



Riverside County Transportation Commission

Created in 1976 by state law, RCTC is comprised of elected officials with one city councilmember or mayor from each incorporated city and all five members of the Riverside County Board of Supervisors. California's Governor also appoints a member who serves in a non-voting capacity. The legal structure of the Commission sets it apart from Riverside's county government and gives it independent authority to fulfill its statutory roles and responsibilities.

One of RCTC's primary responsibilities is to administer the voter-approved Measure A half-cent sales tax program. Measure A was first approved by voters in 1988. It was later extended in 2002 and will remain in place until 2039. Measure A funds highway, street and road, and transit projects throughout Riverside County. In addition to Measure A funding, RCTC also allocates state and federal transportation dollars.



Streeter Avenue Grade Separation Project
Investment: \$36 million
Jobs: 648

RCTC/ Measure A Projects COMPLETED—Western County

-  **I-215 Bi-County Gap Closure**
 - Start Date: February 2013
 - Finish Date: June 2015
 - Investment: \$170 million
 - Jobs Created: 3,060
-  **I-215 Central Project**
 - Start Date: January 2013
 - Finish Date: October 2015
 - Investment: \$123.5 million
 - Jobs Created: 2,223
-  **SR-74 Curve Widening**
 - Start Date: May 2014
 - Finish Date: June 2015
 - Investment: \$5.6 million
 - Jobs Created: 101
-  **Auto Center Drive Grade Separation Project**
 - Start Date: August 2013
 - Finish Date: September 2015
 - Investment: \$32.6 million
 - Jobs Created: 588
-  **Streeter Avenue Grade Separation Project**
 - Start Date: December 2012
 - Finish Date: April 2015
 - Investment: \$36 million
 - Jobs Created: 648

Western Riverside County FULFILLMENT OF PROMISES CLEARS ROAD TO PROGRESS



I-215 Central Project
Investment: \$123.5 million
Jobs: 2,223

The Riverside County Transportation Commission (RCTC) has been serving Riverside County for nearly 40 years. When voters passed Measure A in 1988 they voted for a half-cent sales tax that would deliver greater mobility for everyone. RCTC delivered on the promises of that first voter mandate with freeway projects in every region, local street and road improvements in 24 cities, brand new commuter rail service, support for bus service, and transportation for seniors and persons with disabilities. In 2002, RCTC asked voters to continue with Measure A, to plan and complete transportation developments vital to regional growth and vibrancy.

Since 1988 more than \$1 billion generated by Measure A has been allocated to Western Riverside County. State Route 74 curve widening, completed in June 2015, was the final project funded by original Measure A dollars. RCTC is also delivering projects designated in the second Measure A. For example, the I-215 Central project meant the completion of a six-lane freeway from the 15/215 junction in south Riverside County all the way to the SR-60 near March Air Reserve Base.

Measure A has facilitated partnerships for RCTC with the citizens it serves, as well as other public agencies that play a critical role in daily mobility. Partners San Bernardino Associated Governments and Caltrans worked with RCTC to close the high occupancy vehicle (HOV) lane gap between Riverside and San Bernardino Counties along the I-215.

These types of achievements are the fulfillment of promises made by RCTC to a region invested in its own prosperity. As Riverside County grows, so does its mobility needs. Larger populations and increases in commuter and commercial traffic place added demands on major freeways and neighborhood streets alike. With traffic returning to levels unrivaled since 2007, reducing congestion and protecting public health and safety are important components of each and every project. RCTC is working to clear the roads to economic prosperity while maintaining quality of life for those who live and travel along these roadways.

- Completed projects include:
- I-215 Bi-County Gap Closure**
Constructed an eight mile HOV lane in each direction from the 60/91/215 interchange to Orange Show Road in San Bernardino County. Work included rebuilding two railroad bridges and bridges crossing the Union Pacific railroad tracks, I-10, and the Santa Ana River were widened.
 - I-215 Central Project**
Widen 12.5 miles of the I-215 between Scott Road and Nuevo Road adding one general-purpose lane in each direction. Included bridge, flood control channel, overcrossing improvements, and noise studies and sound walls where necessary.
 - SR-74 Curve Widening**
Widen median, shoulders, and lanes between Calvert Avenue and California Avenue.



I-215 Bi-County Gap Closure
Investment: \$170 million
Jobs: 3,060



Perris Valley Line
Investment: \$248.3 million
Jobs: 4,469

91 Project
Investment: \$1.4 billion
Jobs: 16,200

LANES, TRAINS, AND Enhanced Mobility

RCTC is hard at work delivering the latest round of Measure A projects in Western Riverside County. Expanded Metrolink service, freeway congestion, surface street traffic, and multimodal transportation options are all the focus of ongoing efforts. The Perris Valley Line and HOV lanes on the 91 freeway through Riverside are among a group of important projects nearing completion. Widening the 91 freeway to Orange County is well underway.

These improvements bring with them some very important ancillary benefits. Even though construction zones are never easy to deal with, the long-term economic and mobility benefits of these activities will be worth it. In addition to widening the freeway, RCTC is leveraging its commitment to public transit by using the 91 Project as an opportunity to expand express bus service—bolstering multimodal options available to commuters and area residents. RCTC asks for commuters' patience while the 91 Project is under construction. The long-term goal of better mobility and a smoother commute will arrive in 2017. In the meantime, try Metrolink. Additional service to Orange County is now available.

New Metrolink service is also transforming the way Riverside County residents get to work within Riverside County. The Perris Valley Line opening means commuters from Perris, Menifee, Murrieta, and Temecula can now take the train to employment centers such as March Air Reserve Base, Hunter Park, Downtown Riverside, and Corona. Leaving your car at home means less traffic, better air quality, and a less stressful commute.

Projects under construction include:

Perris Valley Line

Extend the existing Metrolink 91 Line service from the Downtown Riverside station, 24 miles along the existing San Jacinto Branch Line terminating in Perris. Includes four new stations, nine miles of new track, rehabilitation of existing track, and new "Citrus Connection" to Burlington Northern Santa Fe tracks north of Riverside.

91 Project

Add regular lanes, tolled express lanes, auxiliary lanes, and a direct express lane connector from northbound 15 to westbound 91 and eastbound 91 to southbound 15. Improvements to interchanges, bridges, ramps, and local streets also will be made along the 91.

SR-91 HOV Project

Widen six miles of the SR-91 between Adams Street and the 60/91/215 interchange by constructing one HOV lane in each direction, closing the existing HOV gap. Includes ramp and interchange improvements.



SR-91 HOV Project
Investment: \$248 million
Jobs: 4,464



Sunset Avenue Grade Separation Project
Investment: \$34.8 million
Jobs: 626

RCTC/Measure A Projects UNDER CONSTRUCTION—Western County

Perris Valley Line

- Start Date: October 2013
- Finish Date: December 2015
- Investment: \$248.3 million
- Jobs Created: 4,469

91 Project

- Start Date: July 2014
- Finish Date: January 2017
- Investment: \$1.4 billion
- Jobs Created: 16,200

SR-91 HOV Project

- Start Date: August 2011
- Finish Date: Substantial completion Summer 2016
- Investment: \$248 million
- Jobs Created: 4,464

Riverside Avenue Grade Separation Project

- Start Date: December 2013
- Finish Date: Winter 2015
- Investment: \$32.2 million
- Jobs Created: 580

Sunset Avenue Grade Separation Project

- Start Date: Early 2014
- Finish Date: January 2016
- Investment: \$34.8 million
- Jobs Created: 626

Magnolia Avenue Grade Separation (County) Project

- Start Date: December 2013
- Finish Date: November 2015
- Investment: \$51.6 million
- Jobs Created: 929

Clay Street Grade Separation Project

- Start Date: December 2013
- Finish Date: March 2016
- Investment: \$30.8 million
- Jobs Created: 554



I-15 Express Lanes



RCTC/Measure A Projects NEAR TERM—Western County

I-15 Express Lanes Project

- Start Date: 2018
- Finish Date: 2020
- Investment: \$462.4 million
- Jobs Created: 8,321

Mid County Parkway

- Start Date: When funding becomes available.
- Investment: \$1.7 billion
- Jobs Created: 30,600

SR-79 Realignment Project

- Start Date: When funding becomes available.
- Investment: \$1.1 billion
- Jobs Created: 20,258

SR-60 Truck Climbing and Descending Lane

- Start Date: When funding becomes available.
- Investment: \$138.4 million
- Jobs Created: 2,491

RCTC's Strategic Assessment/ Transportation Summits

- August 26, 2015 – City Hall, Perris
- August 29, 2015 – California Baptist University, Riverside
- September 2, 2015 – Harveston Center, Temecula
- September 3, 2015 – UC Riverside Palm Desert Center, Palm Desert
- September 23, 2015 – Winchester Park Community Center, Winchester

Proactive Planning FOR A BRIGHT FUTURE

RCTC's job is to plan projects in advance of traffic demands that can clog roadways and make congestion a way of life. Being proactive, instead of playing catch-up later, is critical as transportation projects require a long lead time to plan, engineer, and construct. Two of RCTC's strengths are its ability to structure project implementation to save money and time, and second, to find the financing needed, even when projects are beyond the revenues generated by Measure A alone. Tolloed express lane revenues and leveraging Measure A funds to meet state and federal matching requirements are just a few examples.

While funding for the Mid County Parkway and the SR-79 Realignment projects have not yet been identified, those roadways are both moving into engineering phases that will allow them to move forward to meet future transportation needs before mobility is compromised. In the meantime, RCTC is working to identify the funding resources for construction.

RCTC is also reaching out to the public to plan our region's transportation future. Riverside County residents were invited to transportation summits to help provide an on-the-ground look into how they are currently affected by transportation conditions and what they would like to see happen across the county in the future. These pulse-taking transportation summits provide RCTC with valuable insight it can use to formulate a decade-long strategy for transportation and transit planning to guide its activities in the future. Results of the Strategic Assessment will be presented to the Commission at its January 2016 workshop and will also be posted on the RCTC website.

Future projects include:

I-15 Express Lanes Project

Construct one to two tolled express lanes in each direction between Cajalco Road and the 15/60 interchange.

Mid County Parkway

Construct a new eastbound/westbound corridor connecting San Jacinto with the Perris area terminating at the I-215.

SR-79 Realignment Project

Realign the SR-79 between the Domenigoni Parkway and Gilman Springs Road.

SR-60 Truck Climbing and Descending Lane

Add truck climbing lanes in the Badlands area east of Moreno Valley.

RCTC's Strategic Assessment/Transportation Summits

Look toward the future to outline a funding plan for the next 10 years, evaluate and review Measure A, determine project priorities, and formulate a long-term view of the future of transportation in Riverside County.



SR-79 Realignment Project
Investment: \$1.1 billion
Jobs: 20,258



Mid County Parkway
Investment: \$1.7 billion
Jobs: 30,600



I-10/Monterey Avenue Interchange Project
Investment: \$12.7 million
Jobs: 229



RCTC Projects

COMPLETED — Eastern County

I-10/Monterey Avenue Interchange Project

- Start Date: 2012
- Finish Date: November 2014
- Investment: \$12.7 million
- Jobs Created: 229

Avenue 52 Grade Separation Project

- Start Date: 2013
- Finish Date: November 2015
- Investment: \$29.9 million
- Jobs Created: 538

UNDER CONSTRUCTION — Eastern County

Avenue 56/Airport Boulevard Grade Separation Project

- Start Date: 2013
- Finish Date: March 2016
- Investment: \$27.7 million
- Jobs Created: 499

I-10/Jefferson Street Interchange Project

- Start Date: Spring 2015
- Finish Date: May 2018
- Investment: \$80.9 million
- Jobs Created: 1,456

NEAR TERM — Eastern County

Active Transportation Program — CV Link

- Start Date: 2017
- Investment: \$99.4 million
- Jobs Created: 1,789

Coachella Valley — San Geronio Pass Corridor Rail Service

- Start Date: When funding becomes available.

Avenue 66 Grade Separation Project

- Start Date: Winter 2016
- Finish Date: Winter 2018
- Investment: \$39.08 million
- Jobs Created: 703

Eastern Riverside County EXTENDING THE REACH OF PROGRESS TO THE COACHELLA VALLEY



Avenue 56/Airport Boulevard Grade Separation Project
Investment: \$27.7 million
Jobs: 499

The Coachella Valley has a unique set of mobility needs. As a region, it functions as both a population center and a transportation corridor. Balancing the demands of these two very different, but equally expanding functions is the focus of transportation planning along I-10 and on local roadways. RCTC's partner, the Coachella Valley Association of Governments (CVAG), is the agency responsible for this effort. Measure A funds totaling \$67.5 million have been spent on local streets and roads in the valley since 2010.

Drivers on I-10 include commuters from as far as the western edges of Riverside County as well as logistics vehicles from throughout Southern California using the interstate as a conduit for goods to and from western states. Population growth and a growing economy in the origin and destination cities along those routes drive increased traffic levels. Over the past five years CVAG successfully eased congestion by completing projects that improve conditions and highway access along I-10 as well as the major roads connecting valley communities.

Improvements to the interchanges at Monterey Avenue and Jefferson Street eased freeway access and traffic conditions on adjacent local streets. Westbound Monterey Avenue on and off ramps were realigned, including new traffic signals and additional lanes that improve traffic flows. The Jefferson Street ramps in both directions were also improved along with complete replacement of the existing bridge and north Indio Boulevard overcrossing. These projects included features like new drought-tolerant landscaping, bike lanes,

and sidewalks to enhance usability for local residents.

Health and safety are among the primary benefits of improvements to the more interior portions of valley communities. The grade separation at Avenue 52 provides relief for the conflict between rail and vehicle traffic on city streets. Wait times at crossings are reduced, setting off a chain of positive environmental benefits like improved air quality and noise reduction. Residents and commuters, both behind the wheel and on foot, also enjoy the safety of traveling in a separate corridor from the trains.

Completion of these projects is another sign of progress and fulfilled promises. The impact of Measure A is widespread and residents across the county have helped make worthwhile change happen. Life in a growing region is exciting, but requires imagination and vision.

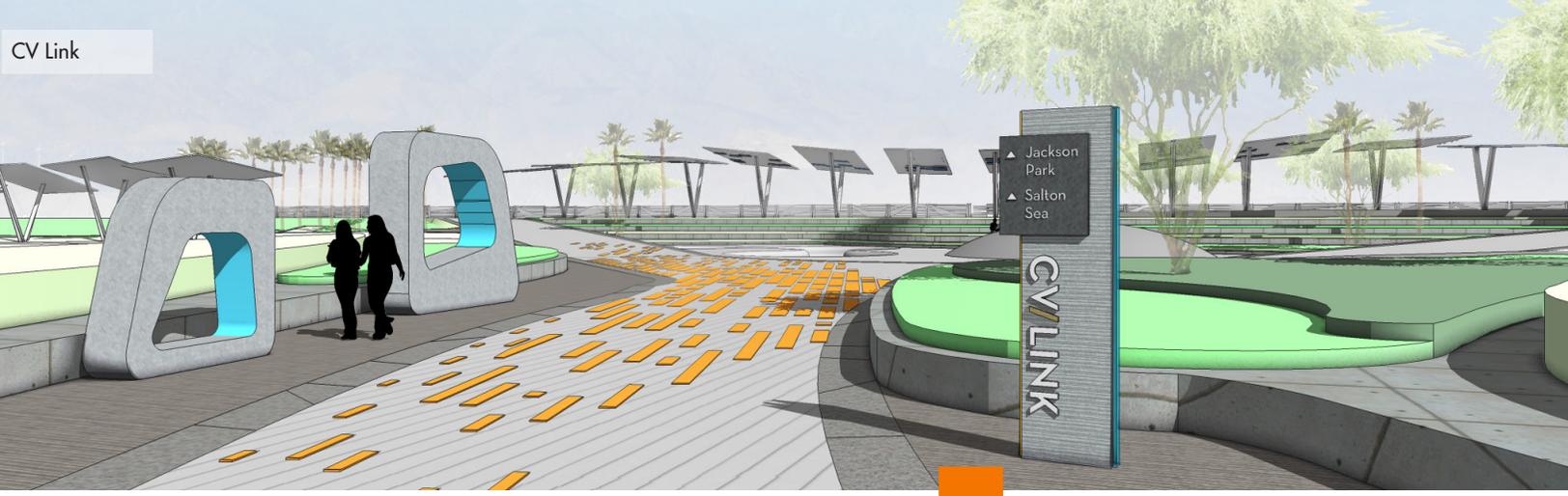
Completed projects include:

I-10/Monterey Avenue Interchange Project

Widen and realign on and off ramp westbound to connect with Varner Road instead of Monterey Avenue and add traffic signal at Varner Road. Lengthen left turn lane from southbound Monterey Avenue to eastbound I-10. Remove traffic signal at Monterey Avenue and ramps, widen existing westbound on ramp, add ramp metering, and install landscaping.

Avenue 52 Grade Separation Project

Construct a grade separation where Avenue 52 crosses the Union Pacific Railroad in Coachella.



RIDING THE ROADS AND RAILS TO THE Future of Transportation in the Coachella Valley

CVAG is looking at the future of mobility in Coachella Valley through the lens of innovation. As eastern Riverside County continues to grow, the agency is focusing on developing options for additional multimodal transportation. The larger goal is to positively affect quality of life by mitigating environmental impacts and promoting healthy living.

In addition to the new grade separation completed at Avenue 52, Avenue 66 is again underway. Traffic delays at Avenue 66 affect not only daily commuters, but also large agricultural freight trucks. The congestion impacts of these backups are not lost on CVAG. The agency and RCTC are working together to secure funding resources for the project in the interest of further improvements to local traffic and environmental conditions.

The potential of the rail system to better serve the Valley is also being explored in other ways. CVAG and RCTC are currently examining a project that would use passenger rail service to open up a whole new gateway to Coachella Valley residents and visitors. A 141-mile passenger rail route is being considered that will run from Los Angeles all the way to downtown Indio. The route would offer both commuters and travelers an option for reaching cities along the route without adding to already growing traffic levels. The potential for positive impacts to congestion and air quality make this project particularly exciting.

Encouraging healthy lifestyles plus creating a more sustainable community is at the crux of another CVAG project. The CV Link project will develop 50 miles of trail friendly to pedestrians, cyclists, and small electric vehicle operators. The new throughway will give local residents a new option for intercity mobility, as well as designate a safe space for recreation and fitness. Less traffic, more physical activity, and better air quality all help make a better Coachella Valley.

Future projects include:

Active Transportation Program – CV Link

A multi-community path for pedestrians, cyclists, and cart-style electric vehicles. The 50-mile trail will largely run along the Whitewater River channel from Palm Springs to Coachella, and then extend to Desert Hot Springs and the Salton Sea.

Coachella Valley – San Gorgonio Pass Rail Corridor Service

141-mile intercity passenger rail route offering service from Los Angeles Union Station to downtown Indio.

Avenue 66 Grade Separation Project

Construct a two-lane elevated structure over Union Pacific Railroad.

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