



MEETING AGENDA

Western Riverside County Programs and Projects Committee

Time: 1:30 p.m.
Date: August 24, 2026
Location: BOARD ROOM
County of Riverside Administration Center
4080 Lemon St, First Floor, Riverside, CA 92501

COMMITTEE MEMBERS

Michael Vargas, **Chair** / Elizabeth Vallejo, City of Perris
Chuck Conder, **Vice Chair** / Patricia Lock Dawson, City of Riverside
Sheri Flynn / Cynthia Barrington, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Jim Steiner / Tony Daddario, City of Corona
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Joe Males, City of Hemet
Brian Berkson / Armando Carmona, City of Jurupa Valley
Fia Sullivan / Kevin Bash, City of Norco
Joseph Morabito / Dustin Nigg, City of Wildomar
Jose Medina, County of Riverside, District I
Karen Spiegel, County of Riverside, District II

STAFF

Aaron Hake, Executive Director
David Knudsen, Deputy Executive Director

AREAS OF RESPONSIBILITY

Air Quality, Capital Projects, Communications and Outreach Programs, Intermodal Programs, Motorist Services, New Corridors, Regional Agencies/Regional Planning, Regional Transportation Improvement Program (RTIP), Specific Transit Projects, State Transportation Improvement Program (STIP)

Transportation Uniform Mitigation Fee (TUMF) Program and Provide Policy Direction on Transportation Programs and Projects related to Western Riverside County and other areas as may be prescribed by the Commission.

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE**

www.rctc.org

AGENDA*

**Actions may be taken on any item listed on the agenda*

1:30 p.m.

Monday, August 24, 2026

BOARD ROOM

**County Administrative Center
4080 Lemon Street, First Floor
Riverside, California 92501**

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Committee may, either at the direction of the Chair or by majority vote of the Committee, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. Also, the Committee may terminate public comments if such comments become repetitious. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Committee shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Board should not take action on or discuss matters raised during public comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. **ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*

6. **CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

6A. APPROVAL OF MINUTES – JULY 27, 2026

Page 1

7. **STATE ROUTE 79 SEGMENT 3 SIMPSON ROAD TRAFFIC STUDY FINDINGS**

Page 9

Overview

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the State Route 79 (SR-79) Segment 3 Traffic Study Report for Simpson Road evaluating regional traffic impacts associated with Segment 3 and report on whether improvements to Simpson Road are warranted as a result of the project.

8. **PARTNER AGENCY PROJECT IMPLEMENTATION POLICY**

Page 57

Overview

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Adopt Resolution No. 26-019 the Partner Agency Project Implementation Policy; and
- 2) Authorize staff to implement the Policy for future partner agency requests for RCTC project delivery services.

9. **AMENDMENT NO. 4 WITH ACCENTURE INFRASTRUCTURE AND CAPITAL PROJECTS, LLC FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE INTERSTATE 15 SMART FREEWAY PILOT PROJECT**

Page 92

Overview

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Amendment No. 4 to Agreement No. 22-31-098 with Accenture Infrastructure and Capital Projects, LLC (Accenture) for construction management services for Interstate 15 (I-15) Smart Freeway Pilot Project, increasing the contract by \$510,000, for a total amount not to exceed \$2,789,431;

- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director to adjust fund sources within the approved total to ensure efficient use of available funding.

10. STATE ROUTE 79 REALIGNMENT PROJECT RENAMING – PHASE II

Page 105

Overview

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Adopt “San Jacinto Valley Expressway Project” as the new name for the State Route 79 Realignment Project.

11. EXECUTIVE DIRECTOR REPORT

12. COMMISSIONER COMMENTS

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

13. ADJOURNMENT

The next Western Riverside County Programs and Projects Committee meeting is scheduled to be held at **1:30 p.m., Monday, September 28, 2026.**

AGENDA ITEM 6A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE

Monday, July 27, 2026

MINUTES

1. CALL TO ORDER

The meeting of the Western Riverside County Programs and Projects Committee was called to order by Chair Michael Vargas at 1:30 p.m. in the Board Room located at 4080 Lemon Street, Riverside, CA 92501. Additional teleconference site: Large Conference Room, French Valley Airport, 37600 Sky Canyon Drive, Murrieta, CA 92563.

2. ROLL CALL

Members/Alternates Present

Brian Berkson
Linda Krupa
Clint Lorimore
Jose Medina*
Joseph Morabito
Karen Spiegel*
Jim Steiner
Fia Sullivan
Michael Vargas
Lloyd White

*Arrived after the meeting was called to order.

Members Absent

Chuck Conder
Sheri Flynn

3. PLEDGE OF ALLEGIANCE

Chair Vargas led the Western Riverside County Programs and Projects Committee in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS/REVISIONS

There were no additions or revisions to the agenda.

- 6. CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

At this time, Commissioner Karen Spiegel joined the meeting.

M/S/C (Morabito/Steiner) to approve the following Consent Calendar item(s):

6A. APPROVAL OF MINUTES – APRIL 27, 2026

7. STATE ROUTE 91 EASTBOUND CORRIDOR OPERATIONS PROJECT COOPERATIVE AGREEMENTS WITH: (1) CALTRANS; (2) FOOTHILL/EASTERN TRANSPORTATION CORRIDOR AGENCY AND THE CITY OF CORONA

Sri Srirajan, Senior Capital Projects Manager, presented an update for the State Route 91 Eastbound Corridor Operations Project (91 ECOP) cooperative agreements, highlighting the following areas:

- Project purpose (including a map of the 91 ECOP)
 - ✓ Improve traffic flow, reduce congestion, and enhance safety
 - ✓ Component of the 91 Corridor Improvement Project (CIP) Ultimate Project
 - ✓ Fulfills a commitment under the Commission's Delivery Plan (2019-2029)
- Project background
 - ✓ Adding an operational lane on eastbound (EB) State Route 91
 - ✓ Limits: Between SR-241 to the SR-71 connectors
 - ✓ Revalidation – Fall 2026
 - ✓ Project improvements – Targeting 2030
- Summary of approved and upcoming agreements/contracts
 - ✓ Project and construction management (PCM) and specialized legal services contracts – Approved in August 2025
 - ✓ Progressive design-build (PDB) contractor award – October 2026
 - ✓ Cooperative agreement between RCTC and Orange County Transportation Authority (OCTA) – October 2026

At this time, Commissioner Jose Medina joined the meeting.

Sri Srirajan continued to present the following:

- Caltrans cooperative agreement
 - ✓ Design-build cooperative agreement summary
 - Defines roles and responsibilities
 - Caltrans' responsibilities include:
 - Design review and approval
 - Construction inspection services and materials testing
 - Environmental compliance oversight and quality assurance oversight

- Coordination to ensure consistency with State Highway System standards
 - RCTC is responsible for the cost of construction inspection services performed by Caltrans
 - Estimated cost – \$5.656 million
- Foothill/Eastern Transportation Corridor Agency (F/ETCA) and city of Corona cooperative agreement
 - ✓ Cooperative agreement summary
 - City Project to address potential cut-through traffic on the Green River Road/Foothill Parkway corridor
 - City Project includes traffic management measures and operational enhancements
 - Establishes a fair share contribution to the Green River Road/Foothill Parkway Improvement Project
 - Total estimated project cost – \$3.3 million
 - RCTC fair share contribution – \$393,522
 - F/ETCA fair share contribution – \$119,545

Chair Vargas asked if there was anybody at the French Valley satellite location.

Lisa Mobley, Administrative Services Director/Clerk of the Board, replied that we just have our staff member, we do not have any public or Commissioners present.

In response to Commissioner Spiegel's question that is just the one office, Lisa Mobley replied correct for this committee it is just French Valley.

Commissioner Spiegel asked about Caltrans performing the work and if it is normal that they come in.

Sri Srirajan replied for a design-build project recalling the legislation AB 401 Caltrans must be performing the construction inspection services.

Commissioner Spiegel clarified they are only doing the construction inspection services.

Sri Srirajan replied yes for this project. They will be also doing the oversight, but they are not responsible for the cost.

In response to Commissioner Spiegel's clarification their construction inspection services is \$5.6 million, Sri Srirajan replied that is an estimated amount.

Commissioner Spiegel stated she does not remember us paying that much she assumed that they were doing the work. She asked what is the actual total project going to be.

Sri Srirajan replied the total project cost is about \$200 million.

Commissioner Spiegel asked if this part that is \$5.6 million is for the whole project.

Sri Srirajan replied that is for the whole project.

M/S/C (Steiner/Spiegel) for the Committee to recommend the Commission take the following action(s):

- 1) Approve Cooperative Agreement No. 26-31-096-00 with Caltrans for the State Route 91 Eastbound Corridor Operations Project (91 ECOP) for construction and Caltrans performed construction inspection services in an amount not to exceed \$5,656,000 to be paid by the Commission;**
- 2) Approve three-party Cooperative Agreement No. 26-31-094-00 with Foothill/Eastern Transportation Corridor Agency and the city of Corona for the Commission's fair share contribution to the city of Corona for the Green River Road Improvement Project in an amount not to exceed \$393,522 to be paid by the Commission; and**
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.**

8. ON-CALL RIGHT OF WAY ENVIRONMENTAL SITE ASSESSMENT SERVICES

Paul Mim Mack, Senior Management Analyst, presented an update for the on-call right of way environmental site assessment services, highlighting the following:

- Background
 - ✓ Right of way environmental site assessment services are conducted to identify contamination risks on properties prior to acquisition or construction.
 - ✓ These services include site assessment and investigations, remedial investigation/feasibility studies, remediation action plans, remediation action design, post-remediation monitoring at specific sites, hazardous waste remediation, abatement, lead and asbestos testing and removal of materials.
 - ✓ The Commission and RCA utilizes these services enabling timely and cost-effective delivery via as needed task orders across a wide range of projects.
- Procurement process

Commissioner Berkson moved approval. Commissioner Lorimore seconded the motion.

Commissioner Spiegel stated that they have a not to exceed of \$1 million what happens if they exceed that amount.

Paul Mim Mack replied actually that did happen on the last contract and he had to come back to the Commission for another \$200,000 so he would prepare a staff report and come back to the Commission.

Commissioner Spiegel stated she knows the County is having a lot of code issues and seeing all those pictures that Paul Mim Mack shared in his presentation do we get people challenging this.

Paul Mim Mack clarified these are in advance of acquiring it so in these three instances they are having the owner clear the property before they close escrow.

In response to Commissioner Spiegel's clarification that they are purchasing it, Paul Mim Mack confirmed, all of these environmental site assessments are prior to acquisition.

Commissioner Spiegel asked what happens on our sites that appear looking like that because they are not ignored but oversight.

Paul Mim Mack clarified after RCTC purchases them.

Commissioner Spiegel replied no, if we own property.

Paul Mim Mack stated that is one of the things he also does is property management and they would have to send someone out to clean it up depending on where it is at. It is more specialized if it is on a railroad, but they have consultants on staff who go out and clean it up.

Commissioner Spiegel clarified we are pretty much on top of it then.

Paul Mim Mack replied absolutely, and if they are not the County sends RCTC notices.

Chair Vargas asked if they have a team.

Aaron Hake, Executive Director, stated that they have a consultant team that goes out and monitors the property reports back to Paul Mim Mack, Hector Casillas, Right of Way Manager, and the right of way team, and where needed they do coordinate with code enforcement for whatever jurisdiction the property is in.

Paul Mim Mack stated that he forgot to mention that happens every two weeks.

Aaron Hake stated that Paul Mim Mack did mention railroad that is a pretty unique situation, RCTC owns a lot of rail, and we got to keep that clear for safety.

M/S/C (Berkson/Lorimore) for the Committee to recommend the Commission take the following action(s):

- 1) Award the following on-call professional services agreements for right of way environmental site assessment services for a three-year term, in an amount not to exceed an aggregate value of \$1,000,000;**
 - a) Agreement No. 26-31-033-00 with Verdantas Inc., formerly**

- Leighton Consulting, Inc.;**
 - b) Agreement No. 26-31-083-00 with Ninyo & Moore Geotechnical & Environmental Sciences Consultants;**
 - c) Agreement No. 26-31-084-00 with NV5 Environmental, LP.;**
 - 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission, and**
 - 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultant under the terms of the agreements.**

9. DISCONTINUATION OF FRENCH VALLEY SATELLITE MEETING LOCATION FOR THE WESTERN RIVERSIDE COUNTY PROGRAMS AND PROJECTS COMMITTEE

Lisa Mobley provided an update and background information regarding the discontinuation of the French Valley satellite meeting location for the Western Riverside County Programs and Projects Committee.

Commissioner Spiegel asked if there has been a time that there has been anybody other than staff there.

Lisa Mobley replied yes, the very first committee meeting in October 2024 there were two Commissioners that had attended at that location those Commissioners are no longer with the Commission. Since then, we have not had a Commissioner utilize that satellite location for this committee.

Commissioner Spiegel clarified it has been a couple years or most. Lisa Mobley replied yes that it has been nearly two years.

Commissioner Krupa stated she thinks she has been there one time for an RCTC meeting and she felt so disconnected from the body as a whole that it is not worth the three-mile savings to not be here.

Commissioner Lorimore moved approval of staff recommendation.

Commissioner Berkson stated at their city council meetings this month was the first month where they had to implement public speakers via Zoom from wherever. He asked if this Commission has that same requirement.

Jeremy Holm, Legal Counsel, replied no, basically the requirements for special districts and JPA's are a lot less than what the cities are subject to.

Commissioner Berkson stated that he was not sure if cancelling this meeting would give people an opportunity to speak from wherever they were within the region, but it will not. He is okay with cancelling the satellite location since nobody is using it.

M/S/C (Lorimore/Medina) for the Committee to:

- 1) Discontinue use of the French Valley satellite meeting location option for meetings of the Western Riverside County Programs and Projects Committee.**

Chair Vargas stated that he hopes the rest of our other committees follow suit with us for staff's sake if anything else.

10. EXECUTIVE DIRECTOR REPORT

Aaron Hake:

- Welcomed back the Commissioners as it has been more than a month since they met.
- Highlighted the Portero Boulevard/SR-60 Interchange is well under construction this summer so is the Mid County Parkway and Ramona Expressway.
- Announced the SMART Freeway Project in Temecula is operational. We do not yet have enough data to report to the Commissioners on the results yet, it will be a few months before staff can analyze whether there was a change in behavior because of that system being turned on.
- Announced RCTC received a \$25 million grant from the U.S. Department of Transportation a national competitive grant for the 91 ECOP. He thanked Congress Members Ken Calvert and Young Kim who worked to secure that money from the U.S. Transportation Secretary.
- Announced they have been very active on Legislation, the Budget and Implementation Committee this morning heard a report from Tyler Madary, Legislative Affairs Manager, about all of the bills that the Commission is seeking amendments on in Sacramento. Many of which they have been successful in amending in a favorable way for the Commission. The Commissioners will hear more about that at the August Commission meeting.
- Announced at the August Commission meeting RCTC has invited the National Economist for the Associated General Contractors of America to come, and he will be speaking to the Commission on project costs and project cost increases. There has been a healthy discussion at the Commission about what drives project costs and project cost increases. They will be hearing from a national expert on what is happening around the country. They are all here to answer the Commissioners' questions or to help out in their local jurisdictions.

11. COMMISSIONER COMMENTS

There were no Commission comments.

12. ADJOURNMENT

There being no further business for consideration by the Western Riverside County Programs and Projects Committee, the meeting was adjourned at 1:57 p.m.

Respectfully submitted,

A handwritten signature in black ink, reading "Tara S. Byerly". The signature is written in a cursive, flowing style.

Tara S. Byerly
Deputy Clerk of the Board

AGENDA ITEM 7

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Joie Edles Yanez, PE, Senior Capital Projects Manager
THROUGH:	Erik Galloway, PE, Project Delivery Director
SUBJECT:	State Route 79 Segment 3 Simpson Road Traffic Study Findings

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the State Route 79 (SR-79) Segment 3 Traffic Study Report for Simpson Road evaluating regional traffic impacts associated with Segment 3 and report on whether improvements to Simpson Road are warranted as a result of the project.

Project Objective

The project currently knowns as the SR-79 Realignment Project (Project) proposed construction of a 12-mile limited-access corridor extending from south of Domenigoni Parkway to Gilman Springs Road (Attachment 1). The Project is intended to improve safety, mobility, and regional connectivity for the communities of Winchester, Hemet, and San Jacinto.

BACKGROUND INFORMATION:

The Project was developed jointly with Caltrans and the Federal Highway Administration (FHWA), which subjected it to state and federal environmental review requirements. Caltrans was the lead agency under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for NEPA environmental review, consultation, and other actions in accordance with applicable federal laws for this Project, was carried out by Caltrans under its assumption of NEPA responsibility pursuant to 23 United States Code Section 327. On December 8, 2016, Caltrans approved the CEQA Final Environmental Impact Report (EIR). A Notice of Determination (NOD) was filed for CEQA compliance on January 26, 2017. On December 16, 2016, Caltrans approved the NEPA Final Environmental Impact Statement (EIS). The Record of Decision (ROD) was published in the Federal Register on March 15, 2017, and the statute of limitations expired on August 14, 2017. The EIR/EIS received no legal challenges. On January 26, 2017, the Riverside County Transportation Commission (Commission), as a CEQA responsible agency, adopted the CEQA findings and Mitigation Monitoring Reporting Program (MMRP) that imposes mitigation measures to reduce many of the Project's environmental impacts to below a level of significance.

In January 2024, the Commission approved staff to:

- The project will be designed to County of Riverside Transportation & Land Management Agency (CRTLMA) standards, which will eliminate the limited access to the highway, remove grade separated interchanges, and the requirement to be out of the 100-year flood plain. The project will incorporate multimodal features, including a planned transportation corridor and multi-use trail (Figure 1). The facility will also include at-grade signalized intersections in lieu of freeway-style interchanges.

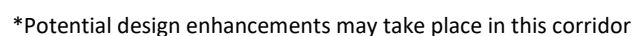


Figure 1 - SR79 Project Cross-Section

On June 18, 2024, Caltrans responded in concurrence to the letter from the Commission requesting that RCTC be designated as the CEQA lead agency and that Caltrans maintain NEPA lead. In addition, the Project will no longer be designed as a Caltrans facility but rather as a County Expressway. The project team then commenced the design procurement for Segment 3 of the Project.

On December 11, 2024, the Commission approved the design contract award to Jacobs for Segment 3 from Simpson Road to Newport Road (Attachment 3). A Notice to Proceed (NTP) was provided in March 2025 for the start of design. It is anticipated that the design will be completed in 2028 and if funding is available, construction will begin in 2029.



Figure 2 – SR-79 Segment 3 Alignment and Surrounding Streets

At the February 20, 2025, Commission Workshop, the Commission authorized procurement of an Innovative Financing Feasibility Study (IFFS) to help identify Project funding and delivery options.

On August 13, 2025, the Commission awarded the IFFS contract to HNTB. The study is currently underway and is anticipated to be completed in Fall 2026.

On April 27, 2026, RCTC's Western Riverside County Programs and Projects Committee directed staff to conduct additional public outreach on the project renaming effort. A public voting period was launched on July 23 through August 9. The public outreach included a renaming survey

webpage, social media communication, and a blog post. In addition, key stakeholders were notified of the renaming effort by email.

DISCUSSION:

One of the recommended enhancements from the Corridor Study was revising the limits of the southerly segment, Segment 3, from Domenigoni Parkway to Newport Road (1.08 miles), to Simpson Road to Newport Road (1.89 miles). Extending Segment 3 to Simpson Road would enable a larger portion of SR-79 to be delivered sooner, helping mitigate inflationary cost impacts, thus providing schedule and cost benefits.

During the January 26, 2024, Commission Workshop, the Commission requested a traffic study be performed to evaluate the impact the proposed Segment 3 project would have on traffic in the region and whether improvements to Simpson Road would be required due to the project's termination at Simpson Road.

In summary, the traffic study found that the project will not increase traffic on Simpson Road, therefore no improvements are required on Simpson Road at this time. This conclusion will be outlined in detail in the following sections.

Traffic Study Report

The Project Segment 3 Traffic Study (Attachment 4) evaluated existing (2025) traffic conditions, traffic conditions in the future no-build option where no project is constructed, (2045), and future traffic conditions build option with the project constructed (2045). The study focused on the project corridor and surrounding roadway network.

Simpson Road Analysis

The traffic study evaluated existing and future traffic volumes and travel patterns on Simpson Road. Key findings include:

- **Existing Conditions (2025):** 7,209 vehicles per day.
- **Future No-Build Conditions (2045):** 12,227 vehicles per day, driven by regional growth.
- **Future Build Conditions (2045):** 9,603 vehicles per day.
- **Travel Patterns:** Approximately 2 percent of trips between the Hemet area and the French Valley/Murrieta/Temecula area use Simpson Road. Most trips use major routes such as Domenigoni Parkway, Sanderson Avenue, and State Street.

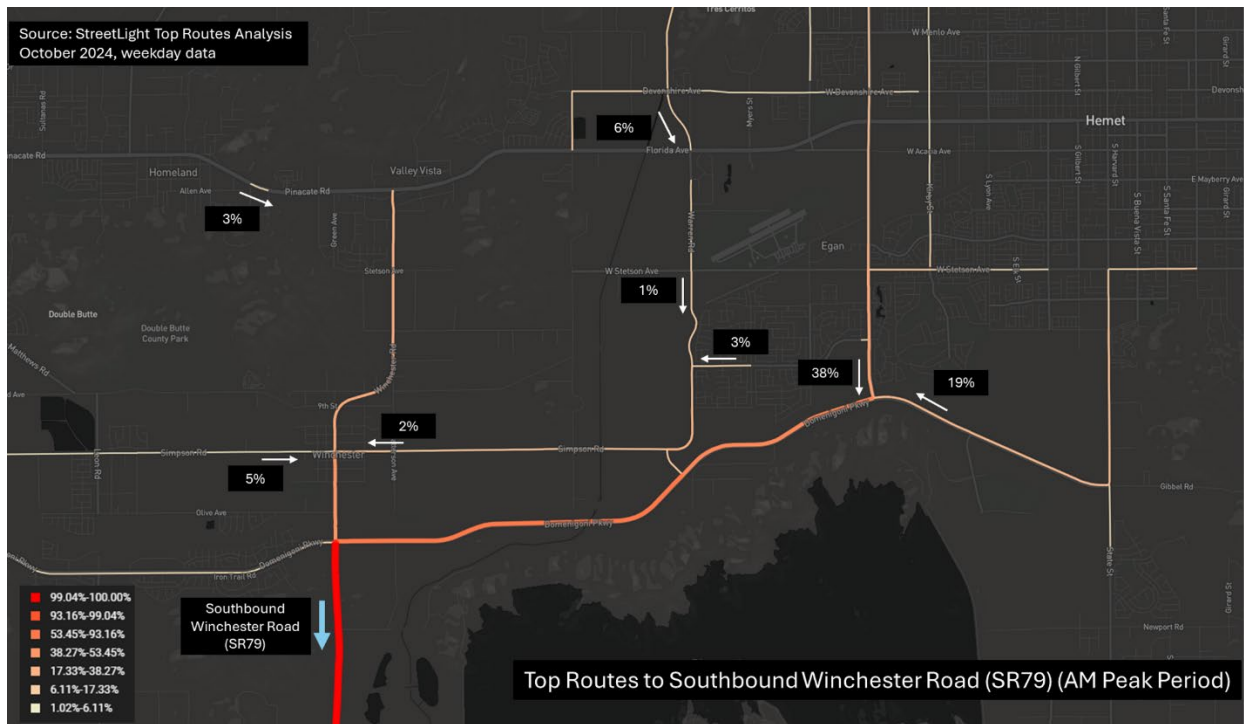


Figure 3 - Streetlight Analysis: Existing Top Routes to SB Winchester Road (SR79) (AM Peak Period)

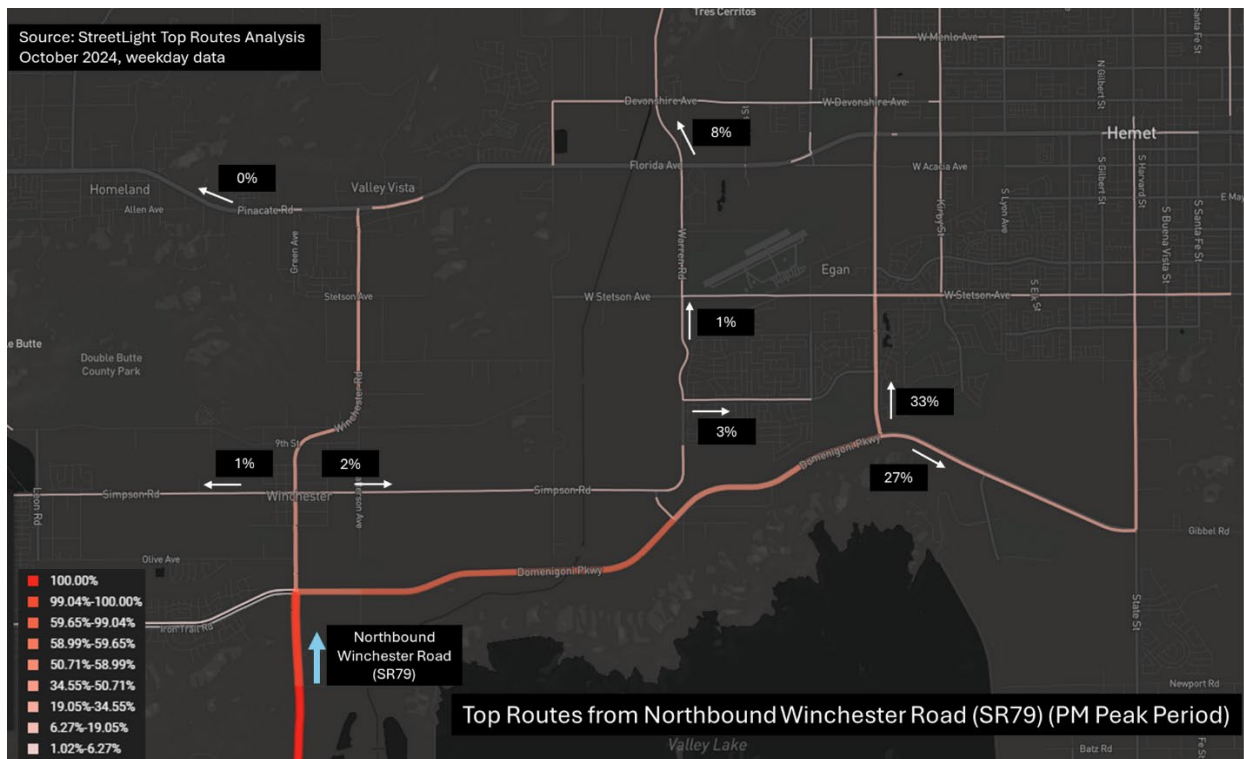


Figure 4 - Streetlight Analysis: Existing Top Routes from NB Winchester Road (SR79) (PM Peak Period)

The analysis in Figures 3 and 4 show that Simpson Road plays a very limited role in regional travel, carrying approximately 2 percent of trips between the Hemet area and the

French Valley/Murrieta/Temecula area. Most travelers use higher-capacity regional corridors, including Domenigoni Parkway, Sanderson Avenue, and State Street. This is largely because Simpson Road does not connect directly to major routes serving Hemet and is not a primary regional travel corridor.

Under future conditions, Simpson Road will continue to operate as a local roadway and will not provide a direct connection to these regional routes. The study indicates that most project-related traffic is expected to utilize the Segment 3 facility between Newport Road and Domenigoni Parkway, with limited diversion to Simpson Road. Extending Segment 3 to Simpson Road would allow a larger portion of the Project to be delivered sooner and at a lower cost compared to if it was constructed in the future with added inflationary impacts. This approach also better positions the project for the subsequent construction of Segment 2 and will reduce the future costs for that project.

As a result, no improvements to Simpson Road are required as a part of Segment 3's completion. Any future improvements would be driven by local development and would be implemented separately by the County or other agencies.

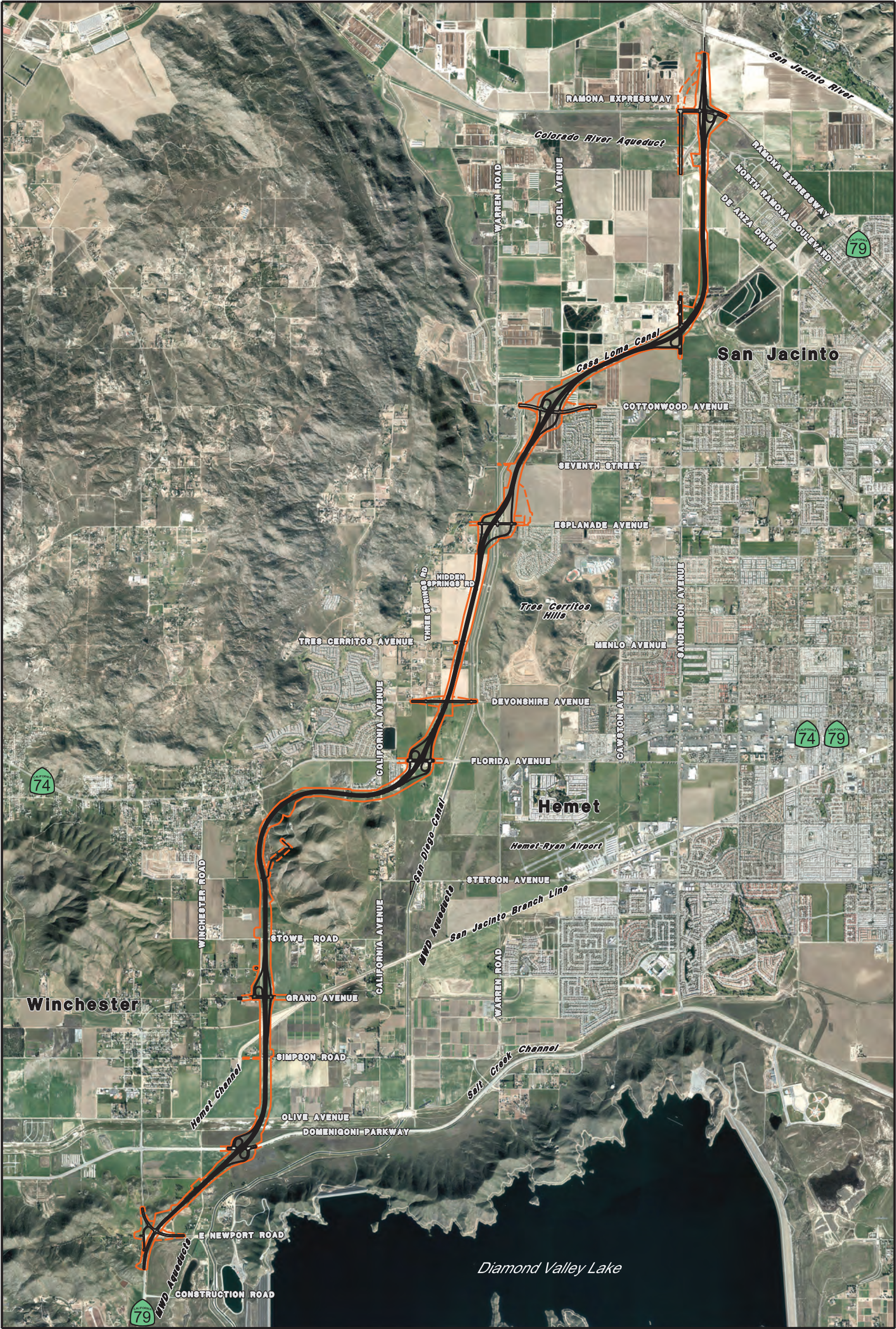
While traffic volumes on Simpson Road are forecasted to increase under future conditions, this increase is primarily associated with regional growth and planned development in the area, rather than from completing Segment 3. Any future improvements to Simpson Road, if warranted, would be associated with local development and would be implemented by the County of Riverside or other agencies.

Conclusion

Based on the traffic study, implementation of Segment 3 and modifying the terminus at Simpson Road will not significantly increase traffic on Simpson Road. Forecasted increases in traffic volumes are primarily attributable to regional growth and planned development rather than the project itself. Most project-related traffic is expected to utilize the new County expressway facility, and Simpson Road will continue to function as a local roadway. Accordingly, improvements to Simpson Road are not required as part of the Segment 3 Project.

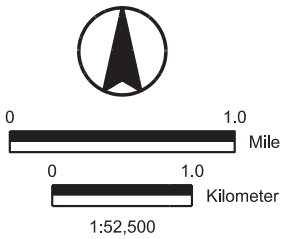
Attachments:

- 1) Exhibit Maps – Original SR79 Realignment
- 2) Exhibit Maps – SR79 Segments per Corridor Study
- 3) Exhibit Maps – SR-79 Segment 3
- 4) SR-79 Segment 3 Traffic Study Report – Simpson Road



Aerial Date: February 2011

Alt 1b-August 2021.dgn



Alternative 1b with Refinements

State Route 79 Realignment Project

FOR DISCUSSION PURPOSES ONLY. SUBJECT TO CHANGE



SEGMENT 3 MODIFIED





SR79 Segment 3 Project Traffic Study Report: Simpson Road

Version: Final

Riverside County Transportation Commission (RCTC)

SR79 Segment 3
November 17, 2025



SR79 Segment 3 Project Traffic Study Report: Simpson Road

Client name: Riverside County Transportation Commission (RCTC)

Project name: SR79 Segment 3

Version: Final

Project Manager: Alicia Cannon

Date: November 17, 2025

Prepared by: Alfredo Cabrera Ventura

Jacobs Engineering Group Inc.

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United States

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1. Project Overview

The State Route 79 Segment 3 (SR79 Seg3) project from Newport Road to Simpson Road will be a new roadway between Newport Road and Simpson Road, designed per County of Riverside Transportation and Land Management Agency (CRTLMA) and Caltrans standards. The new alignment will be designed as a County expressway and accommodate two lanes in each direction, with shoulders and a concrete raised median. Right-of-way (ROW) will be acquired on both sides of the road to accommodate a multi-purpose trail on one side and a future transportation corridor on the other side. Three bridges are anticipated to be constructed at Patton Avenue, Patterson Avenue, and Salt Creek Channel to support wildlife movements. The project's overall objective will be to enhance the existing roadway network by improving access and reducing congestion.

A broader traffic study on SR79 Seg3 was done, where a traffic operations analysis was done at ten existing study intersections, three project proposed intersections, 17 existing roadway study segments, and two project proposed roadway segments. The purpose of this focus SR79 Seg3 project traffic study excerpt report is to present only the findings of the traffic operational analysis on Simpson Road.

2. Simpson Road Study Area

The Simpson Road study area focused on the intersections and roadway segments in and around the SR79 Seg3 project at Simpson Road that are forecasted to experience a change in traffic patterns. The new intersections created by the project were analyzed as well. Table 2-1 lists the Simpson Road study intersections. Table 2-2 lists the roadway study segments. Figure 2-1 shows the location of study intersections and roadway study segments.

Table 2-1 Simpson Road Study Intersections

No.	Simpson Road Study Intersection
5	Winchester Road (SR79)/ Simpson Road [existing intersection]
7	Warren Road/ Simpson Road [existing intersection]
12	New SR79/ Simpson Road [future intersection]

Table 2-2 Simpson Road Roadway Study Segments

No.	Simpson Road Roadway Study Segment
9	Simpson Road (west of Winchester Road (SR79))
10	Simpson Road (between Winchester Road (SR79) and Warren Road)
19	New SR79 (between Domenigoni Parkway and Simpson Road) [future segment]

Figure 2-1 Study Intersections and Roadway Study Segments



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

3. Analysis Scenarios

The following scenarios were analyzed:

1. Existing (2025)
2. Future Year 2045 No Build
3. Future Year 2045 Build

4. Future Year 2045 Roadway Network and Traffic Assignment

The region around the study area is anticipated to have traffic growth due to land development. Additionally, new roads and roadway improvements will be constructed. Traffic forecasts for the future scenarios were developed using the Riverside County Transportation Model (RIVCOM). The assumed future expanded roadway network is based on the roadway network assumed in RIVCOM. Link volume data from the model were used to develop forecasted future AM and PM peak hour traffic volumes.

The RIVCOM files obtained from Western Riverside Council of Governments (WRCOG) included the ultimate SR79 Realignment Project, where it connects to the existing roadway network with grade separated interchanges at select roads. However, it is anticipated that by the year 2045 the ultimate SR79 Realignment Project won't be built. Therefore, the RIVCOM model was adjusted to capture the anticipated 2045 No Build and Build conditions:

- The future year 2045 No Build condition RIVCOM model adjustments included the removal of the ultimate SR79 Realignment Project. It assumed a condition where no portion of the new SR79 is built.
- The future year 2045 Build condition RIVCOM model adjustments included the removal of the ultimate SR79 Realignment Project and replacing it with a portion of new SR79 (between Newport Road and Florida Avenue) following the general alignment of the ultimate SR79 Realignment Project. The RIVCOM model adjustments assumed SR79 connects to Newport Road, Domenigoni Parkway, Simpson Road, and Florida Avenue with at-grade intersections. All other existing roads between Newport Road and Florida Avenue would be grade-separated. A future project phase would build the new SR79 segment further north between Simpson Road and Florida Avenue.

To develop the AM and PM peak hour forecasts from the RIVCOM model output, the growth projections from the model were applied to the peak hours. For both AM (7:00 – 8:00 AM) and PM (4:00 – 5:00 PM) peak hours, the traffic forecasts were developed individually. The traffic forecasts were developed based on the existing traffic data, model outputs, growth reasonability and the guidelines provided in the National Cooperative Highway Research Program (NCHRP) Report 765.

The future year 2045 No Build scenario traffic forecasts were developed using the growth trends from the RIVCOM Model results between the base year (2018) and future year (2045) and following the NCHRP Report 765 guidelines. The base year (2018) outputs were adjusted to reflect the existing year (2025). The growth between adjusted 2025 and 2045 was used to estimate the future year 2045 No Build scenario traffic volumes. Because the RIVCOM model produces peak period volumes, these were adjusted to peak hour volumes using traffic proportions from the current counts.

The forecast year 2045 Build scenario traffic forecast was developed using the traffic shifts and patterns from the RIVCOM model differences between the future year 2045 No Build and the future year 2045 Build scenarios. The traffic shifts seen in the model results were applied to the future year 2045 Build traffic forecasts and post-processed using the NCHRP Report 765 guidelines.

The Iterative Procedure – Directional Method as described in NCHRP Report 765 Analytical Travel Forecasting Approaches for Project-Level Planning and Design was used to generate intersection turning movement forecasts for 2045. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. The method uses existing turning movement volumes, base, and future year link volumes to generate intersection turning movement volumes.

5. Traffic Analysis and Measures of Effectiveness (MOE)

5.1 Intersection Delay Analysis - Level of Service (LOS)

Traffic engineers use multiple measures to evaluate roadway performance. LOS is the most common, but other measures can be used to assess performance.

LOS is a standard means of evaluating operations at intersections and other roadway elements. LOS analysis is based on delay at the intersections and requires evaluation of traffic volumes, geometry and traffic control (e.g., stop signs or traffic signals). Intersection LOS is determined using the analysis methodologies described in the Highway Capacity Manual (HCM) (Transportation Research Board (TRB), 7th Edition). It is based on six defined levels (A through F), which describe conditions ranging from “ideal” to “worst.” Table 5-1 summarizes the HCM intersection LOS criteria.

For both signalized and unsignalized intersections, the average control delay per vehicle is estimated for all lane groups (left, through, right lane combination) and then aggregated for each intersection leg and for the intersection as a whole. Based on the calculated delay values for each of the study intersections, corresponding LOS results are reported. Supporting analysis results for all movements, all approaches, and the overall intersection are provided as an attachment to the traffic analysis report.

Signalized intersection HCM analysis accounts for the effects of signal coordination and platoon formation (vehicles traveling in a group) on intersection operations. All-way stop-controlled intersection analysis is based on the degree of vehicle conflict for each intersection leg caused by the opposing vehicles and each conflicting vehicle. Two-way stop-controlled intersection analysis is based on gap acceptance and conflicting traffic for vehicles stopped on the minor street intersection leg.

Table 5-1 Intersection Level of Service Criteria for Signalized, All -Way Stop and Two Way Stop Intersections

LOS	Description of Operation	Signalized Intersection Delay (seconds/vehicle)	All-Way Stop or Two-Way Stop Intersection Delay (seconds/vehicle)
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	≤ 10.0	≤ 10.0
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	Represents stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	Congestion occurs and a small change in volumes increases delays substantially.	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	Severe congestion occurs with extensive delays and low travel speeds.	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	Characterizes arterial flow at extremely low speeds and severe intersection congestion, with long delays and extensive queuing.	> 80.0	> 50.0

Source: Highway Capacity Manual 7th Edition

Because the HCM methodologies for analyzing intersection operations provide both LOS values and detailed delay estimates (seconds/ vehicle), they are the most robust tools for evaluating intersection performance. These methodologies are sensitive to changes in signal timing and the effects of queues and platoons.

The Synchro software package (version 12) was used to code the traffic analysis files (geometry, volumes, and signal timing) for each intersection. The HCM feature of Synchro was used to assess delay.

Chapter 4 of the County of Riverside General Plan Circulation Element sets a LOS standard of C or better for all County intersections, with exceptions for intersections within designated Area Plans such as the Harvest Valley/ Winchester Area Plan, where the standard is LOS D or better.

5.2 Roadway Segment Evaluation

Roadway segment performance was evaluated based on the roadway study segment average daily traffic (ADT) volumes. The Riverside County Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) threshold table (Appendix D) were used to evaluate performance on the roadway segments. LOS letter grades are assigned to the segment's ADT.

5.3 Vehicle Queuing Evaluation

A vehicle queuing evaluation assessment was conducted to identify the 95th percentile queue, a standard traffic engineering assessment. The 95th percentile queue is defined to be the queue length (in vehicles) that has only a five percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate lane storage lengths for vehicles. The HCM feature of Synchro was used to assess vehicle queues.

6. Existing (2025)

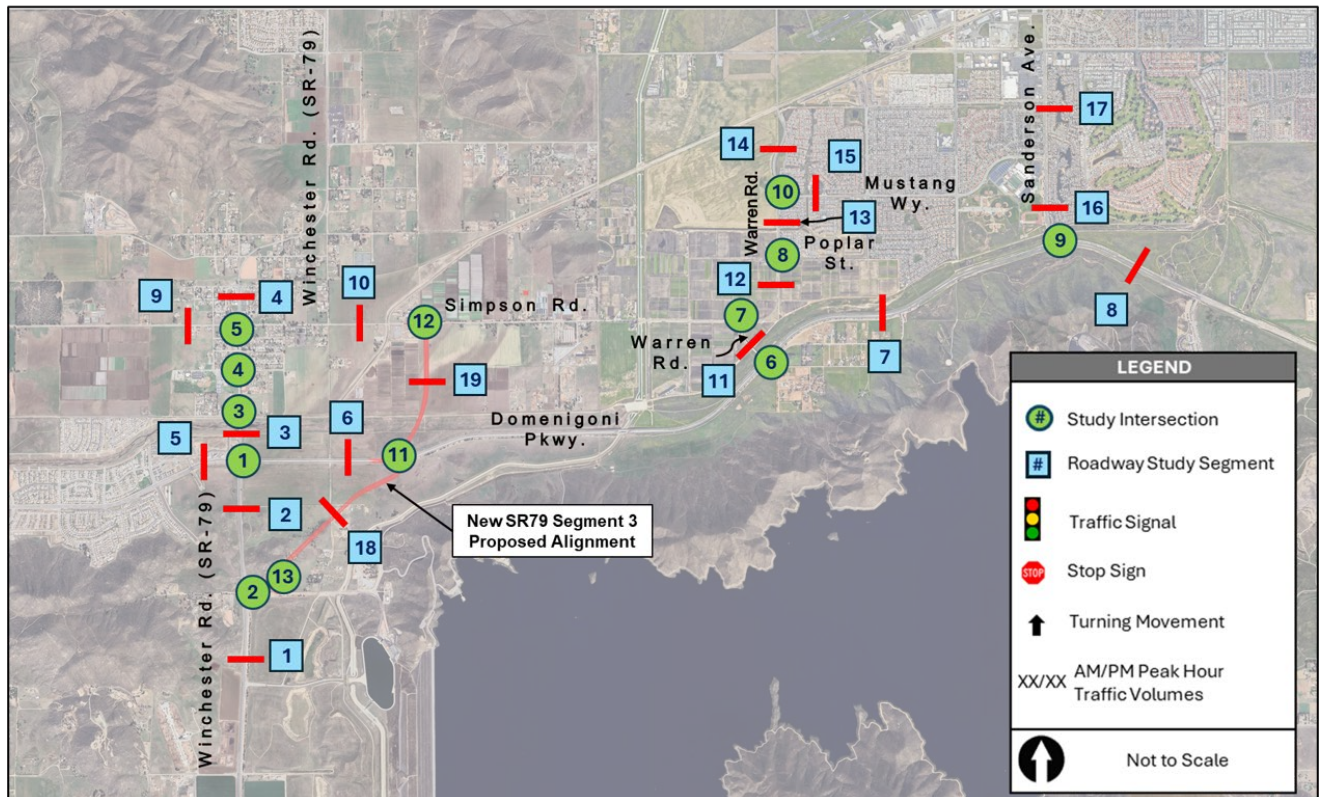
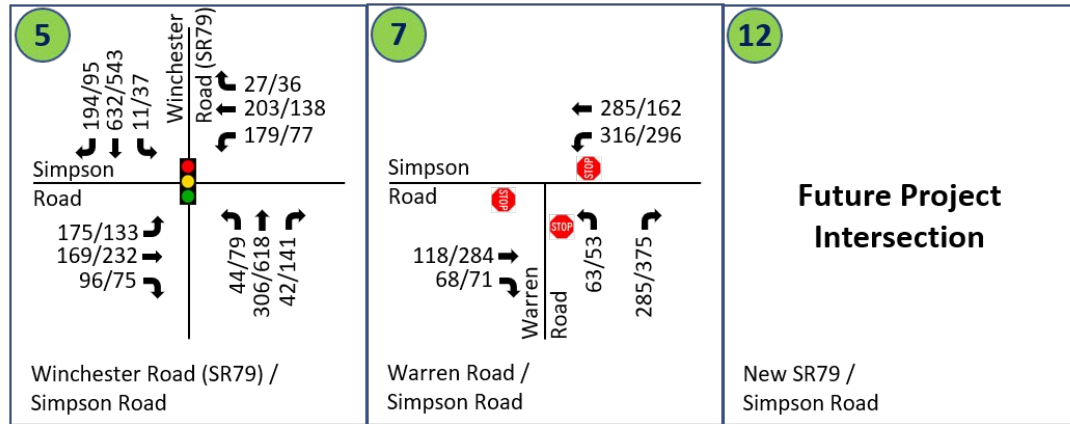
Traffic counts were collected at the ten existing study intersections and 17 roadway study segments. This focus SR79 Seg3 project excerpt report presents only the findings of the traffic operational analysis on Simpson Road. Intersection turning movement counts were collected on Thursday, May 8th, 2025, during the AM and PM peak hours. This day of the week and time periods were considered to be one of the busier travel days and times. On the roadway study segments, 24-hour counts were collected on Thursday, May 8th, 2025. The Streetlight Insight data platform was used to assess existing travel patterns, including origin-destination (O-D) data.

6.1 Existing (2025) Traffic Volumes

Existing (2025) AM and PM peak hour traffic volumes for study intersection on Simpson Road are shown in Figure 6-1. The existing lane configuration is shown in Figure 6-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

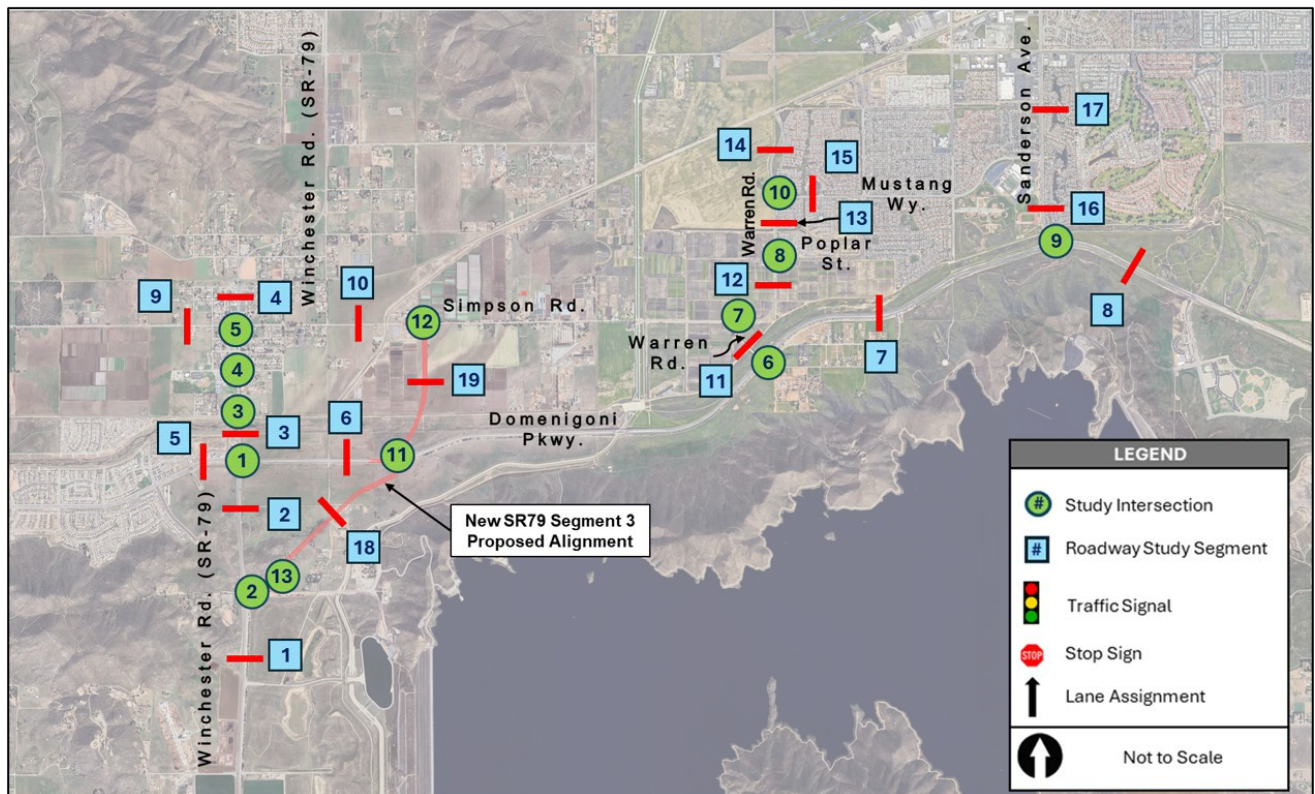
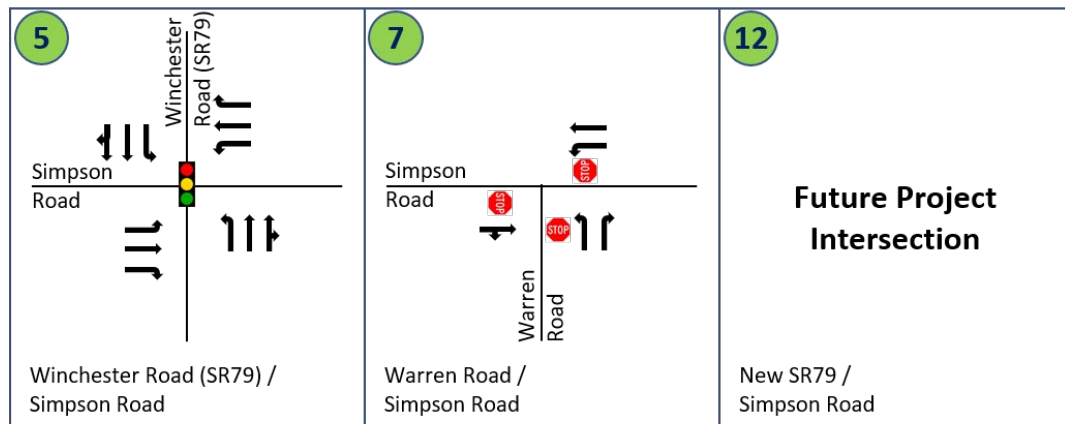
Figure 6-1 Existing (2025) : Simpson Road Study Intersection AM and PM Peak Hour Traffic



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 6-2 Existing (2025) : Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Existing year Simpson Road roadway study segments ADT are tabulated in Table 6-1.

Table 6-1 Existing (2025) : Simpson Road Roadway Study Segment ADT

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Existing Year ADT
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	8,668
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	7,209
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Future Project Segment		

6.2 Existing (2025) Traffic Patterns

The existing traffic patterns for vehicles traveling through Winchester Road (SR79) (south of Domenigoni Parkway) and Domenigoni Parkway (west of Winchester Road (SR79)) were reviewed. The Streetlight Insight data platform was used to assess existing travel patterns, including O-D data. Figures Figure 6-3 to Figure 6-6 show the AM and PM peak period top vehicle routes for northbound (NB)/ southbound (SB) Winchester Road (SR79) and eastbound (EB)/ westbound (WB) Domenigoni Parkway.

The predominate routes for vehicles traveling along Winchester Road (SR79) (south of Domenigoni Parkway) are via Domenigoni Parkway to and from Sanderson Avenue and State Street. Combined, about 60% of the vehicles travel through these streets to and from the City of Hemet area. A smaller proportion of vehicles use through Winchester Road (SR79) north of Domenigoni Parkway.

Figure 6-3 Streetlight Analysis: Existing Top Routes to SBWinchester Road (SR79) (AM Peak Period)

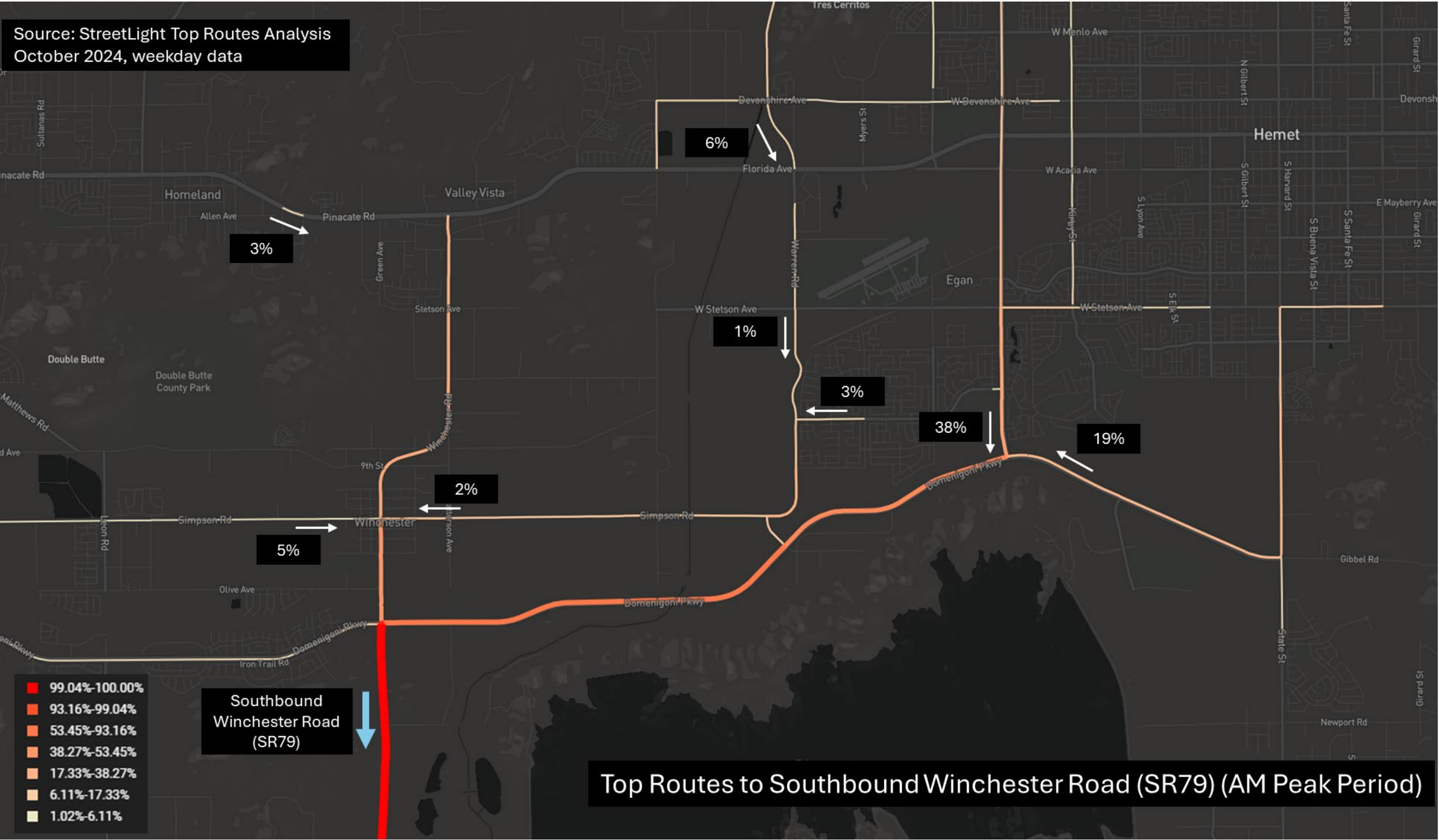


Figure 6-4 Streetlight Analysis: Existing Top Routes from NB Winchester Road (SR79) (PM Peak Period)

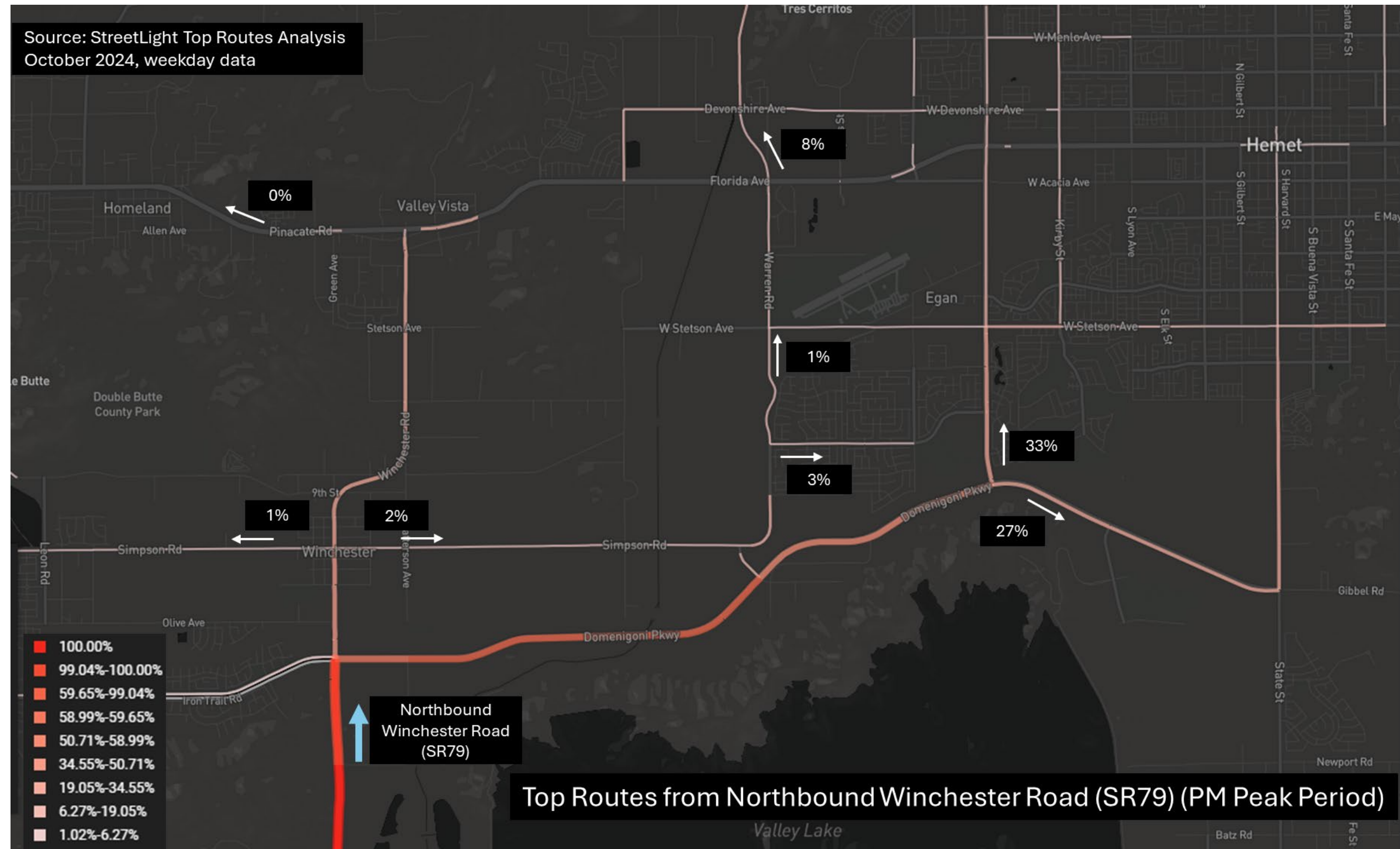


Figure 6-5 Streetlight Analysis: Existing Top Routes from EBDomenigoni Parkway (AM Peak Period)

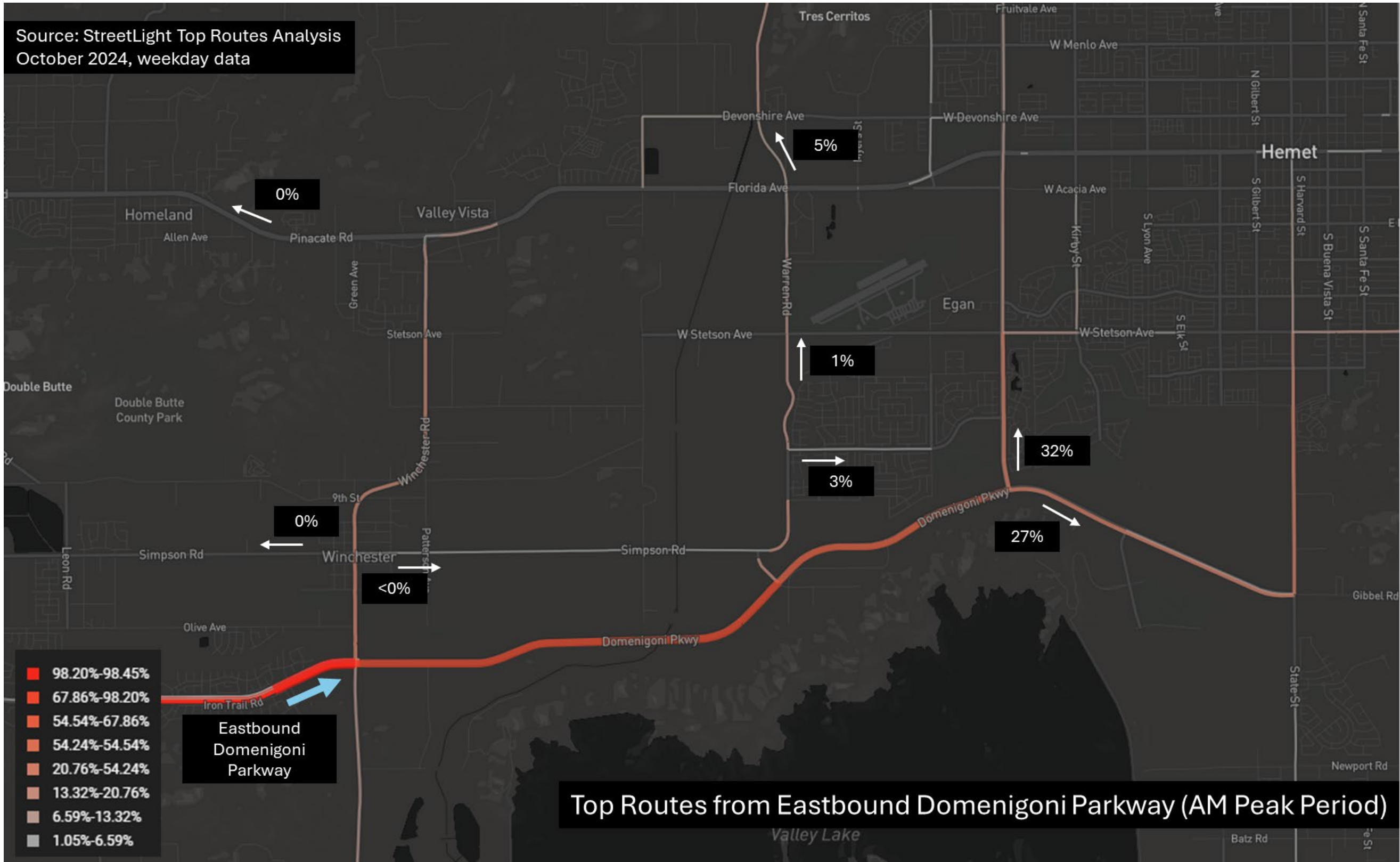


Figure 6-6 Streetlight Analysis: Existing Top Routes to WBDomenigoni Parkway (PM Peak Period)



6.3 Existing (2025) Intersection Level of Service

Existing (2025) AM and PM peak hour Simpson Road study intersections traffic operations conditions are summarized in Table 6-2.

Based on the results of the analysis, all the Simpson Road study intersections operate at LOS D or better during the AM and/or PM peak hours.

Table 6-2 Existing (2025) : Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	37	D	31	C
7	Warren Road / Simpson Road	All-Way Stop	18	C	24	C
12	New SR79 / Simpson Road	Future Project Intersection				

6.4 Existing (2025) Study Roadway Segment Evaluation

Existing (2025) Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 6-3.

Based on the results of the evaluation, all the Simpson Road study roadway segments operate at or above the target LOS D.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 6-3 Existing (2025) : Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Existing (2025) ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	8,668	Yes
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	7,209	Yes
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Future Project Segment				

7. Future Year 2045 No Build

7.1 Future Year 2045 No Build Roadway Network

The Future Year 2045 No Build roadway network was based on the network found in RIVCOM. An adjustment to the RIVCOM files were made that deleted the ultimate SR79 Realignment Project. The scenario assumed no reconfiguration of SR79.

The adjusted RIVCOM files show a similar traffic pattern as existing for vehicles that use Winchester Road (SR79) (south of Domenigoni Parkway). The predominate travel pattern is vehicles traveling between the Hemet area and French Valley/ Murrieta/ Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

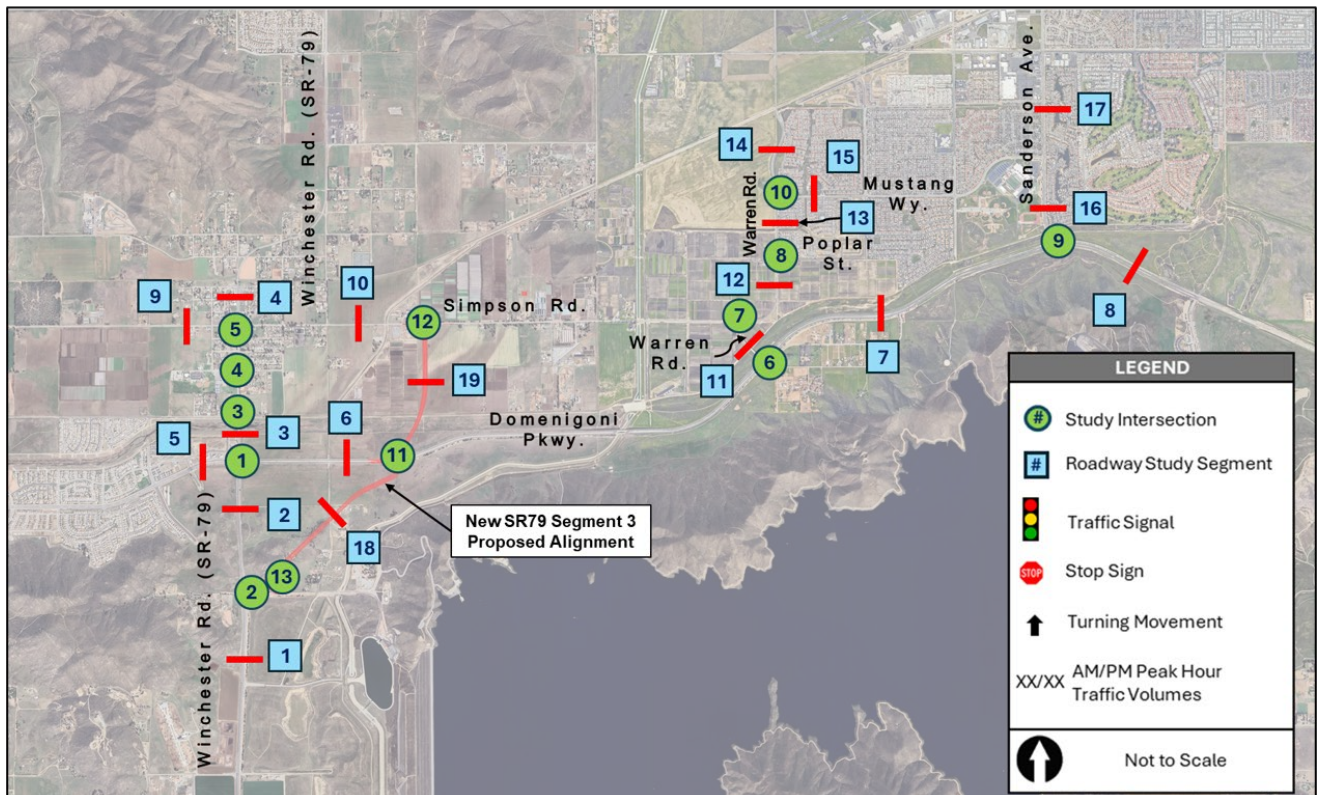
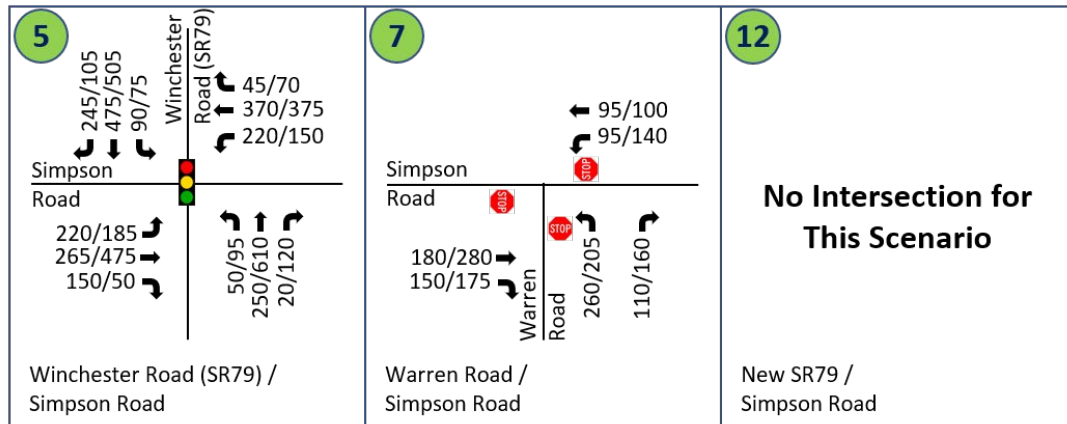
This focus SR79 Seg3 project excerpt report presents only the findings of the traffic operational analysis on Simpson Road.

7.2 Future Year 2045 No Build Traffic Volumes

The Future Year 2045 No Build traffic volumes were obtained from RIVCOM adjusted files discussed in Section 7.1. The AM and PM peak hour Simpson Road traffic volumes are shown on Figure 7-1. The assumed lane configurations are shown on Figure 7-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

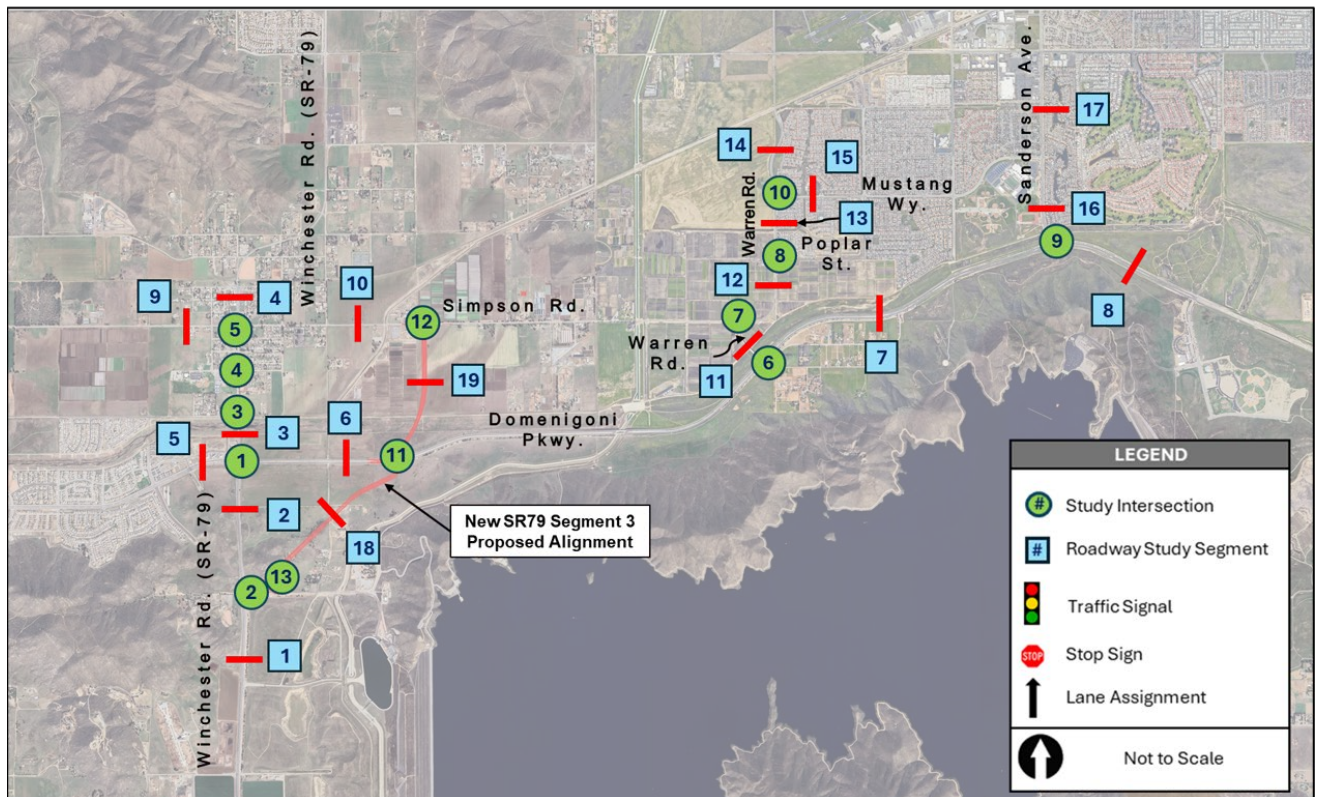
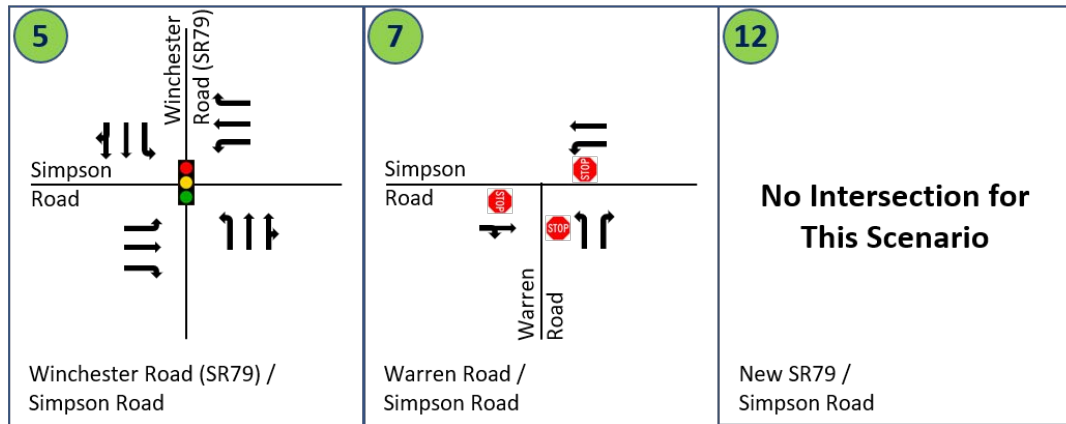
Figure 7-1 Future Year 2045 No Build: Simpson Road Study Intersection AM and PM Peak Hour Traffic Volumes



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 7-2 Future Year 2045 No Build: Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

7.3 Future Year 2045 No Build Intersection Level of Service

The Future Year 2045 No Build AM and PM peak hour Simpson Road study intersections traffic operation conditions are summarized in Table 7-1.

Based on the results of the analysis, most of the study intersections operate at LOS D or better during the AM and/or PM peak hours, except for:

- No. 5: Winchester Road (SR79) / Simpson Road

Table 7-1 Future Year 2045 No Build: Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	63	E	48	D
7	Warren Road / Simpson Road	All-Way Stop	20	C	27	D
12	New SR79 / Simpson Road	No Intersection for This Scenario				

7.4 Future Year 2045 No Build Study Roadway Segment Evaluation

The Future Year 2045 No Build Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 7-2.

Based on the results of the evaluation, all Simpson Road study roadway segments operate worse than the target LOS D.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 7-2 Future Year 2045 No Build: Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Future Year 2045 No Build ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	12,123	No
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	12,227	No
19	New SR79 (between Domenigoni Parkway and Simpson Road)	No Segment for This Scenario				

8. Future Year 2045 Build

8.1 Future Year 2045 Build Roadway Network

The Future Year 2045 Build roadway network was based on the network found in RIVCOM with the SR79 Seg3 project included. An adjustment to the RIVCOM files was made that deleted the ultimate SR79 Realignment Project but added the SR79 Segment 3 (Newport Road to Simpson Road) and future SR79 Segment 2 (between Simpson Road and Florida Avenue). It was assumed by 2045 Segment 2 would be constructed by another project.

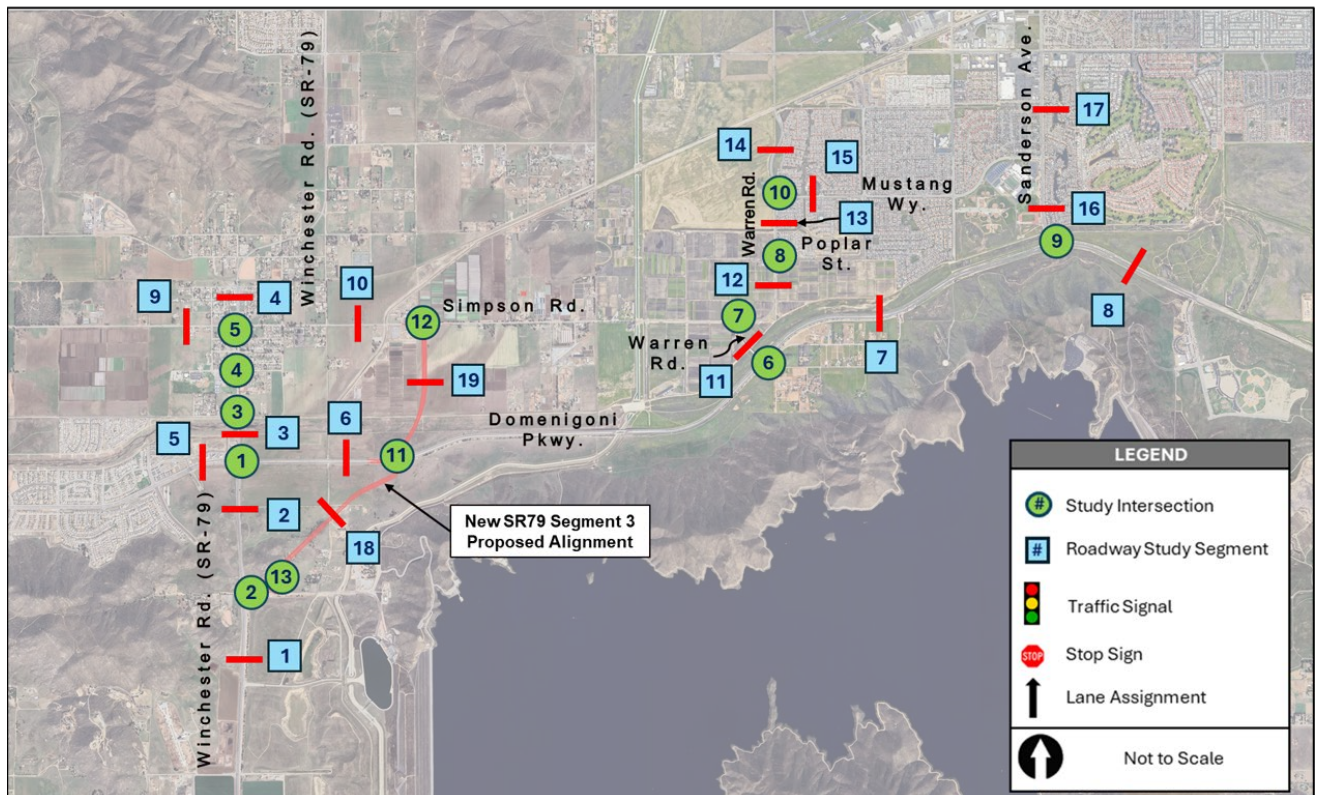
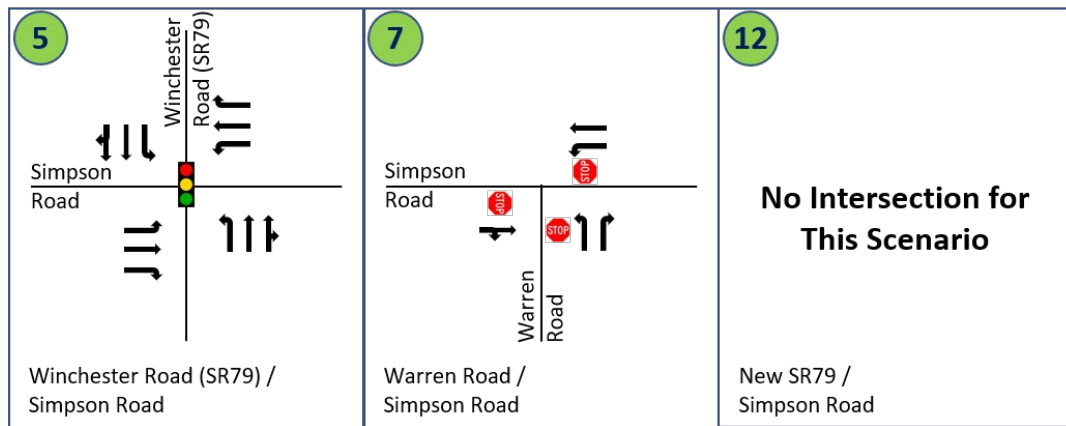
The adjusted RIVCOM files show a similar traffic pattern as existing and no build for vehicles that use Winchester Road (SR79) (south of Domenigoni Parkway). The predominate travel pattern is vehicles traveling between the Hemet area and French Valley/Murrieta/ Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

8.2 Future Year 2045 Build Traffic Volumes

The Future Year 2045 Build traffic volumes were obtained from RIVCOM adjusted files discussed in Section 8.1. The AM and PM peak hour Simpson Road traffic volumes are shown on Figure 8-1. The assumed lane configuration is shown on Figure 8-2.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

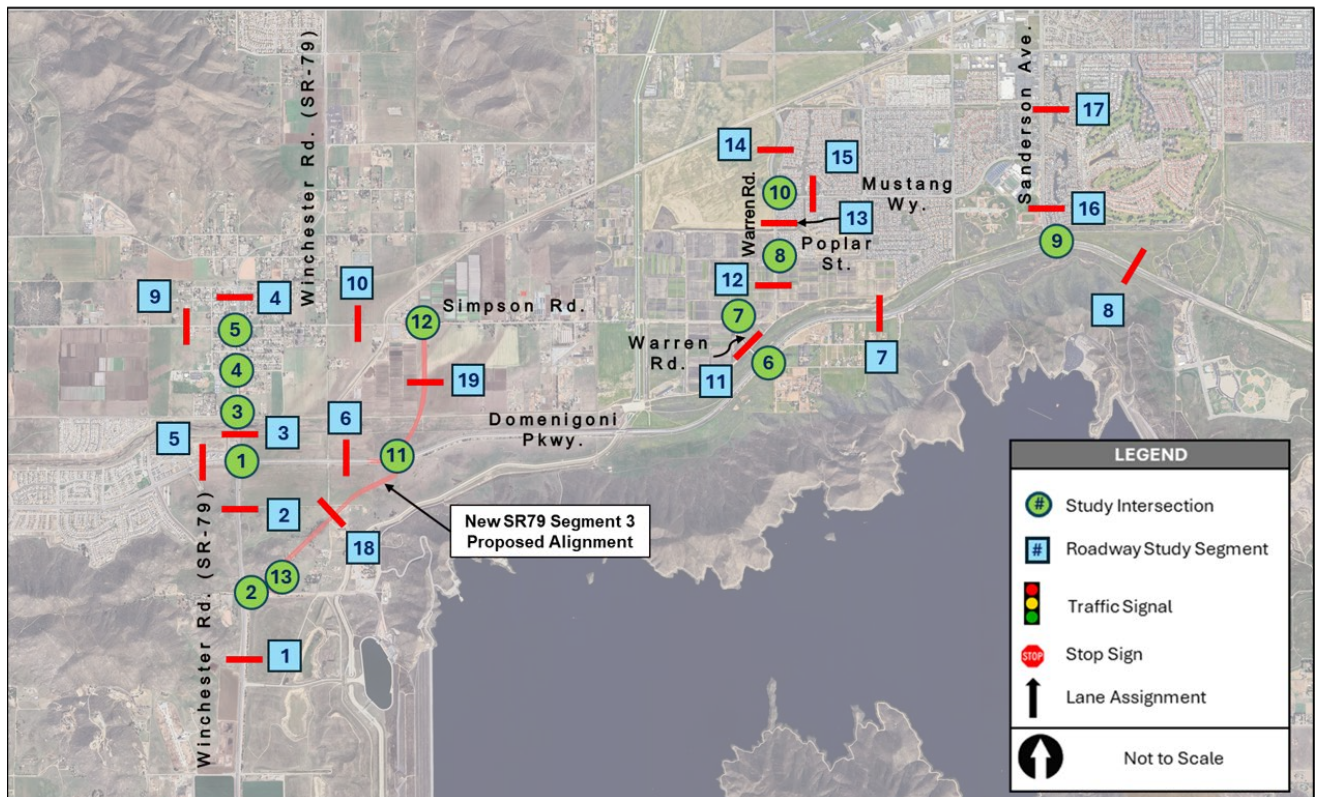
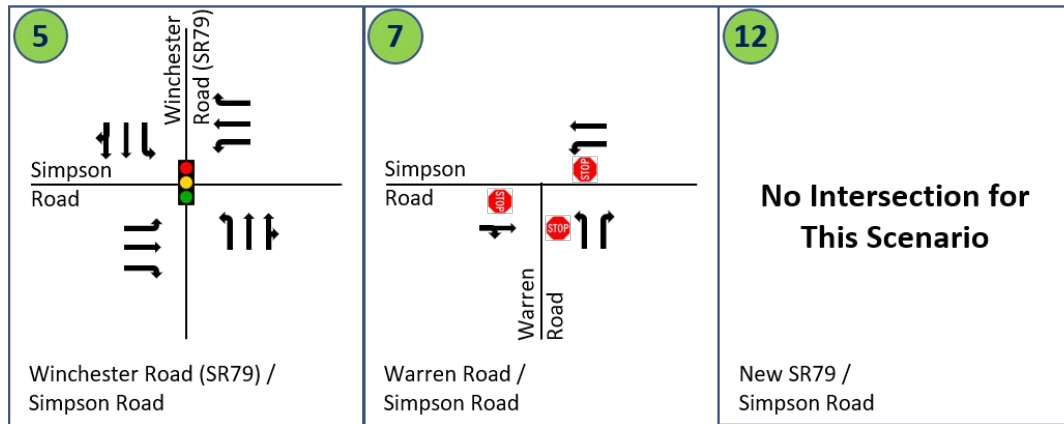
Figure 8-1 Future Year 2045 Build: Simpson Road Study Intersection AM and PM Peak Hour Traffic Volumes



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Figure 8-2 Future Year 2045 Build: Simpson Road Study Intersection Lane Configuration



Note: Figure shows all intersections and roadway study segments analyzed in the complete SR79 Seg3 traffic study for reference only.

8.3 Future Year 2045 Build Study Intersection Level of Service

The Future Year 2045 Build AM and PM peak hour Simpson Road study intersections traffic operation conditions are summarized in Table 8-1.

Based on the results of the analysis, most of the study intersections operate at LOS D or better during the AM and/or PM peak hours, except for:

- No. 5: Winchester Road (SR79) / Simpson Road
 - Forecasted deficiency regardless of New SR79 Seg3.

8.3.1 Future Year 2045 Build : New SR79/ Simpson Road

The New SR79/ Simpson Road intersection will operate at LOS D. Simpson Road is assumed to have one through lane and a left-turn pocket for EB and WB traffic.

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 8-1 Future Year 2045 Build: Simpson Road Study Intersections Level of Service

No.	Study Intersection	Traffic Control Type	Existing (2025)				2045 No Build				2045 Build:			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
12	New SR79 / Simpson Road	Traffic Signal									37	D	45	D
5	Winchester Road (SR79) / Simpson Road	Traffic Signal	37	D	31	C	63	E	48	D	67	E	44	D
7	Warren Road / Simpson Road	All-Way Stop	18	C	24	C	20	C	27	D	21	C	24	C

8.4 Future Year 2045 Build Study Roadway Segment Evaluation

The Future Year 2045 Build Simpson Road ADT traffic operation conditions evaluation results are summarized in Table 8-2.

Based on the results of the evaluation, many of the study roadway segments operate at or better than the target LOS D, except for:

- No. 9: Simpson Road (west of Winchester Road (SR79))

SR79 Segment 3 Project Traffic Study Report: Simpson Road

Table 8-2 Future Year 2045 Build: Simpson Road Roadway Study Segment Level of Service

No.	Roadway Study Segment	Roadway Classification	Number of Lanes	Level of Service D Target	Future Year 2045 No Build ADT	Future Year 2045 Build ADT	Below Threshold?
9	Simpson Road (west of Winchester Road (SR79))	Collector	2	11,700	12,123	11,968	No
10	Simpson Road (between Winchester Road (SR79) and Warren Road)	Collector	2	11,700	12,227	9,603	Yes
19	New SR79 (between Domenigoni Parkway and Simpson Road)	Expressway	4	36,800		13,766	Yes

8.5 Future Year 2045 Vehicle Queue Evaluation

The 95th percentile vehicle queue analysis evaluated the forecasted vehicle queues at the Simpson Road project intersection. Table 8-3 is a summary of the projected vehicle queues. The information will be used in the roadway design.

Table 8-3 Future Year 2045 Build: Simpson Road Project Intersection 95th Percentile Queues

No.	Study Intersection	Scenarios	NBL		NBT		NBR		SBL		SBT		SBR		EBL		EBT		EBR		WBL		WBT		WBR	
			Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)		Peak Hour (veh/ln)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12	New SR79/ Simpson Road	Existing (2025)																								
		Future Year 2045 No Build																								
		Future Year 2045 Build	5.3	3.6	7.2	8.1	6.1	4.1	4.3	3.8	6.6	11.0	2.6	3.0	4.1	3.9	0.0	0.0	12.1	15.6	13.0	13.7	0.0	0.0	10.3	10.3

9. Local Street Traffic Operational Improvements

The traffic analysis in this report identified forecasted traffic deficiencies during the year 2045. The deficiencies range from existing intersections to existing roadways not operating at a targeted LOS D or better.

The following existing roadway segments are recommended to be upgraded, by adding an additional lane in each direction. All of these roadway segments are identified in the County of Riverside General Plan with an additional lane in each direction in the future.

- No. 9: Simpson Road (west of Winchester Road (SR79) to Leon Road)
- No. 10: Simpson Road (between Winchester Road (SR79) and Warren Road)

10. Conclusion

The predominate travel pattern for Existing, 2045 No Build, and 2045 Build is vehicles traveling between the Hemet area and French Valley/Murrieta/Temecula areas. Vehicles travel on Domenigoni Parkway and Winchester Road (SR79) between these areas.

Under existing conditions, the Winchester Road (SR79) NB right onto EB Domenigoni Parkway, and the Domenigoni Parkway WB left onto SB Winchester Road (SR79) traffic volumes are elevated. These turning traffic volumes further escalate in the year 2045. The 2045 Build traffic analysis captures the shift of this traffic demand onto the New SR79 with similar traffic patterns occurring at Domenigoni Parkway.

The traffic analysis findings indicate that the SR79 Seg3 project is needed to accommodate the forecasted traffic volume increases in the area, especially for vehicles traveling between Hemet and French Valley/Murrieta/Temecula.

In general, traffic operations should be continuously monitored after SR79 Seg3 is built to identify traffic operation deficiencies and to develop traffic improvements to address the deficiencies. The area is currently under active land development which will dynamically change traffic patterns in the upcoming years.

AGENDA ITEM 8

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	David Lewis, Capital Projects Manager
THROUGH:	Erik Galloway, Project Delivery Director
SUBJECT:	Partner Agency Project Implementation Policy

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Adopt Resolution No. 26-019 the Partner Agency Project Implementation Policy; and
- 2) Authorize staff to implement the Policy for future partner agency requests for RCTC project delivery services.

BACKGROUND INFORMATION:

RCTC's mission to improve mobility for the people of Riverside County. To achieve this, RCTC provides support to many transportation projects throughout the county that are led by agencies other than RCTC, such as cities, the County of Riverside, and transit operators. RCTC's involvement in non-RCTC projects can range from simply programming the project in regional plans so they are eligible for funding, to technical assistance on regulatory or engineering challenges, to funding strategy, all the way to taking over project delivery at the sponsor's request. The Commission employs a lean, effective, motivated staff with deep expertise in engineering, environmental and regulatory permitting, finance, relationships with state and federal agencies, and policy. RCTC is driven to assist our partners to deliver successful projects that improve mobility and seeks to help wherever possible.

Partner agencies periodically request the highest level of support from RCTC: taking over as lead on project delivery. These requests are typically driven by the increasing complexity of project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroads, utilities, and extensive environmental and Right of Way coordination.

The Commission has successfully assisted partner agencies in delivering complex transportation projects throughout Riverside County. As transportation projects become increasingly complex and funding requirements more stringent, staff believes it is appropriate to formalize the process used to evaluate and administer future requests for project delivery assistance.

Historically, RCTC has become the lead agency for locally sponsored projects on a case-by-case basis. For each project, the Commission and the Partner Agency enter into a cooperative

agreement that defines each party's roles and responsibilities. These cooperative agreements are largely consistent with one another. Key features of cooperative agreements between the Commission and Partner Agencies include:

- Project scope and delivery responsibilities
- Roles and responsibilities of RCTC and the Partner Agency
- Funding sources, financial reimbursement, and cost responsibilities
- Schedule assumptions and key milestones
- Total Installed Cost development and cost recovery provisions
- Compliance, reporting, and coordination requirements
- Risk allocation and amendment provisions

While the case-by-case approach to deciding whether the Commission should assume project delivery responsibilities on behalf of a Partner Agency has worked well and provides maximum flexibility, staff anticipate requests from cities, transit agencies, and others may increase in the coming years. In anticipation of further requests for assistance, staff sees a need for Commission-adopted consistent, transparent, and defensible framework to evaluate when RCTC should assume project delivery responsibilities, define roles, and ensure that regional priorities—particularly Measure A commitments and requirements—are supported and are not adversely impacted.

On January 30, 2026, the Commission received a workshop presentation on a draft Partner Agency Project Implementation Procedure and provided direction to staff to finalize the document and return with a formal Policy for Commission consideration. Since that workshop, staff have incorporated Commission feedback and worked with legal counsel to prepare the attached Partner Agency Project Implementation Policy and Resolution for adoption.

The proposed Policy formalizes a practice that the Commission has successfully performed for many years while establishing transparent criteria to ensure that partner agency requests are evaluated consistently and do not adversely affect regional transportation priorities or existing Commission commitments.

DISCUSSION:

Partner Agency Project Implementation Policy and Administrative Procedure

To support understanding of the proposed Procedure, a flow chart is included as an attachment to this staff report. The flow chart visually summarizes the key decision points, approvals, and steps outlined in the Partner Agency Project Implementation Procedure, from initial Partner Agency request through Commission approval and project delivery.

The proposed Policy establishes the Commission's framework and guiding principles for evaluating requests from partner agencies seeking project delivery assistance from RCTC.

The accompanying Procedure provides the administrative process staff will follow to evaluate requests, establish project controls, develop agreements, and administer approved projects.

The procedure is intended to:

- Provide consistency and transparency in how agency requests are evaluated;
- Clearly define RCTC and Partner Agency roles and responsibilities;
- Ensure compliance with federal, state, and Caltrans requirements;
- Protect RCTC staffing capacity and Measure A program delivery commitments by ensuring partner agency projects do not affect delivery of Commission priorities; and
- Establish a clear cost recovery and reimbursement framework.

The procedure begins with a comprehensive project assessment to determine whether RCTC is the appropriate agency to assume responsibility. Key evaluation criteria include project scope and complexity, schedule and funding deadlines, stakeholder involvement, environmental and right of way status, consultant contracts, project risks, and staff workload impacts. The assessment specifically considers whether sufficient staff resources are available and whether the proposed project can be delivered without affecting existing Commission programs and commitments.

An internal partner agency project handover checklist and executive summary recommendation are prepared to document findings, risks, and the recommended RCTC role. Projects that advance beyond this step require management and executive approval prior to proceeding. This review ensures that only projects that align with Commission priorities and available staff capacity are recommended for consideration.

Administrative and financial setup tasks, including project number assignment and reimbursement tracking, are completed prior to staff charging time to the project.

Cooperative Agreements and Cost Development

If RCTC proceeds with project administration, the procedure outlines a standardized approach for developing cooperative agreements with the requesting agency. These agreements define scope, roles, cost responsibilities, schedules, reporting requirements, and communication protocols.

The procedure also requires development of a comprehensive Total Installed Cost (TIC), including:

- Consultant cost estimates validated through independent cost estimates;
- RCTC staff time based on scope, schedule, and complexity;
- Right of Way and utility costs;

- Legal, program management, and quality assurance/quality control (QA/QC) support costs; and
- Indirect cost recovery through an established administration fee.

All costs are documented and presented to the Commission as part of the approval process. Each project will be presented separately for Commission consideration together with the proposed cooperative agreement and reimbursement provisions. All project costs are reimbursed by the Partner Agency in accordance with the terms of the cooperative agreement, and RCTC does not assume responsibility for any additional project-related costs.

Project Delivery After Agreement Execution

Once agreements are executed, RCTC manages project delivery consistent with Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) requirements. The procedure outlines RCTC responsibilities across all phases, including:

- Project Initiation Documents;
- Environmental and project approval phases;
- Plans, Specifications, and Estimates;
- Right of Way acquisition and utility coordination;
- Stakeholder and railroad agreements; and
- Construction management using the Advertise-Award-Administer (AAA) model.

The procedure reflects RCTC's recent experience delivering locally sponsored projects throughout the county.

FISCAL IMPACT:

Adoption of the Partner Agency Project Implementation Policy has no direct fiscal impact.

Future partner agency projects administered pursuant to this Policy will be presented to the Commission on a project-by-project basis and will include a cooperative agreement and TIC estimate identifying all reimbursable costs. The Policy is intended to ensure that partner agency projects remain cost neutral to the Commission through full reimbursement of eligible Commission costs. Commission consideration of future projects will occur independently of this policy adoption and will include project-specific financial information and reimbursement provisions.

Attachments:

- 1) Resolution No. 26-019
- 2) Partner Agency Project Implementation Policy
- 3) Partner Agency Project Implementation Flowchart
- 4) Partner Agency Project Handover Checklist

RESOLUTION NO. 26-019**A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ADOPTING THE
PARTNER AGENCY PROJECT IMPLEMENTATION POLICY**

WHEREAS, the Commission routinely supports transportation projects led by Commission member cities, the County of Riverside, transit operators, railroad agencies, and other partner agencies throughout the region (collectively, “partner agencies”); and

WHEREAS, partner agencies periodically request the highest level of support from the Commission for the assumption of project delivery responsibilities; and

WHEREAS, historically, the Commission has evaluated requests to assume project delivery responsibilities on a project-by-project basis without a policy in place to help guide the Commission’s decision making; and

WHEREAS, the Commission desires to adopt a policy that establishes a transparent and consistent process for evaluating whether the Commission should support, administer, or assume delivery responsibilities for a project sponsored or initiated by a partner agency.

NOW, THEREFORE, be it resolved by the Riverside County Transportation Commission as follows:

SECTION 1. The above recitals are incorporated into this section by reference, as though fully set forth herein.

SECTION 2. In addition to the general purposes identified in the above recitals, the Commission desires to adopt the attached Partner Agency Project Implementation Policy to achieve the following objectives: (1) establish a consistent and transparent framework for evaluating requests for Commission project delivery assistance; (2) define responsibilities; (3) establish cost recovery mechanisms; (4) protect Measure A commitments; and (5) ensure that regional transportation priorities are not adversely impacted by the assumption of additional project responsibilities.

SECTION 3. The Riverside County Transportation Commission hereby adopts the Partner Agency Project Implementation Policy attached hereto as Exhibit “A” and incorporated herein.

SECTION 4. This Resolution shall become effective upon its adoption.

**SIGNATURE PAGE
TO
RESOLUTION NO. 26-019**

**A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION
COMMISSION ADOPTING THE
PARTNER AGENCY PROJECT IMPLEMENTATION POLICY**

Chair
Riverside County Transportation
Commission

ATTEST:

Lisa Mobley
Clerk of the Board

EXHIBIT “A”

PARTNER AGENCY PROJECT IMPLEMENTATION POLICY

[attached behind this page]



Partner Agency Project Implementation Policy

July 2026

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1. Background

The Riverside County Transportation Commission (RCTC or Commission) is responsible for advancing regional transportation priorities and delivering transportation improvements that support mobility, safety, economic vitality, and congestion relief throughout Riverside County.

RCTC's mission to improve mobility for the people of Riverside County extends beyond projects sponsored directly by the Commission. RCTC routinely supports transportation projects led by RCTC member cities, the County of Riverside, transit operators, railroad agencies, and other partner agencies throughout the region (collectively, "partner agencies"). RCTC's involvement in partner agency projects can range from programming projects in regional transportation plans to providing technical assistance, funding strategy support, regulatory coordination, and project delivery expertise. In certain circumstances, RCTC may assume responsibility for administering or delivering a project on behalf of a partner agency.

The Commission employs an effective, and highly experienced staff with expertise in transportation planning, engineering, environmental compliance, right of way, utility coordination, railroad coordination, funding administration, finance, procurement, public outreach, and state and federal regulatory compliance. RCTC is committed to helping partner agencies successfully deliver transportation improvements that provide regional mobility benefits and advance shared transportation goals.

Partner agencies periodically request the highest level of support from RCTC for the assumption of project delivery responsibilities. These requests are typically driven by increasingly complex project delivery requirements, particularly for projects involving state and federal funding, Caltrans oversight, railroad coordination, utility relocations, environmental approvals, and right of way acquisition activities.

Historically, RCTC has evaluated requests to assume project delivery responsibilities on a project-by-project basis, without a policy in place to help guide RCTC's decision making. When approved, RCTC and the partner agency enter into a cooperative agreement for the project that defines each agency's roles, responsibilities, funding commitments, cost recovery provisions, schedule expectations, and project delivery requirements.

While this approach has provided flexibility and successfully supported numerous transportation projects throughout Riverside County, staff anticipate that requests for assistance may increase in the future. RCTC's demonstrated success delivering complex transportation projects has resulted in growing interest from local agencies seeking implementation support.

Accordingly, this policy establishes a consistent and transparent framework for evaluating requests for RCTC project delivery assistance, defines responsibilities, establishes cost recovery mechanisms, protects Measure A commitments, and ensures that regional transportation priorities are not adversely impacted by the assumption of additional project responsibilities.

2. Purpose and Need

Partner agencies may request RCTC assistance when a transportation project requires specialized delivery expertise, accelerated coordination, or additional administrative capacity. These requests may arise due to funding deadlines, project complexity, regulatory requirements, political sensitivity, or other delivery challenges.

The purpose of this policy is to establish a transparent and consistent process for evaluating whether RCTC should support, administer, or assume delivery responsibilities for a project sponsored or initiated by a partner agency. This process is intended to ensure that RCTC evaluates each request based on project need, regional benefit, delivery risk, funding requirements, staff capacity, and potential impacts to existing RCTC commitments.

Reasons a partner agency may request RCTC assistance include, but are not limited to:

- Imminent state or federal funding deadlines.
- Complex federal, state, Caltrans, or grant compliance requirements.
- Political visibility or sensitivity requiring regional coordination.
- Schedule delays resulting from project complexity, staffing gaps, right of way challenges, utility conflicts, railroad coordination, or regulatory approvals.
- Need for specialized expertise in project delivery, procurement, environmental approvals, funding compliance, or stakeholder coordination.

RCTC has demonstrated experience delivering complex multimodal transportation projects, including federally funded and Caltrans-administered projects. RCTC staff and supporting consultants have expertise in federal funding compliance, Caltrans project development procedures, environmental approvals, railroad negotiations, utility coordination, right of way delivery, public outreach, and partner agency stakeholder coordination.

This policy is also intended to protect RCTC's existing Measure A and regional project delivery commitments by ensuring that any request for RCTC assistance is reviewed for staff capacity, cost recovery, schedule risk, and potential impacts to existing priorities.

3. Applicability

This policy applies to partner agencies requesting RCTC assistance with the implementation or delivery of a transportation project.

RCTC assistance may include, but is not limited to:

- Project administration or project management support.
- Assumption of implementing agency responsibilities for one or more project phases.
- Development or administration of cooperative agreements.
- Consultant procurement and contract administration.

- Environmental, design, right of way, utility, railroad, or construction coordination.
- Construction management, bid and award administration, and project closeout.

RCTC's role shall be determined on a project-specific basis and documented through an approved cooperative agreement or other applicable agreement.

4. Project Assumption Determination Process

Before RCTC agrees to administer or assume delivery responsibilities for a partner agency project, staff shall complete a project assessment to determine whether RCTC involvement is appropriate and feasible.

The assessment shall evaluate whether RCTC is the appropriate agency to assume project delivery responsibilities based on the following factors:

4.1 Project Scope and Complexity

Staff shall review the project scope, current phase, technical complexity, delivery requirements, and project status. This review shall identify whether the project requires specialized expertise, interagency coordination, or delivery oversight beyond the requesting agency's current capacity.

4.2 Schedule, Budget, and Funding Sources

Staff shall evaluate the budget, project schedule, current milestones, funding deadlines, regulatory deadlines, and any commitments associated with grant funds, local match, reimbursement requirements, and any restrictions that could affect project delivery.

4.3 Stakeholder and Agency Coordination

Staff shall identify key stakeholders and coordination requirements, including Caltrans, FHWA, FTA, FRA, railroads, utility owners, local agencies, elected officials, community groups, and regional partners.

4.4 Project Risk Assessment

Staff shall evaluate project risks, including environmental risks, right of way risks, utility conflicts, railroad coordination risks, political risks, funding risks, schedule risks, procurement risks, and construction risks.

4.5 Consultant Contracts and Procurement Needs

Staff shall review existing partner agency consultant contracts, procurement history, scope and fee status, contract transferability, procurement requirements, and whether additional RCTC procurement or consultant support will be required.

4.6 Environmental Status

Staff shall evaluate the environmental phase and document status, including whether the project requires or has completed a Categorical Exemption, Initial Study/Environmental Assessment, Environmental Impact Report, Environmental Impact Statement, or other CEQA/NEPA approval. Staff shall also review pending technical studies and agency approvals.

4.7 Design and Right of Way Status

Staff shall review the level of design completion, right of way needs, right of way certification status, utility relocation needs, design exceptions, Caltrans approvals, railroad approvals, and other technical requirements that may affect delivery.

4.8 Public Involvement and Communications

Staff shall evaluate whether the project requires a public outreach strategy, community engagement, elected official coordination, media support, public meeting support, or other communications resources.

4.9 Staff Workload and Resource Evaluation

Prior to recommending that RCTC assume responsibility for a partner agency project, staff shall evaluate internal workload and resource availability. This evaluation shall include review of existing staff assignments, project delivery schedules, Commission priorities, consultant availability, and potential conflicts with existing responsibilities.

Staff shall identify whether additional consultant support, legal support, program management support, public outreach support, finance support, procurement support, or administrative support will be required. If additional support is required, staff shall identify the anticipated cost, procurement approach, and funding source.

RCTC shall not assume additional responsibilities unless adequate staffing, consultant support, and cost recovery mechanisms have been identified.

4.10 Measure A and Regional Program Impact Assessment

Staff shall evaluate whether supporting the requested project could affect delivery of existing Measure A projects, regional transportation commitments, or Commission-approved priorities. This evaluation shall consider whether the requested project would create staff capacity conflicts, shift resources away from higher-priority commitments, affect project schedules, or introduce financial or administrative risks to RCTC.

Where potential impacts are identified, staff shall document the impacts and identify proposed mitigation measures, including consultant support, reimbursement provisions, staffing adjustments, or limitations on RCTC's role.

5. Partner Agency Handover Checklist and Recommendation

For projects recommended for RCTC assistance or assumption of project delivery obligations, staff shall complete an internal Partner Agency Project Handover Checklist. The checklist shall document the project status, funding, scope, schedule, risks, contracts, approvals, staffing needs, and recommended RCTC role.

Staff shall prepare an executive summary recommendation for review by RCTC management and the executive team. The recommendation shall include:

- Project background and current status.

- Requested RCTC role.
- Project delivery risks and constraints.
- Funding sources and cost recovery approach.
- Staffing and consultant support needs.
- Impacts to existing RCTC priorities, if any.
- Recommended next steps.

Management approval shall be required before staff proceeds with administrative setup, agreement development, or Commission approval actions.

6. Administrative Setup

Following management authorization to proceed, staff shall complete the required administrative setup to allow RCTC staff and consultants to charge eligible project costs. This may include preparation of a project number worksheet, internal budget setup, funding account setup, contract task order setup, and coordination with Finance, Contracts, Procurement, and other applicable departments.

Administrative setup shall be completed before substantial staff time or consultant work is charged to the project, unless otherwise authorized by management.

7. Cooperative Agreement Development Process

RCTC and the requesting partner agency shall develop a cooperative agreement or other applicable agreement before RCTC assumes formal delivery responsibilities. The agreement shall define the roles, responsibilities, partner agency funding and cost reimbursement obligations, schedule expectations, reimbursement procedures, reporting requirements, and communication protocols for the project.

7.1 Negotiation of Terms

RCTC and requesting partner agency staff shall collaboratively define the project delivery structure, including the project phase or phases to be administered by RCTC, the responsibilities retained by the requesting partner agency, funding obligations, consultant responsibilities, ownership responsibilities, maintenance responsibilities, and approval authority.

7.2 Use of Precedent Agreements and Legal Support

Where appropriate, staff shall reference prior cooperative agreements and established templates to streamline agreement development. RCTC shall coordinate with legal counsel to prepare, review, and finalize agreements before presentation to the Commission.

7.3 Total Installed Cost and Independent Cost Estimate

Staff shall develop a Total Installed Cost estimate for RCTC's assumed role. The estimate should include all anticipated costs necessary to deliver the applicable project phase or phases, including:

- Consultant costs.
- Independent cost estimates to validate consultant scope and fee proposals.
- RCTC staff costs, including salary and benefits, based on project scope, phase, schedule, complexity, and risk.
- Right of way and utility cost assessments.
- Legal support costs.
- Program management support costs.
- Quality assurance and quality control support costs.
- Public outreach and communications support costs.
- Administrative, finance, procurement, and contract management costs.

7.4 Cost Recovery and Administrative Charges

The cooperative agreement shall require the partner agency to reimburse RCTC for all costs incurred by RCTC to administer, manage, and implement the project or applicable project phase(s). Reimbursable costs shall include, as applicable, direct staff costs, employee benefits and consultant costs, legal costs, program management costs, administrative costs, finance and procurement costs, contract management costs, and indirect costs. RCTC shall not be required to absorb or subsidize costs associated with the administration, management, or delivery of a partner agency project.

RCTC may request a deposit or apply an administrative fee or indirect cost recovery charge to RCTC-incurred costs. The administrative fee may generally range from 10 percent to 15 percent, depending on the level of support, administrative burden, staffing requirements, project complexity, and services provided. The applicable fee shall be determined on a project-specific basis and documented in the agreement.

7.5 Approval Process

Staff shall prepare the staff report, cooperative agreement, cost estimate, and supporting documentation necessary for Commission consideration. Commission approval shall be required before RCTC formally assumes the project responsibilities described in the cooperative agreement.

8. RCTC Management and Delivery Process After Agreement Execution

After execution of the cooperative agreement or other applicable agreement, RCTC shall manage the project consistent with the approved agreement, applicable funding requirements, and applicable federal, state, Caltrans, local, and regulatory requirements.

RCTC's project delivery responsibilities may include one or more of the following project phases, as shall be specified in the applicable cooperative agreement:

8.1 Project Initiation Document Phase

RCTC may manage preparation of project initiation documents, including project study reports, feasibility studies, preliminary environmental analysis reports, project evaluation documents, and other documents required to initiate project development.

8.2 Project Approval and Environmental Document Phase

RCTC may manage preliminary engineering, technical studies, project reports, CEQA documents, NEPA documents, and agency approvals required for project approval and environmental clearance.

8.3 Plans, Specifications, and Estimate Phase

RCTC may manage final design, plan check submittals, specifications, estimates, technical reports, design reviews, agency coordination, and approval processes required to advance the project to construction readiness.

8.4 Right of Way Phase

RCTC may manage right of way activities, including appraisals, acquisitions, relocations, certifications, utility coordination, right of way engineering, property owner coordination, and required approvals.

8.5 Utility, Railroad, Caltrans, and Agency Agreements

RCTC may develop and administer cooperative agreements, utility agreements, railroad agreements, Caltrans agreements, maintenance agreements, and other project-specific agreements necessary for delivery.

8.6 Construction Management and Acceptance

RCTC may administer construction using an Award, Administer, and Accept (AAA) model or other delivery model approved for the project. Construction responsibilities may include construction management procurement, bid and award administration, daily oversight, inspection, materials testing, change order review, progress payments, claims support, grant reporting, closeout documentation, record drawings, final audits, and project acceptance.

RCTC may utilize existing on-call consultant benches or other approved procurement methods to support construction management and related services, consistent with applicable procurement requirements.

9. Reporting, Communication, and Project Controls

RCTC shall establish project controls appropriate for the project phase, funding requirements, and delivery complexity. Project controls may include schedule management, budget tracking, risk registers, issue logs, action item tracking, monthly progress reports, funding reports, invoice reviews, and executive briefings.

RCTC and the partner agency shall maintain regular communication throughout project delivery. The frequency and format of meetings, reports, and updates shall be documented in the cooperative agreement or project management plan.

Significant scope, schedule, budget, funding, or risk changes shall be elevated to RCTC management and, where necessary, the Commission.

10. Recent RCTC Partner Agency Project Examples

Recent examples of RCTC involvement in partner agency project delivery include:

- Bundy Canyon and Wildomar Trail Interchanges with the City of Wildomar for the PID/PSR phase.
- Highland Springs Interchange with the Cities of Banning and Beaumont for the PA/ED phase.
- Potrero Boulevard Interchange Phase II with the City of Beaumont for PS&E and construction.

11. Policy Administration

This policy shall be administered by RCTC staff responsible for capital project delivery, in coordination with executive management, legal counsel, finance, procurement, contracts, planning and programming, and other departments as needed.

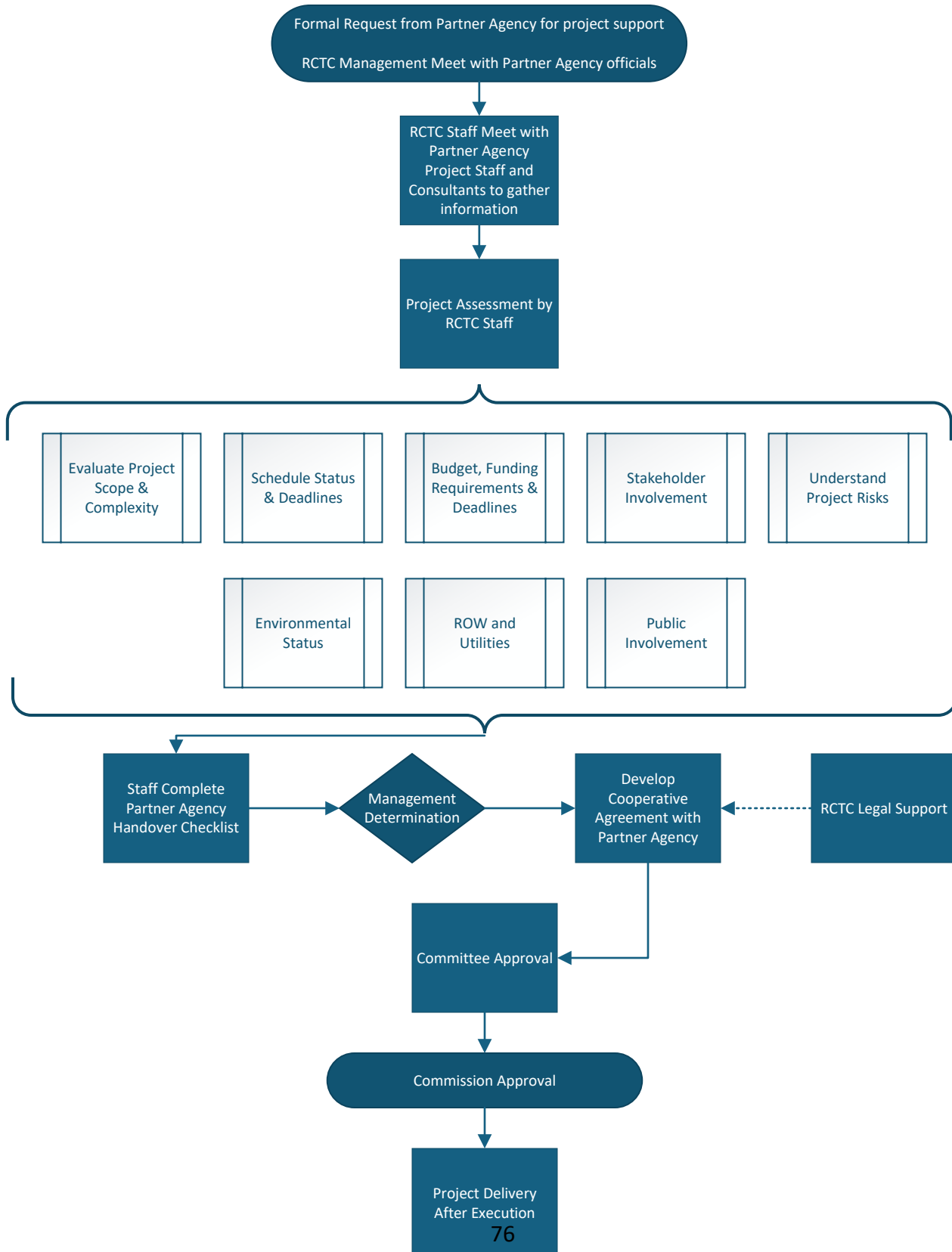
This policy may be updated periodically to reflect changes in Commission direction, funding requirements, federal or state regulations, Caltrans procedures, or RCTC administrative practices.

12. Attachments

The following attachments shall be utilized and maintained as needed to support implementation of this policy:

- Partner Agency Project Handover Checklist
- Partner Agency Project Implementation Flowchart

Partner Agency Project Implementation Procedure



Partner Agency Project Handover Checklist

Project Name	
Current Phase	
Total Installed Cost	
As of (DATE)	
Location	
Owner	
RCTC Role	
Stakeholders	

Completed By	
Date	

1. Project Background and Context

- ☐ Project's goals and objectives.
- ☐ Project scope,
 - ☐ Project limits
 - ☐ Phase dates (current and future phases).
- ☐ Identify key stakeholders (Commissioners, local agencies, cities, Caltrans, contractors, utilities, tribes, special interest groups, etc.).
- ☐ Document lessons learned from previous phases.
- ☐ Note any major changes in project direction or scope to date.

Notes:

2. Transition Coordination, Documentation and Records Transfer

- ☐ Schedule knowledge transfer meetings with key personnel and all disciplines (if possible).
- ☐ Confirm access to project management systems and records.
- ☐ Request a document turnover inventory or checklist of project files and documentation.
 - ☐ Project reports
 - i. Responses to review comments
 - ☐ Meeting minutes
 - ☐ Environmental documents
 - ☐ Technical Studies
 - ☐ ROW documents
 - ☐ Utility documents and coordination records
 - ☐ Public engagement plan, or equivalent, and documents of engagement.
 - ii. Fact sheets, communications with the public, public records requests, presentations and/or meeting minutes from board meetings (governing body and committees)
- ☐ Check completeness of files and flag any missing critical documents

Notes:

3. Project Schedule and Milestones

- ☐ Review original and current project schedules.
- ☐ Review of all approved change orders and pending requests
- ☐ Confirm alignment of scope changes with funding and schedule.
- ☐ Identify delays and causes (e.g., permitting, design changes, utilities).
- ☐ Identify critical path items and upcoming deadlines.
- ☐ Update schedule to reflect realistic timelines going forward.

Notes:

4. Risk Management

- ☐ Identify previously identified risks and mitigation strategies.
- ☐ Document of how previous risks materialized (if applicable).
- ☐ Update risk register with new risks and ownership.
- ☐ Assess contingency plans and escalation procedures.

Notes:

5. Planning and Environmental Documentation

- ☐ Verify environmental clearance status and level of environmental document (e.g.,
- ☐ NEPA/CEQA documentation).
- ☐ Identify any required permits and their status (e.g., Corps of Engineers, Fish & Wildlife, stormwater).
- ☐ Verify post-project environmental requirements
- ☐ Check status of environmental commitments or mitigation measures.
- ☐ Review agency correspondence with environmental resource agencies and Caltrans Senior Environmental Lead and key discipline leads.
 - ☐ Documentation and correspondence with environmental consultation.
- ☐ Review technical studies and agreements and communications on means and methods.
- ☐ Review project alternatives considered and rationale for selection.
- ☐ Review correspondence with key stakeholders

Notes:

6. Design and Engineering

- ☐ Identify all design and engineering tasks and confirm the current design status.
- ☐ Evaluate total installed cost estimates.
- ☐ Evaluate the completeness and quality of existing design and engineering documents.
 - ☐ Check for pending design approvals or submittals
- ☐ Verify design compliance with applicable standards (state/local/federal)
 - ☐ Identify any non-standard design features (DSDD)
- ☐ Identify known design challenges (e.g., utilities, ROW constraints, geotechnical, FHWA).
- ☐ Assess coordination with utility companies and relocation needs.
- ☐ Identify outstanding design approvals or permits.

Notes:

7. Right-of-Way (ROW)

- ☐ Review ROW acquisition status and documentation.
- ☐ Verify ROW map and legal descriptions.
- ☐ Identify properties still in acquisition or with active negotiations.
- ☐ Assess relocation assistance needs, community impact commitments, and coordination.
- ☐ Check restoration plans for temporary easements or acquired parcels (e.g., post-project site cleanup and revegetation).
- ☐ Confirmation: All property-related commitments are fulfilled or scheduled for post-turnover; attach deeds or agreements.

Notes:

8. Utility Coordination

- ☐ Verify utility identification and conflict analysis have been performed.
- ☐ Review status of utility agreements and relocations.
- ☐ Note any anticipated delays or high-risk conflicts.
- ☐ Assess relocation needs and coordination.

Notes:

9. Rail Coordination

- ☐ Check for railroad crossings and required coordination or agreements.
- ☐ Confirm compliance with utility coordination standards
- ☐ Determine if the appropriate GO 88-B requirements and conditions have been met or fulfilled.
 - ☐ GO 88-B project authorization request form fully completed.

Notes:

10. Public Involvement and Communication

- ☐ Review Public Outreach Plan history of public and community engagement activities and feedback.
- ☐ Identify public concerns, opposition, support issues, or unresolved commitments.
- ☐ Review stakeholder coordination logs (e.g., businesses, neighborhoods, local officials) and determine key stakeholders needing continued coordination.
- ☐ Assess communication strategies used, lessons learned, and any political sensitivities or previous community promises.
- ☐ Prepare a communication plan for transition messaging

Notes:

11. Funding and Budget

- ☐ Review project budget and funding sources.
- ☐ Confirm funding agency requirements or constraints (e.g., state and federal aid compliance)
- ☐ Identify budget issues or cost overruns to date.
- ☐ Document contingency plans for funding shortfalls.
- ☐ Evaluate any cost-saving opportunities or value engineering efforts.

Notes:

12. Total Installed Cost and Independent Cost Estimates

- ☐ Confirm the latest Total Installed Cost (TIC) for all civil works, structures, utilities, and systems.
- ☐ Validate Independent Cost Estimate (ICE) prepared by qualified estimators or external consultants.
- ☐ Compare TIC and ICE against original engineer's estimate and document variances.
- ☐ Ensure estimates include:
 - ☐ Construction labor, materials, and equipment.
 - ☐ ROW acquisition and utility relocation costs.
 - ☐ Environmental mitigation and permitting costs.
 - ☐ Agency staff time, administrative overhead, and legal expenses for project completion.
- ☐ Review escalation factors, inflation assumptions, and market conditions.
- ☐ Identify cost risks and contingency allocations for unresolved design or scope changes.
- ☐ Confirm alignment of cost estimates with available funding and programmed budgets.

Notes:

13. Contracting and Procurement

- ☐ Evaluate existing Memorandum of Understanding and/or Cooperative Agreements, their status, and determine the need for future agreements as RCTC becomes the Lead Agency.
- ☐ Review existing consultant team and their performance and determine need to reprocur, if necessary.
- ☐ Confirm procurement process followed local/state/federal rules.
- ☐ Identify upcoming procurement needs or contract transitions.
- ☐ Identify/monitor federal, local, state requirements regarding DBE/MBE participation goals and status.
- ☐ Verify contractor bonding, licensing, and insurance

Notes:

14. Governance and Communication Protocols

- ☐ Clarify decision-making hierarchy and roles/responsibilities.
- ☐ Set expectations for reporting, documentation, and approvals.
- ☐ Establish a project contact list with up-to-date information.

Notes:

Key Takeaways from the Local Agency

- ☐ What worked well in the agency's management of the project?
- ☐ What challenges or issues should be avoided?
- ☐ Any recommendations for working with local stakeholders?
- ☐ Identify opportunities for improved coordination or efficiency.

Notes:

AGENDA ITEM 9

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Erik Galloway, Project Delivery Director
SUBJECT:	Amendment No. 4 with Accenture Infrastructure and Capital Projects, LLC for Construction Management Services for the Interstate 15 Smart Freeway Pilot Project

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Amendment No. 4 to Agreement No. 22-31-098 with Accenture Infrastructure and Capital Projects, LLC (Accenture) for construction management services for Interstate 15 (I-15) Smart Freeway Pilot Project, increasing the contract by \$510,000, for a total amount not to exceed \$2,789,431;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director to adjust fund sources within the approved total to ensure efficient use of available funding.

BACKGROUND INFORMATION:

Project Scope

The I-15 Smart Freeway Pilot Project is designed to improve traffic flow, reduce congestion, and enhance safety by implementing advanced traffic management technology from the San Diego County line to the I-15 / I-215 interchange in the city of Temecula during a two-year pilot period. The system being tested was developed by Australian company Transmax Pty Ltd (Transmax) and is a first-of-a-kind implementation in California.

The Project includes the following elements:

Construction Improvements

- Improvements to the I-15 northbound on-ramps at Temecula Parkway and Rancho California Road, including pavement widening, barriers, and related improvements;
- Improvements to Winchester Road interchange were included as part of the French Valley Parkway Phase II project and coordinated with the I-15 Smart freeway team;
- Installation of Intelligent Transportation System (ITS) improvements, including traffic detection devices and coordinated ramp metering systems; and

- Implementation of Transmax's STREAMS software platform to monitor and operate the system.

Operations During Pilot Period

- Includes system monitoring, performance checks, and coordination of repairs to ensure continuous system operation 24 hours per day, seven days per week.

Maintenance During Pilot Period

- Includes routine inspections, preventative maintenance, and as-needed repair of system components.

Pilot Evaluation

- At the conclusion of the pilot period, the Commission, in coordination with Caltrans, will evaluate system performance and determine whether to continue operations.

On November 9, 2022, the Commission awarded Agreement No. 22-31-098 to Accenture Infrastructure and Capital Projects, LLC (formerly known as Anser Advisor Management, LLC) to perform construction management, materials testing and surveying during the construction phase of the Project as well as maintenance management services during the two-year pilot period in the amount of \$2,072,210, plus a contingency amount of \$207,221, for a total amount not to exceed \$2,279,431.

Project Status

Construction of the Project began in December 2024. Civil improvements were completed in August 2025, including reconstruction of the Temecula Parkway and Rancho California Road on ramps.

In December 2025, installation of ITS components was completed including traffic detection devices at 23 locations and ramp metering infrastructure. Due to coordination with adjacent ongoing projects including the Caltrans I-15 Auxiliary Lanes Project and the city of Temecula's French Valley Parkway Phase II Project, certain system elements were delayed or installed in temporary configurations.

Testing and system integration were completed in January 2026, despite the ongoing coordination with the adjacent projects.

The system was activated in May 2026, in an interim configuration, initiating the two-year pilot period. Final system configuration is anticipated to be completed by September 2026, once all outstanding coordination items are resolved with the adjacent projects.

DISCUSSION

Accenture has provided construction management services and coordinated activities among multiple concurrent projects within the corridor. These coordination efforts were critical to maintaining project progress. However, the coordination with these adjacent/overlapping on-going projects resulted in the extension of the project's construction activities by approximately nine months beyond the original schedule. This required additional construction management oversight and support beyond the scope originally anticipated for the Project. Many of these activities were driven by factors outside of Accenture's control and could not have been reasonably anticipated at the time the original scope and budget was developed. The primary coordination factors include:

- Coordination with the city of Temecula's French Valley Parkway Phase II Project required additional efforts to address outstanding ramp metering improvements, implement temporary operational solutions while awaiting fabrication of long lead materials, and integration of Smart Freeway system components with infrastructure being delivered under the adjacent project.
- Concurrent construction of Caltrans' I-15 Auxiliary Lanes Project (Auxiliary Lane Project) required extensive coordination of traffic control, lane and ramp closures, construction sequencing, and communications infrastructure to avoid conflicts between the projects and maintain overall project progress. As a result, several Smart Freeway system elements were required to be installed in temporary configurations while awaiting completion of the permanent works by the Auxiliary Lane Project. All remaining coordination items are anticipated to be resolved by September 2026.

These additional efforts expended contract budget originally planned for the remainder of the construction and pilot-period maintenance management services. As a result, the contract amount, including contingency, has been fully allocated to cover these additional coordination tasks. Staff estimates that an additional \$510,000 is required to complete the necessary construction management services and provide maintenance management services during the remainder of the pilot period.

FISCAL IMPACT:

Although the contract has exceeded its original authorized contingency, the overall project remains within its approved budget and there is sufficient construction funding available to cover these additional costs. Table 1 summarizes the funding sources currently allocated to the construction phase of the Project in comparison with the forecasted final construction phase expenditures. The additional \$510,000 will be funded using existing Congestion Mitigation and Air Quality (CMAQ) funds allocated to the project, as shown in Table 2.

Table 1 – Project Funding Breakdown (Construction Phase)

	Fund Source	Dollar Amount	Fund Type
1	Congestion Mitigation and Air Quality (CMAQ)	\$20,478,000	Federal
2	Congressional Earmarks (CPFCDs)	\$5,000,000	Federal
3	State Cash – Caltrans Minor Program (SHOPP)	\$1,200,000	State
4	Repurposed Earmarks (DEMO)	\$186,000	Federal
Total Construction Phase Funding		\$26,864,000	
Total Forecast Construction Phase Expenditures *		\$26,209,000	
Forecast Funding Surplus		\$655,000	

* Total includes Accenture Amendment No. 4 amount of \$510,000.

Table 2 – Amendment No. 4 Funding Source Breakdown

	Fund Source	Dollar Amount	Fund Type
1	CMAQ Funds (Construction Phase)	\$510,000	Federal
Total		\$510,000	

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2026/27+	Amount:	\$510,000
Source of Funds:	CMAQ			Budget Adjustment:	No
GL/Project Accounting No.:	003051 81302 00000 0000 2610 31 81301				
Fiscal Procedures Approved:				Date:	8/11/2026

Attachment: Draft Amendment No. 4 to Agreement No. 22-31-098 with Accenture

**AMENDMENT NO. 4
TO AGREEMENT FOR
CONSTRUCTION MANAGEMENT SERVICES, MATERIALS TESTING,
AND CONSTRUCTION SURVEYING
FOR THE
INTERSTATE 15 SMART FREEWAY IMPROVEMENTS PROJECT**

1. PARTIES AND DATE

This Amendment No. 4 to Agreement for Construction Management Services, Materials Testing, and Construction Surveying ("Amendment No. 4") is entered into as of this ____ day of _____, 2026 by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and ACCENTURE INFRASTRUCTURE AND CAPITAL PROJECTS, LLC ("Consultant"), a California Limited Liability Company (formerly Anser Advisory Management, LLC DBA Anser Advisory).

2. RECITALS

- 2.1 The Commission and Anser Advisory Management, LLC d/b/a Anser Advisory entered into Agreement No. 22-31-098-00, dated January 9, 2023, (the "Master Agreement") for the purpose of providing construction management services, materials testing, and construction surveying for the Interstate 15 SMART Freeway Improvements Project (the "Project").
- 2.2 The Commission and Anser Advisory entered into Amendment No. 1, dated November 7, 2024, to amend the cost proposals for Anser Advisory and its Subconsultants included in Exhibit "C" of the Master Agreement to address modified anticipated hours to align with known schedule changes on the Project, and updated prevailing wage rates.
- 2.3 The Commission and Anser Advisory entered into Amendment No. 2, dated September 23, 2025, to update Consultant's entity name, which was changed with the California Secretary of State to Accenture Infrastructure and Capital Projects, LLC, on December 16, 2024, as shown in Exhibit "A" of Amendment No. 2.
- 2.4 The Commission and Anser Advisory entered into Amendment No. 3, dated March 26, 2026, to extend the term, add additional compensation, and include an additional provision for the prohibition on procurement or operation of covered unmanned aircraft systems.
- 2.5 The Commission and Consultant now desire to amend the Master Agreement in order to add additional compensation.

3. TERMS

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 4 shall not exceed Five Hundred and Ten Thousand Dollars (\$510,000) as further detailed, and at the rates set forth in Exhibit "A" attached to this Amendment No. 4 and incorporated herein by reference.
- 3.2 The fixed fee, as set forth in Section 19.2 of the Master Agreement, shall be revised to One Hundred Fifty-Three Thousand, Six Hundred Eight Dollars (\$153,608).
- 3.3 The total compensation of the Master Agreement, as amended by this Amendment No. 4, shall not exceed Two Million, Seven Hundred Eighty-Nine Thousand, Four Hundred Thirty-One Dollars (\$2,789,431).
- 3.4 Except as amended by this Amendment No. 4, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 4.
- 3.5 The Recitals set forth in this Amendment No. 4 are true and correct, and are incorporated by reference as though fully set forth in this Amendment No. 4.
- 3.6 This Amendment No. 4 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.7 A manually signed copy of this Amendment No. 4 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 3 for all purposes. This Amendment No. 4 may be signed using an electronic signature.
- 3.8 This Amendment No. 4 may be signed in counterparts, each of which shall constitute an original.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE
TO
AGREEMENT NO. 22-31-098-04**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 4 as of the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By: _____
Aaron Hake, Executive Director

**ACCENTURE INFRASTRUCTURE
AND CAPITAL PROJECTS, LLC**

By: _____
Signature

Name

Title

APPROVED AS TO FORM

By: _____
Best Best & Krieger LLP
General Counsel

ATTEST:

By: _____ N/A

Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☒ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Anser Advisory Management, LLC

Project No. 3051 Contract No. 22-31-098-04 Date August 6, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Resident Engineer	Lucas Rathe	149.0	\$ 104.00	\$ 15,496.00
Assistant Resident Engineer (PW)	Musaab Al Madhadi	4200.0	\$ 82.92	\$ 348,264.00
Inspector (PW)	Derek Aaro	28.0	\$ 75.35	\$ 2,109.83
Inspector (PW)	David Houston	1680.0	\$ 70.32	\$ 118,137.60
Inspector (PW)	Javier Chavez	814.0	\$ 64.78	\$ 52,730.92
Inspector (PW)	Loreto Rios	274.0	\$ 72.63	\$ 19,900.62
Inspector (PW)	Mazen Zukari	2000.0	\$ 71.34	\$ 142,680.00
Inspector (PW)	Michael Chevalier	380.0	\$ 64.78	\$ 24,616.40
Inspector (PW)	Nicholle Davis	60.0	\$ 75.73	\$ 4,543.80
Labor Compliance	Kathryn Keating	50.0	\$ 86.54	\$ 4,327.03
Labor Compliance	Jackie Melton	2.5	\$ 32.96	\$ 82.40
Labor Compliance	Jamie Keating	513.0	\$ 36.06	\$ 18,498.78

**Note Prevailing Wage (PW) bill rates will be submitted using the approved rates per the 10H4 form.

Accenture team will provide continuous support during the 2 years contract maintenance.

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 751,387.38
b) Anticipated Salary Increases (see page 2 for calculation)	\$ 15,922.40
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$ 767,309.78

INDIRECT COSTS

d) Fringe Benefits	e) Total Fringe Benefits [(c) x (d)]	\$ -
f) Overhead Rate <u>100.19%</u>	g) Overhead [(c) x (f)]	\$ 768,767.67
h) General and Administrative	i) Gen & Admin [(c) x (h)]	\$ -
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]	\$	768,767.67

FIXED FEE	k) TOTAL FIXED FEE [(c) + (j)] x fixed fee <u>10.00%</u>	\$ 153,607.75
------------------	---	----------------------

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
				\$ -
				\$ -
				\$ -
				\$ -

l) TOTAL OTHER DIRECT COSTS \$ -

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:	<u>Leighton - Material Testing</u>	\$ 151,176.62
Subconsultant 2:	<u>Dynamic Engineering Services, Inc (DBE) - Electrical Inspection</u>	\$ 305,277.94
Subconsultant 3:	<u>STC Traffic, Inc. - ITS Inspection/Commissioning</u>	\$ 481,918.23
Subconsultant 4:	<u>CL Survey & Mapping (DBE) - Project Survey</u>	\$ 137,806.25
Subconsultant 5:	<u>Ultrasystems Environmental, Inc. (DBE) - Environmental Compliance</u>	\$ 23,566.49
m) TOTAL SUBCONSULTANTS' COSTS	\$	1,099,745.54

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]	\$ 1,099,745.54
TOTAL COST [(c) + (j) + (k) + (n)]	\$ 2,789,431.00

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed ☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Leighton Consulting

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Materials Engineer	Roderick Marcia, PE	80	\$ 98.69	\$ 7,895.20
Sr. Staff Engineer(*)	J. DeLand/ J. Choi/ A. Schwartz	60	\$ 42.17	\$ 2,530.20
Soils/Materials Tester/Inspector (**)	Multiple Testers/Inspectors Prevailing Wage	560	\$ 58.57	\$ 32,799.20
Principal Engineer/PM	Simon I. Saiid, PE, GE	24	\$ 115.94	\$ 2,782.56
Admin Support(*)	Debbie Meggers/ Vika Malu	30	\$ 37.21	\$ 1,116.30

*Note the hourly rates for this classification is an average rate for the 10H1 form. See 10H4 form for actual hourly rates and loaded bill rate

**Note Prevailing Wage (PW) bill rates will be submitted using the approved rates per the 10H4 form.

LABOR COSTS

a) Subtotal Direct Labor Costs	\$ 47,123.46
b) Anticipated Salary Increases (see page 2 for calculation)	\$ 534.98
c) TOTAL DIRECT LABOR COSTS [(a) + (b)]	\$ 47,658.44

INDIRECT COSTS

d) Fringe Benefits	48.34%	e) Total Fringe Benefits [(c) x (d)]	\$ 23,038.09
f) Overhead Rate	0.00%	g) Overhead [(c) x (f)]	\$ -
h) General and Administrative	107.73%	i) Gen & Admin [(c) x (h)]	\$ 51,342.44
j) TOTAL INDIRECT COSTS [(e) + (g) + (i)]			\$ 74,380.53
FIXED FEE		k) TOTAL FIXED FEE [(c) + (j)] x fixed fee	\$ 12,203.90

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	2822	Miles	\$0.63	\$ 1,763.75
Lab Testing - Sieve (AB/Concrete/HMA)	27	EA	\$135.00	\$ 3,645.00
Lab Testing - Relative compaction	20	EA	\$250.00	\$ 5,000.00
Lab Testing - Concrete Strength Cylinder	60	EA	\$35.00	\$ 2,100.00
Lab Testing - HMA Stabilometer, S-Value	6	EA	\$265.00	\$ 1,590.00
Lab Testing - CV	9	EA	\$210.00	\$ 1,890.00
Lab Testing - SE	9	EA	\$105.00	\$ 945.00

l) TOTAL OTHER DIRECT COSTS \$ 16,933.75

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:		
Subconsultant 2:		
Subconsultant 3:		
Subconsultant 4:		
m) TOTAL SUBCONSULTANTS' COSTS	\$	-

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)] \$ 16,933.75
TOTAL COST [(c) + (j) + (k) + (n)] \$ 151,176.62

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

Note: Mark-ups are Not Allowed ☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Electrical Inspector	Michael Roush	1670	\$ 71.60	\$ 119,572.00
Electrical Inspector	Steven Brown	0	\$ 63.00	-
		0		-
		0		-

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	11000	Miles	\$0.63	\$ 6,875.00
				\$ -
				\$ -
				\$ -

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
 (DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant STC Traffic, Inc.

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Principal Manager	Jason Stack	120	\$ 125.24	\$ 15,028.80
Traffic System Management Inspector	Adam Lemberg/Duncan Hughes	580	\$ 88.18	\$ 51,144.40
Traffic Signal Inspector	Kevin Stone	200	\$ 50.48	\$ 10,096.00
Systems Construction Manager	Brett Hansen	500	\$ 62.59	\$ 31,295.00
Technical Specialist	Alain Hungerford	500	\$ 48.08	\$ 24,040.00
Technical Specialist	Jim Sahagun	500	\$ 53.94	\$ 26,970.00
		0		\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs

\$ 158,574.20

b) Anticipated Salary Increases (see page 2 for calculation)

\$1,585.74

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **160,159.94**

INDIRECT COSTS

d) Fringe Benefits

73.31%

e) Total Fringe Benefits [(c) x (d)]

\$ 117,413.25

f) Overhead Rate

91.01%

g) Overhead [(c) x (f)]

\$ 145,761.56

h) General and Administrative

0.00%

i) Gen & Admin [(c) x (h)]

\$ -

j) **TOTAL INDERECT COSTS [(e) + (g) + (i)]**

\$ **263,174.82**

FIXED FEE

k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee**

10.00%

\$ **42,333.48**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	26000	Miles	\$0.63	\$ 16,250.00
				\$ -
				\$ -
				\$ -

i) **TOTAL OTHER DIRECT COSTS** \$ **16,250.00**

m) **SUBCONSULTANTS' COSTS (Add additional pages if necessary)**

Subconsultant 1:		
Subconsultant 2:		
Subconsultant 3:		
Subconsultant 4:		

m) **TOTAL SUBCONSULTANTS' COSTS** \$ **-**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **16,250.00**

TOTAL COST [(c) + (j) + (k) + (n)] \$ **481,918.23**

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant CL Survey & Mapping

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Project Manager	Daniel Calvillo	110	\$ 75.00	\$ 8,250.00
Project Supervisor	Bernardo Padilla	100	\$ 50.00	\$ 5,000.00
Party Chief	Joshua Draper	400	\$ 55.26	\$ 22,104.00
Chainman	TBD	333	\$ 46.27	\$ 15,407.91

LABOR COSTS

a) Subtotal Direct Labor Costs \$ 50,761.91
b) Anticipated Salary Increases (see page 2 for calculation) \$508.16
c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]** \$ **51,270.07**

INDIRECT COSTS

d) Fringe Benefits 80.01% e) Total Fringe Benefits [(c) x (d)] \$ 41,021.18
f) Overhead Rate 32.17% g) Overhead [(c) x (f)] \$ 16,493.58
h) General and Administrative 32.17% i) Gen & Admin [(c) x (h)] \$ 16,493.58
j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]** \$ **74,008.34**

FIXED FEE k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee** 10.00% \$ **12,527.84**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
				\$ -
				\$ -
				\$ -
				\$ -

l) TOTAL OTHER DIRECT COSTS \$ **-**

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1: _____
Subconsultant 2: _____
Subconsultant 3: _____
Subconsultant 4: _____

m) TOTAL SUBCONSULTANTS' COSTS \$ **-**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]** \$ **-**
TOTAL COST [(c) + (j) + (k) + (n)] \$ **137,806.25**

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

EXHIBIT 10-H1 COST PROPOSAL Page
ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier Subconsultant

Consultant Ultrasystems Environmental, Inc.

Project No. 3051 Contract No. 22-31-098-04 Date July 29, 2026

Project Description: Construction Management Services, Materials Testing, and Construction Surveying for the Interstate 15 SMART Freeway Improvements Project

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
Staff Biologist	Matthew Sutton	180	\$ 34.38	\$ 6,188.40
Staff Biologist	Audrey McNamara	136	\$ 25.00	\$ 3,400.00
		0		\$ -
		0		\$ -

LABOR COSTS

a) Subtotal Direct Labor Costs

\$ 9,588.40

b) Anticipated Salary Increases (see page 2 for calculation)

\$95.88

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)] \$ 9,684.28**

INDIRECT COSTS

d) Fringe Benefits 16.63%

e) Total Fringe Benefits [(c) x (d)] \$ 1,610.50

f) Overhead Rate 75.26%

g) Overhead [(c) x (f)] \$ 7,288.39

h) General and Administrative 0.00%

i) Gen & Admin [(c) x (h)] \$ -

j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)] \$ 8,898.89**

FIXED FEE

k) **TOTAL FIXED FEE [(c) + (j)] x fixed fee 10.00% \$ 1,858.32**

l) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add Additional pages if necessary)

Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs (IRS Rate)	5000	Miles	\$0.63	\$ 3,125.00
				\$ -
				\$ -
				\$ -

l) **TOTAL OTHER DIRECT COSTS \$ 3,125.00**

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1: _____

Subconsultant 2: _____

Subconsultant 3: _____

Subconsultant 4: _____

m) **TOTAL SUBCONSULTANTS' COSTS \$ -**

n) **TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)] \$ 3,125.00**

TOTAL COST [(c) + (j) + (k) + (n)] \$ 23,566.49

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
3. Anticipated salary increases calculation (page 2) must accompany.

AGENDA ITEM 10

<i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i>	
DATE:	August 24, 2026
TO:	Western Riverside County Programs and Projects Committee
FROM:	Italia Garcia, Community Engagement Manager
THROUGH:	David Knudsen, Deputy Executive Director
SUBJECT:	State Route 79 Realignment Project Renaming – Phase II

STAFF RECOMMENDATION:

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Adopt “San Jacinto Valley Expressway Project” as the new name for the State Route 79 Realignment Project.

BACKGROUND INFORMATION:

The State Route 79 (SR-79) Realignment Project proposes to build a new 12-mile limited access expressway extending from south of Domenigoni Parkway north to Gilman Springs Road. The project was initially envisioned as a state freeway-type facility but faced challenges moving forward due to funding constraints and state policy changes. In 2023, following the Commission's directive, staff conducted a Corridor Analysis to evaluate the possibility of converting the project from a State Route to a County Expressway. In 2024, following the Commission's approval, the project was able to move forward with designing the facility as a County of Riverside facility instead of a Caltrans state highway facility. As a result, the original project name, SR-79, is no longer applicable and a new name is required to be established.



Figure 1. SR-79 Project Map and Segmentation

Discussion

The Commission’s External Affairs staff launched multiple public input phases to help identify a new name for the future county expressway. These community driven efforts were designed to raise awareness, celebrate community identity, and give residents of Hemet, San Jacinto, Winchester, and surrounding unincorporated areas a meaningful voice in shaping the project’s legacy. This effort included a renaming panel and multiphase digital public engagement.

Renaming Panel

To further guide the renaming process, staff assembled a SR-79 Realignment Project Renaming Panel comprised of elected officials and community representatives from jurisdictions directly impacted by the project. The panel was intended to:

- Provide representation from key corridor communities most directly impacted by the project;
- Evaluate community-submitted names using consistent criteria; and
- Support a collaborative recommendation process prior to Committee and Commission action.

The panel comprised of representatives from key corridor communities, including:

- Supervisor Chuck Washington – District 3
- Supervisor Yxstian Gutierrez – District 5
- City of Hemet – Mayor Linda Krupa

- City of San Jacinto – Councilmember Valerie Vandever
- Soboba Band of Luiseño Indians – Vice-Chairwoman Geneva Mojado

To support a balanced, transparent, and community-informed recommendation, staff convened with the SR-79 Realignment Project Renaming Panel following the close of each public input phase.

Phase I (October 2025)

During the first phase of public input in October 2025, residents were invited to propose names and provide a justification for their submission through an online process. During this submission period, staff conducted a digital outreach effort—including social media posts, digital ads, and toolkits—to encourage regional participation. A webpage and online form were created to collect name submissions from the public. Each submission required the proposed name and a short narrative to provide context and justification for the suggestion.

During the submission period, the Commission received a total of **416** name suggestions. The list was narrowed down to the seven names that received the highest number of similar submissions and cleared the Riverside County Surveyor’s road name criteria, to support future consideration of naming the new county expressway. The top seven proposed names (accounting for minor spelling and formatting variations) are outlined in the table below. The justification summaries for each name are included in an attachment to this report.

Proposed Name	No. of Submissions	% of Total Submissions
San Jacinto Valley Expressway	50	12%
Hemecinto Expressway	16	4%
Mastodon Expressway	4	1%
Heritage Expressway	3	1%
Pleasant Valley Expressway	3	1%
Tri-City Expressway	3	1%
Valley Wide Expressway	3	1%

The survey webpage received more than 3,000 visits during the submission period. The heatmap below (Figure 2) highlights engagement by city with the digital renaming campaign. Engagement was concentrated along the SR-79 corridor and in adjacent communities. The high level of engagement demonstrates strong regional interest in shaping the identity of the future expressway.

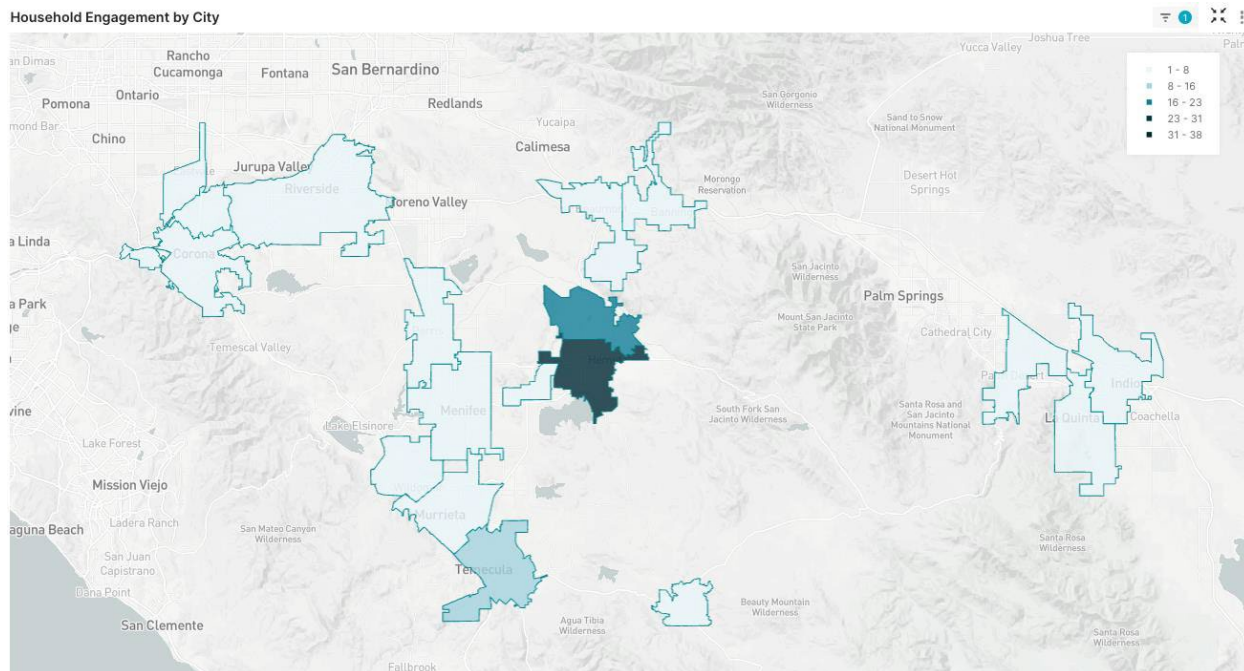


Figure 2. Household Engagement by City (see attachment for high-resolution image)

Following the closing of the first phase of public input, the renaming panel convened to review the top community-submitted name options and provide a recommendation on a final project name. The panel evaluated the proposed names based on community relevance, regional identity, clarity, and long-term suitability for the future county expressway. During this meeting, participating panel members reviewed name submissions and associated community justifications and recommended the SR-79 Realignment Project be renamed the “San Jacinto Valley Expressway Project,” with the intent that the name be carried forward as the future county expressway.

Phase II (July – August 2026)

External Affairs staff presented the panel’s recommendation to the Western Riverside County Programs and Projects Committee during its April 2026 meeting. The Committee directed staff to solicit additional public feedback about the proposed project names. Based on this direction, staff reconvened with the renaming panel to finalize a list of names to put forth to a public vote. The top seven names from Phase I were to be included in a poll with a minor update to Mastodon Expressway as requested by the panel, with the name being changed to “Mastodon Valley Expressway.” Staff created an online poll that gave the public an opportunity to select their preferred option from the final list of seven names. Mirroring the efforts from Phase I, staff developed social media posts, digital ads, flyers, blog posts, and toolkits to encourage regional participation with residents and stakeholders. The survey was shared across social media by residents, stakeholders, and the cities of Hemet and San Jacinto, along with features in publications like *The Patch*.

During the second phase of public input, the Commission received **3,072** votes from residents along the SR-79 corridor and adjacent communities (represented by the heatmap in Figure 3). Across all votes cast, San Jacinto Valley Expressway received the highest share of votes, with 33% of the vote (1,002 votes), followed by Mastodon at 20% and Hemecinto at 13%. The remaining four options — Tri-City, Valley Wide, Heritage, and Pleasant Valley — each drew between 6% and 11% of the vote. The final survey results are presented in the table below.

Proposed Name	No. of Votes	% of Total Votes
San Jacinto Valley Expressway	1,002	33%
Mastodon Valley Expressway	612	20%
Hemecinto Expressway	410	13%
Tri-City Expressway	344	11%
Valley Wide Expressway	333	11%
Heritage Expressway	186	6%
Pleasant Valley Expressway	185	6%
TOTAL	3,072	100%

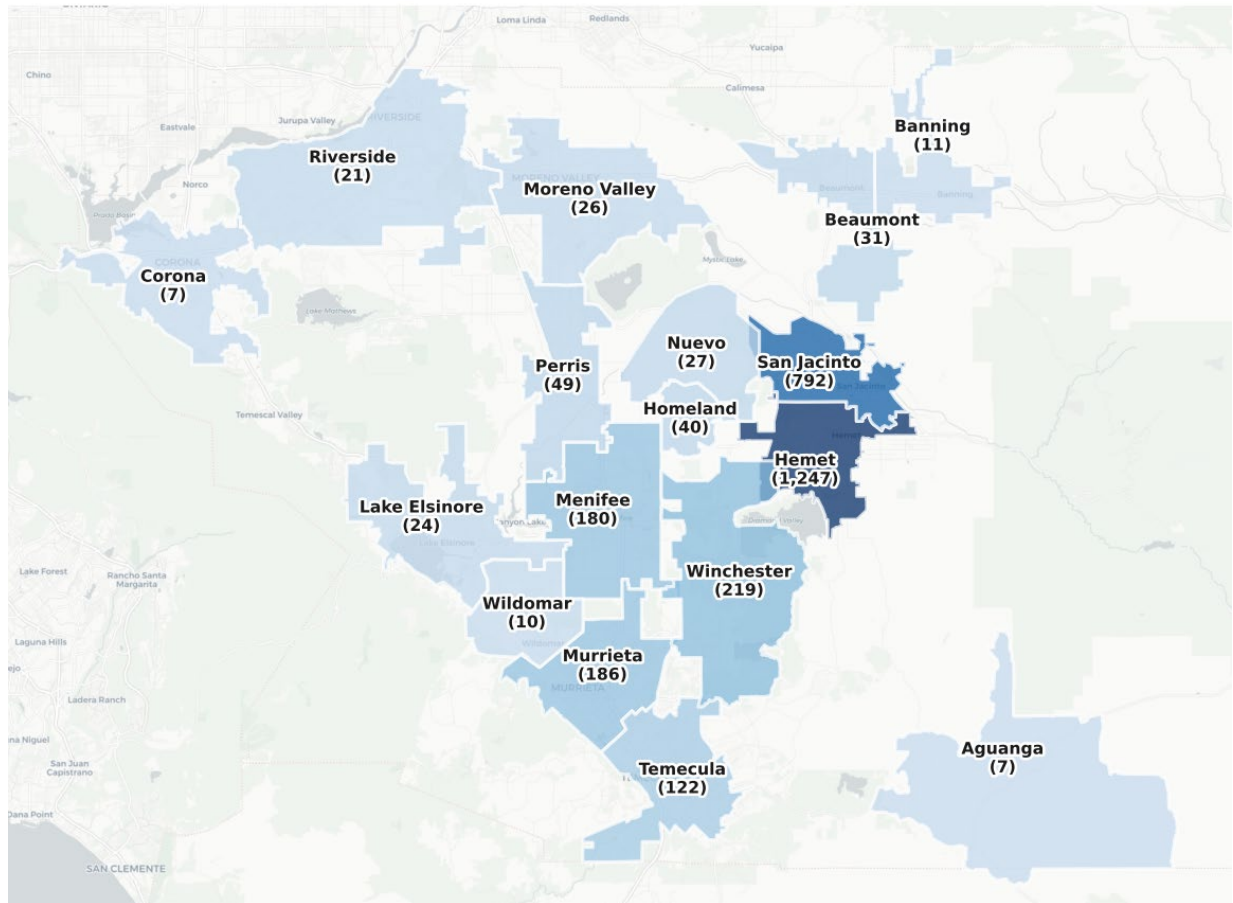


Figure 3. Votes by City (see attachment for high-resolution image)

Following the closing of the voting period, staff reconvened with the renaming panel to review the results of the survey and receive an updated recommendation on the final project name. During this discussion, participating panel members once again recommended the SR-79 Realignment Project be renamed the “San Jacinto Valley Expressway Project” based on the name’s regional significance and total number of votes received, with the intent that the name be carried forward as the future county expressway.

County of Riverside Approval

Commission staff coordinated with the County of Riverside – County Surveyor’s Office to review applicable technical guidelines and existing roadway names to avoid potential conflicts. This coordination ensures that the proposed names are consistent, feasible, and suitable for future implementation.

Following adoption of the project name by the Commission, staff will continue coordination with the County of Riverside – County Surveyor’s Office to support the future implementation and adoption of the name for the county expressway.

FISCAL IMPACT:

None

Attachments:

- 1) Justification Summaries of Top Name Submissions from Phase I
- 2) High-Resolution Engagement Heatmap of Phase I
- 3) High-Resolution Engagement Heatmap of Phase II

SR-79 Realignment Project Renaming Campaign Justification Summaries Phase I (October 2025)

During the first phase of public input in October 2025, residents were invited to propose names and provide a justification for their submission through an online process. A webpage and online form were created to collect name submissions from the public. Each submission required the proposed name and a short narrative to provide context and justification for the suggestion.

The top seven proposed names (accounting for minor spelling and formatting variations) and their justification summaries are outlined below.

1. *San Jacinto Valley Expressway*

The “San Jacinto Valley” name reflects regional pride and clarity. Participants consistently described it as inclusive of the entire San Jacinto Valley and easy for the public to identify with. It strikes a balance between civic identity and straightforward communication—a strong, recognizable anchor for future signage and outreach.

2. *Hemecinto Expressway*

The “Hemecinto Expressway” proposed name honors both Hemet and San Jacinto by reflecting their shared identity within the valley—highlighting continuity, collaboration, and long-standing local usage that blends the twin cities’ names. Supporters highlighted that this name captures the regional link and community character.

3. *Mastodon Expressway*

The proposed name honors the region’s significant prehistoric heritage. Mastodon fossils—particularly Columbian mastodons—were uncovered during the Diamond Valley Lake excavation, one of California’s most important paleontological sites. These discoveries highlight how mastodons roamed the San Jacinto Valley long before human settlement. Naming the project after them recognizes this unique natural history and provides a unifying identity for Hemet, San Jacinto, nearby communities, and the Soboba Tribe by celebrating a shared ancient past rooted in the land.

4. *Heritage Expressway*

The name “Heritage Expressway” reflects the deep history, pride, and long-standing community identity of the Hemet and San Jacinto Valley. It honors the generations who built and shaped the region while also symbolizing ongoing growth and progress. By connecting the northern and southern parts of the community, the project would strengthen commuter access, support future development, and celebrate the shared heritage that defines the Valley’s roots and modern evolution.

5. *Pleasant Valley Expressway*

The name honors the historic name of Winchester, which was originally known as Pleasant Valley in the late 1800s. Using this name would acknowledge and preserve the community's early identity.

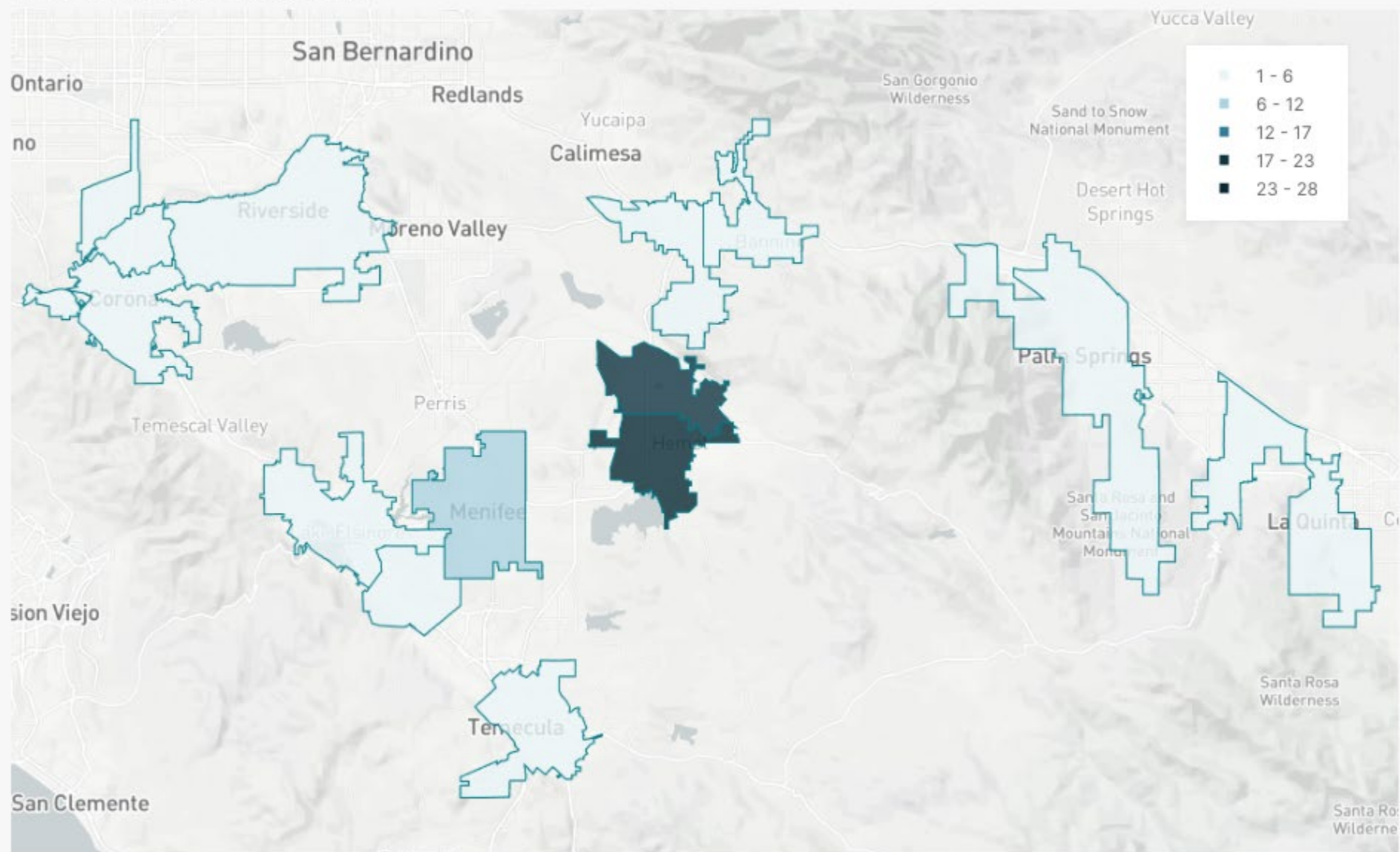
6. *Tri-City Expressway*

The proposed name highlights the project's role in connecting the three major communities it will serve—Perris, Hemet, and San Jacinto. The name emphasizes this unified regional link and reflects the project's purpose: strengthening connectivity and representing the shared identity of the three cities it brings together.

7. *Valley Wide Expressway*

The name "Valley Wide Expressway" reflects a term already deeply rooted in the identity of the Hemet, San Jacinto, and Winchester communities. "Valley Wide" is widely recognized through local landmarks—such as Valley Wide Regional Park and Valley Wide Diamond Valley Lake Community Park—and is associated with the long-standing contributions of the Valley Wide Recreation and Park District, which has provided parks, sports facilities, and recreation spaces to residents for decades. Naming the project "Valley Wide" honors this regional legacy, represents the entire valley it traverses, and aligns with existing community names, making it both meaningful and intuitive.

Household Engagement by City



79 Expressway Station Renaming — Submissions by City July 23 - August 10, 2026 | 3,072 total votes

