RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

SHORT RANGE TRANSIT PLAN

FISCAL YEARS 2026/27 - 2030/31

Approved June 2026

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GLOSSARY OF ACRONYMS

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

EXECUTIVE SUMMARY

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

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

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

The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years and is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2026, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner. These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans, bicycle, and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation and mitigating project impacts in the community.

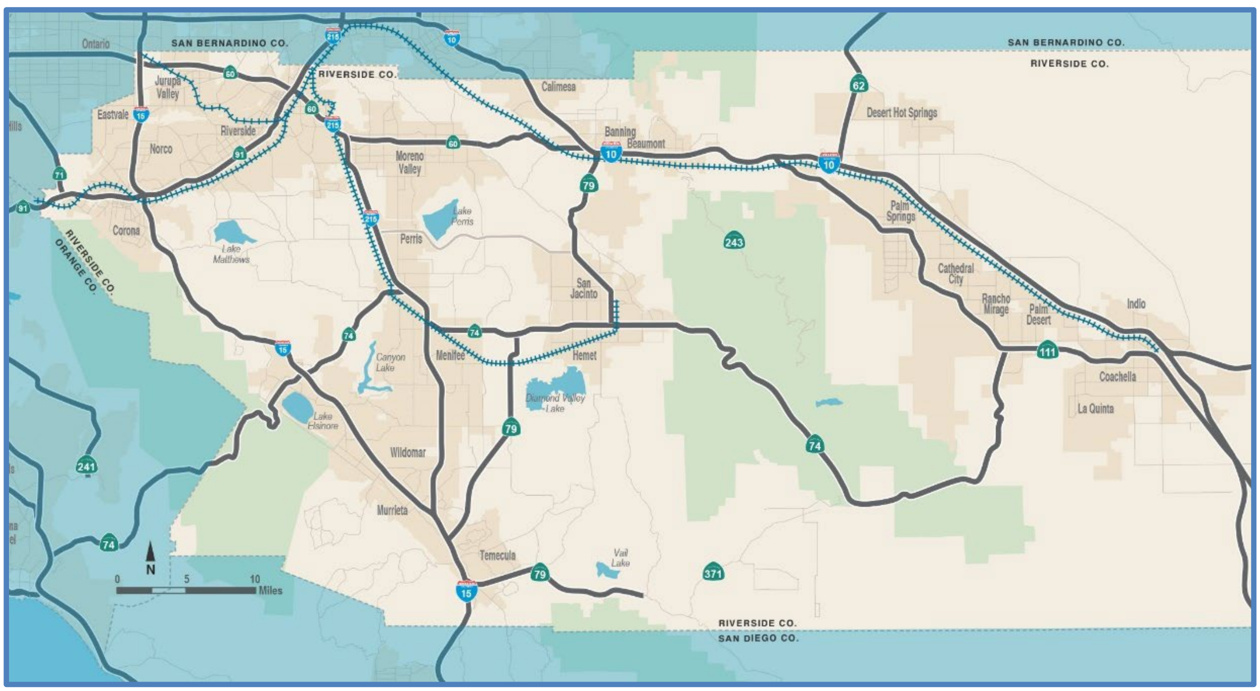
1.0 SYSTEM OVERVIEW

1.1 Riverside County Service Area

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

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

Figure 1: Map of Service Area



1.2 Riverside County Demographics and Travel Characteristics

Riverside County is diverse in geography and demographics. Total population is estimated at 2.5 million (2024). The 2024 American Community Survey 5-Year Estimates provided the following population and employment trends in the County.

- ✓ 49% of households in the County are one and two-person households; 35% of households have four or more people.

- ✓ 18% of the County's residents are school-aged (kindergarten through 12^{th} grade).
- ✓ 21% of the County population is 60 years and over and almost 15% is 65 years and over.
- ✓ 49% of the population is of Not Hispanic or Latino race while 51% is Hispanic or Latino of any race. Mexican, 44%; White alone, 31%; Black or African American alone, 6%; Asian alone, 7%; two or more races, 22%.
- ✓ 26% of households in the County have no worker present.
- ✓ More than one-third (33%) of households are one-worker households.
- ✓ Median family income in the County is $103,984.
- ✓ Countywide, almost 40% of households had incomes of $75,000 or less.
- ✓ 75% of the County's dwelling units are single-family.
- ✓ Education is the dominant industry in the County, representing 21% of all County jobs.
- ✓ Retail, arts and entertainment, and professional industry sectors all represent over 34% of jobs.
- ✓ Unemployment in the County declined by 5% from 2014 to 2024, which was at a higher rate than other counties such as Orange, San Bernardino, and Los Angeles, which saw changes of –2%, -4%, and -2%, respectively, during the same period.

Commuter Travel Characteristics by Mode

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

For example, according to the 2024 American Community Survey 5-Year Estimates, 1% of commute trips occurred by public transportation in Riverside County. In comparison, the State and the national share is 3% and 3% respectively. Most counties in the Southern California region were below the State and national averages, except Los Angeles County at 4%.

Carpooling in Riverside County on the other hand is about 11% of the commute trips, which is one of the highest in the southern California region. Table 1.0 below presents the Journey to Work data by county. Although the transit share is modest, the carpool share is the second highest means of travel behind driving alone, signaling the potential that regional vanpool programs have in the region. Worked at Home was the third highest means of mode.

Table 1: Journey to Work by County, Southern California Region

Means of Transportation to Work	Imperial County	LA County	Orange County	Riverside County	San Bernardino County	Ventura County
Car, Truck, or Van	88%	74%	76%	84%	85%	81%
Drove Alone	79%	65%	68%	73%	74%	70%
Carpooled	**9%**	**9%**	**9%**	**11%**	**11%**	**10%**
In 2-Person Carpool	6%	7%	6%	8%	8%	7%
In 3-Person Carpool	1%	2%	1%	2%	2%	2%
In 4-Or-More Person Carpool	1%	1%	1%	1%	2%	1%
Workers Per Car, Truck, or Van	1%	1%	1%	1%	1%	1%
Public Transportation	**0%**	**4%**	**1%**	**1%**	**1%**	**1%**
Walked	3%	2%	2%	1%	1%	2%
Bicycle	0%	1%	1%	0%	0%	0%
Taxicab, Motorcycle, or Other Means	2%	2%	2%	1%	1%	1%
Worked at Home	7%	17%	19%	12%	11%	16%

Source: U.S. Census 2024 American Community Survey 5-Year Estimates

1.3 Description of RCTC Transit Services and Programs

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

Western Riverside County Programs:

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

Coachella Valley Program:

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

Countywide Program:

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

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

1.4 Key RCTC Partners

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

Federal Agency Partners

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

State Agency Partners

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

Regional Agency Partners

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

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

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

County-Level Partners

RCTC works closely with peer county-level transportation agencies in Southern California, including LA Metro, OCTA, SBCTA, VCTC, and the San Diego Association of Governments (SANDAG).

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

Subregional Agency Partners

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

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

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

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

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

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

1.5 RCTC Multimodal Facilities

RCTC-Owned Metrolink Stations

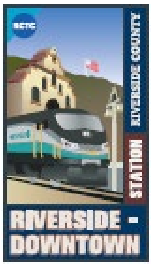
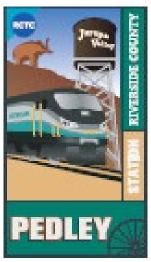
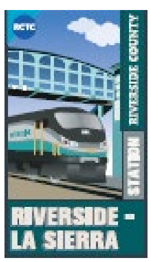
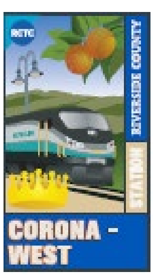
The Commission owns and maintains nine (9) stations in Riverside County out of the 67 Metrolink stations in southern California. These stations are served by three (3) Metrolink lines: Inland Empire – Orange County (IEOC) Line, Riverside Line, and 91/Perris Valley Line (91/PVL), and are located in Western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

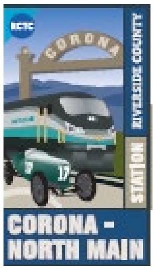
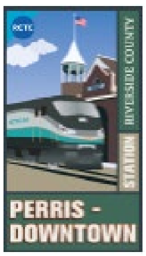
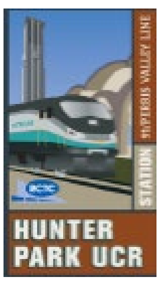
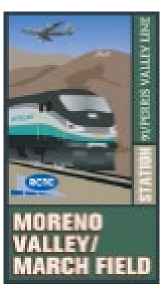
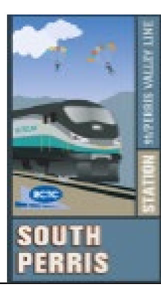
Figure 2: Map of RCTC-Owned Metrolink Stations in Western Riverside County

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

Over the last 30 years, the Commission has invested more than $185.0 million in capital improvements to develop stations and secure access to support commuter rail services. The PVL and related projects added over $250.0 million more to the Commission's investment in commuter rail. Station operations and maintenance costs are part of the rail program budget and include property management, utilities, grounds maintenance, repairs, cleaning, and security services. An overview of the features at each facility is provided in Table 1.1.

Table 1.1: RCTC Transit Facility Features

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

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

 **RDNOCC** 4344 Vine Street, Riverside	N/A	CCTV operations center Offices and meeting rooms Size: 3,000 square feet In Service Date: April 2016

RCTC-Owned San Jacinto Branch Line

In 1993, the Commission purchased the former Santa Fe Railroad's San Jacinto Branch Line (SJBL) and several adjacent properties as part of the regional acquisition of BNSF Railway (BNSF) properties and use rights for a total of $26.0 million using Western County Rail Measure A and state rail bonds (Proposition 108 of 1990). Under this agreement, BNSF retained exclusive freight operating rights to serve its customers along the line.

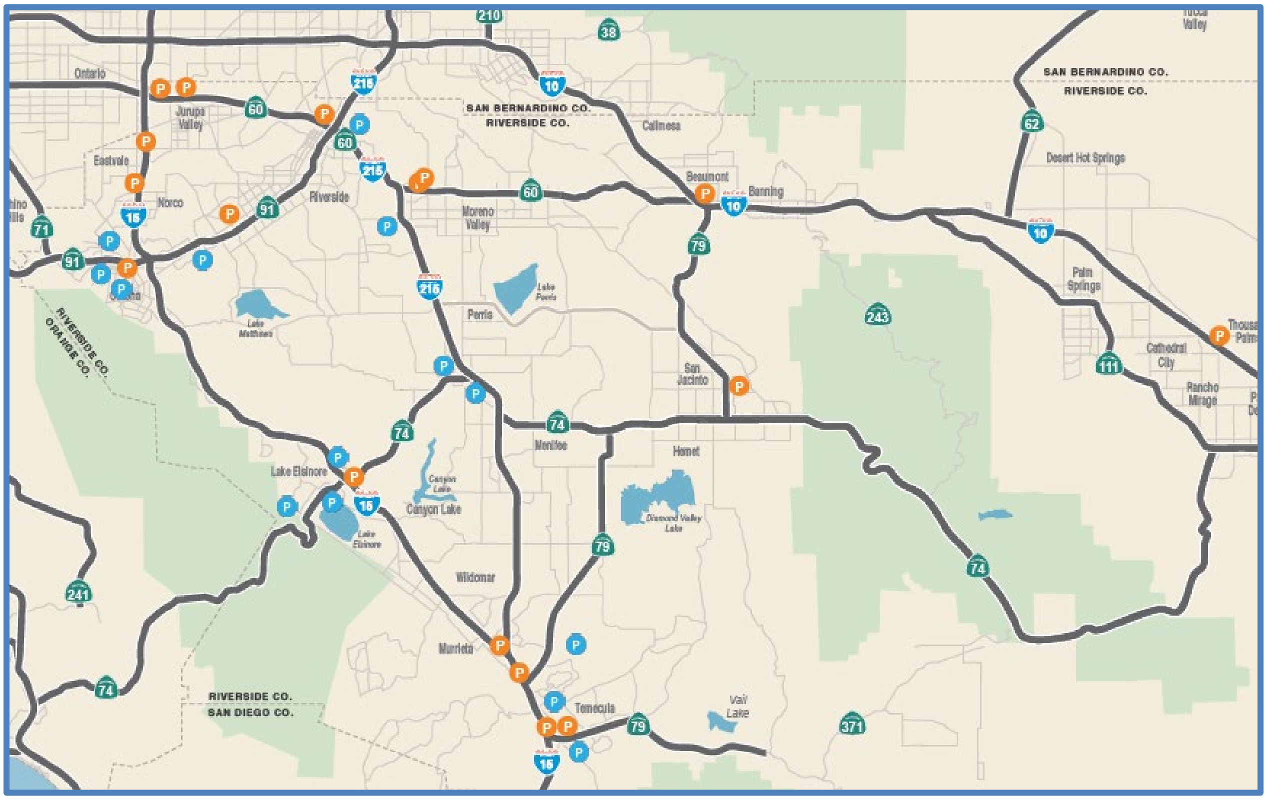
Figure 3 is the SJBL corridor that extends 38.3 miles between Highgrove and San Jacinto within Riverside County. The alignment roughly follows Interstate 215 to Perris where it veers east, parallel to State Route (SR) 74 to Hemet and San Jacinto.

Figure 3: Map of San Jacinto Branch Line

Riverside County Park & Ride Locations

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

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



1.6 Previous Studies and Ongoing Plans

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

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

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

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

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

- **Core Capacity Innovative Transit Study (CCITS)** – The study will be a 30-year vision of a fully integrated, public transportation network that uses advanced technology and infrastructure design to leverage and benefit multiple modes of travel. This includes a feasibility analysis for higher capacity services on three corridors, I-15, I-215, and the SR-74/San Jacinto Branch Line, and is expected to be completed in summer 2026.
- **Riverside County Grade Crossing Study 2006** – This study aims to develop a comprehensive inventory and assessment of the main line railroad crossings in the County, identifying the projects necessary to improve safety, reduce congestion, and support passenger rail expansion. The study is expected to be completed by the end of 2026.
- **Next Generation Strategic Transportation Demand Management (TDM) Plan** – This effort will develop an implementation-focused roadmap to modernize RCTC's TDM programs by expanding strategies beyond traditional work commutes, leveraging advanced mobility data to target high-impact opportunities, and strengthening integration with transit services. The plan will identify actionable, cost-effective strategies to reduce vehicle miles traveled (VMT), support mobility options for all trip types, and position RCTC's Mobility Services programs for the next phase of program delivery, with completion anticipated in fall 2027.

2.0 RIVERSIDE COUNTY VANPOOL PROGRAM

2.1 Vanpool Service Profile

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

VanClub supports long-distance commuters without access to transit by offering a subsidy of up to $600 per month to reduce the cost of a vanpool lease. In FY 2024/25, the average one-way VanClub trip distance exceeded 53 miles, totaling approximately 530 miles per workweek. Using the 2025 IRS standard mileage rate of $0.70 per mile to reflect the full costs of driving (fuel, maintenance, insurance, and depreciation), an individual driving alone would incur approximately $1,480 per month in driving costs. In comparison, the average VanClub participant's total monthly out-of-pocket costs, including vanpool lease (which includes maintenance and insurance) and fuel, were only $309 in FY 2024/25, resulting in savings of over 80% or more than $14,000 annually.

Vanpools are particularly effective in providing transportation options in areas that are difficult to serve by transit and can be an attractive amenity for employers to attract and retain employees. Additionally, vanpool programs help reduce traffic congestion and vehicle emissions by decreasing the number of single-occupancy vehicles on the road. In FY 2024/25, VanClub helped eliminate nearly 4.6 million vehicle miles of travel.

Vanpool Vendors

VanClub is operated through a third-party lease arrangement, known as "purchased transportation" by the FTA, where RCTC competitively procures for third-party vendor(s), who then provides a leased vehicle to vanpool groups. The lease cost includes the vanpool vehicle, insurance, maintenance, and roadside assistance. The vanpool groups pay their monthly lease to the leasing vendor (minus the subsidy). The vendor then invoices RCTC for the monthly subsidy. For the FY 2024/25 reporting period, RCTC contracted with two types of vendors who provide vanpool vehicles to VanClub participants: private sector vendors (referred throughout as private leasing vendors), where RCTC is currently under contract with AVR Vanpool and Commute with Enterprise, and a public transit agency/vendor, the California Vanpool Authority ("CalVans").

Program Guidelines and Reporting Requirements

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

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

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

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

Pricing Structure

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

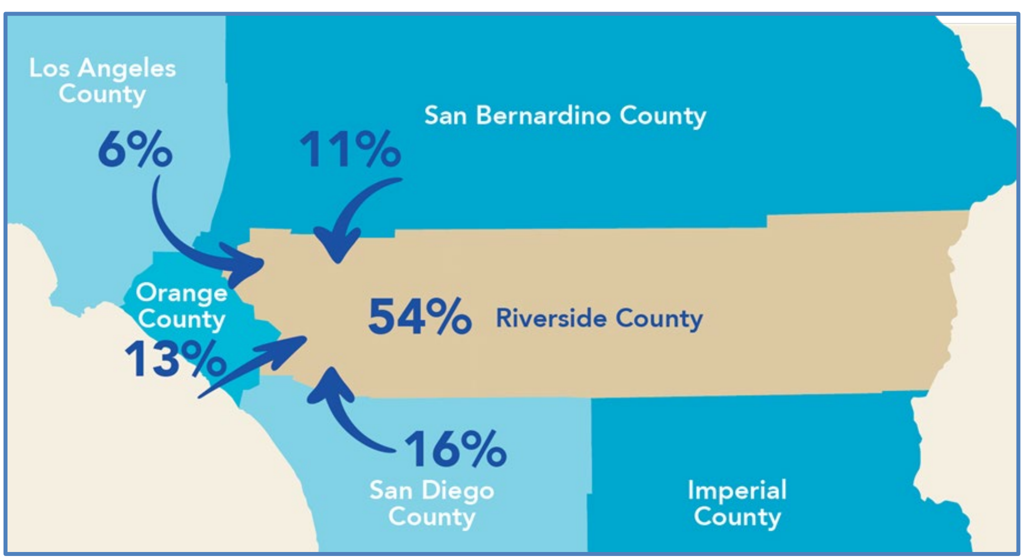
The VanClub program does not collect any fares or funds from the participating vanpools. The vanpool groups pay for their lease directly to the private sector vehicle leasing vendor. However, VanClub requires that the participants track all their out-of-pocket expenses, and report on those at month end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

Travel Characteristics

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

As of March 2026, the program rebounded to 67 active vanpools (84% of pre-pandemic levels), six vanpools commute to worksites in the Blythe, three to Indio, 37 to Moreno Valley, seven to Norco, two to Palm Springs, one to Perris, one to Temecula, and ten to Riverside. Figure 5 reflects the originating locations of the current vanpools to show that 46% come from other counties and 54% are intra-county vanpools.

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



Regional Coordination

Vanpool commute patterns in southern California frequently cross county lines, requiring regional coordination among CTCs. To support consistent program administration, the region's CTC established a coordinated approach in 2007 under which vanpool subsidies and National Transit Database (NTD) reporting are assigned based on the location of the employer. This employer-based approach also aligns with how the CTCs fulfill rideshare programs and services, thereby serving as a single point of contact for any employers' transportation and mobility needs.

IE Commuter Program Support

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

Currently, there are nearly 300 IE Commuter employer partners (representing 2,357 worksites and approximately 652,781 employees), have signed partnership agreements to gain access to IE Commuter employer programs, services, and commuter incentives.

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

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

2.2 Vanpool Existing Performance

A review of regional vanpool programs indicates that vanpool formation is influenced by several external factors. Vanpool programs operate differently than traditional fixed-route transit and are strongly influenced by external market factors. There are several key external forces which impact whether a vanpool program grows, declines or remains stagnant:

1. Employer growth and size – the more employers and the larger the employer within a vanpool service area, will result in additional vanpools on the road;
2. Gas prices – when gas prices rise, commuters tend to consider vanpooling;
3. Traffic congestion – the greater the roadway congestion and commute distance, the more likely commuters will consider vanpooling; and,
4. Employer subsidies – should an employer also offer subsidies or benefits to offset the cost to vanpooling, the more likely there will be vanpools formed at that employer.

Since program inception through February 2026, the vanpool program resulted in:

- 826,290 unlinked passenger trips;
- 8,186,568 VMT; and
- 198,931 vehicle revenue hours.

This vanpool activity resulted in the following:

- 26,253,674 VMT reduced;
- 9,925 tons of emissions reduced; and
- 69% average monthly occupancy rate.

The program's benefit to the individual commuter is tremendous, as based on eight months of performance during FY 2024/25, the individual commuter participating in a VanClub vanpool, realized:

- An average one-way commute distance of 54 miles, commuting 20.4 days each month;
- An average one-way fare of $7.93 per person per trip; and
- An average monthly out of pocket fare of $323.75.

2.3 Vanpool Service Enhancements

VanClub is a key component of RCTC's mobility services portfolio and supports regional mobility and transportation system efficiency through partnerships with commuters, employers, and regional agencies. These efforts help reduce congestion, lower VMT, and improve air quality. Key initiatives planned for FY 2025/26 and beyond focus on strengthening program effectiveness and supporting continued vanpool growth.

- *Regionalize the Rideshare/Vanpool Database and Enhancements:* Building on the Commission's 2023 transition to a regional rideshare and vanpool platform in partnership with CTC partners, future efforts will focus on leveraging the system to expand the commuter database and improve ridematching opportunities. Continued enhancements will support improved functionality and reporting to better support program administration, employer engagement, and increased participation in shared mobility options.

- *Maximize Employer Partnerships:* Given that the highest percentage of vanpool arrangements are formed at work sites, voluntary employer participation is critical to address congestion and air quality goals. Employers are the conduit to directly influence their employees' personal transportation choices. The ongoing success of the IE Commuter program serving Riverside County, is a testament to the significance of employer partnerships, and this beneficial partnership has carried over into VanClub and vanpool formation.

- *Expand Regional Engagement:* IE Commuter will expand engagement beyond its traditional employer focus to increase awareness of available mobility programs and position IE Commuter as a broader mobility resource. Increased awareness is expected to support participation across rideshare programs, including VanClub, by reaching potential users not connected through traditional employer channels.

2.4 Vanpool Projected Ridership Growth

During FY 2024/25, the VanClub program grew by 13 vehicles, representing approximately 30% growth. While hybrid work schedules continue to influence commute patterns and slow vanpool formation compared to pre-pandemic conditions, demand for cost-effective long-distance commute options remains strong. Through continued employer engagement and use of the regional rideshare platform, RCTC anticipates continued program growth, with vanpool participation projected to increase by approximately 34% between FY 2025/26 and FY 2026/27.

Effective July 1, 2023, RCTC increased the monthly subsidy from $400 to $600 to help offset inflation-related cost increases. Prior to this adjustment, individual vanpoolers faced rising expenses, such as lease rates and fuel costs, of up to 60% in the past several years. The increased subsidy has helped keep vanpooling a competitive alternative to driving alone. As part of the Mobility Services evolution, enhancements to the regional rideshare platform and an expanded engagement model are expected to strengthen ridematching opportunities. The Strategic TDM Plan, anticipated in 2027, will further identify vanpool opportunities and help focus future VanClub outreach. Together, these financial, engagement, and technology investments position

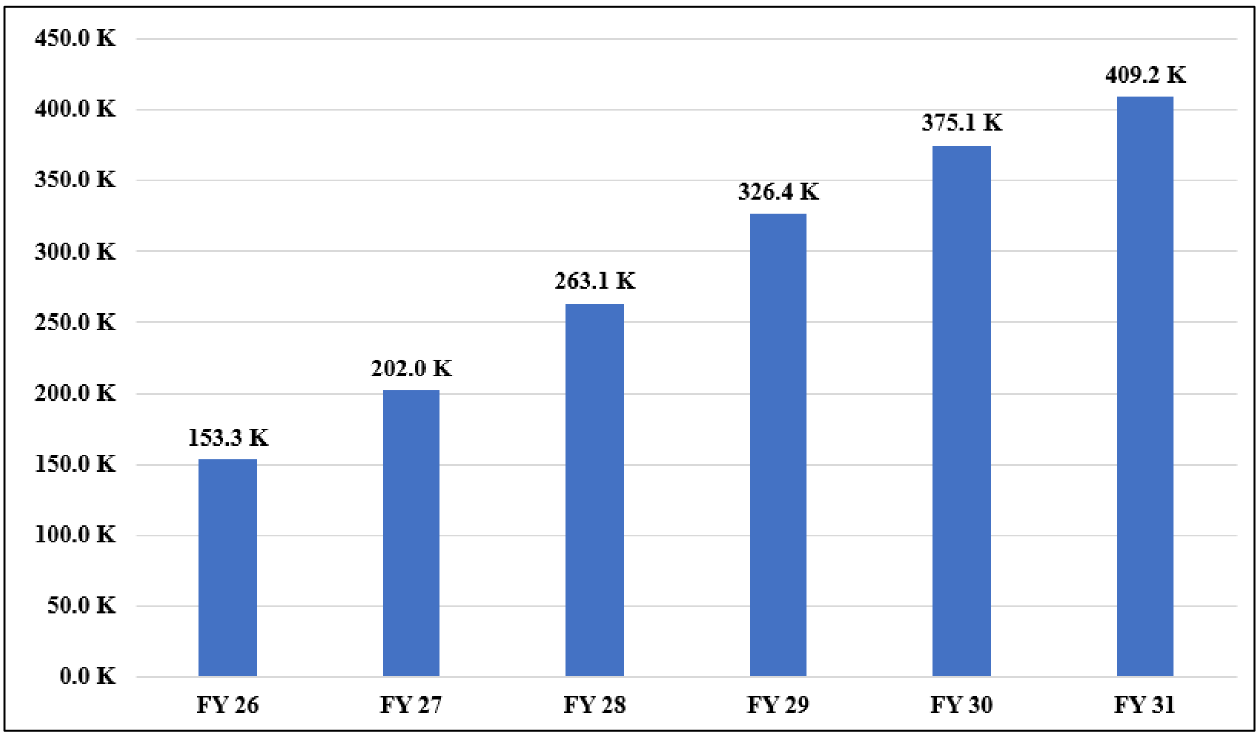
VanClub for continued growth and long-term program sustainability. Table 2.0 includes projections of the number of vanpools between FY 2025/26 to FY 2030/31.

Table 2.0: Projected No. of Active Vanpools, FY 2025/26 – 2030/31

	Fiscal Year					
No. of Vanpools	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	70	94	118	143	155	167

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

Figure 6: Projected Vanpool Ridership, FY 2025/26 – 2030/31



VanClub will continue to serve as a cost-effective strategy to reduce VMT while expanding affordable commute options for Riverside County's long-distance workforce.

2.5 Vanpool Capital Investments

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

3.0 COACHELLA VALLEY AND WESTERN COUNTY RAIL PROGRAMS

3.1 Coachella Valley Rail

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

3.1.1 Coachella Valley Rail Corridor Project

The Commission has been actively studying and pursuing passenger rail service from Los Angeles to the Coachella Valley for a long time, with the first study completed in 1991. In 2013, Caltrans completed their own planning study and included the corridor in the State Rail Plan. That same year, the Commission dedicated funding to initiate project development starting with the Alternatives Analysis, which was completed in 2016. The next step required extensive coordination with Caltrans and FRA to complete the Service Development Plan (SDP) and a Tier 1 programmatic Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which was approved in 2022. Following that accomplishment, staff actively pursued funding to move into the next phases of project development. In 2023, the Coachella Valley Rail Project was included in FRA's new Corridor Identification and Development Grant Program. This program is designed as a pipeline of project development that will establish competitive intercity passenger rail projects across the country to make them eligible for future federal construction grants. This structured program requires the Coachella Valley Rail Project to revisit and update the initial SDP and extensively expand the analysis. This process is underway with hopes for completion by 2029. In parallel to the SDP update, staff is advancing a planning effort that includes CEQA and Pre-NEPA activities, including a station location and rail corridor feasibility study. The work completed here will set the stage for the Tier 2 Project Level Environmental Clearance. Both these will follow up on local efforts for station planning that have occurred in the cities of Indio, Palm Desert and Coachella.

Project Location

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

Proposed Service

The service would operate over tracks owned by Metro (5 miles starting at LAUS), BNSF Railway (64 miles from Los Angeles to Colton), and UP (76 miles from Colton to Coachella). Needed new rail infrastructure to achieve the project's on-time performance goal without adding delay to freight service in the Corridor is anticipated to include a new third main track and associated improvements to be constructed primarily within the UP right-of-way from Colton to Indio or Coachella.

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

Potential Facilities

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

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

CV Rail Tier 2 Project Level Environmental Document:

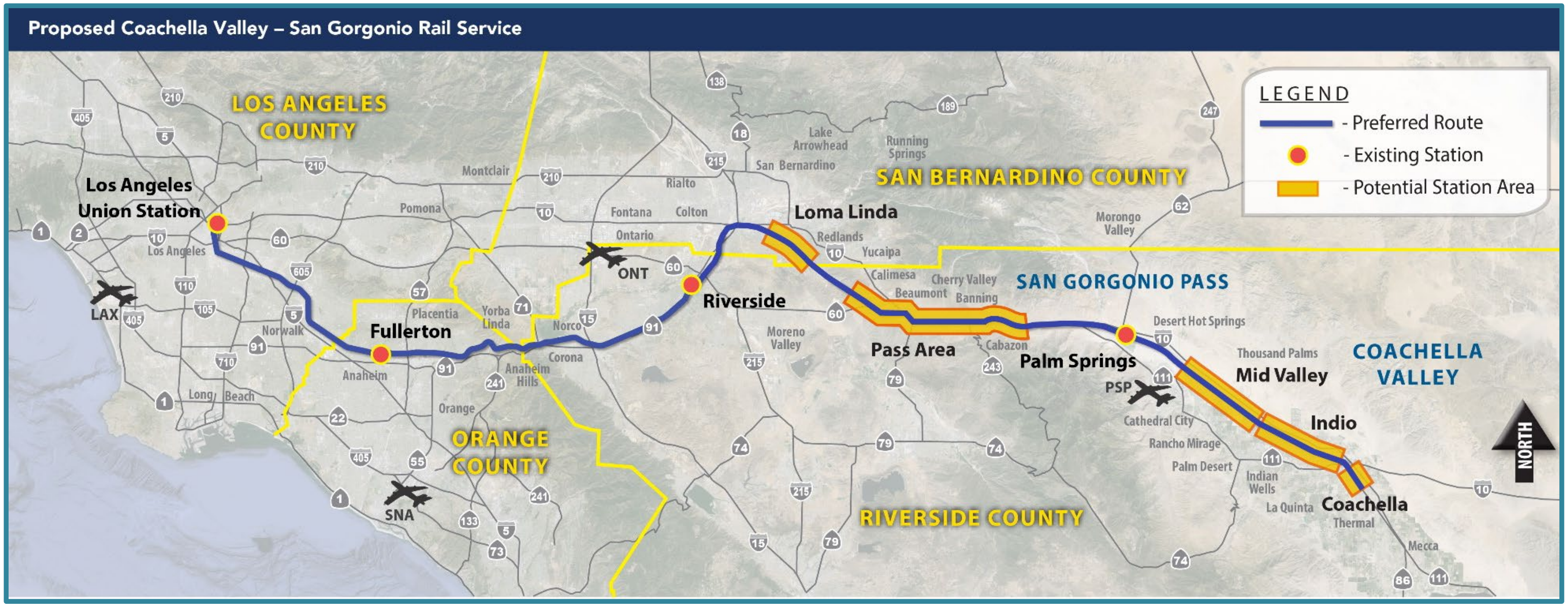
Project Status: Staff have identified and will allocate the funding necessary to advance the Tier 2 environmental document. The Request for Proposals for the Tier 2 was issued in August 2025, and the Commission approved the selected consultant in January 2026. The Tier 2 environmental document commenced in May 2026.

Project Cost Estimate: $80.7 million for Station Planning and Environmental (Tier 2 EIR/EIS)

Project Funding: Federal, State, and Local Funds

Project Completion: Tier 2 EIR/EIS began in 2026 and will take four to six years to complete.

Figure 7: Map of Proposed Coachella Valley Rail Corridor



COACHELLA VALLEY RAIL

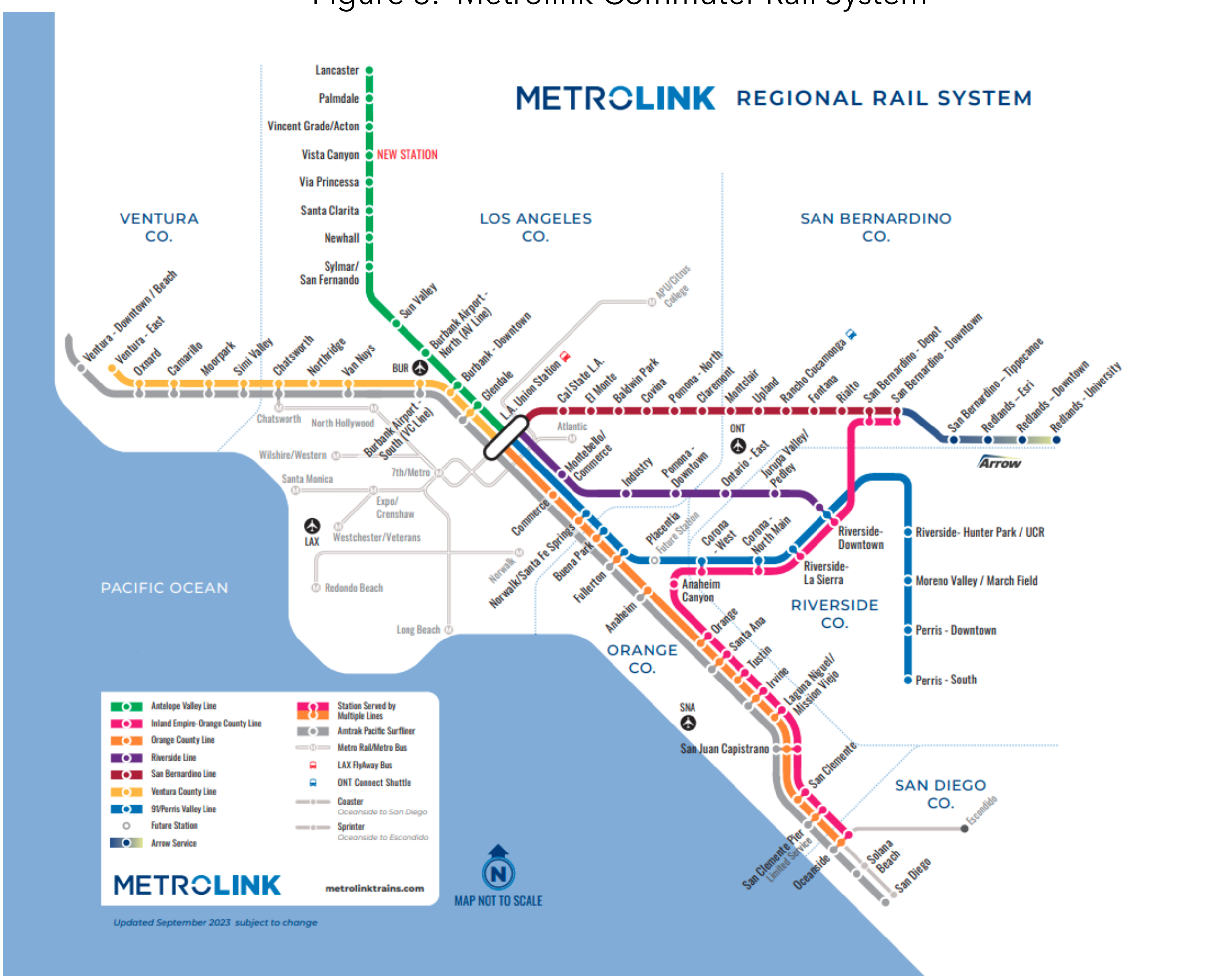
TRANSFORMING TRAVEL

3.2 Western County Rail - Metrolink

3.2.1 Metrolink Service Profile

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

Figure 8: Metrolink Commuter Rail System



IEOC Line

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

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

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

Figure 9: Map of Metrolink IEOC Line

Riverside Line

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

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

Figure 10: Map of Metrolink Riverside Line

91/PVL Line

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

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

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

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

Figure 11: Map of Metrolink 91/PVL Line

Metrolink Days of Operation

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

3.2.2 Metrolink Fare Structure

Metrolink's fares are distance-based and calculated on the shortest driving miles between stations. Each station combination is uniquely priced, based on driving miles from one station to the other. A ride from Downtown Riverside to LAUS is a 59-mile one-way trip; a ride from Downtown Riverside to Irvine is a 40-mile trip. The distance charge for Monthly Passes is currently capped at 80 miles. Metrolink offers day passes that are valid system-wide at a flat fare. All Metrolink fare products permit Metrolink passengers to transfer to bus and light rail transit providers without requiring an additional fare on select connecting transit operators and a reduced rate on others.

Ticket Types

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

Single Day Use

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

Multi Day Use

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

Multi-Line Option

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

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

Ticket Purchase Options

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

Advance Purchase Ticket

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

Discounted Fares

Everyday Discounts

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

91/PVL Line Discount

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

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

Loyalty Program

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

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

Existing Transfer Agreements

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

3.2.3 Metrolink Revenue Fleet

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

[1] Source: Metrolink Rail Fleet Management Plan FY2020-040

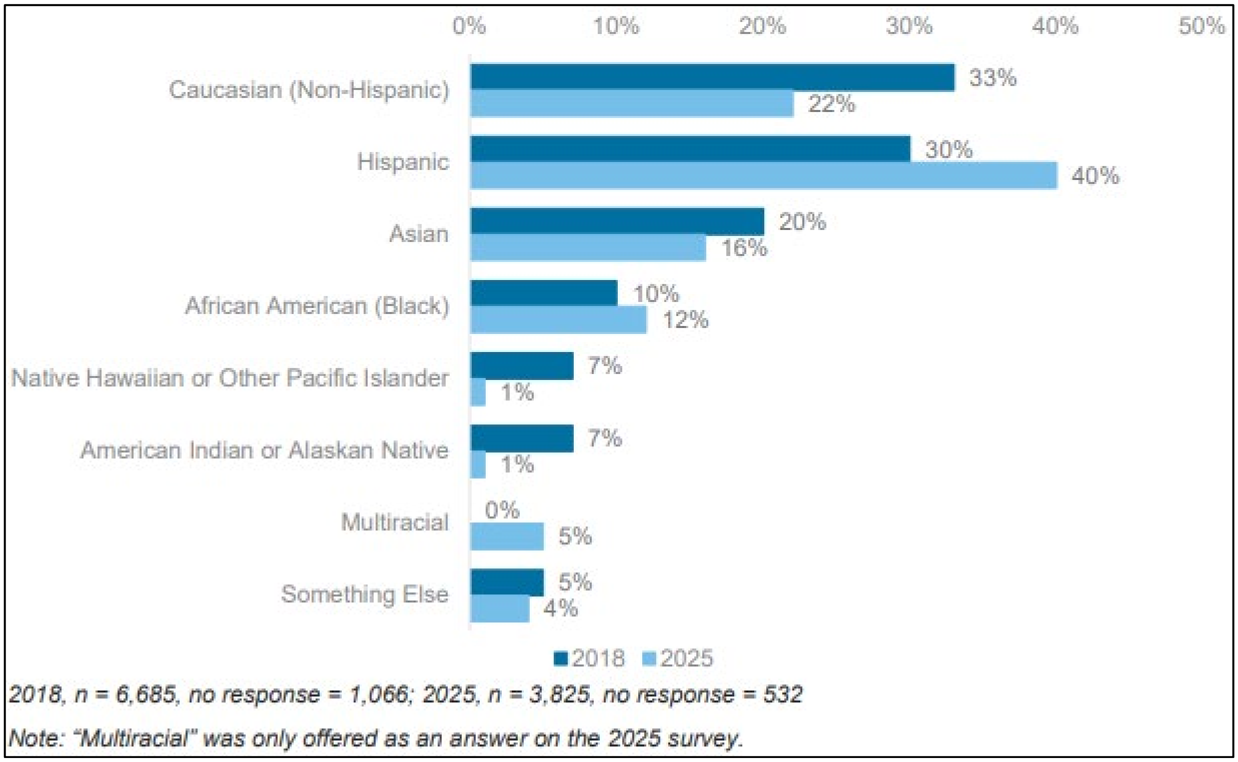
[2] Source: Metrolink is first passenger rail agency in the nation powered by renewable fuel. 2022. Metrolink News.

In April 2022, Metrolink announced that the agency was the first passenger rail agency in the nation to be powered by renewable fuel. The locomotives are powered by cleaner burning alternative made with recycled natural fats and vegetable oils[2]. According to Metrolink, the renewable product contains no petroleum fossil fuels and burns cleaner reducing pollutants and decreasing greenhouse gas emissions of carbon dioxide by up to 80%[2].

3.2.4 Metrolink Rider Profile

Metrolink conducted an Onboard Survey in 2025 to update its understanding of rider demographics, travel behavior, and perceptions of service quality. The findings in Figure 12 highlight how racial demographics have shifted between 2018 and 2025. Hispanic riders now represent the largest share at 40%, followed by Caucasian riders at 22%, and Asian riders at 16%. These results reflect responses from passengers across Riverside, Orange, San Bernardino, Ventura, and Los Angeles counties.

Figure 12: Metrolink Share of Ridership by Race



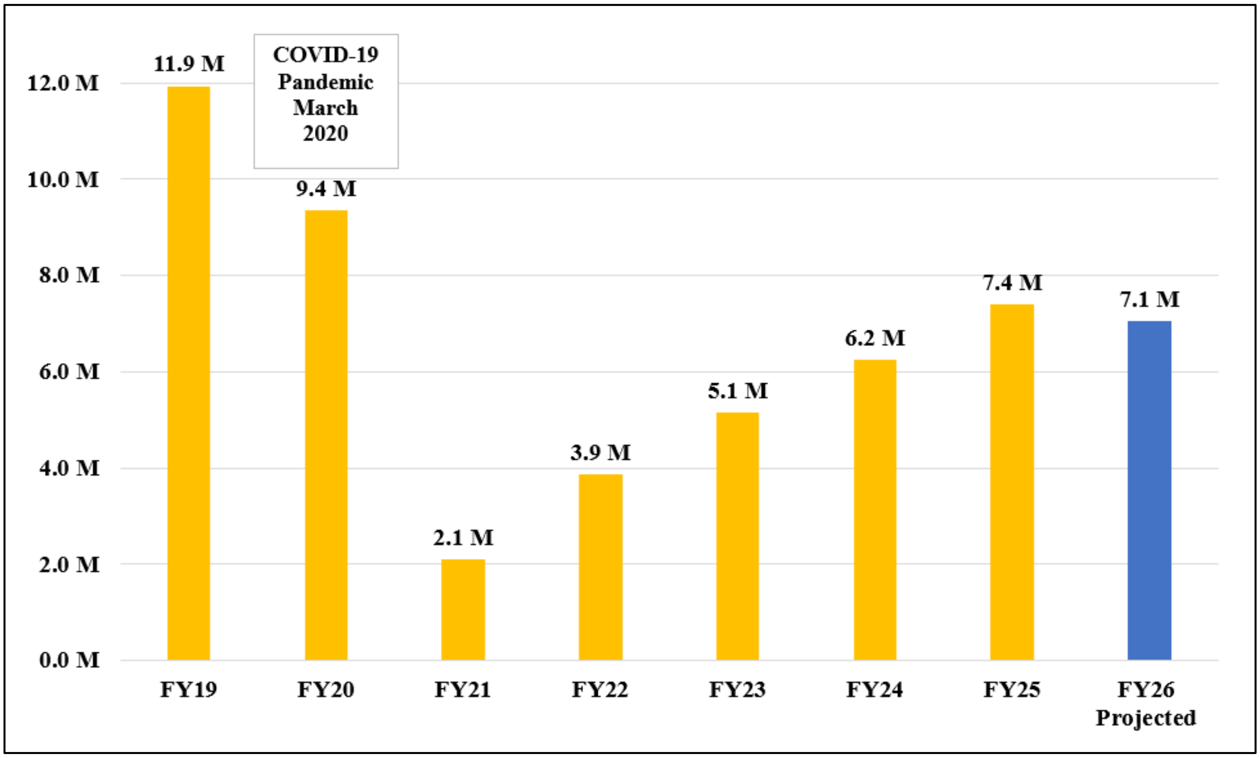
Source: Metrolink 2025 Onboard Survey Report

3.2.5 Metrolink Existing Performance

In FY 2018/19, Metrolink recorded its highest systemwide annual ridership at 11.9 million passengers. In FY 2019/20, Metrolink year-to-date (YTD) ridership was steadily increasing over the prior year until COVID-19 restrictions were issued, causing ridership to decline a drastic 90% in less than one month. Ridership levels remained low for the duration of the pandemic.

Beginning in early 2022, pandemic restrictions began to lift, more people began returning to work, and demand for Metrolink service grew. In April 2022, Metrolink restored 21% of the service that was reduced to aid ridership recovery efforts. In October 2024, Metrolink introduced 32 new weekday trains, a nearly 23% systemwide service expansion, with more midday and late-evening options. Figure 13 shows the progress towards post-pandemic ridership recovery.

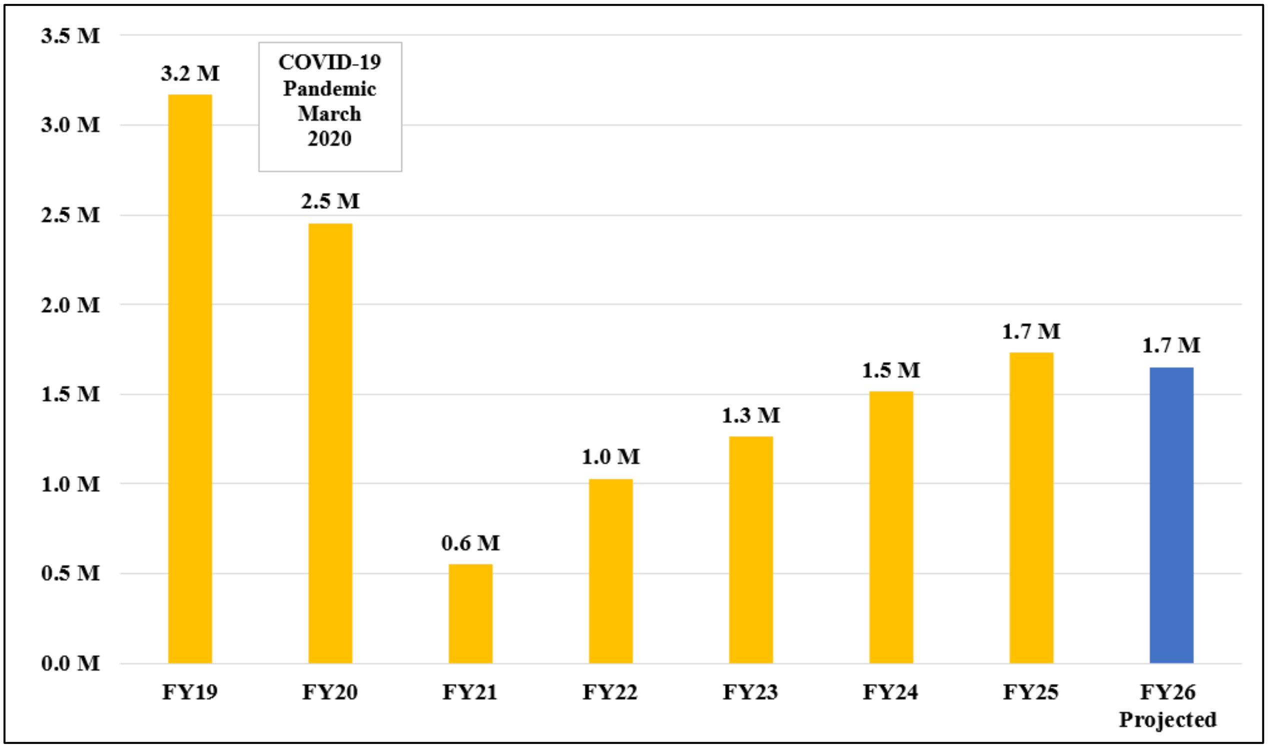
Figure 13: Metrolink Systemwide Annual Ridership
FY 2018/19 – 2025/26 (Millions)



Source: Year-to-date Metrolink Boarding Reports
*FY26 projected from Metrolink, January 2026.

Combined ridership on the Riverside County Lines (IEOC, Riverside, and 91/PVL) has increased year over year from FY21 through FY25, however, this is projected to decline in FY26 due to poor on time performance, mechanical issues, and a loss in student ridership attributed to the removal of a temporary free student fare promotion that ended in FY25.

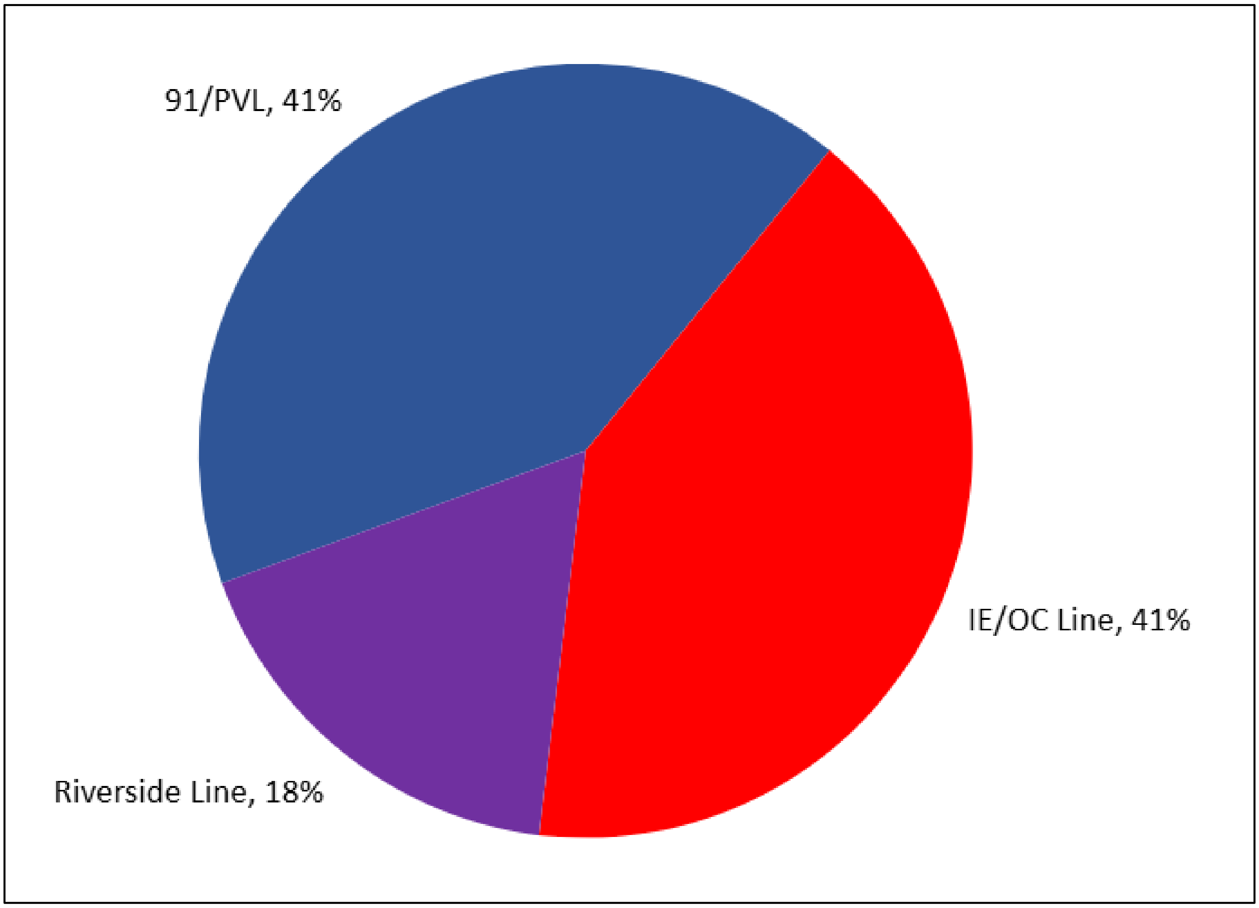
Figure 14: Total Ridership Riverside County Metrolink Lines
FY 2018/19 – 2025/26 (Millions)



Source: Year-to-date Metrolink Boarding Reports
*FY26 projected from Metrolink, January 2026.

Figure 15 illustrates that most passengers in the County take the IEOC (41%) and the 91/PVL (41%) and the remaining on the Riverside Line (18%). Based on the

Figure 15: Riverside County Total Ridership Distribution by Line

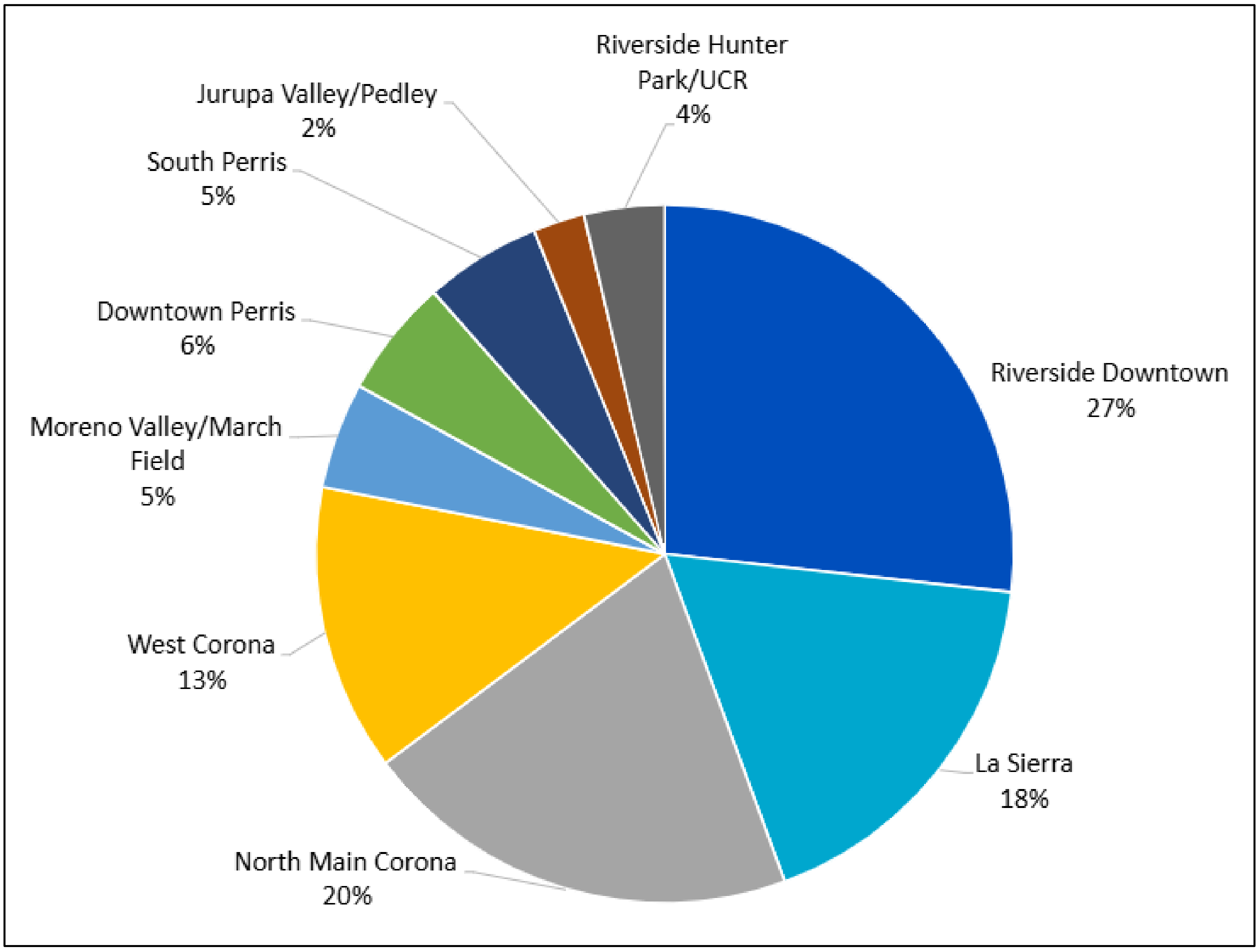


Source: Year-to-date Metrolink Boarding Reports

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

Based on passenger station data in Figure 16, stations located along the SR-91 have the largest percentage of riders while PVL stations are continuing to make strides in attracting riders from their respective communities and adjacent cities.

Figure 16: RCTC Stations Passenger Distribution

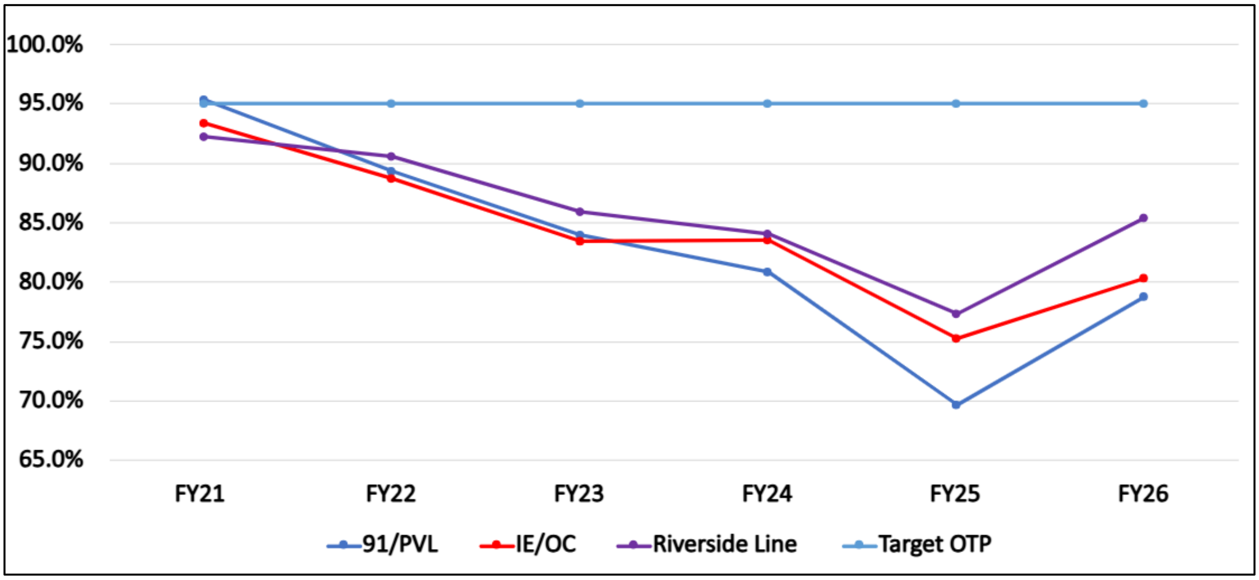


Source: 2026 Year-to-date Metrolink Boarding Reports

3.2.6 Metrolink Key Performance Indicator

A key performance indicator is on-time performance (OTP). OTP and reliability are important metrics that relate directly to customer experiences and the ability to retain existing and attract new riders. Metrolink's targeted OTP is 95%. A train is considered on-time if it reaches its destination within five minutes of the scheduled arrival time. Various factors that impact OTP are freight delays, incidents and accidents on the tracks, and other operational and mechanical problems. Figure 17 below shows that OTP declined in FY 2021/2022 for all three lines hovering around 90%. The decline continued into FY 2024/2025 but improved slightly in FY 2025/2026.

Figure 17: Riverside County Served Lines On-Time Performance



Source: Metrolink OTP reports

3.2.7 Metrolink Recent Service Changes

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

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

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

3.2.8 Metrolink Major Trip Generators

The predominant travel pattern of Riverside County Metrolink riders continues to be to major employer and education destinations in Orange, Los Angeles, and San

Bernardino counties. Feeder services to stations are vital to the success of commuter rail in Western Riverside County. Coordination and consultation with transit providers and local agencies is an ongoing process. RCTC and Metrolink continue to work with local transit providers such as RTA and municipal operators such as Corona and Beaumont to increase awareness of available bus connections at Metrolink stations and free transfers between the systems.

3.2.9 Metrolink and RCTC Promotional Marketing and Outreach

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

Metrolink Initiated Promotions and Marketing Campaigns

Metrolink will continue line and destination-specific marketing to attract, retain, and recapture riders by developing customized marketing tactics. This includes marketing campaigns to attract new ridership with various marketing strategies, such as billboards, bus shelter advertising, radio spots, social media advertising, digital and mobile app advertising, and print advertising. Creative direct mailers for the IEOC Line, internet ads for the 91/PVL Line, and social media ads for the Riverside Line have offered promotional codes for free or discounted rides. Metrolink also has a successful Corporate Partnerships Program (CPP), which is incorporated into the Mobile App and has allowed the TVDs to redeem the Quick Cards. Metrolink is also proposing a business-to-business marketing campaign to gain more corporate accounts. Other partnerships and special event trains such as the Holiday Train have also been highly successful in increasing brand awareness and introducing new riders to commuter rail.

RCTC Initiated Outreach and Marketing Campaigns

RCTC further supports Metrolink's systemwide promotions and marketing campaigns in Riverside County with its on-going outreach program which aims to increase ridership on all Metrolink lines that serve Riverside County. The program's key elements include:

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

The Commission has also continued to increase rail safety awareness which includes:

- Ongoing Operation Lifesaver presentations to K-12 schools and community groups
- Information booths at community events
- Suicide Prevention Lifeline messaging near rail right-of-way
- Comprehensive outreach with high pedestrian activity such as the UCR community

RCTC also implemented a Free Rail Pass Program, branded as Experience Metrolink, in January 2025. This marketing campaign is a collaboration with SBCTA through the IE Commuter portal, allowing Riverside and San Bernardino County residents to sign up and be issued free passes for up to 90 days through the Metrolink's Mobile Ticketing Application. The program has introduced thousands of residents to Metrolink, many of whom had not previously used commuter rail, helping reduce vehicle trips while expanding mobility options. The program is funded with Low Carbon Transit Operations (LCTOP) funds and is estimated to last at least the next fiscal year, potentially longer depending on ticket distribution rates. This program has won several awards for its innovative approach.

3.2.10 Metrolink and RCTC Capital Improvement Plans

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

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

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

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

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

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

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

Continual Improvements of PTC

PTC was a major technical undertaking to improve safety and operating elements across the system. The nearly $215.0 million capital project was jointly funded by the member agencies and major components were in place prior to the initial federal deadline of 2015. Metrolink continues to improve this system and is implementing updates for PTC Version 2.0 through its capital program.

Locomotives and Passenger Cars

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

RCTC Station Rehabilitation Program

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

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

- Construction of a covered passenger waiting area at the Riverside – Downtown Metrolink Station
- Security and station surveillance expansion, including closed-circuit television (CCTV) infrastructure for all stations
- Parking lot and bus transfer expansion at the Riverside – La Sierra Metrolink station
- Elevator Rehabilitation at Corona – North Main, West Corona, Riverside - La Sierra and Riverside – Downtown Stations
- Flooring Replacement at Elevators – North Main, West Corona, Riverside Downtown, La Sierra
- Complete repainting of all structures at Moreno Valley/March Field
- Upgrades of all CCTV servers in preparation of AI camera installation at all stations
- Grass-turf conversion to decorative rock at Perris Downtown east parking lot
- Pavement rehabilitation at Riverside-Downtown, Riverside – La Sierra, Jurupa Valley/Pedley, West Corona, and Perris-South stations.
- Drought Tolerant landscaping upgrades at Riverside-Downtown, Jurupa Valley/Pedley, Riverside – La Sierra, Perris - South
- Upgraded ADA drop off/pick up and parking areas at – West Corona, Jurupa Valley/Pedley, Riverside – La Sierra, and Perris-South stations. Comprehensive painting of Jurupa Valley/Pedley, West Corona, La Sierra, and Riverside-Downtown, Corona - North, Construction of active transportation improvements, including pedestrian walkways at West Corona, Riverside Downtown, Perris-South and bicycle lane at Perris-South

Moreno Valley / March Field Station

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

- Comprehensive painting of all station structures
- Pavement rehabilitation of station parking lots
- Conversion to thermoplastic pavement markings at all station intersections
- Replacement and upgrade of all signage to graffiti-resistant, anti-glare signage
- Conversion of all grass-turf to decorative rock at all stations
- Installation of doggie stations/pet waste stations
- Bike and Pedestrian safety improvements, including signage
- LED Fixtures and Lights
- Station amenities (gates, signs, fences, benches, shelters, bike storage, etc.)
- CCTV camera systems – replacement, upgrades, and incorporation of AI software
- Drought tolerant landscaping upgrades
- Electrical Upgrades
- General building maintenance
- Enhancement of Station Security and Access Control

The total five-year program cost for FY 2021/22 – 2026/27 is estimated at $20.0 million and is funded by FTA and SB 1 State of Good Repair Program.

RCTC Rail Capital Infrastructure Projects

The Commission's focus for the next five years is to deliver projects that will improve Metrolink operational reliability and support service growth while incorporating the future needs identified in Metrolink's SCORE Program. Metrolink's SCORE Program is a $10.0 billion initiative to upgrade the regional rail system to meet the current and future travel demands. The program will be completed in multiple phases and will be led by member agencies or Metrolink.

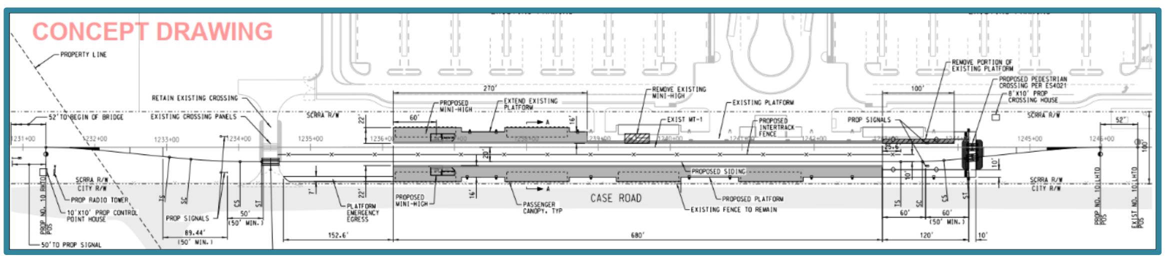
The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. This section provides a summary of each of the major rail capital projects where the Commission is identified as the lead agency which includes:

1. South Perris Station Expansion and 4th Layover Track Project (Design Complete, Construction award 2025)
2. Moreno Valley to Downtown Perris Double Track Project (Design Continue)
3. Mead Valley Station (Previously Ramona Station, Design Commenced)

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

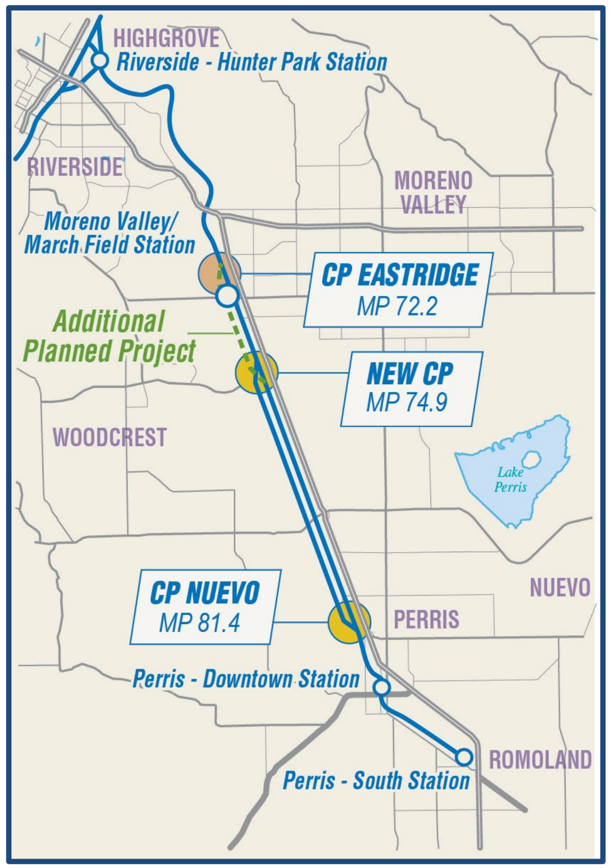
The Perris-South Station is the end of the 91/PVL and serves the City of Perris and communities further south including Temecula, Murrieta, Menifee, Hemet, and San Jacinto. The Perris-South Station is currently along a single-track corridor. This project, as proposed, would add a second track through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

Project Status: Construction Commenced
Project Cost Estimate: $40.0 million
Project Funding: TIRCP, STA, Measure A
Project Completion: Summer 2028



2. Moreno Valley to Downtown Perris Double Track Project

The PVL exists today as a single-track main line, which constrains rail operations and does not offer long-term growth. This project, as proposed, will provide approximately six miles of second main track. Partnered with the Moreno Valley / March Field Station Project, this project will provide the PVL with a continuous double track corridor between Control Point (CP) Eastridge and CP Nuevo, a total of about nine miles. While there is currently a second track within the RCTC-owned right-of-way that runs parallel to the PVL within the project area, it is comprised of jointed rail, older wood ties, and poor ballast conditions. The track is also not currently signalized and is used only for limited freight operations of two to four freight trains per week providing service to the local industries. As proposed, the project will begin at a new CP at approximately Milepost (MP) 72.2, with a new higher speed universal turnout to be constructed as part of the Moreno Valley / March Field Station Project. The project will then continue with the rehabilitation of the second track south to CP Nuevo (MP 81.4), with the replacement of the existing switch with a higher speed turnout. Track rehabilitation will include new concrete cross ties, other track material (OTM), ballast, and continuous welded rail (CWR). Existing turnouts will be removed and replaced as necessary to maintain freight operations. The track will receive a new signal system and be incorporated into the Metrolink PTC network. The double track could potentially continue to the Perris Downtown Station to allow for multiple boarding opportunities.

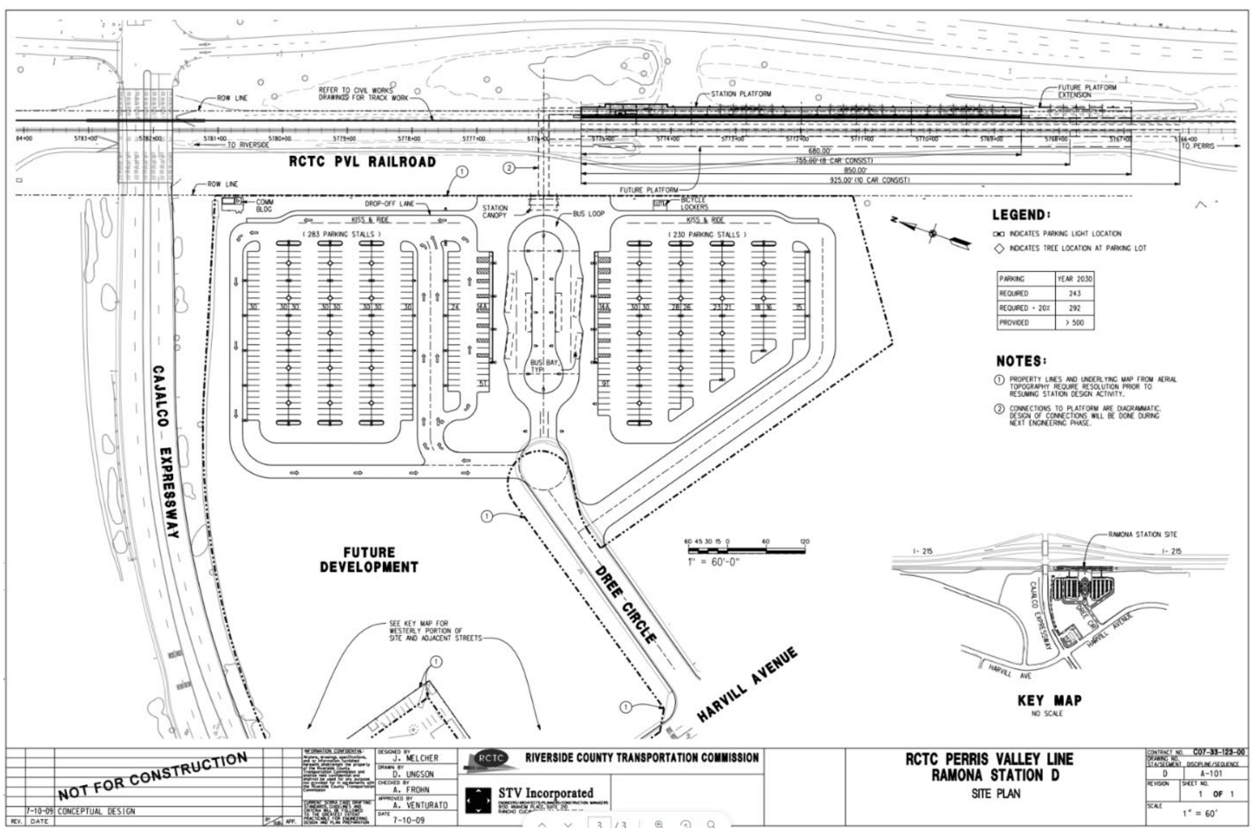


Project Status: Design
Project Cost Estimate: $80.8 million
Project Funding: TIRCP, FTA, STA, Transportation, Housing, & Urban Development (THUD),
Project Completion: Fall 2028

3. Mead Valley Station (Previously referred to as the Ramona Station)

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

Project Status: Design
Project Cost Estimate: $50.5 million
Project Funding: TIRCP, STA, Measure A
Project Completion: October 2029



3.2.11 Overview of Long-Term Rail Capital Investments

The Commission adopted Traffic Relief Plan is inclusive of aspirational projects needed to expand rail capacity to relieve traffic congestion and is consistent with the SCAG RTP/SCS. Table 3.1 below is a summary of these projects with estimated implementation timeframes. A Strategic Rail Plan is being developed and will provide further details on the planning, prioritization, and project delivery for the next 10 years and beyond.

Table 3.1: Long-Term Rail Capital Investments

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

4.0 FINANCIAL PLANNING

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

Federal Programs

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

State Programs

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

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

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

Local Programs

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

4.1 Operating and Capital Budget – FY 2026/27

Total operating expenses for FY 2026/27 are estimated at $60.1 million, combined for the vanpool and rail programs, which represents an increase of about 2.2% from FY 2025/26.

Table 4.0 at the end of this chapter provides a summary of the total operating and capital funding requests by revenue source and project for FY 2026/27.

Total capital programming for FY 2026/27 is approximately $26.3 million and consists of $12.8 million for RCTC's Metrolink capital obligation, $6.5 million for CV Rail, $3.7 million for the PVL Double Track Project, $1.4 million for the Riverside Downtown Pedestrian Crossing Project, $1.1 million for station rehabilitation, and $0.9 million for the Mead Valley Station Project. Project descriptions and justifications for each capital project are found in Table 4.0A.

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

As of the writing of this report, the Metrolink operating budget was based on FY 2025/26 with a 5% escalation, and the capital budget was assumed to remain flat from FY2025/26. The full Metrolink budget is expected to be adopted by September 2025, with potential service changes. Accordingly, this SRTP will be amended when the Commission approves its Metrolink subsidies.

4.2 Funding to Support Future Operating and Capital Plans

Tables 4.1 – 4.4 at the end of this chapter identifies the available funding revenues that can support operating and capital plans for the subsequent four years, FY 2027/28 – 2030/31. These plans include operating costs based on a nominal growth rate and are used for planning purposes only. Table 4.5 summarizes the projected total operating costs for the vanpool and commuter rail programs.

Table 4.5: Projected Total Operating Costs (Vanpool and Commuter Rail)
FY 2026/27 – 2030/31

	Fiscal Year (Millions)				
Total Operating	2026/27	2027/28	2028/29	2029/30	2030/31
	$60.1	$ 62.5	$ 66.1	$ 69.8	$ 73.3

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

4.3 Regulatory and Compliance Requirements

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

Americans with Disabilities Act (ADA)

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

Commission also adopted an ADA Self-Evaluation and Transition Plan in compliance with federal requirements.

Title VI

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

Disadvantaged Business Enterprise (DBE)

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

Equal Employment Opportunity (EEO)

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

FTA Triennial Review

Pursuant to Chapter 53 of Title 49, United States Code Section 5307, the FTA is required to conduct a review at least every three years for recipients of Urbanized Area Formula Grant funds. The Triennial Review examines grantee performance and adherence to current FTA requirements and policies such as financial management, technical capacity award and program management, DBE, procurement, and facility and safety programs. The last triennial was completed in June 2025 and all findings were addressed and closed.

TDA Triennial Audit

In accordance with California Public Utilities Code Section 99246, the Commission in its role as the RTPA is required every three years to arrange for performance audits of its activities as well as the activities of the transit operators to which it allocates TDA funds. The Commission's Rail Program is not included in the audit as it is part of Metrolink's Triennial Performance Audit review. The Commission's FY 2021/22 – 2023/24 TDA Triennial Audit found that it is in compliance with all TDA requirements. Two recommendations, which staff is addressing, were provided to improve the Commission's administration and management of TDA and its organization:

1. Ensure city of Beaumont Transit completes and submits separate State Controller Reports for general public transit and for specialized services.
    - This recommendation was a carryover from the last triennial audit. Staff will continue to work with the operator to ensure that it is adhering to the proper financial reporting procedures.
2. Further the standardization and optimization of web-based data management across transit operators.
    - This is a new recommendation to support the development and standardization of a database management system to promote consistency, data quality, and clearer input and verification protocols for operators. The Commission currently utilizes TransTrack for transit operators and is under contract with the vendor to make improvements that will reduce manual data entry, enhance data collection and performance monitoring, and increase efficiency for both Commission and transit operator staff.

4.4 Status of Current Capital Projects

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

Table 4.6: List of Current Capital Projects and Funding Status

Project Name	SRTP Capital Project No.	Project Type	Funding Category	Timeline Begin - End	Total Project Cost Estimates	Unfunded Balance
Riverside Downtown Pedestrian Crossing	27-5	Facilities/ Capital Upgrades	Fully Funded	07/2025 - 06/2027	$3,700,000	$0
Moreno Valley to Downtown Perris 2nd Track Project	23-3, 25-3, 26-5, 27-3	Facilities/ Capital Upgrades	Fully Funded	10/2023 – 09/2028	$80,800,000	$0
South Perris Station Expansion and 4th Layover Track Project	23-2, 26-3	Facilities/ Capital Upgrades	Fully Funded	10/2022 – 06/2028	$40,000,000	$0
CV Rail Tier 2 Environmental Study	24-1, 25-1, 26-1, 27-1	Facilities/ Capital Upgrades	Fully Funded	07/2024 – 07/2031	$80,600,000	$0
Mead Valley Station	26-4, 27-4	Facilities/ Capital Upgrades	Fully Funded	07/2025 – 09/2029	$50,500,000	$0

Table 4.0 - Summary of Funding Request - FY2026/27

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	STIP PPM	SB 125 OB	State Rail Assistance	Federal CPF	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																		
Metrolink Operating Subsidy & Preventative Maintenance[1]	$35,000,000				$900,000	$20,636,100	$10,463,900	$3,000,000										
Program Management and Support Rail Capital[2]	$7,143,400							$7,143,400										
Program Management and Support Rail Operations[3]	$3,653,600					$2,653,600						$1,000,000						
Station Operations and Maintenance	$11,796,600					$2,000,000		$9,796,600										
Vanpool																		
RCTC VanClub Operating Expenses	$2,464,969			$423,262				$294,900	$54,838	$119,500								$1,572,469
Sub-total Operating	$60,058,569	$0	$0	$423,262	$900,000	$25,289,700	$10,463,900	$20,234,900	$54,838	$119,500	$0	$1,000,000	$0	$0	$0	$0	$0	$1,572,469

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	LTF - OB	MA CR	OTHR LCL	OTHR STT	STIP PPM	SB 125 OB	State Rail Assistance	Federal CPF	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail																		
Rail Stations - Capital Rehabilitation - WC 27-1	$1,100,000														$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 27-2	$12,811,564	$1,729,158	$11,082,406															
Perris 2nd Track Moreno Valley to Downtown Perris - WC 27-3	$3,666,700							$2,816,700						$850,000				
Mead Valley Station - WC 27-4	$850,000													$850,000				
Riverside Downtown Pedestrian Crossing - WC 27-5	$1,361,700							$1,361,700										
Coachella Valley Rail																		
CV Rail Environmental/Service Development Plan - CV 27-1	$6,501,610										$59,100		$5,942,510				$500,000	
Sub-total Capital	$26,291,574	$1,729,158	$11,082,406	$0	$0	$0	$0	$4,178,400	$0	$0	$59,100	$0	$5,942,510	$1,700,000	$778,769	$321,231	$500,000	$0
Total Operating & Capital	$86,350,143	$1,729,158	$11,082,406	$423,262	$900,000	$25,289,700	$10,463,900	$24,413,300	$54,838	$119,500	$59,100	$1,000,000	$5,942,510	$1,700,000	$778,769	$321,231	$500,000	$1,572,469

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.
[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.
[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.1 - Summary of Funding Request - FY2027/28

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Metrolink Operating Subsidy & Preventative Maintenance[1]	$36,750,000				$900,000	$32,850,000	$3,000,000						
Program Management and Support Rail Capital[2]	$7,500,570						$7,500,570						
Program Management and Support Rail Operations[3]	$2,786,280					$2,786,280							
Station Operations and Maintenance	$12,386,430					$2,000,000	$10,386,430						
Vanpool													
RCTC VanClub Operating Expenses	$3,097,006			$545,628			$299,447	$70,692	$154,080				$2,027,159
Sub-total Operating	$62,520,286	$0	$0	$545,628	$900,000	$37,636,280	$21,186,447	$70,692	$154,080	$0	$0	$0	$2,027,159

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LCTOP PUC99313	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail													
Rail Stations - Capital Rehabilitation - WC 27-1	$1,100,000									$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 27-2	$14,092,721	$1,902,074	$12,190,647										
Coachella Valley Rail													
CV Rail Environmental/Service Development Plan - CV 28-1	$350,000											$350,000	
Sub-total Capital	$15,542,721	$1,902,074	$12,190,647	$0	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0
Total Operating & Capital	$78,063,007	$1,902,074	$12,190,647	$545,628	$900,000	$37,636,280	$21,186,447	$70,692	$154,080	$778,769	$321,231	$350,000	$2,027,159

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

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

Table 4.2 - Summary of Funding Request - FY2028/29

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$38,587,500				$35,587,500	$3,000,000						
Program Management and Support Rail Capital[2]	$7,875,599					$7,875,599						
Program Management and Support Rail Operations[3]	$2,925,594				$2,925,594							
Station Operations and Maintenance	$13,005,752				$2,000,000	$11,005,752						
Vanpool												
RCTC VanClub Operating Expenses	$3,744,193			$670,137		$308,250	$86,823	$189,240				$2,489,743
Sub-total Operating	$66,138,637	$0	$0	$670,137	$40,513,094	$22,189,600	$86,823	$189,240	$0	$0	$0	$2,489,743

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 29-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 29-2	$15,501,993	$2,092,281	$13,409,712									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 29-1	$350,000										$350,000	
Sub-total Capital	$16,951,993	$2,092,281	$13,409,712	$0	$0	$0	$0	$0	$778,769	$321,231	$ 350,000	$0
Total Operating & Capital	$83,090,630	$2,092,281	$13,409,712	$670,137	$40,513,094	$22,189,600	$86,823	$189,240	$778,769	$321,231	$350,000	$2,489,743

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.

[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

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

Table 4.3 - Summary of Funding Request - FY2029/30

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$40,516,875				$37,516,875	$3,000,000						
Program Management and Support Rail Capital[2]	$8,269,378					$8,269,378						
Program Management and Support Rail Operations[3]	$3,071,874				$3,071,874							
Station Operations and Maintenance	$13,656,039				$2,000,000	$11,656,039						
Vanpool												
RCTC VanClub Operating Expenses	$4,242,061			$762,350		$317,818	$98,770	$230,784				$2,832,339
Sub-total Operating	$69,756,227	$0	$0	$762,350	$42,588,749	$23,243,236	$98,770	$230,784	$0	$0	$0	$2,832,339

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 30-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 30-2	$17,052,193	$2,301,510	$14,750,683									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 30-1	$350,000										$350,000	
Sub-total Capital	$18,502,193	$2,301,510	$14,750,683	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0

Total Operating & Capital	$88,258,420	$2,301,510	$14,750,683	$762,350	$42,588,749	$23,243,236	$98,770	$230,784	$778,769	$321,231	$350,000	$2,832,339

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.
[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.
[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

Table 4.4 - Summary of Funding Request - FY2030/31

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

Operating

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Metrolink Operating Subsidy & Preventative Maintenance[1]	$42,542,719				$39,542,719	$3,000,000						
Program Management and Support Rail Capital[2]	$8,682,847					$8,682,847						
Program Management and Support Rail Operations[3]	$3,225,467				$3,225,467							
Station Operations and Maintenance	$14,338,841				$2,000,000	$12,338,841						
Vanpool												
RCTC VanClub Operating Expenses	$4,554,788			$823,541		$327,157	$106,699	$237,707				$3,059,684
Sub-total Operating	$73,344,663	$0	$0	$823,541	$44,768,186	$24,348,845	$106,699	$237,707	$0	$0	$0	$3,059,684

Capital

Project	Total Amount of Funds	5307 RS	5337	CMAQ	LTF	MA CR	OTHR LCL	OTHR STT	SGR PUC99313	SGR PUC99314	STA PUC99313	Farebox
Western County Rail												
Rail Stations - Capital Rehabilitation - WC 31-1	$1,100,000								$778,769	$321,231		
RCTC Metrolink Capital Obligation - WC 31-2	$18,757,412	$2,531,661	$16,225,751									
Coachella Valley Rail												
CV Rail Environmental/Service Development Plan - CV 30-1	$350,000										$350,000	
Sub-total Capital	$20,207,412	$2,531,661	$16,225,751	$0	$0	$0	$0	$0	$778,769	$321,231	$350,000	$0
Total Operating & Capital	$93,552,075	$2,531,661	$16,225,751	$823,541	$44,768,186	$24,348,845	$106,699	$237,707	$778,769	$321,231	$350,000	$3,059,684

[1] Metrolink Subsidy has been estimated as a 5% increase over FY26 and is subject to change pending final SCRRA budget approval.
[2] Includes Rail Capital program adminstration and professional services. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.
[3] Includes Rail program administration, marketing, Operation Lifesaver, professional services, and special trains. Allocations for salaries and benefits and professional development are subject to change pending the Commission's final budget approval.

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-1 **FTIP No:** Not Assigned - New Project

Project Name: Rail Stations - Capital Rehabilitation - FY 27

Category: Buildings and Facilities

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date
July 2026	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SGR PUC99313	FY 2026/27	$778,769
SGR PUC99314	FY 2026/27	$321,231
Total		$1,100,000

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

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

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-2

FTIP No: Not Assigned - New Project

Project Name: RCTC Metrolink Capital Obligation - FY 27

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

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

Project Schedule:

Start Date	Completion Date
July 2026	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
5307 RS	FY 2026/27	$1,729,158
5337 RS	FY 2026/27	$11,082,406
Total		$12,811,564

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

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

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-3

FTIP No: Not Assigned - New Project

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

Category: Rail - track

Sub-Category: Extension

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2026/27	$2,816,700
OTHR FED	FY 2026/27	$850,000
Total		$3,666,700

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 26-5	
		WC 26-5	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	
	RIV230802	WC 23-3	
	RIV230802	WC 25-3	

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-4 **FTIP No:** Not Assigned - New Project

Project Name: Mead Valley Station

Category: Buildings and Facilities

Sub-Category: Expansion

Fuel Type: N/A

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

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

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
OTHR FED	FY 2026/27	$850,000
Total		$850,000

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 26-4	

FY 2026/27 SRTP

RCTC WRC Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: WC 27-5

FTIP No: Not Assigned - New Project

Project Name: Riverside-Downtown At Grade Crossing

Category: Rail - track

Sub-Category: Rehabilitation/Improvement

Fuel Type: N/A

Project Description: Develop study and plan forward to address PUC Comments on the existing At Grade Crossings at the Vine Street Side Station

Project Justification: To improve the grade crossing configuration

Project Schedule:

Start Date	Completion Date

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
MA CR	FY 2026/27	$1,361,700
Total		$1,361,700

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		WC 24-4	

FY 2026/27 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Original

Project Number: 27-1 **FTIP No**: Not Assigned - New Project

Project Name: CV Rail Environmental/Service Development Plan

Category: Planning/Feasibility

Sub-Category: Study

Project Description: In eastern Riverside County for Caltrans/RCTC/CVAG feasibility study of an intercity passenger rail service between Indio and Los Angeles (Phase I), and project Service Development Plan and environmental document (PH II) - PA&ED only (FRA funded project).

Project Justification: This project is funded by local funds subject to the Coachella Valley Rail split and an FRA grant .

Project Schedule:

Start Date	Completion Date
May 2016	June 2027

PROJECT FUNDING SOURCES:

Fund Type	Fiscal Year	Amount
SRA	FY 2026/27	$5,942,510
STA PUC99313	FY 2026/27	$500,000
STIP	FY 2026/27	$59,100
Total		$6,501,610

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

FTA Grant No.	FTIP ID No.	RCTC/SRTP Project No.	Description
		23-1	
		24-1	
		25-1	
		26-1	
		23-1	
		24-1	
		25-1	
		26-1	
		23-1	

FY 2026/27 SRTP

RCTC CV Rail

Table 4.0 A - Capital Project Justification

Original

		24-1	
		25-1	
		26-1	
	RIV151002	21-1	
	RIV151002	22-1	
	RIV151002	21-1	
	RIV151002	22-1	
	RIV151002	21-1	
	RIV151002	22-1	