)

SunLine is responsible for coordinating transit services in the Coachella Valley, which covers a service area of approximately 1,120 square miles. SunLine provides both local and regional transportation services with 10 fixed routes, one express routes, demand response services known as SunDial, and a microtransit service known as SunRide. SunLine is also responsible for regulating taxi service in the valley and has earned national recognition for its early adoption of hydrogen zero-emission technology on its fleet.

Palo Verde Valley Transit Agency (PVVTA)

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

MUNICIPAL TRANSIT OPERATORS:

City of Banning

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

City of Beaumont

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

City of Corona (Corona Cruiser)

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

City of Riverside

The city of Riverside, branded as Riverside Connect, operates a paratransit Dial-A-Ride bus service for seniors and persons with disabilities within the Riverside city limits. The program serves as an alternative to RTA's transit service for seniors and persons with disabilities unable to use fixed route service.

Western Riverside Specialized Transit Program

RCTC provides funding and oversight to public and human service providers of transit services for persons with disabilities, low income, seniors, and veterans. The voter-approved 1989 and 2009 Measure A Expenditure Plans specify funding allocations for the provision of this type of service provided by transit operators and non-profit agencies. These specialized services meet the needs of the most vulnerable population in Western Riverside County that are either outside of the fixed route bus and Dial-A-Ride service areas or have specific needs that cannot be met using traditional services.

In 2024, RCTC awarded nearly \$10.9 million to 17 agencies through the Measure A Specialized Transit Program Call for Projects (FY 2024/25-2026/27). In FY 2024/25, public and nonprofit transit operators provided approximately 233,000 one-way trips, an increase of 22.3% over FY 2023/24. RCTC also leads the Countywide Public Transit-Human Services Coordinated Transportation Plan (Coordinated Plan), a federally required effort that enables transit operators and nonprofit agencies to apply for funding to expand services for seniors, individuals with disabilities, veterans, and low-income residents. The updated Coordinated Plan, completed in fall 2025, identifies mobility needs and strategies for disadvantaged populations. This 14-month endeavor included extensive stakeholder and community engagement, including interviews with over 30 public and human service agencies, 792 public survey responses, an interactive project website, 137 social media comments, and a strategy prioritization workshop.

Passenger Rail

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

METROLINK

RCTC participates in the funding and governance of Metrolink through Southern California Regional Rail Authority (SCRRA), a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. RCTC holds two voting positions on SCRRA's eleven-member board. Of the seven commuter rail lines operated by Metrolink, three routes directly serve western Riverside County: Riverside, Inland Empire-Orange County, and 91/Perris Valley Line.

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



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

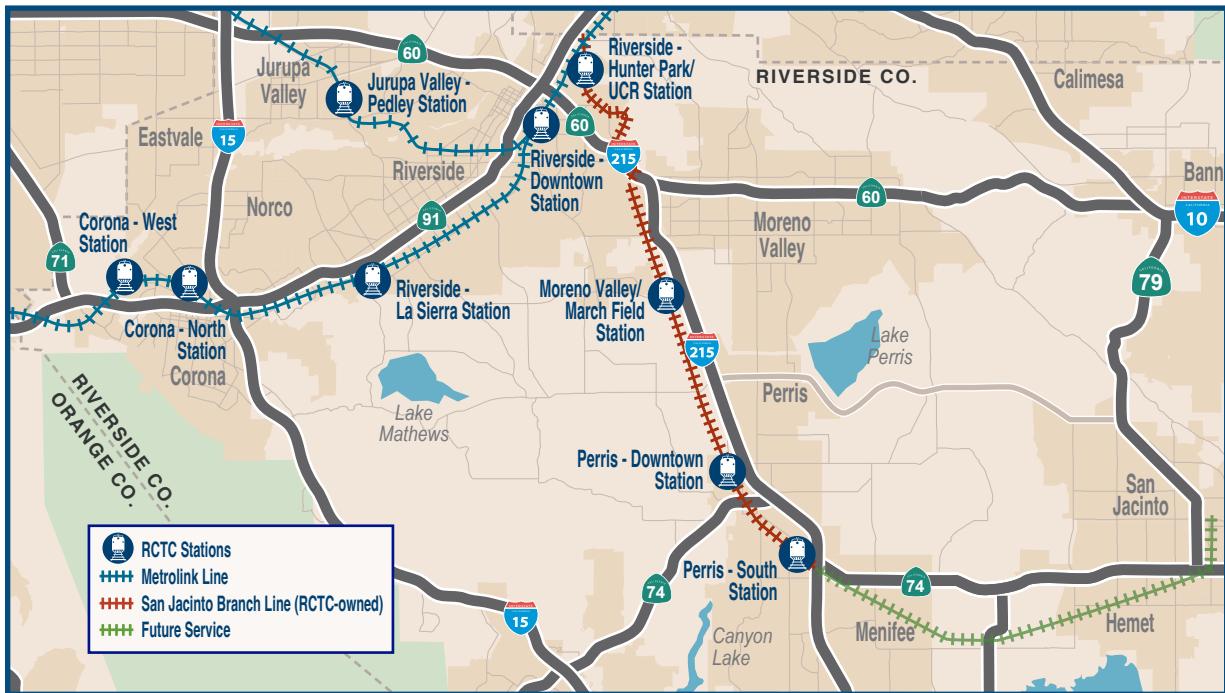
On June 6, 2016, RCTC began service on the 24-mile extension of the Metrolink 91 Line from the Riverside - Downtown Station, through the Perris Valley to the City of Perris in western Riverside County (now rebranded as the 91/Perris Valley Line). The \$248 million project was funded by a combination of Federal Transit Administration (FTA) Small Starts funds, Congestion Mitigation and Air Quality (CMAQ) funds, other state and local funds, and a significant portion of Measure A. The 91/Perris Valley Line is the first service to operate on the San Jacinto Branch Line (SJBL), which RCTC purchased in 1993 from Santa Fe Railroad for \$26 million. The SJBL corridor extends 38.3 miles between Highgrove and San Jacinto within Riverside County. A future project could extend the passenger rail service the additional 16 miles between Perris - South and San Jacinto. In the meantime, RCTC is responsible for maintaining the rail right of way property and street crossings along the route.

Stations

RCTC owns and operates nine Metrolink stations:

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

Riverside County Metrolink Service and San Jacinto Branch Line



The station maintenance operating cost is approximately \$16 million annually and includes 24-hour manned station security supplemented with an extensive camera network, station cleaning, utilities, repairs, and an operations center in downtown Riverside.

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

LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY (LOSSAN)

The LOSSAN Rail Corridor is a 351-mile corridor between San Diego and San Luis Obispo and is the second busiest intercity passenger rail corridor in the nation supporting commuter, intercity, and freight rail services. The LOSSAN Rail Corridor Agency is a joint powers authority established in 1989 to provide a forum for the transportation and regional agencies along the corridor, including RCTC, to collaborate on ways to increase ridership, revenue, capacity, reliability, and safety on the LOSSAN Rail Corridor. RCTC is a voting member of the LOSSAN Board. In the early 1990s, RCTC acquired all non-Amtrak passenger rail rights along the San Bernardino Subdivision upon which existing Surfliner service runs between Fullerton and Los Angeles Union Station. BNSF Railway and Metrolink also currently operate on the San Bernardino Subdivision between LA Union Station and San Bernardino. As the Southern California rail networks become more integrated and expand, it has been important for RCTC to participate in this regional body due to these ownership rights.

Funding

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

Rail Next Steps

The Next Generation Rail Study (Study) was completed in early 2019. The objective of the Study was to review previously identified high-capacity transit corridors, identify potential new corridors, prioritize potential future rail corridors for proceeding into project development, and develop additional information and data needed to initiate planning for the high priority corridors. Based on comprehensive analysis and stakeholder input, viable corridors were narrowed down to three options: Perris to San Jacinto, Perris to Temecula, and Corona to Lake Elsinore. Additional analysis was conducted to determine feasibility of these options and prepare for project development. In 2023, the Core Capacity Innovative Transit Study (CCITS) was initiated to update and review rail and bus corridor expansions along these same corridors. The CCITS is ongoing and will provide updated analysis of regional growth, traffic projections, ridership potential, and improved cost estimates. The future rail expansions will also be identified in the Traffic Relief Plan.

RCTC Lead Rail Capital Projects

Since RCTC is the owner of the Perris Valley Line and all the stations within Riverside County, there are additional capital projects needed to improve service frequencies, system reliability, and customer experience. RCTC recently completed a three-mile double track and second platform

expansion project at the Moreno Valley/March Field Station.

In addition, a similar project is starting construction at Perris South with a second platform and expanded layover facilities. Further expansion with a six-mile PVL double track project is in design between Moreno Valley and Perris. The new Mead Valley Metrolink station is also starting the design phase and will provide more local access to the system for that community.

Moreno Valley/March Field Station Improvements were completed in July 2025.



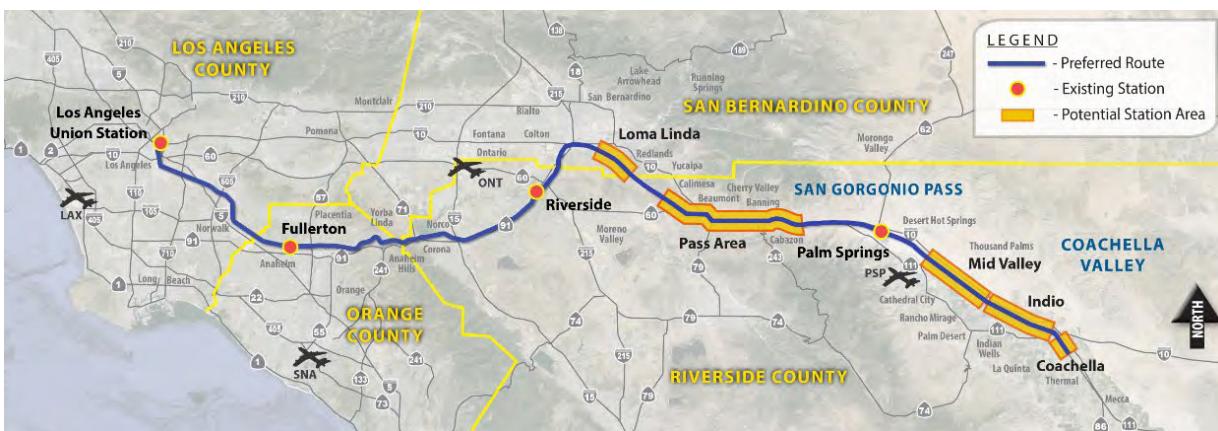
Key Rail Capital Projects



COACHELLA VALLEY RAIL

RCTC is the lead agency for the new intercity service to the Coachella Valley and San Gorgonio Pass. The route would connect the Coachella Valley with downtown Los Angeles via Riverside, a distance of 144 miles. RCTC certified the program-level Environmental Impact Statement/Environmental Impact Report in July 2022 following several years of study and very strong support from community members and stakeholders. RCTC continues to work with FRA and Caltrans to keep the project moving forward, including planning studies and commencement of the more in depth project level Environmental Document in early 2026. The project was awarded federal Corridor ID funding and will be updating the Service Development Plan to comply with the new FRA process. RCTC has also been actively engaged with the Union Pacific Railroad. Currently, no design or construction funding is identified. The beginning of daily rail service is likely at least ten years away.

Proposed Alignment



CALIFORNIA STATE RAIL PLAN/HIGH SPEED RAIL

RCTC staff has actively participated in prior State Rail Plans to ensure Riverside County priorities for Metrolink service, Coachella Valley Rail and Freight Service are incorporated. Staff supported the most recent 2024 State Rail Plan update. RCTC monitors and participates in discussion related to the California High Speed Rail program. These efforts include the proposed Phase 2 alignment that travels from Los Angeles to San Diego via the Inland Empire and the Phase 1 service extensions to Anaheim.



METROLINK DOUBLE TRACK PROJECT: Moreno Valley to Perris

OVERVIEW:

The Metrolink Double Track Project: Moreno Valley to Perris will upgrade 6.5 miles of existing freight railroad track to meet current standards for Metrolink passenger rail service. The historic freight track is rated for much slower speeds than passenger trains require. The upgrade will provide a second set of track along the Metrolink 91/Perris Valley Line to accommodate passenger rail service between the Moreno Valley/March Field Station and just north of the Perris-Downtown Station.

The Riverside County Transportation Commission, in partnership with the Southern California Regional Rail Authority, which operates Metrolink passenger rail service, is completing final design for the project including development of construction plans, specifications, and cost estimates. Construction is anticipated to begin early 2026.

Once completed, the upgraded track will improve the reliability of Metrolink operations and set the stage for additional service along the 91/PVL, which is needed to reduce traffic congestion on Interstate 215. The improvements will enhance travel options for Riverside County commuters, who face some of the longest commutes in southern California. The project will also increase access to jobs and education in this traditionally underserved area, reduce air pollution, and help Metrolink achieve its goal of providing bidirectional service every 30 minutes.

The project will connect to the Moreno Valley/March Field Station Improvements Project, which began construction in October 2022. That project is upgrading 2.7 miles of track south of the station, adding a second station platform for boarding trains, and extending the length of the existing station platform to match the size of Metrolink's train sets.

For more information, visit rctc.org/doubletrack

LOCATION:

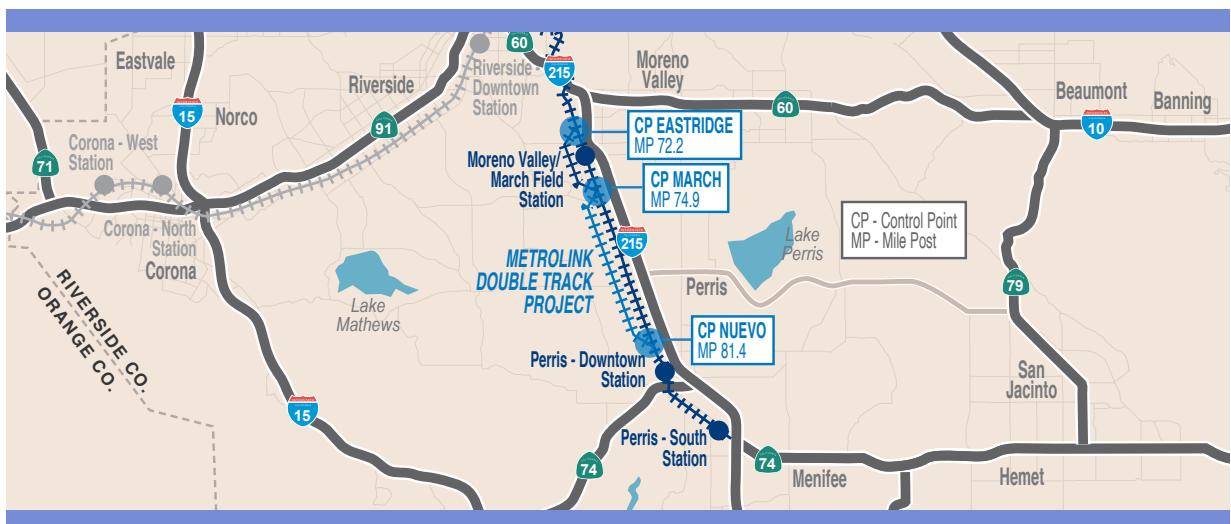
Metrolink 91/Perris Valley Line, from Moreno Valley/March Field Station to just north of Perris-Downtown Station

CONSTRUCTION:

Anticipated early 2026

INVESTMENT:

Estimated \$80 million (technical studies, final design, construction)





Perris-South METROLINK STATION AND LAYOVER FACILITY

OVERVIEW:

The Riverside County Transportation Commission (RCTC), in partnership with the Southern California Regional Rail Authority (Metrolink), Caltrans, and the City of Perris, is expanding the Perris-South Metrolink Station and adjacent train layover facility. This station serves as the end point for the 91/Perris Valley Line, north of Ethanac Road.

The project will add a second passenger loading platform at the station, along with canopies and other passenger amenities. To accommodate the new platform, 1,200 feet of new station track will be added to allow two passenger trains to board and deboard at the same time. This new track will also allow the station to remain operational if a train is out of service on one set of tracks.

The project also includes construction of a fourth track at the Perris-South layover maintenance facility. This will include building new track and installing a new switch for trains to change tracks. This will improve Metrolink service operations by allowing more trains to be stored overnight.

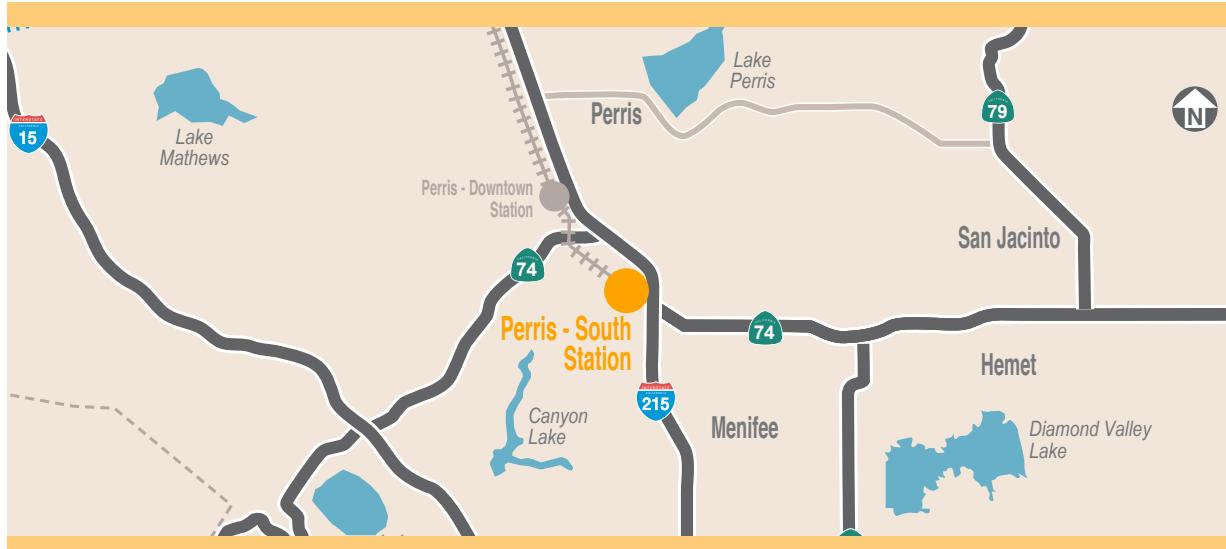
Project benefits and features may lead to:

- Increased ridership
- Enhanced service reliability and efficiency
- Expanded bidirectional, peak period service
- Reduced greenhouse gas emissions by removing more passenger vehicles from the road

Project design began in late January 2023 and was completed in spring 2025. Construction is anticipated to start in early 2026 and be completed in 2028.

Project funding is provided by a combination of local and state sources, including Measure A and a \$25 million State Transit and Intercity Rail Capital Program grant.

For more information, visit rctc.org/perrissouthstation



LOCATION:

Perris-South Metrolink Station, Perris

FINAL DESIGN/ CONSTRUCTION:

2023 to 2028

INVESTMENT:

Estimated \$40 million (total cost)





MEAD VALLEY METROLINK STATION/ Mobility Hub Project

OVERVIEW:

The Riverside County Transportation Commission (RCTC) in partnership with the Southern California Regional Railroad Authority (Metrolink) are proposing the Mead Valley Metrolink Station/Mobility Hub Project to serve the existing Metrolink 91/Perris Valley Line in the unincorporated community of Mead Valley in Riverside County.

The new station would:

- Improve the transportation system
- Provide alternate travel choices
- Promote community and transit-oriented development
- Minimize adverse environmental impact by taking cars off the road
- Invest and deploy resources effectively and efficiently to disadvantaged and growing communities along the I-215 corridor and Ramona Expressway

Mead Valley and the surrounding communities have experienced significant growth in recent years. Between 2019 and 2050, the adjacent city of Perris is expected to grow by 46%. Growing industrial and commercial centers are also sprouting through the Perris Valley—making the need for alternative transportation vital.

The Mead Valley Station/Metrolink Mobility Hub Project would provide residents and employers with transportation infrastructure that will alleviate traffic congestion along the I-215 and major roadway corridors in the area.

LOCATION:

Mead Valley, 91/Perris Valley Line between Moreno Valley/March Field Station and Perris-Downtown Station

INVESTMENT:

est. \$50.5 million
(Environmental, Design, Right-of-Way, and Construction)



Active Transportation

“Active transportation” refers to travel by walking, bicycling, or other physical means. Active transportation has become a forefront issue in transportation and funding policy as all levels of government seek ways to improve public health, reduce emissions, reduce congestion, and build communities that are balanced. RCTC supports active transportation planning and funding through two state-funded programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

Administered by: California Transportation Commission and SCAG **Frequency:** Biennial
ATP is a statewide competitive program overseen by the CTC and funded with a mix of SB 1 dollars, other state funding, and federal Transportation Alternative Program funds. Local governments apply to the CTC during biennial cycles. A portion of funds are reserved for Metropolitan Planning Organizations (MPO) to award to priority projects within each region that are not selected by the CTC. RCTC engages with the CTC, SCAG, cities, and the County to maximize Riverside County's competitiveness.

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

Recipient	Project
Cathedral City	Downtown Cathedral City Connectors: Gap Closure & Complete Streets Improvement
County of Riverside	Desert Edge Mobility Plan
CVAG	CV Link and the Arts and Music Line Desert Hot Springs Palm Drive Improvements - I-10 to Camino Avenue Jurupa Valley Mira Loma SRTS Gap Closure, Granite Hill SRTS Gap Closure, and Agate Street Complete Streets
Moreno Valley	ADA Curb Ramp Remediation
Perris	Perris Valley Storm Drain Channel Trail and Bike & Ped Network Project
Riverside	Riverside Civil Rights Walk, Mitchell Avenue Gap Closure & Five Points Neighborhood Pedestrian Safety Improvements
Riverside County Department of Public Health	Riverside County Safe Routes for All - City of Moreno Valley
Temecula	Santa Gertrudis Creek Trail
Wildomar	Bundy Canyon Active Transportation Corridor

SB 821

Administered by: RCTC

Frequency: Biennial

Each year, 2% of the LTF revenue is made available for bicycle and pedestrian facility projects under TDA Article 3, also known as SB 821. Eligible projects include sidewalks, ADA access ramps, bicycle facilities, and bicycle plan development. A call for projects is issued biennially by RCTC in February, and funds are allocated in June. An evaluation committee reviews and ranks the projects based on evaluation criteria approved by the Commission. The evaluation committee is comprised of a minimum of five evaluators representing a wide range of interests, such as accessibility, bicycling, public transit, and geographic region. In June 2025, RCTC awarded more than \$7 million to pedestrian and bicycle projects in Riverside County. The next call for projects will be released in February 2027.

Commuter & Motorist Assistance: Mobility Services for Riverside County

RCTC's mobility services support the daily journeys of Riverside County residents by expanding transportation options, enhancing highway safety and incident response, and easing travel, while contributing to cleaner, healthier communities. The Commuter Assistance and Motorist Assistance programs work hand in hand to ensure residents have the support they need wherever they're headed.

Commuter Assistance

The Commuter Assistance Program (CAP) improves mobility and reduces congestion by supporting alternatives to driving alone to work through three core programs – IE Commuter, VanClub, and Park & Ride. CAP expanded engagement in 2025 by introducing Experience Metrolink, a free rail pass program that encourages residents to try rail for any trip purpose

IE Commuter: In partnership with SBCTA, IE Commuter supports more than 2,000 employers with tools, rideshare incentives, and hands-on assistance that help regulated employers meet state air-quality requirements. In FY 2025, regulated worksites reduced 5.3 million vehicle trips, avoided 186 million vehicle miles, and cut 76 tons of emissions.

VanClub: VanClub makes vanpooling more affordable by reimbursing vanpools commuting to county worksites up to \$600 per month and partnering with CalVans to support agricultural workers. In FY 2025, VanClub supported nearly 60 vanpools, eliminating 96,000 vehicle trips, avoiding 4.6 million miles, and reducing 1,750 tons of emissions.

Park & Ride: Park & Ride facilities connect commuters to carpools, vanpools, and transit. In total there are 2,688 Park & Ride spaces in Riverside County, including 534 leased spaces across eight locations provided through RCTC's Park & Ride lease program, in partnership with Caltrans.

Experience Metrolink - Free Rail Pass Program: Launched in 2025 with LCTOP funding, Experience Metrolink offers residents up to 90 days of free Metrolink travel and has already reached 6,000 participants, helping residents try rail for work, school, recreation, and other everyday trips.

Future Projects:

- **Next Generation Strategic TDM Plan** - MSRC-funded study to create a data-driven blueprint for RCTC's evolving commuter programs; supplemented by a separate Olympic Readiness assessment ahead of the 2028 Games.
- **Transit Trainer Program** - Hands-on support to help new riders learn to navigate rail and bus transit systems, complementing Experience Metrolink and reducing barriers to transit use.



Motorist Assistance

As the Service Authority for Freeway Emergencies (SAFE), RCTC operates programs that help keep highways safe, informed, and efficiently managed, including the Freeway Service Patrol (FSP) and SoCal 511 Traveler Information Services (SoCal 511). Additionally, a Next Generation Motorist Aid Study, beginning in 2026, will guide future modernization.

Freeway Service Patrol: FSP assists stranded motorists on the most congested highways during peak periods, providing jumpstarts, tire changes, tows, and fuel; all at no cost to the driver. The service also supports traffic flow in key construction zones. In FY 2025, FSP delivered 63,880 assists across 130 centerline miles of roadway.

SoCal 511 Traveler Information: SoCal 511 system provides free, multilingual, real-time traffic, transit, and commuter information via SoCal511.com, the 511 phone line, and the mobile app. In FY 2025, the service supported more than 545,000 web visits and 53,000 calls from Inland Empire users.

Future Project:

- **Next Generation Motorist Aid Study** - This study will examine traffic patterns, incident trends, and emerging technologies to guide the modernization and optimization of motorist assistance services.

Collectively, RCTC's mobility services help residents move through Riverside County more easily by reducing congestion, improving air quality, and expanding affordable travel options people can rely on today. These programs strengthen the region's economy by supporting access to jobs and essential services, and they keep drivers safe through modern roadside assistance and emergency response. Together, these efforts create a safer, more dependable, and more sustainable transportation system—one that maximizes the value of existing infrastructure and enhances the performance of the region's transit network.





SMART FREEWAY PILOT PROJECT Temecula/Murrieta

OVERVIEW:

The Riverside County Transportation Commission (RCTC), in partnership with Caltrans and the City of Temecula, will be implementing an innovative technology along the northbound Interstate 15 (I-15) in Temecula and Murrieta that is anticipated to improve traffic operations.

Severe traffic congestion occurs on northbound I-15 from the San Diego/Riverside County Line in Temecula to the I-15/I-215 Interchange in Murrieta. This is caused by a high volume of vehicles entering the freeway simultaneously at the Temecula Parkway, Rancho California Road, and Winchester Road on-ramps, especially during peak afternoon and evening hours.

The proposed project will use sensors and other intelligent transportation system features to continuously monitor real-time traffic conditions along this eight-mile, non-tolled section of the I-15. The project will use ramp meters that work as a coordinated system that adapts to allow more or fewer vehicles to enter I-15 at any given time. This will improve overall traffic flow on the freeway mainline and reduce collisions by maintaining steady travel speeds within the I-15 corridor.

Drivers may initially face short delays at the on-ramps but will gain overall time savings once on the freeway, with fewer stops and starts. The project is not anticipated to cause long queues at the ramps.

Key Features and Benefits

- Traffic Flow:** Innovative technology will monitor and manage traffic flow with ramp meters that adapt to real-time conditions and decrease overall corridor traffic congestion.
- Safety:** Rear-end collisions are expected to decrease with fewer stops and starts.
- Economic Development:** Time savings, fuel efficiency, and fewer collisions will offer sustainable economic benefits to commuters, tourists, and goods movement.
- Cleaner Air:** Air quality will improve by reducing the number of idling vehicles.
- Mobility Options:** Greater travel time reliability and safety will enhance on-time service of the Riverside Transit Agency's CommuterLink Express Route 206, which connects to job centers along the I-15 corridor.
- Lower Cost:** Smart Freeways offer a long-term solution within the existing highway footprint at a fraction of the cost of building more lanes. The project will be compatible with existing Caltrans ramp metering, allowing the system to remain in place beyond the two-year pilot period.

RCTC and Caltrans will evaluate the project for two years after completion to assess its effects on traffic congestion and determine possible expansion of the program statewide.

For more information, visit rctc.org/smartfreeway

LOCATION:

Northbound Interstate 15 from the San Diego/Riverside County Line in Temecula to the I-15/I-215 Interchange

ENGINEERING/ ENVIRONMENTAL STUDIES:

Completed late 2023

CONSTRUCTION:

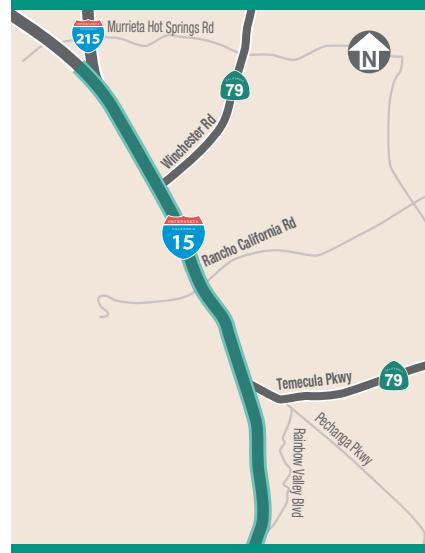
January 2025 to December 2025

PILOT PERIOD:

Anticipated from 2026 to 2028

INVESTMENT:

Estimated \$28 million (total cost)





Mid County Parkway RAMONA EXPRESSWAY

OVERVIEW:

The Riverside County Transportation Commission is conducting the final design to advance construction for more than half the planned length of the Mid County Parkway. Construction plans, specifications, and cost estimates are underway to improve 8.6 miles of Ramona Expressway from Warren Road to about one mile east of Rider Street in the County of Riverside. This segment is within the Mid County Parkway, a planned 16-mile corridor between Route 79 in the Hemet Valley and Interstate 215 in Perris.

Also known as the MCP, the new roadway will open economic opportunities, reduce travel times, and expand access to employment and education. The improvements will promote transportation equity for this long-underserved area and provide access to multiple modes of travel with connections to Route 79, I-215, and transit facilities that support Metrolink's 91/Perris Valley Line and Riverside Transit Agency routes.

The MCP Ramona Expressway has a high rate of vehicular collisions, with 14 fatalities and 17 severe injuries occurring between 2017 and 2022. RCTC deferred final design of a previously identified MCP segment from Redlands Avenue north of Placentia Avenue that would have continued east and connected with Ramona Expressway south of Lake Perris, in order to address the high priority safety and access needs along the Ramona Expressway segment.

The current roadway has one lane in both directions with a passing lane. The improvements will provide two lanes in each direction, a raised median, a new bridge over the San Jacinto River, traffic signal upgrades, and a wildlife crossing. RCTC has partnered with the County of Riverside, which contributed \$1 million toward future construction in this segment. Final design began in September 2022; construction could start in 2025 and take about two years.

Construction of the first MCP segment, the Interstate 215 Placentia Avenue Interchange, began in summer 2020 and the new interchange opened to drivers in fall 2022. Please visit rctc.org/placentia for information about this interchange project.

RCTC has not determined additional construction contracts for the MCP; these contracts will depend upon available funds. For more information, visit rctc.org/mcpramona

LOCATION:

Improvements to Ramona Expressway east of Interstate 215, County of Riverside

ENVIRONMENTAL DOCUMENT:

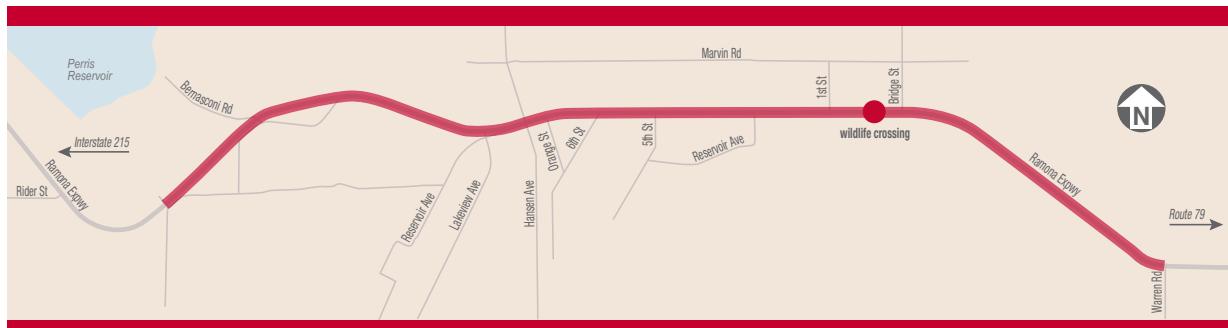
Completed and adopted in April 2015

CONSTRUCTION:

Final design began in September 2022. Construction will begin in 2026

INVESTMENT:

Estimated \$184 million (includes plans, specifications, estimates, and construction costs)





Interstate 15 EXPRESS LANES PROJECT Southern Extension

OVERVIEW:

The Riverside County Transportation Commission, in partnership with the California Department of Transportation, has conducted preliminary engineering and environmental studies to develop the Environmental Impact Report and Environmental Assessment (EIR/ EA) for the proposed Interstate 15 Express Lanes Project Southern Extension.

The proposed project would improve and manage traffic operations, congestion, and travel times along the corridor by extending the I-15 Express Lanes an additional 15.8 miles. The proposed new segment would extend from El Cerrito Road in Corona, through Temescal Valley, to State Route 74 (Central Avenue) in Lake Elsinore. The project would add two tolled express lanes in both directions within the I-15 median to accommodate increasing traffic volumes in southwestern Riverside County. The project would also add southbound I-15 auxiliary lanes between the Nichols Road entrance ramp and the Main Street exit ramp in Lake Elsinore.

The proposed project would:

- Improve traffic operations, congestion, and travel times along the corridor
- Create travel mode choice along the corridor
- Provide an option for travel time reliability
- Provide a cost-effective mobility solution
- Expand the regional express lanes network and maintain compatibility

The project would also widen 15 bridges, creating multiple express lane access points, as well as potential noise barriers, retaining walls, drainage systems, electronic toll collection equipment, ramp meters and signs.

The preliminary engineering and environmental process began in May 2019 and is anticipated to conclude in 2025. RCTC released the draft environmental document for public review and comment in October 2024. RCTC will deliver the project utilizing the progressive design build delivery method and is expected to procure this contract in spring 2026. For more information on the project, visit rctc.org/15projectsouth

LOCATION:

Interstate 15 between El Cerrito Road in Corona and State Route 74 (Central Avenue) in Lake Elsinore

ENGINEERING/ ENVIRONMENTAL STUDIES:

Completed Fall 2025

CONSTRUCTION:

Could begin in 2027

INVESTMENT:

\$743 million (estimate for pre-construction, design, construction)





State Route 91 EASTBOUND CORRIDOR OPERATIONS PROJECT

OVERVIEW:

The Riverside County Transportation Commission, in coordination with Caltrans, the Orange County Transportation Authority, the Transportation Corridor Agencies, and the City of Corona, is proposing to add a lane to eastbound 91 from the 241 Toll Road connector to Route 71 in Corona. The new lane is intended to help improve traffic operations on eastbound 91, especially during afternoon and evening hours.

This highway segment was included in the 2012 environmental document for the 91 Corridor Improvement Project but was deferred due to funding constraints. RCTC expects to award an engineering and environmental contract in mid-2023 to study four design alternatives. These alternatives will require environmental revalidation and an updated scoping document to identify the preferred alternative. This phase of work is expected to take two to three years.

Following the selection of the preferred alternative, RCTC will seek funding for future project phases, including final design and construction. The timing of project delivery is dependent upon funding.

For more information, visit rctc.org/91ecop

LOCATION:

Eastbound Route 91, from the 241 Toll Road connector to Route 71

ENGINEERING/ ENVIRONMENTAL STUDIES:

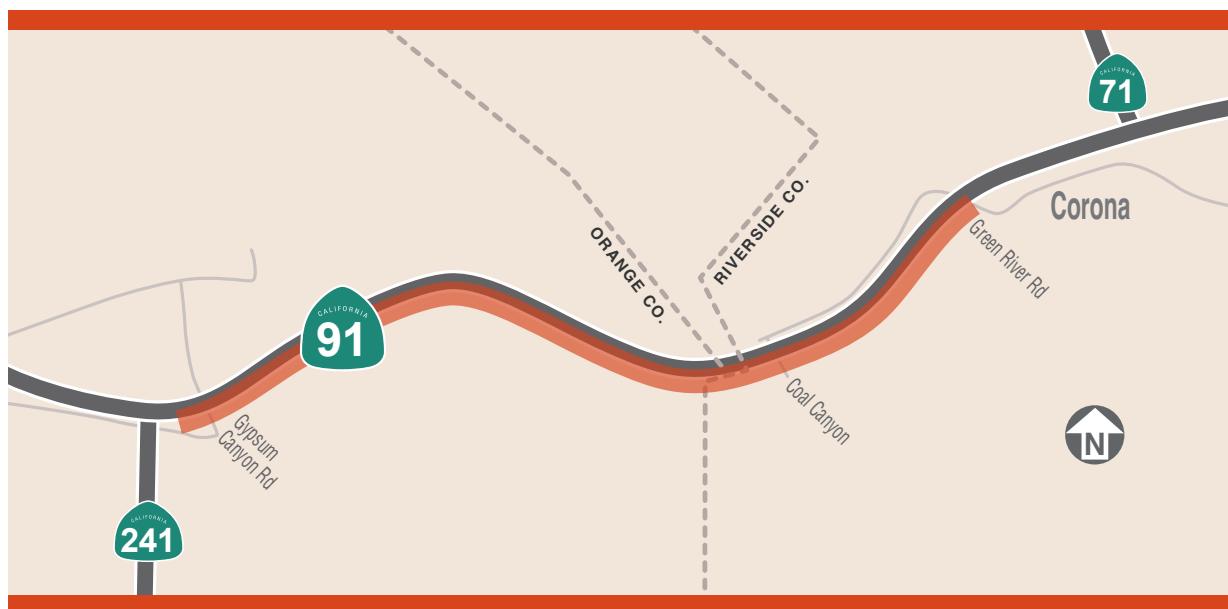
To start in mid-2023 and take 2-3 years

CONSTRUCTION:

Dependent upon funding

INVESTMENT:

\$5 million for engineering and environmental phase. Construction cost to depend upon design alternative selected.





State Route 60 POTRERO BOULEVARD INTERCHANGE

OVERVIEW:

The Riverside County Transportation Commission (RCTC) and the City of Beaumont, in partnership with Caltrans, is constructing "Phase II" of the State Route 60/Potrero Boulevard Interchange Project. This phase includes construction of a six-ramp partial cloverleaf interchange, realignment of Western Knolls Avenue, and widening Potrero Boulevard to six lanes.

The City of Beaumont completed Phase I construction of a new, six-lane Potrero Boulevard overcrossing in 2019.

The project will:

- Enhance regional mobility and improve access to SR-60
- Improve air quality through reduced congestion
- Support ongoing residential and economic growth in the San Gorgonio Pass

Construction will begin in early 2026 and the new interchange is anticipated to open to drivers in 2028.

The second phase of the project is funded by state and local funding, including City of Beaumont Capital Improvement Plan (CIP) funds, Transportation Uniform Mitigation Fee (TUMF), and SB1 Trade Corridor Enhancement Program (TCEP) Program funding.

For more information, visit: rctc.org/PotreroInterchange

LOCATION:

SR-60 between Jack Rabbit Trail and the SR-60/I-10 interchange

CONSTRUCTION:

Early 2026 to 2028

INVESTMENT:

\$48.9 Million (construction)





Interstate 15 FRANKLIN STREET INTERCHANGE

OVERVIEW:

The Riverside County Transportation Commission (RCTC), in partnership with City of Lake Elsinore, Caltrans, and the Western Riverside Council of Governments is implementing the Interstate 15 Franklin Street Interchange Project. RCTC is the lead agency for this project.

The proposed project will improve traffic flow, reduce travel time, and address the needs of the area's growing number of recreational visitors and residents. The new Franklin St. Interchange will:

- **Increase transportation options** by implementing a new, four lane overcrossing
- **Enhance safety and traffic flow** through new auxiliary lanes to help reduce traffic back-ups
- **Improve air quality** by reducing the number of idling vehicles waiting to enter/exit I-15
- **Expand access** for the community by constructing ADA compliant pedestrian and bicycle facilities on the existing Franklin Street overcrossing

The existing Franklin St. overcrossing will be preserved, and the project will also feature the realignment of Auto Center Drive and auxiliary lanes to Main Street and Railroad Canyon Road.

Construction is expected to begin in 2028 and the new interchange will open to drivers in 2030.

Funding for the \$36 million construction phase will be provided by a combination of sources, including the state gasoline tax, TUMF and local city funds, other state funds, and developer fees.

For more information, visit rctc.org/franklininterchange

LOCATION:

I-15/Franklin Street
Interchange between Main
St and Railroad Canyon Rd in
Lake Elsinore

CONSTRUCTION:

Anticipated to begin August
2028 and open August 2030

INVESTMENT:

est. \$45 million





State Route 79 REALIGNMENT Segment 3

OVERVIEW:

The Riverside County Transportation Commission (RCTC), in partnership with the County of Riverside, is conducting final design and engineering for a new 2-mile limited access expressway with two lanes in each direction between Simpson Road and Newport Road in Winchester. Three signalized intersections at Newport Road, Domenigoni Parkway, and Simpson Road will be placed. This project is "Segment 3" of RCTC's 79 Realignment Project, which will provide a 12-mile north-south transportation expressway between the community of Winchester and San Jacinto. The project will be renamed since it will not be part of the state highway system.

The new transportation corridor is designed to meet the needs of the area's growing population and will include two lanes in each direction separated by a 14-foot median buffer, outside shoulders, accommodations for a future 35-foot-wide transportation corridor, and a multipurpose trail. The benefits and features include:

- **Improve traffic flow** for local and regional north-south traffic in the San Jacinto Valley with a new corridor
- **Reduce division** of traffic from the state routes onto local roadways
- **Wildlife passageway** at Patton Avenue, Patterson Avenue and Salt Creek Channel
- **Bridge** over Salt Creek Channel, Patterson Avenue and Patton Avenue
- **Enhance safety** by constructing a 14-foot median buffer, outside shoulders, and accommodations for a future transportation corridor

The final design and engineering are anticipated to be complete in 2027. If funding is secured and the final design is complete, construction could begin as early as 2028. RCTC will seek federal, state, and local funding sources to deliver this project.

For more information, visit rctc.org/79-segment-3

LOCATION:

Simpson Road to Newport Road in the unincorporated area of Winchester

FINAL DESIGN:

2025 to 2027

CONSTRUCTION:

2028-2030

INVESTMENT:

\$288 million (final design and construction)



Riverside County Transportation Efficiency Corridor (RCTEC)

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

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

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



1 15/91 Express Lanes Connector

Completed

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

Project Benefits

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

Total Project Cost: \$270,000,000

SB 132 Funding: \$180,000,000

2 McKinley Avenue Grade Separation

Under Construction

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

Project Benefits

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

Total Project Cost: \$128,447,000

SB 132 Funding: \$84,450,000

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

3 Jurupa Road Grade Separation	Under Construction
Constructs a new bridge over the Union Pacific Railroad tracks and Van Buren Boulevard in the City of Jurupa Valley.	
Project Benefits	
<ul style="list-style-type: none">• Safety, circulation, and air quality benefits through Jurupa Valley and surrounding communities• Improves access, and safety to, nearby Van Buren Elementary School and surrounding businesses• Improves freight and passenger train movement and reliability	
Total Project Cost: \$108,400,000	SB 132 Funding: \$108,400,000

4 I-15/Limonite Avenue Interchange	Completed
Improves existing freeway interchange at I-15 and the Limonite Avenue overcrossing. Widens existing northbound and southbound on- and off ramps, replaces existing overcrossing structure with an eight-lane bridge, and constructs new loop on-ramps.	
Project Benefits	
<ul style="list-style-type: none">• Reduces traffic congestion for Eastvale and Jurupa Valley residents and commuters on the I-15• Increases access to economic and medical centers• Improves air quality by reducing emissions related to cars idling in congestion	
Total Project Cost: \$66,000,000	SB 132 Funding: \$48,000,000

5 Hamner Bridge Widening	Completed
Replaces the existing 2-lane bridge over the Santa Ana River with a longer, wider bridge and multi-purpose trail in the Cities of Eastvale and Norco.	
Project Benefits	
<ul style="list-style-type: none">• Compliments other investments in the I-15 corridor (I-15 Express Lanes, I-15/Limonite Avenue interchange, and 15/91 Express Lanes Connector)• All-weather crossing over Santa Ana River• Enhances public safety, traffic circulation, and active transportation options in growing Cities of Norco and Eastvale• Increases access to major recreational facilities in Norco and Eastvale	
Total Project Cost: \$65,000,000	SB 132 Funding: \$6,322,000

Financial Overview

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

FINANCIAL PLANNING	
Balanced Budget	RCTC adopts an annual budget in which operating and capital expenditures and other financing uses are equal to or less than identified revenues and other financing sources as well as available fund balances.
Administration	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none"> • Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues. • Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the net pension liability and to the postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted by fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as debt agreements.
REVENUES	
Sales Tax	RCTC prepares annual and mid-year revised revenue projections to ensure use of current and relevant data; staff may adjust amounts during the budget process to reflect the most current economic trends.
Tolls	<p>RCTC-adopted policies establish congestion pricing in order to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none"> • Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves; ; • Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and • Projects within the corridor which generated the revenue.
Funding Sources	RCTC uses local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

EXPENDITURES/EXPENSES	
Priorities	RCTC reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately notes, explains, and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on February 10, 2021.
Capital and Intangible Assets	<p>On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation.</p> <ul style="list-style-type: none"> • RCTC generally does not capitalize infrastructure, which title will be vested with Caltrans or other governmental agency. • RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.
DEBT MANAGEMENT	
Debt Limitation	Outstanding sales tax revenue debt cannot exceed \$975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains debt coverage ratios of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

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

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

Planning

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

Major plans to which RCTC contributes or authors include:

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

Programming



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

Programming staff interfaces with: Caltrans, CTC, FHWA, FTA, FRA, Southern California Air Quality Management District, SCAG, Metrolink, WRCOG, CVAG, cities, the County of Riverside, and transportation commissions throughout California.

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

Regional Conservation

The Western Riverside County Regional Conservation Authority (RCA) was created in 2004 to implement the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), one of the most ambitious HCPs in the United States. The goal of the MSHCP is to establish a 500,000-acre habitat reserve to protect and manage habitats for the conservation of 146 species - 34 of which are endangered or threatened - while streamlining the State and Federal Endangered Species Act permitting process for needed infrastructure, particularly transportation projects, and housing, and providing certainty in the development process. RCA's core functions include acquiring reserve lands, habitat management and monitoring of protected species, guidance and training to MSHCP Permittees, as well as reviewing development and transportation projects in areas identified by the MSHCP for potential reserve assembly (i.e., Criteria Area) for consistency with the MSHCP, in collaboration with state and federal wildlife agencies. The RCA also facilitates meetings for Permittees with the Wildlife Agencies; has lands available for project-sponsored mitigation, in association with federal and state regulated waters; and collects local Development Mitigation Fees (LDMF) and funds from other sources (tipping fees, public project, and participating special entity fees) to fund RCA's core activities. The RCA is governed by a Board of Directors consisting of County Supervisors as well as council members from each of the 18 cities in western Riverside County.

THE MULTI-BENEFITS OF THE MSHCP

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

Project Streamlining: The MSHCP provides state and federal Endangered Species Act coverage and mitigation under the California Environmental Quality Act (CEQA). The MSHCP replaced the old, slower, more expensive and less effective project-by-project permitting process with a programmatic permitting approach. Under this approach, Riverside County and western Riverside County cities are given local control of the Endangered Species Act permitting process, which helps to accelerate the permitting and mitigation process for construction of freeway and road projects, housing, and other vital infrastructure, thus saving taxpayer dollars, growing the economy, and promoting the development of amenities important for the quality of life of residents.

Habitat Protection and Management: The MSHCP also provides for more effective and cost-efficient protection of Western Riverside County's ecosystems, sensitive species, and biodiversity than the typical approach of project-by-project mitigation. Project-by-project mitigation often results in small, fragmented reserves that provide fewer habitat values than the large, interconnected reserve system that RCA and the other Permittees of the MSHCP are building in western Riverside County. Habitats must be managed to provide effective conservation. The MSHCP provides economies of scale, enabling more efficient, cost-effective management of habitat than management of many small, fragmented reserves managed by different entities.

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



The Haley Property comprises 19 acres that support chaparral habitat located near the community of Aguanga.

RCTC AND RCA, TOGETHER

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

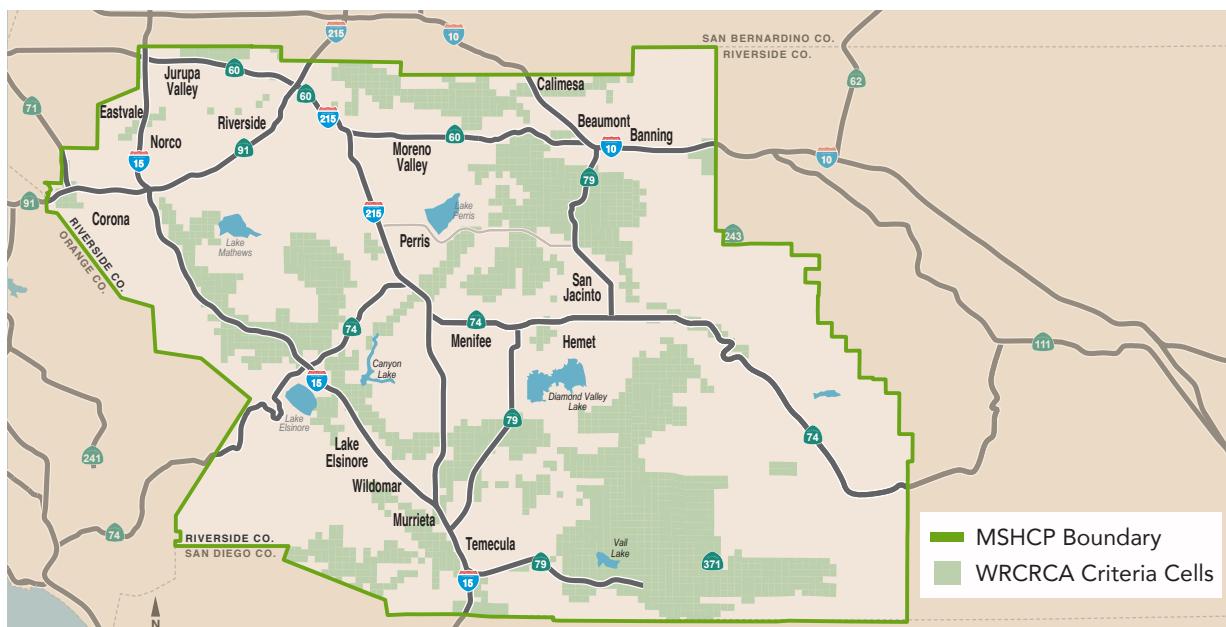
One of RCTC's first actions as the managing agency of RCA was to steward the final adoption of the 2020 Nexus Study by the County of Riverside and each of the 18 cities in western Riverside County, updating the LDMF to ensure the solvency of the MSHCP and preserve Endangered Species Act permit coverage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

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

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

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

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



Transportation Governance Roadmap (listed in alphabetical order)

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

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

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

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

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

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

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

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

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

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

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

Acronyms

ATP	- Active Transportation Program
AVR	- Average Vehicle Rideshare
Caltrans	- California Department of Transportation
CAP	- Commuter Assistance Program
CETAP	- Community Environmental Transportation Acceptability Process
CMAQ	- Congestion Mitigation and Air Quality
CMP	- Congestion Management Program
CTC	- California Transportation Commission
CVAG	- Coachella Valley Association of Governments
FHWA	- Federal Highway Administration
FRA	- Federal Railroad Administration
FSP	- Freeway Service Patrol
FTA	- Federal Transit Administration
GOV	- California Government Code
I	- Interstate
IE511	- Inland Empire 511
IE Commuter	- Inland Empire Commuter rideshare system
LOSSAN	- Los Angeles-San Diego-San Luis Obispo, a rail corridor
LRTP	- Long Range Transportation Plan
LTF	- Local Transportation Fund
Metrolink	- Operating Name for SCRRRA (see SCRRRA)
MPO	- Metropolitan Planning Organization
MSHCP	- Multiple Species Habitat Conservation Plan
OCTA	- Orange County Transportation Authority
PCC	- Public Contract Code
PUC	- Public Utilities Code
PVVTA	- Palo Verde Valley Transit Agency
RCA	- Western Riverside County Regional Conservation Authority
RCTEC	- Riverside County Transportation Efficiency Corridor
RTA	- Riverside Transit Agency
RTP	- Regional Transportation Plan
SAFE	- Service Authority for Freeway Emergencies
SB	- Senate Bill
SBCTA	- San Bernardino County Transportation Authority

Agencies and Acronyms

SCAG	- Southern California Association of Governments
SCRRA	- Southern California Regional Rail Authority
SCS	- Sustainable Communities Strategy
SHC	- Streets and Highways Code
SJBL	- San Jacinto Branch Line
SR	- State Route
SRTP	- Short Range Transit Plan
STA	- State Transit Assistance
STIP	- State Transportation Improvement Program
SunLine	- SunLine Transit Agency
TAC	- Technical Advisory Committee
TDA	- Transportation Development Act
TIFIA	- Transportation Infrastructure Finance and Innovation Act
TPPS	- Transportation Project Prioritization Study
TRP	- Traffic Relief Plan
TUMF	- Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
US DOT	- United States Department of Transportation
VEH	- California Vehicle Code
VMT	- Vehicle miles travelled
WRCOG	- Western Riverside Council of Governments
1989 Measure A	- Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	- Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009



RIVERSIDE
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