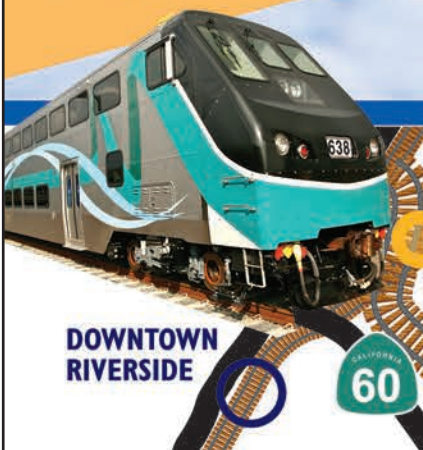


On the Move



RIVERSIDE HUNTER PARK STATION



Perris Valley Line Adds Transportation Options Along I-215 Corridor

Transportation options for commuters in the I-215 corridor will get a boost from the extension of Metrolink, which will be open for service two years from now.

Next year will be Metrolink's 20th anniversary. As one of the founders of Southern California's commuter rail service, RCTC can look back at its role as making an important investment in livability. The Perris Valley Line extension will bring Metrolink closer to thousands of residents throughout Western Riverside County and will add stations at Riverside Hunter Park, Moreno Valley/March Field, Downtown Perris and South Perris. The Perris Valley Line is the most significant public transit project in the voter-approved Measure A program and will create a major transit backbone that also includes express bus services and Park and Ride facilities to offer more convenient and fuel-efficient commute options for local residents.

The vision for the Perris Valley Line is simple. The Perris Valley Line represents a transformation in how commuters from south Riverside County will get to work. Building on the success of Metrolink, RCTC officials estimate 4,200 riders per day will leave their cars at home or use transit center parking facilities for a traffic-free, stress-free commute. They have good reason to think so. RCTC is no stranger to visionary planning for public transportation choices that improve the region's quality of life.

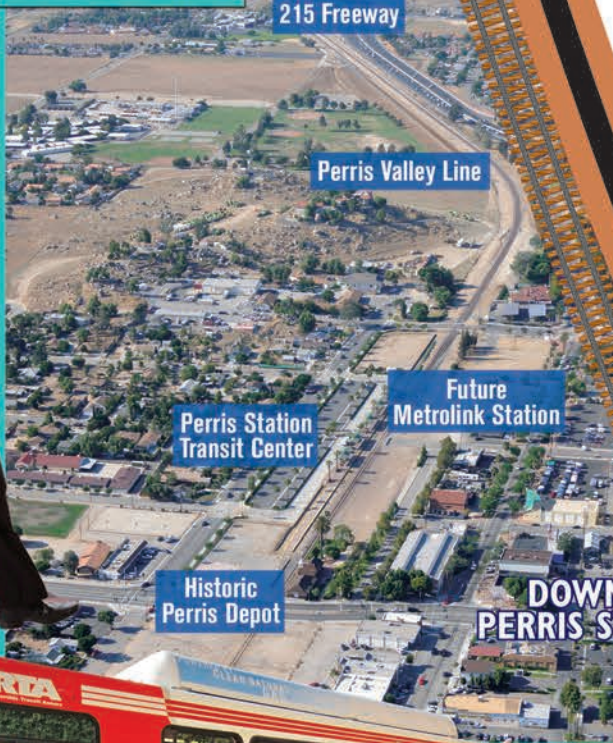
Those with the shortest commutes will alight at the Moreno Valley/March Field station and take shuttles to job centers like the Meridian Business Park, March Inland Port, or March Lifecare Campus or to the office complexes near the Hunter Park station. Others will board express buses in locations like the new Twin Cities Transit Center the Riverside Transit Agency (RTA) is planning for the Murrieta-Temecula area or at collector points in transit hubs such as Lake Elsinore and Hemet-San Jacinto and connect to the train. Still other commuters will board the train in South Perris and join longer distance commuters for the trip to Fullerton and Los Angeles on the 91 Line, to Union Station on the Riverside Line, or to Orange County on the Inland Empire-Orange County Line.

RCTC recognizes that it takes a partnership to make its vision of public transportation a reality. RTA will operate the local and express bus service to support the project; the state of California, the Federal Transit Administration (FTA), and other federal funding will leverage Measure A funding to pay for the approximate \$230-\$240 million cost of the project. In addition, RCTC is partnering with Riverside to create quiet zones within the city and with Riverside Unified School District to address safety concerns near two elementary schools by constructing special landscape walls and implementing special construction guidelines. Other partners include the March Joint Powers Authority, which has provided land for a station, and the city of Perris, which has made the new Downtown Perris Station a centerpiece of its development efforts. Perris is also home to the nearby Orange Empire Railway Museum that provides many reminders of the role that rail has played in the past to advance Riverside County.

Rail—and other forms of public transit—will now be poised to usher in an exciting future for Riverside County that promises to address congestion issues in the I-215 corridor, create economic opportunities by attracting employers to nearby transit centers, and to improve livability for all by offering additional transit options.



MORENO VALLEY/MARCH FIELD STATION



215 Freeway

Perris Valley Line

Future Metrolink Station

Perris Station Transit Center

Historic Perris Depot

DOWNTOWN PERRIS STATION

SOUTH PERRIS STATION

I-215 Corridor Projects Underway

Improvements on the I-215 have begun construction, complimenting the creation of the public transportation options, like the Perris Valley Line, in this critical north-south corridor.

In every reach of the roadway, transportation officials are addressing congestion and mobility in order to support job creation in major employment centers and also ease the commute and improve quality of life. Currently funded projects represent an investment of \$233.5 million and will create more than 4,203 jobs over the next four years.

From north to south, here's what Western Riverside County residents and businesses will see along the I-215.

60/215 East Junction Project
Construct one direct carpool lane connector in each direction closing the gap between the SR-60 carpool lane east of Day Street in Moreno Valley and the 60/215 carpool lane west of Box Springs/Fair Isle Drive. The project also will modify and realign the northbound I-215 off ramp at Box Springs Road and realign and widen Box Springs Road to four lanes.

Timeline: Complete summer 2014
Investment: \$43 million
Estimated Jobs Created: 774

I-215 North Project
Construct one carpool lane in each direction from Nuevo Road to the 60/215 Interchange.

Timeline: Planned for future development

74/215 Interchange
Reconstruct and modify the existing interchange by replacing the current two-lane bridge over the freeway with an eight-lane bridge, realign on and off ramps. The project will also widen 4th Street and Redlands Avenue.

Timeline: Under construction, complete summer 2012
Investment: \$29 million
Estimated Jobs Created: 522

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.

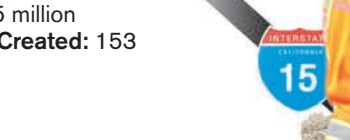
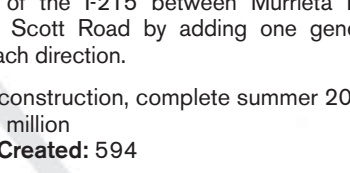
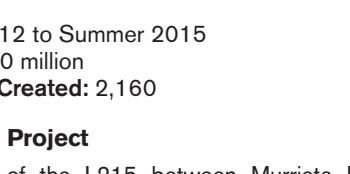
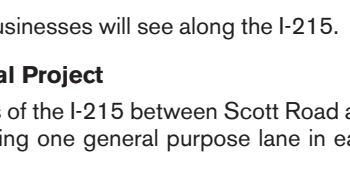
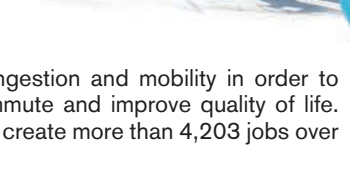
Timeline: Fall 2012 to Summer 2015
Investment: \$120 million
Estimated Jobs Created: 2,160

I-215 South Project
Widen six miles of the I-215 between Murrieta Hot Springs Road to Scott Road by adding one general purpose lane in each direction.

Timeline: Under construction, complete summer 2012
Investment: \$33 million
Estimated Jobs Created: 594

15/215 Interchange Project
Add a southbound lane between Murrieta Hot Springs Road and the 15/215 interchange.

Timeline: Environmental studies on-going
Investment: \$8.5 million
Estimated Jobs Created: 153



On the Move

91 Freeway Improvements—A Livable Solution for the Future

It's no secret that the 91 freeway is one of the country's most miserable commutes—the 7th worst in the nation for areas under three million people. More than 280,000 vehicles per day; workers traveling to job centers in Orange and Los Angeles Counties; business people visiting clients; and trucks making deliveries jam the constricted Santa Ana Canyon in a four-hour rush hour that starts at 5 a.m., takes a brief break in the middle of the day and is back for another four hours by 3 p.m.

Today, SR-91 is congested 78% of the time and the 2010 Annual Urban Mobility Report estimates we waste 33 million gallons of gas and 39 million hours stuck in traffic at a cost of over \$1 billion dollars.

Approval of Measure A in 2002 provided RCTC with direction and funding to improve the SR-91. In Riverside County there are several efforts to make the 91 commute more livable. RCTC has begun a project to ease congestion through Riverside by adding a carpool lane from Adams Street to the 60/91/215 interchange. This six-mile \$279 million project will close the carpool lane gap and begin this winter, creating more than 5,000 jobs during the four-year construction period.

RCTC is working to deliver a solution that will mean a livable commute through the Santa Ana Canyon, the 91 Project. To date, Caltrans and RCTC have completed all required preliminary reports, and RCTC has received state and federal tolling authority and the approval to shorten project implementation times using best value-design-build contracting. Preliminary design has occurred, preliminary right of way acquisition is underway, and all but the final phases of environmental studies are complete.

The \$1.3 billion 91 Project investment includes new lanes, tolled express lanes, improved local interchanges, and a major improvement to the 15/91 interchange that will create a total of 16,200 jobs to ease congestion. Economic benefits will include \$2 billion in economic output throughout California with \$276 million per year in direct, indirect, and induced spending in Riverside County.

Additionally, RCTC's 71/91 interchange requires a \$120 million investment and will create 1,260 jobs.

In order to make sure these improvements address the entire commute in the 91 corridor, RCTC's partner in its goal to increase livability, the Orange County

Transportation Authority (OCTA) will invest another \$109 million in roadway improvements in addition to increasing Metrolink service in Orange County.

Long range multimodal solutions for the 91 in the Santa Ana Canyon are also planned to emphasize choices for all commuters. Commuters will be able to choose to get out of traffic and take the train, opt for express bus service that uses the tolled express lanes, or participate in livability incentives for carpools and vanpools using tolled facilities. Today's facilities at the North Main Corona Metrolink Station are the hub for much of this future development. Here, local and express bus service connects with Metrolink commuter rail. The Metrolink parking structure, transit center parking, and RCTC's Park and Ride lot offer more than 2,000 spaces to encourage a multimodal commute.

Future plans for the corridor include increasing Metrolink service by more than 34%, significantly increasing express bus service, and adding three new routes to the existing Riverside/Corona to South Coast Metro route established in 2006. In addition, carpool access to toll lanes will be expanded. Today, three plus carpools account for about 25%, or almost one quarter million trips per month, of toll lane use in the 91 corridor.

The most important benefits, however, are the social benefits. The 91 Project will save the average Riverside County commuter 75 hours per year traveling to Orange and Los Angeles Counties. Although economists put a \$129 million per year price tag on the time saved, any of the commuters making the trip will tell you that saving that time to be home with their families is priceless.



ORANGE COUNTY PROJECTS (BY OCTA)
SR-91: Orange County
 Construct one general purpose lane in each direction from the SR-55 to SR-241 and one westbound auxiliary lane at the northbound 55 to the westbound 91 at Tustin Avenue.
Timeline: Begin construction in late 2012
Investment: \$109 million
Estimated Jobs Created: 1,962

A Letter from the Executive Director Tax Dollars at Work—Putting People to Work

It's happening everywhere in Riverside County. Construction crews are changing the landscape of our transportation system. We often wait for years to secure funding, design projects, obtain environmental approvals, and acquire right of way in order to construct a project.

Once that work is completed, we are able to see the results of the effort with people hard at work to construct freeway, street, and transit improvements that will serve us for decades into the future.

Today there are more projects under construction along Riverside County's freeway system than ever. Work is taking place at:

- Four freeway interchanges (Bob Hope Drive/Ramon Road, Date Palm Drive, Palm Drive/ Gene Autry Trail, and Indian Canyon Drive) on I-10 in the Coachella Valley
- Widening of the I-215 in Murrieta
- Closing the carpool lane gap on I-215 at the 60/215 interchange in Moreno Valley
- Improvements at I-215 and 4th Street in Perris

That's not all. Construction crews will soon begin widening State Route 91 (SR-91) in Downtown Riverside and in 2012 will begin work to extend Metrolink from Downtown Riverside to Perris.

Within a couple of years, Riverside County's largest freeway project—the \$1.3 billion widening of SR-91 through Corona will break ground, addressing Western Riverside County's worst freeway bottleneck and improving the daily commute for thousands of residents.

The Riverside County Transportation Commission is making use of various funding sources including federal and state gas taxes and most importantly, the voter-approved Measure A sales tax. Measure A not only pays for large freeway and transit projects; it also provides much of the

funding that is used by cities and the county to repair and improve local streets and roads. It's a great example of your dollars at work—putting people to work and improving the overall quality of life for Riverside County residents.

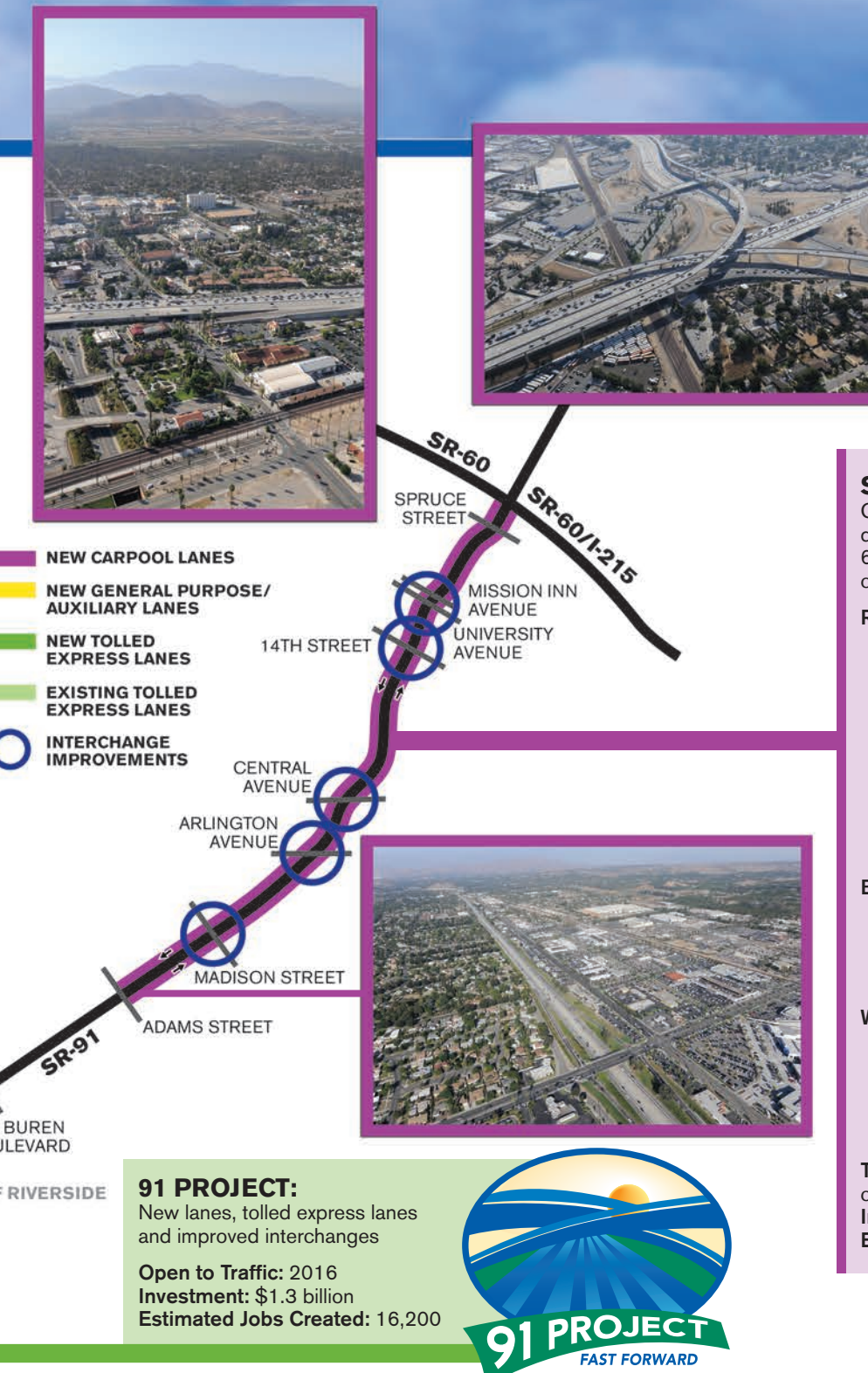
Investment in public transit is yet another priority for the Commission and also a job producer and economic engine. In 2012, construction crews will begin work on a 24-mile extension of Metrolink from Downtown Riverside to the city of Perris. The Perris Valley Line will include stations in major job centers including Riverside Hunter Park and Moreno Valley/March Field and will expand its reach by connecting to bus lines throughout the county. RCTC will also fund transit providers to offer service to seniors and persons with disabilities and is partnering with the Riverside Transit Agency to upgrade and modernize its clean fuel bus fleet.

I invite you to review this year's annual report to learn more about what is happening on transportation projects in Riverside County and urge you to keep informed through our website at www.rctc.org.

Thank you for your ongoing support of transportation progress; we look forward to continuing to serve you.

Sincerely,

 Anne Mayer
 Executive Director
 Riverside County Transportation Commission



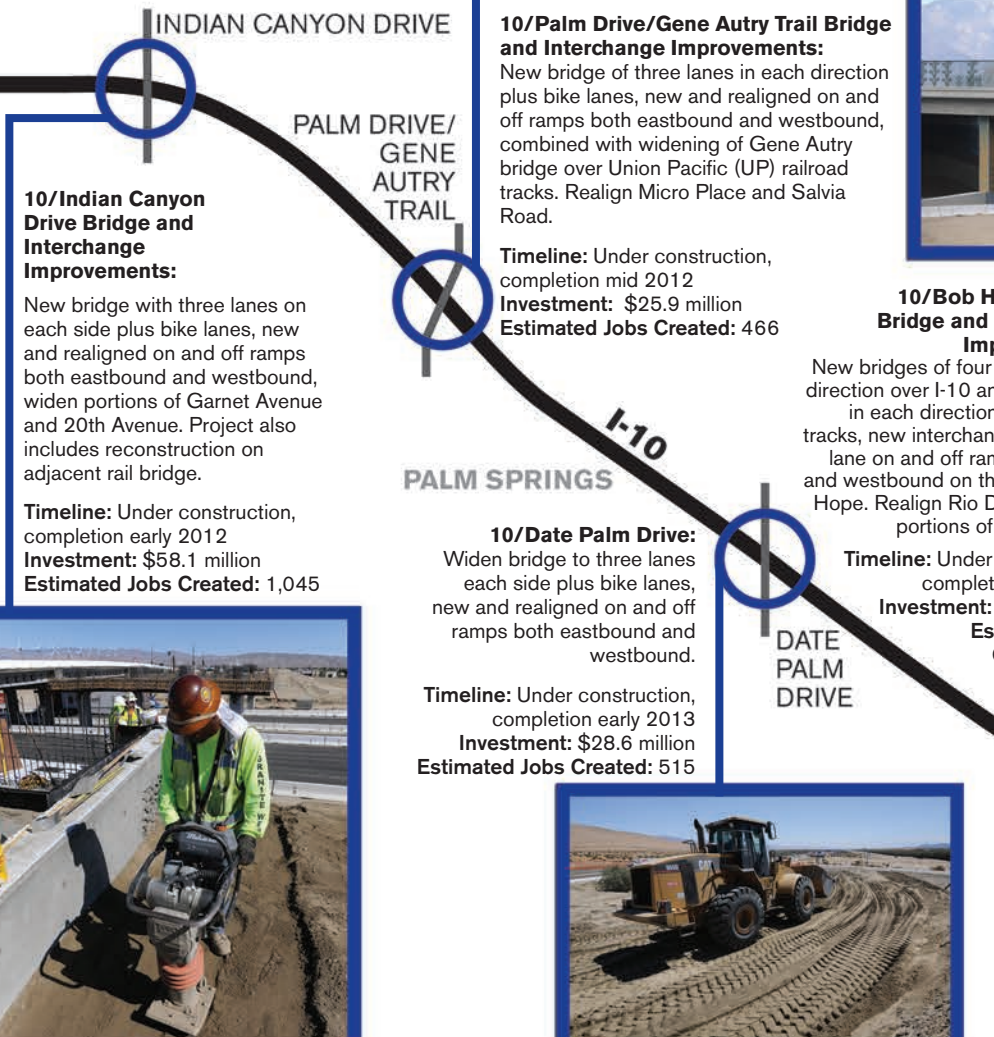
Coachella Valley Projects Represent Major Investment and New Jobs

Traffic on the I-10, which ranges from 79,000 to 96,000 cars per day in the Coachella Valley, will begin to move more smoothly in the near future thanks to five interchange projects underway by the Coachella Valley Association of Governments (CVAG).

The total investment represented by the five projects is \$154.5 million and the projects are creating a total of 2,780 jobs. Funding sources include American Recovery and Reinvestment Act (ARRA) funds, Measure A funds, federal and state funds, and Transportation Uniform Mitigation Fees paid to mitigate traffic caused by development.

CVAG, partnering with RCTC, Caltrans, nine Coachella Valley cities, and the Agua Caliente Band of Cahuilla Indians recently delivered the first project: the 10/Bob Hope-Ramon bridge and interchange opened in late September.

For additional information, please see www.i10CVCprojects.com.



10/Indian Canyon Drive Bridge and Interchange Improvements:
 New bridge with three lanes on each side plus bike lanes, new and realigned on and off ramps both eastbound and westbound, widen portions of Garnet Avenue and 20th Avenue. Project also includes reconstruction on adjacent rail bridge.
Timeline: Under construction, completion early 2012
Investment: \$58.1 million
Estimated Jobs Created: 1,045

10/Palm Drive/Gene Autry Trail Bridge and Interchange Improvements:
 New bridge of three lanes in each direction plus bike lanes, new and realigned on and off ramps both eastbound and westbound, combined with widening of Gene Autry bridge over Union Pacific (UP) railroad tracks. Realign Micro Place and Salvia Road.
Timeline: Under construction, completion mid 2012
Investment: \$25.9 million
Estimated Jobs Created: 466

10/Bob Hope-Ramon Bridge and Interchange Improvements:
 New bridges of four lanes in each direction over I-10 and three lanes in each direction over railroad tracks, new interchange with multi-lane on and off ramps both east and westbound on the I-10 at Bob Hope. Realign Rio Del Sol, widen portions of Varner Road.
Timeline: Under construction, completion late 2011
Investment: \$31.6 million
Estimated Jobs Created: 569

10/Date Palm Drive:
 Widen bridge to three lanes each side plus bike lanes, new and realigned on and off ramps both eastbound and westbound.
Timeline: Under construction, completion early 2013
Investment: \$28.6 million
Estimated Jobs Created: 515

10/Monterey Avenue:
 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 to eastbound I-10.
Timeline: Construction to start this winter, completion Spring 2013
Investment: \$10.3 million
Estimated Jobs Created: 185

2010-2011 Measure A Dollars for Local Projects

Every area of Riverside County benefits from receiving Measure A local streets and roads revenues.

Area	Area Total
Western County Area	\$ 50,723,703
Coachella Valley Area	\$ 18,713,345
Palo Verde Valley Area	1,446,641
TOTALS	\$ 70,883,688

RCTC/Measure A Projects COMPLETED

WESTERN COUNTY
 In Western Riverside County, projects are generally administered by RCTC.

- Green River (local widening project)
- 91/La Sierra Avenue interchange project
- 91/Van Buren Boulevard bridge and interchange

EASTERN COUNTY
 In the eastern portion of the county, CVAG determines the priority of transportation projects through its Transportation Project Prioritization Study.

- 10/Bob Hope Drive/Ramon Road

UNDER CONSTRUCTION

WESTERN COUNTY

SR-91 HOV Project –
 • Add HOV lanes from Adams Street to the 60/91/215 interchange (Winter 2011)

74/215 Interchange Project –
 • Improve 4th Street interchange at I-215 in Perris

I-215 South Project –
 • Add one general purpose lane in each direction from Murrieta Hot Springs Road to Scott Road

60/215 East Junction Interchange Project –
 • Add one HOV lane in each direction from Day Street to Box Springs Road/Fair Isle Drive

• Modify and realign North I-215/Box Springs ramp
 • Realign and widen Box Springs Road to four lanes

EASTERN COUNTY

Local Interchanges

- 10/Date Palm Drive
- 10/Palm Drive/Gene Autry Trail
- 10/Indian Canyon Drive

NEAR TERM

WESTERN COUNTY

SR-91 Corridor Improvement Project –
 • Extend existing tolled express lanes on SR-91 between the Orange/Riverside County line and I-15

• Add one general purpose lane between SR-71 and I-15
 • Improve five local interchanges and the 15/91 interchange

I-215 Central Project –
 • Add one general purpose lane in each direction from Scott Road to Nuevo Road

I-215 Bi-County HOV Project (in partnership with San Bernardino Associated Governments) –
 • Add one HOV lane in each direction from 60/91/215 interchange to Orange Show Road in San Bernardino County

Commuter Rail –
 • Extend Metrolink service from Riverside to Perris on the Perris Valley Line

EASTERN COUNTY

SR-111 –
 • Multiple projects including intersection improvements and street widening in the cities of Cathedral City, Indio, and La Quinta

• Make improvements and widen SR-111 through Indian Wells
 • 10/Monterey Avenue
 • Jefferson Street interchange

LONGER RANGE

WESTERN COUNTY

I-15 Corridor Improvement Project –
 • Construct one high occupancy vehicle lane in each direction from the 15/215 interchange to SR-74

• Construct two tolled express lanes and one general purpose lane in each direction from SR-74 to SR-60
 • Construct various auxiliary lanes and ancillary improvements where needed

71/91 Interchange Project –
 • Replace eastbound to northbound loop connector with a direct fly-over connector and improve connection between eastbound Green River Road on ramp and 71/91 interchange

SR-71 Corridor Improvement Project –
 • Widen to three lanes in each direction from SR-91 to the San Bernardino County line

SR-74 Curve Widening –
 • 74 median, shoulders, and lanes between Calvert Avenue and California Avenue

I-215 North Project –
 • Add one HOV lane in each direction from Nuevo Road to 60/215 interchange

10/60 Interchange –
 • Construct new interchange

I-10 –
 • Add eastbound truck climbing lane, San Bernardino County line to SR-60

SR-60 –
 • Add truck climbing lane, Badlands area, east of Moreno Valley

SR-79 Realignment Project –
 • Realign highway, Ramona Expressway to Domenigoni Parkway

Mid County Parkway –
 • Construct a proposed 16-mile transportation corridor from San Jacinto to Perris

IE511 Plans Expanded Service

Every day, Southern Californians waste 1.8 million vehicle hours in congested traffic. The time stuck in traffic erodes the quality of life for commuters, keeping them on the road and away from their homes and families for long hours. Those hours also represent lost productivity and increased travel costs for business.

IE511 is the region's solution to coping with traffic woes.

Now, commuters have a chance to re-route themselves around congestion by using IE511.org, a website that allows drivers to know traffic conditions before they go.

The same information is available by calling 511 from phones within the Inland Empire and 1-877-MYIE511 when travelling outside the region.

In the 18 months since launch, more than 330,000 people have visited the website and more than 631,000 have used the phone service.

Traffic information is the star of the show. The phone service and the online map offer real-time traffic information and travel times for all of Southern California gathered from Caltrans freeway detection systems. Incident and Sig Alert information from the California Highway Patrol is also available.

IE511 improves the lives of commuters in other ways, too. Research shows that the average commute costs about \$5,500 per year. Alternatives to driving alone to work are a

major focus of IE511.org, including bus and rail trip planning, carpool and vanpool information, and maps of Park and Ride lots and carpool lanes.

But today's IE511 is just a start for a service that focuses on innovation. From the beginning, the website has been mobile friendly. Android and iPhone apps are also on their way to market this year.

Improved traffic detection is also part of the plan. Detection on the major routes all the way to the Nevada and Arizona borders should come online in the next two years allowing travelers to take a sneak peek at the road when they are making trips longer than their daily commute.

IE511 also envisions an expansion to the alert services it currently operates. Today, the service operates a Facebook page for major upcoming construction closures and traffic-related events and a Twitter feed where drivers who sign up can get freeway closures broadcast to their phones. Plans are to extend personalized alerts by allowing users to sign up for notices regarding individual freeways. Personalized service by route should be a boon to commuters as construction projects on I-10, I-15, I-215, and SR-91 are slated for upcoming years.



Coachella Valley Grants for Rideshare and Specialized Transit Services

The Coachella Valley has been awarded over \$602,000 to provide specialized and rideshare program services in the Coachella Valley through a competitive process administered by RCTC. The funds, made available by the federal government through the Jobs Access Reverse Commute (JARC) and New Freedom programs, will be used to support the programs through mid 2013.

The five top scoring projects cover a wide range of services. The Coachella Valley Association of Governments will receive approximately \$102,000 to operate a shuttle service in conjunction with Roy's Resource Center, named for the late Riverside County Supervisor Roy Wilson, the first comprehensive homeless center in the area created to help the homeless regain independence and financial security.

SunLine Transit Agency (SunLine) received \$259,030 to operate a commuter express bus service to the Pass area and \$161,000 to operate a taxi voucher program for seniors and persons with disabilities to supplement SunLine's other specialized transit services.

The Coachella Valley's commuter assistance program, administered by RCTC, received \$80,000 for outreach to employers to start ridesharing programs and incentives for commuters, especially those with low incomes, to try ridesharing.



Eight Projects Benefit Wheelchair Users, Walkers, Cyclists

Eight new projects that will make it safer to walk, bicycle, or use a wheelchair are on their way in Riverside County thanks to a competitive process that allocates state money for projects that support alternatives to driving.

Transportation money in Riverside County comes from a variety of places, and in this case, one-quarter of each penny of state sales tax charged on retail sales in Riverside County comes back to the region for transportation programs. This money is administered by RCTC.

The purpose of the fund, called the Local Transportation Fund (LTF), is to provide a dependable revenue stream for public transportation operations. While the majority of the money goes to bus and rail transit, pedestrian and bicycle projects get \$1 million per year of these funds in Riverside County.

This year more than 30 projects were submitted for consideration from all over Riverside County. The competitive process ranked proposals and the top eight projects were selected.

Many of the top projects shared a common feature; they serve schools and close gaps where today students are forced to walk on the shoulder of the roadway because no sidewalk exists. Several projects improve crossings with new wheelchair ramps or signals that countdown the time available to cross. Countdown signals are a relatively new innovation that has been demonstrated to improve safety by reducing pedestrian collisions by 50%.

Most of these projects are scheduled to be completed in 2012.

Location: Hemet area, unincorporated Riverside County, south side of Whittier Avenue between Yale Street and Columbia Street.

Serving: Pedestrians and bicycle riders traveling to and from Ramona Elementary School.

Location: Rural area in unincorporated Riverside County adjacent to Torres Martinez Indian Reservation in the Coachella Valley, Avenue 66 from east of Tyler Street to Martinez Road.

Serving: Pedestrians and bicycle riders going to and from Las Palmitas Elementary School, Toro Canyon Middle School, and Desert Mirage High School.

Location: City of Corona and adjacent unincorporated area, Paseo Grande from Ontario Avenue to just south of Las Posas Road.

Serving: Pedestrians and bicycle riders from the Sierra del Oro community traveling to and from Chavez Elementary School.

Location: City of Hemet, Buena Vista and Chambers Streets.

Serving: Wheelchair users, pedestrians, and bicyclists on both streets as well as those traveling to and from McSweeney Elementary School and Diamond Valley Middle School.

Location: City of Indio, Sungold Street from Indio Boulevard to Miles Avenue.

Serving: Wheelchair users and pedestrians in an older, commercial area of Indio as well as travelers to and from Herbert Hoover Elementary School and River Springs Charter School.

Location: City of Moreno Valley, 26 curb access ramps and pedestrian push buttons at various locations.

Serving: Wheelchair users with 26 curb access ramps in a variety of commercial, residential, and public service areas throughout the city, including bus stops, Ramona Elementary School, Armada Elementary School, and Sugar Hill Elementary School. The project also includes 32 new pedestrian push buttons and 67 countdown timers on Sunnymead Boulevard and Alessandro Boulevard.

Location: City of Riverside, 168 wheelchair ramps in various locations.

Serving: Wheelchair users in the neighborhood bounded by Alessandro Boulevard to the west, Chicago Avenue and Country Club to the north, Canyon Crest Drive to the east, and Century Avenue to the south.

Location: City of Wildomar, Grand Avenue from Central to South Pasadena Street (pictured above).

Serving: Pedestrians and bicyclists traveling to and from Wildomar Elementary School, David Brown Middle School, parks, and commercial areas.

Livability at the Heart of RCTC-RTA Partnership

RCTC and RTA share a common goal. That goal is to make a real difference in the quality of life for Riverside County commuters by creating new choices for how they get to work. The ingredients read like a commuting smorgasbord that includes not only buses, but also trains, cars, and bicycles so commuters can help themselves to whatever they prefer as a part of their daily route.

The North Main Corona Metrolink Station is a perfect example. Today you can bicycle to a bus stop; you and your bike can take a bus to the station (available on both RTA or Corona Cruiser buses), then you board a train with your bike. Or drive to the station, park at the RTA



and board a CommuterLink express bus to Orange County (bikes welcome on CommuterLink, too). Or carpool to the station, park in RCTC's North Main Corona Metrolink parking structure and take the train.

The new Downtown Perris Station Transit Center will offer the same range of options once the Perris Valley Line Metrolink service comes on board in 2013 (see story page 1). Already,

RTA's CommuterLink buses serve the station and south county commuters are using the Perris Station Park and Ride lot and CommuterLink to get to North Main Corona.

RCTC and RTA share more than the cost of these facilities; they share a vision of a future where public transportation options make life better for commuters. While Metrolink commuters are used to onboard amenities that turn their commute into a relaxing way to start or end the day, CommuterLink has stepped up the level of service with plush reclining seats and free Wi-Fi onboard.

These joint approaches are a critical part of creating a more livable commute on the 91 freeway as well (see story pages 2 and 3). As RCTC moves forward to extend toll lane service to the 15/91 interchange and add more general purpose lanes, expanded CommuterLink and Metrolink service are an important part of the plan.

The RCTC-RTA partnership is expanding in other ways as well. RCTC and RTA are jointly seeking \$30 million in grant money from the FTA to replace RTA's aging fleet of clean air compressed natural gas (CNG) buses. RTA, with the second largest service area in the nation, has put plenty of miles on the 11-year old fleet, which will soon require new CNG tanks to comply with regulations. New buses are the solution and Measure A, Riverside County's half-cent sales tax for transportation, means Riverside County can provide matching funds of 50% of the cost of the vehicles, more than the 20% required.

2011 RCTC Commission Members

CHAIR Greg Pettis City of Cathedral City	John F. Tavaglione County of Riverside	Joseph DeConinck City of Blythe	Adam Rush City of Eastvale	Bob Magee City of Lake Elsinore	Jan Harnik City of Palm Desert	Scott Miller City of San Jacinto
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	Roger Berg City of Beaumont	Scott Matas City of Desert Hot Springs	Frank Johnston City of Jurupa Valley	Berwin Hanna City of Norco	Steve Adams City of Riverside	
			Terry Henderson City of La Quinta			