

RCTC

RIVERSIDE  
COUNTY  
TRANSPORTATION  
COMMISSION

# TRAFFIC RELIEF PLAN

## 2024 DRAFT UPDATE



A local strategy to improve traffic flow, safety, and economic opportunity in **Riverside County**





# TRAFFIC RELIEF PLAN

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# OVERVIEW OF THE TRAFFIC RELIEF PLAN

## Your Voice. Your Plan.

The Traffic Relief Plan is a local strategy to reduce traffic bottlenecks, improve safety, and help create a stronger, more sustainable economy for our communities.

Residents across Riverside County have expressed thoughts about how to improve transportation in Riverside County. From freeways that move faster, to safer roads with fewer potholes, to more available public transportation, and protecting our infrastructure from natural hazards like floods and earthquakes, you told us that these improvements will make a difference to your life.

We've listened.

Highlights of the Traffic Relief Plan include:

- **Improving freeway traffic flow** on I-10, I-15, I-215, State Route 60, and State Route 91.
- **Improving traffic flow and safety on major roads** including but not limited to Temescal Canyon Road, Cajalco Road, Ramona Expressway, Gilman Springs Road, Grand Avenue, Bob Hope Drive, Fred Waring Drive, Highway 111, and Indian Canyon Drive.
- **Improving the condition of existing roads** by providing funds for basic pothole repairs, paving dirt roads, and synchronizing signals throughout Riverside County.
- **Adding sidewalks and safety improvements for pedestrians, equestrians, and bicyclists.**
- **Increasing frequency of and access to bus and rail public transportation** by adding new tracks, new stations, more trains, more bus service, bus shelters, safety and security measures, and technology to make public transit safer and more reliable.
- **Bringing daily rail service to the Coachella Valley and San Geronio Pass from Los Angeles, Orange County, and Riverside.**
- **Connecting Riverside County** by accelerating completion of a new east-west corridor between Perris and San Jacinto called the Mid County Parkway, building the long-awaited realignment of State Route 79 from the Temecula Valley through Hemet and San Jacinto, widening and improving safety on Cajalco Road, roadway improvements between Lake Elsinore and Perris to shorten commutes on I-15 and I-215, and a bypass to I-10 east of Banning toward the Coachella Valley.
- **Providing more independence and opportunity** for residents who rely on public transportation services, such as seniors, veterans, individuals with disabilities, students, residents of rural communities, and those who choose to use public transportation.
- **Using new technologies** that can improve the efficiency and safety of the current roadway and public transit systems, paving the way for the future.

**Voter Approval:** This Traffic Relief Plan was drafted to serve as an expenditure plan for a possible voter-approved sales tax measure. Until a sales tax measure to fund the Plan is placed before the voters and approved, the Plan is aspirational, and the financial and other mandatory requirements of the Plan are not operative.

## Questions?

Questions? If you have questions about the Traffic Relief Plan, please contact the Riverside County Transportation Commission at [info@rctc.org](mailto:info@rctc.org) or 951-787-7141.





# ACCOUNTABILITY TO TAXPAYERS

## **Independent Audits Required**

Upon voter approval of a revenue source for the Plan, no less than annually, RCTC will obtain an independent financial audit. The audit will be published on the internet.

## **Efficiency and Local Control**

### *Local Voice. Local Control.*

Riverside County voters will enact the Plan, which will then be implemented through their locally elected representatives and local public works professionals. By law, the Plan is implemented by RCTC, which is governed by local city council members or mayors of every city and all five members of the County Board of Supervisors.

### *No Money Diverted to Sacramento or Washington D.C.*

State and federal governments cannot legally divert, take, or direct funds raised through this local Plan and its governing ordinance.

### *Fiscal Accountability and Efficiency.*

Administrative salaries and benefits to administer the Plan are limited to no more than 1% of net revenues generated under the Plan's governing ordinance. Implementation of this Plan will not require the creation of any new government entity. To achieve efficiency and local control, RCTC may delegate appropriate responsibilities for administering components of the Plan to existing local governments at its discretion.

## **Transparency and Openness**

Implementation of the Plan will occur in compliance with all transparency, disclosure, and open meetings laws.

## **Mandatory Plan Review and Updates**

Through a public process, RCTC must formally review this Plan at least every 10 years after it takes effect to ensure the Plan reflects the current and anticipated future needs of Riverside County's residents. If RCTC wishes to amend the Plan after its review or at any other point in time, RCTC must follow current state law and this Plan's voter-approved governing ordinance to do so.

## **Flexibility to Expedite Projects**

RCTC may issue bonds or other debt against future revenue to achieve any objectives of the Plan and to expedite completion of projects. RCTC will issue bonds or other debt in accordance with applicable laws. The issuances of bonds or other debt will undergo a feasibility analysis to ensure the lowest borrowing costs are incurred while repayment terms are advantageous.

To expedite priority projects and services, reduce costs to taxpayers, or avoid loss of other funding, RCTC may make maximum use of funds by temporarily loaning funds between transportation purposes set forth in the Plan. In borrowing and making loans, the proportionate shares for areas and purposes over the duration of the Plan may not be changed without an amendment of the Plan as required by law.

## **Maintenance of Effort**

Funds received by cities and the County shall supplement existing local revenues and required developer improvements used for transportation purposes. As a condition of receiving funds, cities and the County shall maintain their existing commitment of local funds for transportation purposes. Environmental mitigation funds provided for land conservation shall supplement and shall not supplant existing mitigation fees paid by developers.

# EQUITY AMONG REGIONS AND RESIDENTS

## Equity Among Regions and Residents

Many residents of Riverside County live in areas that lack infrastructure and public transportation services. A growing number of residents face increasing traffic congestion. Therefore, the Traffic Relief Plan commits to providing equity for Riverside County residents in the following ways:

### Geography

The Traffic Relief Plan recognizes the three distinct subregions of Riverside County and ensures that revenues raised by the Plan in each subregion remain there and cannot be moved to other parts of the county:

- Palo Verde Valley (Blythe area)
- Coachella Valley
- Western Riverside County (Riverside and Corona areas, Moreno Valley and Perris areas, Hemet-San Jacinto Valley, San Geronio Pass, and Temecula-Murrieta-Lake Elsinore areas)

### Small, Rural, Disadvantaged Communities

Prioritization of investments shall take into account the needs of residents in small, rural, and disadvantaged communities in Riverside County.

### Mitigation Vehicle Miles Traveled (VMT)

The Traffic Relief Plan mitigates VMT with VMT-reducing projects and services funded by multiple aspects of this Plan.

## Decisions Based On Needs

Priority for investments in areas requiring significant infrastructure repairs and upgrades and public transportation will be determined based on objective needs.

### New Funding for All Communities in Riverside County

All communities will have access to new funding to keep local streets and roads in good condition.

### Increased Transportation Options for Residents

The Traffic Relief Plan places significant focus on seniors, students, veterans, individuals with disabilities, and residents of rural and underserved communities who use public transportation regularly.

### Balanced Transportation System

The Traffic Relief Plan recognizes all types of transportation needs for Riverside County. Proactively addressing the transportation issues in Riverside County requires a flexible and a comprehensive approach.

## Compliance with the California Environmental Quality Act

The Traffic Relief Plan is not a “project” under the California Environmental Quality Act (CEQA) and, therefore, is exempt from CEQA review. This is because the Plan is designed to provide a funding mechanism for potential future projects and programs related to the Commission’s provision of transportation services. However, the Commission is not approving the construction of any projects that may result in a direct or indirect physical change in the environment; future voter approval is required prior to establishing any funding mechanism as set forth in Public Utilities Code Section 240301; and all appropriate state and federal environmental review will be required and completed prior to any future approval of specific projects.

# TRAFFIC RELIEF PLAN: YOUR GUIDE TO PROJECTS & SERVICES

## Investment Types

The Plan includes eight investment types. In the Coachella Valley, all investment types are funded through the valleywide Transportation Project Prioritization Study (TPPS). In Western Riverside County, a specific percentage of funding is reserved for each investment type, with several sub-types. In the Palo Verde Valley (Blythe), funds can be used on any investment type below.



**Safe Streets and Roads** – Pothole repair and road maintenance; sidewalks and pedestrian safety infrastructure; protected bicycle lanes; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks; traffic calming measures; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; improvements to provide accessibility for persons with disabilities.



**Highways** – Improving traffic flow on State Routes 60, 91, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, and utilizing innovative technologies.



**Public Transportation** – Increasing frequency and safety of trains and buses; building new tracks, parking, and stations; extending rail service from Perris to Hemet and San Jacinto; extending rail service to the Coachella Valley and San Geronio Pass (Banning/Beaumont/Calimesa/Cabazon area); sustaining operation of rail service throughout the county; expanding bus service options including rapid/express buses; on-demand transit options known as “micro-transit;” modernizing and adding zero-emission buses; providing targeted transit services and keeping bus fares low for seniors, veterans, students, and individuals with disabilities; upgrading bus stops and amenities; and improving connections between home, school, and employment centers.



**Regional Connections** – Constructing multi-modal transportation corridors that connect parts of Riverside County, relieving congestion on existing highways and local roads, improving safety such as realigning State Route 79, creating a bypass to I-10 east of Banning toward Coachella Valley, improving Cajalco Road, completing Mid County Parkway (Ramona Expressway), and providing a new Elsinore-Ethanac Expressway.



**Commuter Assistance** – Expanding Freeway Service Patrol roadside assistance, maintaining and expanding carpool/vanpool service and Park & Ride lots, and partnering with employers to create incentives for alternative commute methods.



**Active Transportation** – Improving safety and expanding access to pedestrian and bicycle facilities such as sidewalks and bicycle lanes, in addition to improving and expanding recreational trails and access to open spaces and natural areas.



**Flood and Blowsand Control** – Reinforcing roadways and infrastructure against natural hazards in the Coachella Valley.



**Environmental Mitigation** – To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.



# TRAFFIC RELIEF PLAN: PALO VERDE VALLEY

The Palo Verde Valley component of the Traffic Relief Plan calls for improvements to all aspects of local transportation. All revenues generated in the Palo Verde Valley will remain in the Palo Verde Valley, with all revenue returned directly to the City of Blythe and County of Riverside. The Blythe City Council will have authority to set priorities and expend funds within the city limits and the County Board of Supervisors will have authority to expend funds in unincorporated areas of the Palo Verde Valley.

Investments made by the City of Blythe and County must be for transportation purposes for the benefit of Palo Verde Valley residents and must be approved in an open and transparent manner pursuant to open meetings laws. All revenues generated through the Traffic Relief Plan in the Palo Verde Valley shall remain in the Palo Verde Valley and cannot be diverted to other areas of Riverside County.

To address transportation needs in rural areas, such as the Palo Verde Valley, and to strengthen the agricultural economy and tourism, new investments will focus on:

- Safety and maintenance of local streets and roads
- Ensuring public infrastructure complies with the Americans with Disabilities Act
- Closing sidewalk gaps and enhancing bike lanes for improved pedestrian access to and from schools

- Improving the condition of interchanges at Interstate 10, including landscaping and gateway enhancements
- Establishing a new vanpool program for residents commuting to major employment areas, such as Ironwood and Chuckawalla Valley prisons, Coachella Valley, and Arizona
- Providing reduced- or free-fare public transit to increase access to education, healthcare, employment, and services
- Replacing and expanding the bus fleet to improve air quality with low- and zero-emission vehicles
- Upgrading transit operating and maintenance facilities to maintain transit vehicles and infrastructure in good condition
- Increasing frequency and expanding public transit options for education, healthcare, employment, and services in underserved neighborhoods

Transportation investments through the Plan will also serve as a driver for economic development in the community. Improving the transportation network will leverage other public and private investments and encourage new businesses to invest.





# TRAFFIC RELIEF: COACHELLA VALLEY



This map is illustrative of projects that could be completed.



Highways



Regional  
Connections



Active  
Transportation



Public  
Transportation



Safe Streets  
& Roads



Flood &  
Blowsand  
Control



Commuter  
Assistance



Environmental  
Mitigation

# TRAFFIC RELIEF: COACHELLA VALLEY

The Coachella Valley component of the Traffic Relief Plan calls for improvements to all aspects of local and regional transportation systems in the Coachella Valley. The Coachella Valley Association of Governments (CVAG) will administer the Plan in the Coachella Valley. CVAG is a public agency governed by an Executive Committee consisting of the mayor or an elected official representing every city council in the Coachella Valley and the City of Blythe, all five County Supervisors, and the Tribal Chairs from the Agua Caliente Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

## Funds Generated in the Coachella Valley Stay in the Coachella Valley

All revenues generated under the Plan in the Coachella Valley will remain in the Coachella Valley for expenditure. Funding will provide investments for projects in communities that fully participate in, and are compliant with, the Coachella Valley's Transportation Uniform Mitigation Fee (TUMF) and the procedures approved by the Coachella Valley Conservation Commission for the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). While this section uses the same library of icons seen throughout the Plan, most Coachella Valley projects, improvements, and programs may fall within multiple subject areas as they have multiple benefits.



## Establishing and Updating Regional Priorities

Since 1989, CVAG has been entrusted to manage the regional transportation network. CVAG establishes its priorities according to the Transportation Project Prioritization Study (TPPS), which is a merit-based method of prioritizing all regional projects in the Coachella Valley. Project priorities are based on criteria adopted by the CVAG Executive Committee, as recommended by civil engineers and public works professionals, and publicly reviewed by elected officials representing every CVAG member jurisdiction. The TPPS is updated every few years as the Coachella Valley's population grows and becomes more diverse in order to address different mobility needs, new technologies, state and federal policy as well as worldwide climate and economic trends.

Funding for TPPS projects follow CVAG's cost-splitting policy that requires a local match to unlock regional funding. Local funding is an element of the Maintenance of Effort requirements employed by RCTC and CVAG. CVAG will continue to work with RCTC to ensure new regional funding resources do not supplant current funding and commitments; rather the

funding pie grows larger for all. In addition to overall mobility related goals described under this Plan, the TPPS process shall include the following objectives:

- Achieve balance and equity
- Achieve climate resiliency
- Provide economic opportunities
- Address statewide and regional housing needs by supporting transit-oriented development and affordable housing
- Address safety by continually reducing serious accidents and fatalities on the roadways
- Reduce Vehicle Miles Traveled (VMT)
- Promote public health and safety, including improving air quality

The TPPS includes upgraded, safer, and more accessible regional roadways and bridges. These regional multi-modal facilities connect the Coachella Valley and ensure the transportation network helps support a stronger, more sustainable economy for the community. Some of the arterials and other roads that will continue to be improved are depicted on the map and listed at the end of this section.

# TRAFFIC RELIEF: COACHELLA VALLEY



## Highways

The TPPS has included projects to substantially improve connections to federal and state freeways and highways, particularly Interstate 10, Highway 111 and State Route 86. Upgrades to existing interchanges as well as new interchanges are planned and are awaiting funding to be constructed. This Plan will also allow for improvements such as managed lanes or toll lanes on I-10. Such facilities will make it easier and safer to travel along Interstate 10. Additionally, the plan will include grade separations for State Route 86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including Highway 62 and Highway 74. Additionally, the Plan includes funding to substantially improve the overall condition of these roads as CVAG works in partnership with Caltrans.



## Regional Connections

To catch up with and prepare for continued population growth, the TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and State Route 86 to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another.



## Active Transportation

This Plan and the TPPS include active transportation projects that make it easier and more accessible for people to walk or bike safely. In the Coachella Valley, eligible improvements often accommodate electric vehicles such as golf carts and low-speed electric vehicles, which are part of a multifaceted approach to meet varying degrees of mobility and independence among seniors, individuals with disabilities and underserved communities. Such projects may be stand-alone projects, such as CV Link extensions to North Shore and Desert Hot Springs, and others may expand on the existing active transportation network, such as the Palm Desert Link and bike improvements to the La Quinta village. It also may include incorporating active transportation into the design of complete streets and creating multi-modal connections, such as improvements along Dillon Road. Linking such projects to public transportation and facilitating first mile, last mile connectivity shall be a priority.



## Public Transportation

Public transportation investments, such as CV Rail, is an utmost priority in this Plan. Many of the improvements needed to create consistent service between the Coachella Valley and Los Angeles have already been identified and are awaiting funding to be constructed. With Plan funding, the TPPS will be updated to include CV Rail and a fair share "local commitment" from the Coachella Valley for rail investments and operational costs of CV Rail and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. It also will facilitate the movement of goods along the rail lines, which is critical to economic opportunities. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. The Plan will also support public transportation options for veterans, individuals with disabilities, seniors, students, and disadvantaged communities, including improving access and keeping these transit options affordable.



# TRAFFIC RELIEF: COACHELLA VALLEY



## Safe Streets and Roads

The Coachella Valley portion of the Plan will also fund operations and maintenance (O&M) of regional transportation corridors as identified in the TPPS. The CVAG regional O&M program will support operations, repairs, and replacement of traffic management systems, pavement surfaces (e.g., pothole repair), and traffic control devices. Identical to other projects in the TPPS, the O&M plan would follow a formula and approach to ensure the regional investment enhances, not replaces, investments being made by local cities and Riverside County. This plan includes funding to improve the aesthetic appeal of major corridors and gateways in the Coachella Valley, particularly Interstate 10 and Highway 86. The Coachella Valley corridors and gateways should better reflect the desert's unique characteristics and appeal to visitors and residents alike. Additionally, the O&M program will enhance existing efforts to promote uniform standards, keep transportation infrastructure in good condition, and extend the life cycle of Coachella Valley's transportation infrastructure. Regional corridors and gateways span cities and unincorporated communities and include, but are not limited to:

- Interstate 10
- Highway 111
- Ramon Road
- Cook Street
- Fred Waring Drive
- Gene Autry Trail/Palm Drive
- Indio Boulevard
- Highway 86
- Washington Street
- Monterey Avenue
- Bob Hope Drive
- Dinah Shore Drive
- Date Palm Drive
- Little Morongo Road
- Avenue 50

CVAG regularly reviews and amends the TPPS to incorporate new and innovative strategies that help reduce traffic congestion and increase economic productivity. The TPPS embraces regional mobility concepts and technologies such as signal synchronization and Intelligent Transportation System (ITS) technologies, which better connect the Coachella Valley's workforce to the workplace and reduce seasonal and traffic bottlenecks related to major events. Such concepts are also employed during emergencies to ensure access to hospitals and the best mobility possible for first responders and emergency vehicles. ITS technologies will allow for bus priority or transit signal priority to improve service and reduce delay for mass transit vehicles at intersections on regional corridors. Technologies that eliminate or reduce vehicle miles travelled, vehicle trips, and lay the groundwork for high-speed broadband access, will also be a priority.



## Flood & Blowsand Control

Building bridges and other resilient infrastructure is a very high priority in the Coachella Valley. Critical roads, such as Indian Canyon, Gene Autry Trail, and Dillon Road are regularly closed due to blowsand and rainstorms. With increasing frequency, there are prolonged closures and roads are destroyed during major rain events in the communities of Palm Springs, Desert Hot Springs, and Cathedral City. Such flood impacts can occur anywhere in the Coachella Valley but are often associated with areas that have not had similar flood control and road investments in the past, such as the eastern Coachella Valley. Projects to address the persistent flooding along Box Canyon Drive and other areas will be included in this Plan and future TPPS updates.



# TRAFFIC RELIEF: COACHELLA VALLEY



## Commuter Assistance

Freeway Service Patrol will be expanded to I-10 in the Coachella Valley to quickly clear incidents from the freeway. Investments will be made in partnering with employers in the Coachella Valley to encourage alternative forms of commuting as a means to reduce congestion and improve air quality and safety.



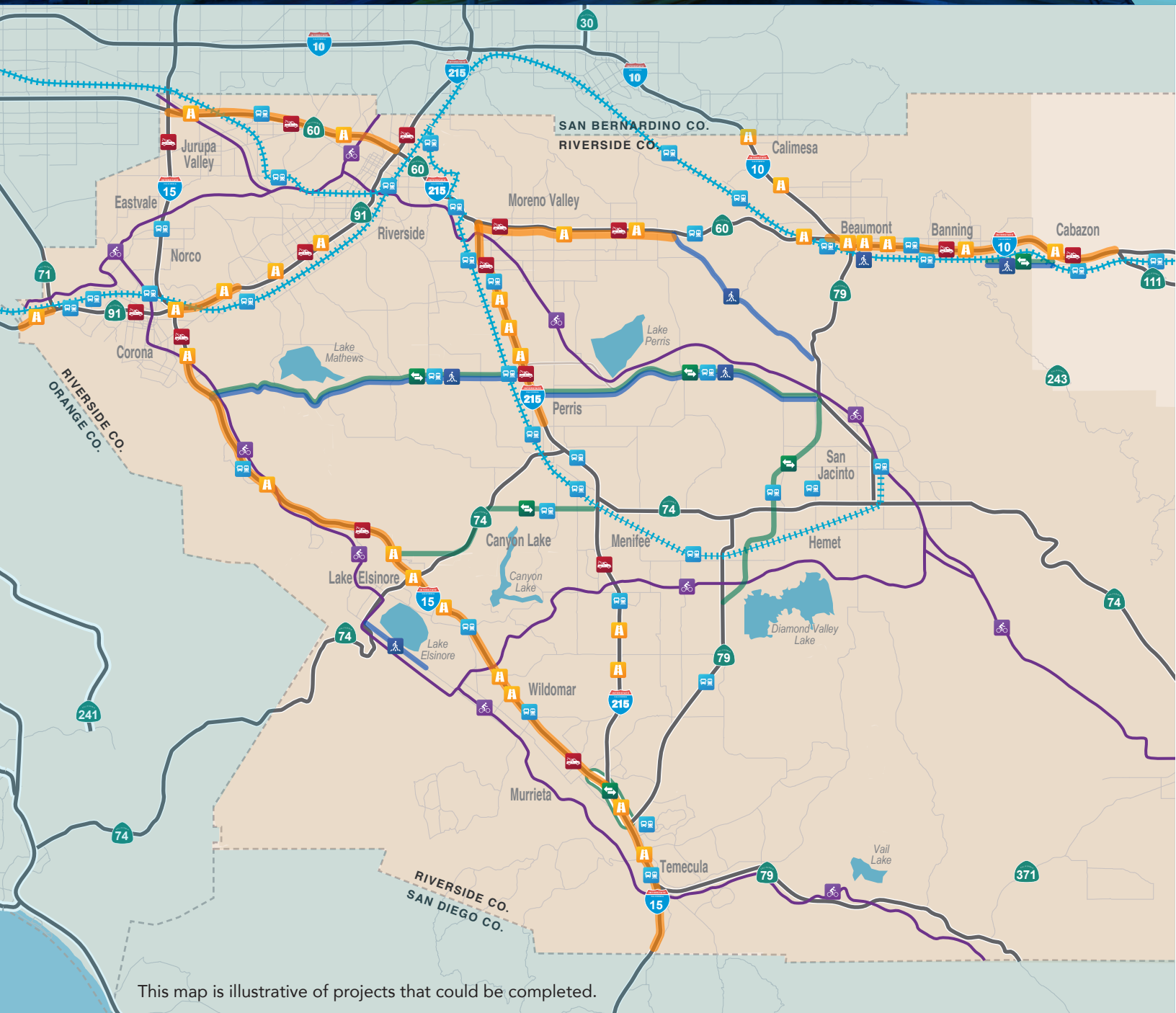
## Environmental Mitigation

Population growth and development puts pressure on open spaces and natural areas, such as the sand dunes and mountains, that make the Coachella Valley a desirable place to live.

Consistent with the approach in Western Riverside County, a minimum of 12.5% of annual revenues shall be allocated, at the discretion of CVAG, to preserve the Coachella Valley's natural areas, including fulfillment of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). CVAG shall allocate sufficient revenues set-aside for the above purposes to the Coachella Valley Conservation Commission (CVCC) for habitat acquisition and/or endowment purposes until the CVMSHCP reserve assembly and endowment obligations are met to fill any funding gaps for the long-term administration, land management, and monitoring of the CVMSHCP. Funding related to this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the CVMSHCP. Funding for these programs has an inherent benefit to the environment but also helps expedite permitting and completion of transportation projects.



# TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



Safe Streets  
& Roads



Highways



Regional  
Connections



Public  
Transportation



Commuter  
Assistance



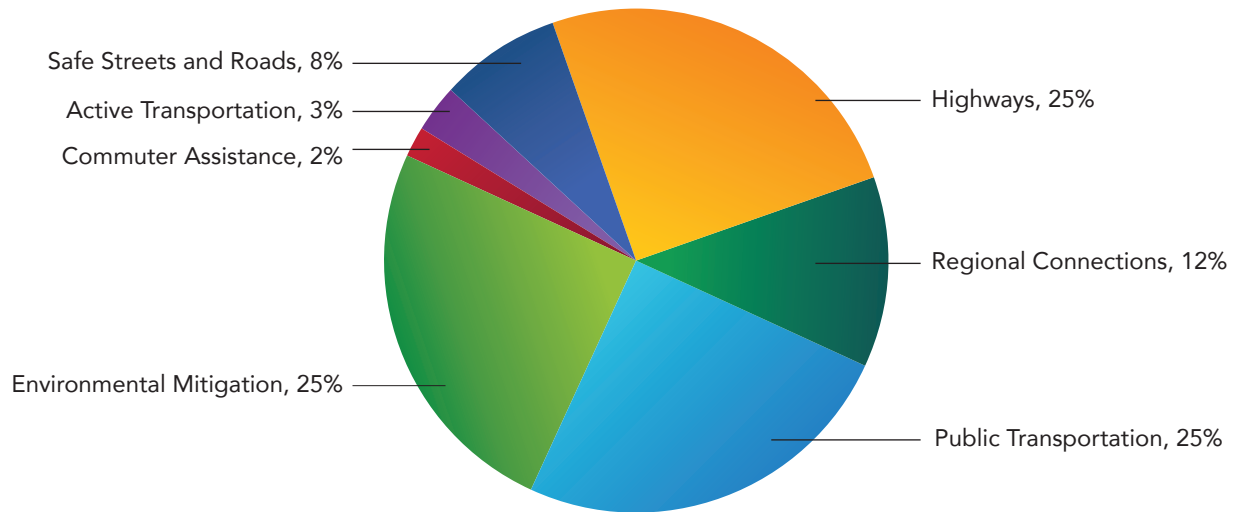
Active  
Transportation



Environmental  
Mitigation

# TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

## Western Riverside County Traffic Relief Investments



### Safe Streets and Roads

Every city and the unincorporated communities of western Riverside County is guaranteed to receive its fair share of funds for safety improvements to local streets and roads and pedestrian and bicycle facilities. Additionally, major roadways that connect the region will receive funds to implement safety improvements that will reduce accidents, injuries, and fatalities, as well as provide emergency relief to regional corridors with few or no alternative routes.

Half of the funds for Safe Streets and Roads will be distributed by formula (based on population) to each city and the County of Riverside for unincorporated communities. Half of the funds will be distributed by RCTC to major regional safety projects.

Improvements funded from this program include:

- Pothole repair and road maintenance
- Sidewalks and pedestrian safety infrastructure
- Protected bicycle lanes
- Roadway improvements in high-accident areas
- Bus shelters
- Bridge repairs
- Improvements to railroad crossings, including bridges to separate roads from railroad tracks
- Traffic calming measures
- Bypass roads
- Median barriers



# TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

- Protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards
- Traffic signals, including technology to synchronize and interconnect signals
- Improvements to provide accessibility for persons with disabilities

Specific regional corridors that could receive funding for safety improvements include:

- Cajalco Road
- Gilman Springs Road
- Grand Avenue
- Ramona Expressway / Mid County Parkway
- I-10 Bypass between Banning and Cabazon



## Highways

Improving the flow of traffic saves time, reduces stress, and improves safety, air quality, and economic productivity.

Population is growing in Riverside County. Without action, traffic congestion will also continue to grow. The highways in Riverside County were built decades ago, in some cases severing communities and impacting local traffic circulation. Additionally, Riverside County has an incomplete highway network that does not adequately serve our residents or economy. The Traffic Relief Plan will improve traffic flow by building new infrastructure and using technology to improve efficiency of how the transportation system operates. Investments will include:

### **I-15 Corridor/Corona, Temescal Valley, Lake Elsinore, Wildomar, Murrieta, Temecula**

- Add Express Lanes in each direction on I-15 between Cajalco Road in Corona and State Route 74
- Add at least one lane in each direction on I-15 between State Route 74 to the San Diego County Line
- Construct auxiliary lanes on I-15 in Corona

- Construct the final phase of the French Valley Parkway interchange at I-15 in Temecula, which includes:

- Widening ramps at Winchester Road
- Constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15
- Constructing the French Valley Parkway from Jefferson Avenue to Ynez Road
- Adding of collector/distributor lanes for southbound I-15 from I-215 to Winchester Road

- Reconstruct interchanges at:

- Nichols Road in Lake Elsinore
- Central Avenue (State Route 74) in Lake Elsinore
- Wildomar Trail (formerly Baxter Road) in Wildomar
- Bundy Canyon Road in Wildomar

- Construct a new interchange on I-15 at:

- Campbell Ranch Road and Temescal Canyon Road in Temescal Valley
- Franklin Street in Lake Elsinore

### **I-215 Corridor/Riverside, Moreno Valley, Perris**

- Add at least one lane in each direction between State Route 60 and Van Buren Boulevard
- Construct new interchanges (on and off ramps) on I-215 at:
  - Keller Road in Murrieta
  - Garbani Road in Menifee
- Reconstruct interchange at Harley Knox Boulevard in Moreno Valley

### **91 Corridor/Corona, Riverside**

- Add at least one new lane on State Route 91 between:
  - State Route 241 and State Route 71 in the eastbound direction



# TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY

- o I-15 in Corona and Pierce Street in Riverside in both directions
- Reconstruct interchanges on State Route 91 at:
  - o Adams Street in Riverside
  - o Tyler Street in Riverside
- Construct a rapid transit connection from the 91 Express Lanes to the North Main Corona Transit Center/Metrolink station

## 60 Corridor/Jurupa Valley, Moreno Valley

- Add at least one lane in each direction on State Route 60 in Moreno Valley
- Reconstruct interchanges on State Route 60 at:
  - o Etiwanda Avenue in Jurupa Valley
  - o Rubidoux Boulevard in Jurupa Valley
  - o Redlands Boulevard in Moreno Valley

## I-10 Corridor/Calimesa, Beaumont, Banning, Cabazon

- Reconstruct interchanges on I-10 at:
  - o State Route 79 (Beaumont Avenue) in Beaumont
  - o Highland Springs Avenue in Beaumont and Banning
  - o Pennsylvania Avenue in Beaumont
  - o Morongo Parkway and Main Street in Cabazon
  - o County Line Road in Calimesa
  - o Cherry Valley Boulevard in Calimesa
- Add express lanes on I-10 between State Route 60 in Beaumont and Highway 111 in Palm Springs

## Countywide Interconnected Highways

Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more efficiency in the entire transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.



## Regional Connections

To catch up with and prepare for continued population growth, new regional corridors are necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another. Five new regional corridors are in various stages of preparation and need additional funding to become a reality for Riverside County residents. These transportation facilities will include features that accommodate public transit and bicyclists, and will be consistent with the Multiple Species Habitat Conservation Plan for the protection of the environment. Investments will be prioritized based on readiness to be constructed and available funding:

- Cajalco Road
- Mid County Parkway
- State Route 79 Realignment
- Elsinore-Ethanac Expressway
- I-10 Bypass

# TRAFFIC RELIEF: WESTERN RIVERSIDE COUNTY



## Public Transportation

Bringing reliable public transportation to more areas of Riverside County is a priority of the Traffic Relief Plan. Increased investment in bus, rail, and new modes of public transportation will offer Riverside County residents choices for how they travel, and ensure public transportation is available for those who need it most.

### Passenger Rail

Riverside County is home to several railroad rights-of-way that connect our growing communities. These rail lines serve as a public transportation backbone for our region. Funds for the Traffic Relief Plan will:

- Increase train service frequency on existing commuter rail (Metrolink) lines such as the 91/Perris Valley Line and Inland-Empire Orange County Line, with trains eventually as frequent as every 30 minutes during peak periods
- Expand rail service into new areas of Riverside County such as the Beaumont/Banning/Cabazon/Calimesa area, the Coachella Valley, and Hemet and San Jacinto
- Construct new railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains
- Construct new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area
- Maintain and enhance security and safety at rail stations
- Maintain and enhance management of publicly owned railroad rights-of-way to ensure proper maintenance and safety
- Enhance existing rail stations (there are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley), including:

- Construct improvements to provide better accessibility for persons with disabilities
- Construct new parking capacity at stations in Corona, Riverside, and Perris
- Construct train boarding platforms, pedestrian bridges, and crossings
- Maintain and operate existing and future rail stations
- Invest in zero-emission trains
- Maintain and enhance all aspects of operating rail service in Riverside County

### Bus

The Public Transportation section of the Traffic Relief Plan will invest in bus transit to reduce traffic congestion, increase sustainability, and provide more options to residents who rely on public transit to access medical care, employment, education, and other services. Funding will go toward:

- Sustaining and expanding where feasible local fixed-route bus services
- Sustaining and expanding rapid/commuter bus services along major corridors in Riverside County to destinations such as San Diego, Orange, and San Bernardino Counties, downtown Riverside, Temecula, Moreno Valley, Coachella Valley, Hemet/San Jacinto, and Beaumont/Banning/Calimesa, Corona, and Perris. These routes can connect to commercial airports in the region, major educational, business, and retail/entertainment destinations
- Improving safety and security on bus transit
- Zero-emission buses and related capital, maintenance, and operation costs
- Maintenance and operation of transit centers/hubs and bus stops/shelters
- Roadway technologies that improve bus travel times
- Micro-transit (on-demand) public transit technologies

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Additionally, funding will be set aside for specialized transportation providers that serve seniors, veterans, students, individuals with disabilities, and rural and underserved communities. The Citizens and Specialized Transit Advisory Committee, with representatives from these populations, will assist RCTC in administering and providing oversight to the program. Funding will go toward:

- Ensuring infrastructure compliance with expansion of destinations and hours of operation for paratransit services such as Dial-A-Ride
- Keeping transit fares low for seniors, veterans, students, and individuals with disabilities
- Improved access to and from schools, colleges and universities, and employment centers for low-income families and rural communities
- Free or reduced bus fares for those who require access to medical appointments, job interviews, or other needed services
- Bringing infrastructure into compliance with the Americans with Disabilities Act
- Continued operation of vital community transportation resources such as the 2-1-1 network, which provides individualized assessments with transportation and social service specialists



## Environmental Mitigation

To construct the traffic relief improvements in this Plan, mitigation will be required, while other community mitigation will be provided to preserve and improve quality of living, particularly in disadvantaged communities. Additionally, public infrastructure is increasingly under threat from natural disasters. Further, population growth and development puts pressure on natural areas that make Riverside County a desirable place to live. To achieve

balanced growth of the region, ensure transportation projects can move forward, withstand natural hazards, and provide for a high quality of living for current and future generations of Riverside County residents, the Traffic Relief Plan makes meaningful commitments to environmental stewardship.

Revenues shall be allocated, at the discretion of RCTC, for one or more of the following purposes:

- To benefit the environment and to expedite permitting and completion of transportation projects
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, earthquakes, or blowsand
- To preserve Riverside County's natural areas, including fulfillment of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) obligations
- To mitigate Vehicle Miles Traveled (VMT)
- To support transit-oriented development and housing
- To establish and maintain recreational use of public open spaces by non-motorized means

RCTC shall allocate at least half of the revenues set-aside for the above purposes to the Western Riverside County Regional Conservation Authority for habitat acquisition and/or endowment purposes until the MSHCP reserve assembly and endowment obligations are met to ensure the long-term administration, land management, and monitoring of the habitat. Funding allocated from this Plan shall not relieve any Permittees under the MSHCPs of their pre-existing obligations to the fulfillment of the MSHCP.



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## Commuter Assistance

To help commuters with a safer trip, and to provide alternatives to driving alone, the Traffic

Relief Plan invests in the following Commuter Assistance programs:

### Freeway Service Patrol

When accidents occur on highways or when vehicles break down, traffic can build quickly, creating delays and additional safety hazards to motorists. Freeway Service Patrol provides roving tow trucks to quickly assist motorists so that traffic can flow again. This public service is operated with strict performance and accountability measures by the California Highway Patrol, Caltrans, and RCTC ensuring that Freeway Service Patrols reduce congestion, increase safety, and decrease air pollution.

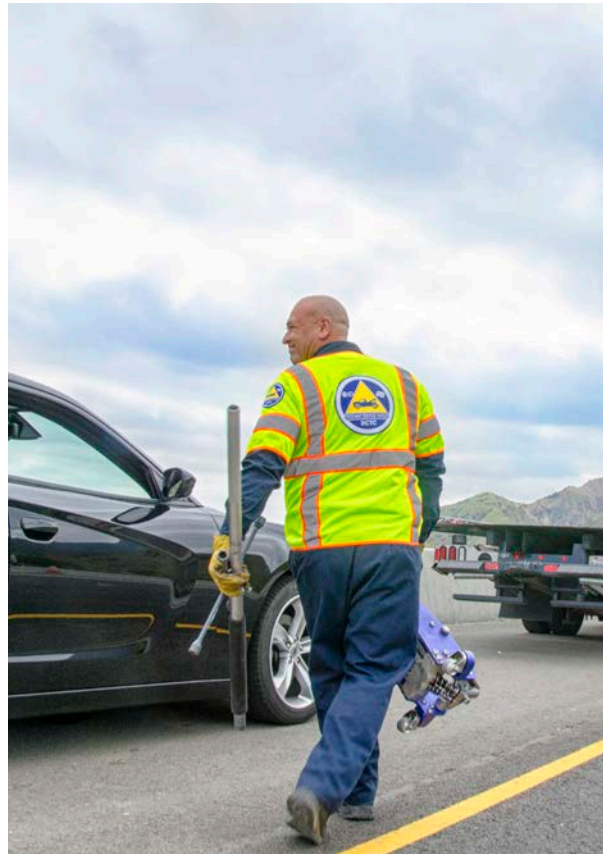
The Plan will sustain and increase Freeway Service Patrol levels on Interstates 15 and 215 and State Routes 60 and 91, including weekend service. The Plan will also enable new service to begin on Interstate 10 and possibly other routes as determined by benefit-cost analysis.

### Park & Ride Lots

Creating more convenient locations for commuters to meet and travel together reduces the burdens of solo commuting and decreases the number of cars on the road during peak hours.

### Employer Partnerships to Reduce Commutes

The Traffic Relief Plan recognizes that improving commutes is not just about the commuter, but also about employers stepping up to help. The Plan calls for enhancing current Commuter Assistance Programs with employers in Riverside County to provide better options and incentives to encourage ridesharing, vanpooling, telecommuting, and public transit use.







## Active Transportation

Transportation options that do not require a motorized vehicle are an important element of healthy, connected communities in Riverside County. Therefore, the Traffic Relief Plan invests in pedestrian and bicycle facilities, trails and access to open space, and planning. Funding from this category can go toward:

- Sidewalks and bicycle lanes
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities
- Recreational trails so that Riverside County residents can enjoy better access to our world-renowned natural open spaces
  - o Amenities that support these facilities such as trailheads, parking lots, restrooms, and signs are eligible for these funds; however, maintenance and operations shall be the responsibility of the local government agency, not RCTC
  - o Major regional trails identified in the master plan for the Riverside County Parks & Open Space District are eligible for funding, which include but are not limited to:
    - Butterfield Overland Trail/Southern Emigrant Trail
    - Santa Ana River Trail
    - Juan Bautista de Anza Historical Trail
    - Salt Creek Trail





## TRAFFIC RELIEF PLAN

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