

CARPOOL
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TRAFFIC



2008 | TRANSIT VISION



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Introduction

Created by State law in 1976, the Riverside County Transportation Commission (RCTC) oversees funding and coordination of all public transportation services within Riverside County. In 2006, RCTC began development of a countywide vision for transit in response to a Triennial Performance Audit recommendation.

This document is the culmination of input from the transit operators in Riverside County and RCTC Rideshare and Specialized Transit staff. It is intended to guide the RCTC transit vision and allocation of the Transportation Development Act (TDA) and Measure “A” extension program over the next 10 years. The direction that is taken will determine where valuable resources will be expended and how technology will be used to improve services.

The RCTC Regional Programs Department is committed to meeting the goals and actively participating in carrying out the initiatives included in the Vision Plan. The collective efforts of RCTC and the County’s eight transit operators will prove vital in meeting the mobility needs of Riverside County citizens. They will also serve to keep Riverside County on the national forefront in the provision of transit services.

Decades of Investment used by today’s commuters

Knowing the importance of mobility to our quality of life and the economy, Riverside County voters approved a one half-cent sales tax in 1988 that is currently funding transportation projects. These include freeway, roadway, and transit projects found throughout the County. Furthermore, local developer fee programs are in place in every city within the County so that new developments pay for their share of regional traffic improvements.

When 78.9% of voters approved Measure “A”, RCTC became the agency charged with making sure the projects and programs voters wanted became a reality. A stated goal in Measure “A”, Ordinance 88-1, is to “Improve and maintain the quality of life in Riverside County by supplementing existing funds for transportation.” The Ordinance identifies specific public transit and rideshare programs by geographic apportionment area as outlined below in Table 1:

| Measure A Ord. 88-1 Program | Geographic Apportionment Area | | |
|--------------------------------------|-------------------------------|------------------|--------------------|
| | Western Riverside County | Coachella Valley | Palo Verde Valley* |
| Specialized Transit | \$31 M | \$12 M | - |
| Commuter Buses, Vanpools, & Carpools | \$31 M | | - |
| Commuter Rail | \$100 M | - | - |
| Bus Replacement & More Service | - | \$12 M | - |

*Palo Verde Valley identified the urgent need for Measure A as funding for local streets and roads only.

Riverside County's bus system, comprised of seven operators, is an efficient, technologically up-to-date fleet. Moreover, by taking advantage of existing railways and partnering with neighboring counties, RCTC established a successful commuter rail system, operated by Metrolink, with ridership growing every year.

All in all, we have a transportation system to be proud of—one that reflects Riverside County's high quality of life and entrepreneurial spirit.

Managing Growth

Despite all of the positives, traffic congestion exists today on every Riverside County freeway and major portions of the roadway system. Riverside County's population and employment will keep growing, and traffic congestion will worsen unless we continue to enhance our transportation facilities and services.

Trying to eliminate gridlock by focusing solely on highways is not practical. Building more highways has become very expensive and can take decades – major reasons why, over the past 20 years, the number of motor vehicle-miles traveled has grown some 70 percent while the number of highway-miles has barely changed.¹ This transformation brings challenges since most freeways and roadways have little available right-of-way remaining, leaving limited room to grow. Yet demand for these facilities is projected to keep growing along with population and employment. At the same time, traditional funding sources for public transit and rideshare programs are not keeping pace with growth. Riverside County's local answer to funding needs – the one half-cent sales tax known as Measure "A" – was renewed by voters in 2002 and now extends through 2039.

Driving alone accounts for the highest level of land consumption among all transportation modes. It also generates the highest level of environmental, economic and social impacts. Increasing the use of alternative modes to work (e.g., carpool, transit) is critical to accommodate future growth with less environmental, economic and social impacts.
– State of the Region 2006 (SCAG) page 83

Facing the Future

In addition to the daily activities required to keep Riverside County mobile in 2007, the RCTC is planning for the future. In 2006, the Commission approved a 10-year Western Riverside County Highway Delivery Plan. The purpose of the Transit Vision is to develop a 10-year county-wide transit and rideshare plan that continues to promote transportation options for residents, workers, employers, and visitors.

- The Transit Vision allows Riverside County residents, businesses, and elected officials to look at the big picture and ask key questions about the future. What will Riverside County look like in 10 years? Where will jobs and homes be

¹ AAR: Policy and Economics Department, May 2007

concentrated and how will this affect congestion? What transportation services and facilities will residents and workers need? What are the gaps in planned services? And what are the most efficient and effective ways to meet commuter needs?

Vision 2019 – Guiding Principles

To develop a vision for transit and rideshare programs in Riverside County based on:

- Improved mobility and accessibility for Riverside County residents through working together with our transit partners to provide a safe, integrated, multi-modal transportation system;
- Performance measures for productivity and cost-effectiveness consistent with the Commission adopted Productivity Improvement Program;
- Air quality, energy efficiency, and economic development initiatives;
- Appropriately leverage Measure “A” funds to supplement existing funds for transportation. and
- Allocate Measure “A” and Local Transportation Development funds for the period 2009 – 2019.

The Transit Vision aligns our principles with the following RCTC existing priorities²:

- Promote Mobility – Create a transportation system that promotes efficient mobility both within the County and the region;
- Ensure Improved System Efficiencies – Advocate affordable and advanced transportation technologies to improve safety and reduce congested corridors;
- Foster Environmental Stewardship – Promote environmental stewardship and protect the area’s natural resources and quality of life while achieving mobility goals;
- Encourage Economic Development – Consider economic benefits of improvements and pursue transportation alternatives that enhance or complement economic development; and
- Support Transportation Choices through Intermodalism and Accessibility – Develop transportation alternatives.

Transit Vision Process

The Transit Vision process was conducted from April 2006 through April 2008. The process resulted in the development of near-term initiatives that have support among those who provided input and the transit community as a whole. The process entailed:

- Visioning and priority setting with RCTC rideshare and specialized transit staff and the eight transit operators in Riverside County:
 - City of Banning
 - City of Beaumont

² FY06 Adopted Commission Policies & Goals

- City of Corona
- City of Riverside
- Palo Verde Valley Transit Agency
- Riverside Transit Agency
- SunLine Transit Agency
- Metrolink/RCTC Commuter Rail Program;
- Conducting research on transit “best practices” across the country;
- Professional facilitation of regional transportation needs and identification of service gaps;
- Adoption of the Riverside County Public Transit-Human Services Coordinated Plan; and
- On-going consultation with the RCTC Transit Policy Committee.

Transit Vision Goals

The RCTC Transit Vision is based on five primary goals:

| Goal | Expected Outcome by 2019 |
|---|---|
| <p><u>Increase Coordination with the Transit and Rideshare Community:</u> Transit in Riverside County is provided by individual public, private, and non-profit organizations. Respective agencies provide service at regional, municipal, and local levels. Enhanced coordination between the multiple providers and development of public/private partnerships could improve service and intermodal and regional connections, resulting in increased ridership.</p> | <p>↓ Rising Costs of ADA trips by 30% ↑ Local & Regional Service by 30% ↑ Ridership by CAGR 10% ↑ Rideshare Participation by 20%</p> |
| <p><u>Remove Barriers to Transit Use:</u> Transit passengers oftentimes face barriers to their mobility when they use transit between cities and regions; when they link transit with other modes; and when they are unaware of the full range of transportation options. RCTC seeks to partner with the transit operators to remove these barriers through improved regional and intermodal mobility, fare integration, internal and external communications, and coordination of transit and rideshare resources.</p> | <p>↑ Local & Regional Mobility by 40% ↑ Commuter Rail Service by CAGR 14% ↑ Ridership by CAGR 10%</p> |
| <p><u>Provide Efficient and Effective Transit and Rideshare Service:</u> RCTC seeks to improve utilization of existing resources and incorporate new technology to provide efficient and effective transit and rideshare services. RCTC performance measures, such as the Productivity Improvement Program, will be used to evaluate the outcome of implementing the initiatives included in the Transit Vision.</p> | <p>↑ Cost Effectiveness by 30% ↑ Productivity of Services by 40% ↑ Ridership by CAGR 10% ↑ Rideshare Participation by 20%</p> |
| <p><u>Ensure Adequate Funding:</u> Providing transit and rideshare services for the citizens of Riverside County requires a predictable and sufficient funding base to meet increasing service needs. Multiple strategies are required, including an allocation of locally generated funds, coordination of transportation funds from multiple sources, participating in competitive grant application processes, and obtaining continued federal and state support.</p> | <p>↑ Return on Measure “A” by 25% ↑ Expansion of Services by 30% ↑ Ridership by CAGR 10%</p> |
| <p><u>Promote Energy Efficiency:</u> In 2006, the State passed the Global Warming Solutions Act, AB32. The programs and services outlined in the Transit Vision provide cost-effective reductions of greenhouse gases (GHG).</p> | <p>↓ GHG by at least 20% ↑ Alternative Fuels in All Fleets</p> |

The Situation

The transit system in place today includes an extensive network of local bus routes that provide service to most residential and employment areas of the County. There are also express bus routes, and a commuter rail service, with CommuterLink express bus shuttles, that provide for longer distance travel within the County and to neighboring counties.

Bus

There are currently 62 bus routes operating throughout Riverside County, with the majority of the local bus service operating in Western Riverside County. When compared to the Eastern half of the County, the western section is more densely developed, has lower medium incomes, has more households without an automobile, and a more consistent grid-pattern of roadways that lead to an efficient bus routing pattern. In

fact, of the eight transit operators in Riverside County, only two agencies operate in the Eastern half of the County, SunLine Transit and Palo Verde Transit.

Express buses combine the use of freeways and limited stops to provide commuters with faster service over longer distances. RTA operates two express bus routes using State Route 91 to connect Riverside County to Orange County. RTA also provides shuttle service timed with commuter rail schedules to carry passengers from the train stations to their places of work in the morning, and back to the stations in the evening. There are currently five shuttles operating in the CommuterLink system that use Interstate 10 and 15, and State Route 60.

Specialized Transit

In addition to traditional local bus or fixed route service, the transit operators provide paratransit (or Dial-a-Ride) service for people unable to use the regular bus service because of a disability. This curb-to-curb service operates in response to requests by qualifying individuals and groups, and meets the requirements of the Americans with Disabilities Act.

In 1988, when voters passed Measure A, the half-cent sales tax for transportation, RCTC was empowered to use a portion of those revenues to provide seniors, persons with disabilities and the truly needy with transportation assistance. In addition to

- The primary drive alone rate is 79%, 4% lower than 1998;
 - Avg commute distance is 25.1 miles, the longest in the region & up from 21.6 in 1998
 - Avg commute time to work is 46 minutes, the longest in the region & up from 37 minutes in 1998
 - Second highest freeway usage at 65%, up from 59% in 1998
 - 47% HOV lane availability, & 74% usage
 - The highest percentage of workers that work outside the county where they live at 35%, up from 32% in 1998
- State of the Commute 2006 – SCAG

funding traditional public Dial-a-Ride services, the Commission has granted funds to non-profit agencies to provide transit assistance in hard to serve rural areas, for inter-community travel, and for riders having very special transit needs. As a result, someone who is disabled can go to work on his or her own; someone who is aged can shop at the neighborhood grocery; and someone who is low on cash can get to the doctor. These programs have been successful over the last 20 years in providing improved transit access for western Riverside County residents however more needs to be done.

Demand for local bus service has increased steadily over the past 20 years, reaching the current level of 11 million riders (2007), an increase of 116 percent. Today, the fleet of busses and dial-a-ride vehicles has grown to over 370, an increase of 158 percent since Measure "A" passed in 1988.

Rail

Metrolink operates commuter rail service in Riverside County. Metrolink provides weekday service on three routes through Riverside County: the Riverside Line from Riverside to Los Angeles (12 trains per day), the Inland Empire-Orange County Line from San Bernardino to San Juan Capistrano (16 trains per day); and the 91 Line from Riverside to Los Angeles (nine trains per day). There are five stations (Riverside-Downtown, Pedley, Riverside-La Sierra, West Corona, and North Main Corona) in Riverside County that feed these lines, all owned and operated by RCTC. Amtrak provides limited long distance passenger rail service, which runs two times a day in each direction through Riverside County although Amtrak trains do not stop at every RCTC Metrolink station.

In just over 15 years since service began, the number of Riverside County riders on Metrolink commuter rail has increased from less than 100,000 passengers in 1993/94 to over 2 million passengers in 2006/07. In fact, the Inland Empire-Orange County Line, is the first suburb-to-suburb commuter rail line in the nation.

Rideshare

Commuter Assistance, or Rideshare programs to reduce the number of drive-alone travelers on our roadways, is a mandated part of Measure "A". Recognizing the value of providing additional alternatives to driving alone, RCTC offers a comprehensive commuter assistance program to meet the needs of local employers and commuters and supports other RCTC services including commuter rail and public transit.

Local employers benefit from having a low cost tax free benefit they can offer employees. Large companies who must meet air quality mandates can take advantage of programs that help them fulfill their requirements. Commuters can receive incentives to try ridesharing - everything from carpools and vanpools, to taking Metrolink or riding the bus. There are extensive services that support these programs from ride-matching services, to detailed information on carpool lanes, Park and Ride lots leased by RCTC, and preferred parking at Metrolink stations for those who share the ride to the train.

Improving Air Quality through Cleaner Fuels

The Environmental Protection Agency provides a designation to air basins nationwide. This designation is a legal status (e.g. “attainment” or “non-attainment”) relating to whether an area violates a national ambient air quality standard or contributes to a nearby violation. The designation process plays an important role in letting the public know whether air quality in a given area is healthy.³ There are three Air Basins in Riverside County: South Coast, Salton Sea, and Mojave Desert. All of these Air Basins are designated as “non-attainment” areas for 8-hour ozone and PM10. South Coast Air Basin is also “non-attainment” for PM2.5. In addition, the South Coast has the highest maximum concentration of ozone & PM2.5 in the nation.⁴ Ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and congestion. PM10 emissions cause adverse respiratory health effects. NOX emissions cause smog. CO emissions are a byproduct of highway vehicle exhaust. VOC emissions cause air pollution. With the exception of ozone, these air pollutants are usually emitted from transportation sources, namely driving.

SunLine is known as a leader in the industry for alternative technology fuels. In 1994, SunLine had the nation’s first fleet to convert overnight to 100% Clean Natural Gas (CNG). Today, among all bus operators throughout the County, 212 buses operate on CNG. Metrolink uses General Motors low-pollution locomotives. They are 40% cleaner than typical passenger engines and produce over 3,000 horsepower.

In 2007, over 1.4 million one-way vehicle trips were reduced through participants in the Rideshare Program. The actions of these participants result in over 343 tons of pollutants removed from the air we breathe.

Trends Affecting Transportation

Population Explosion

Population, employment & households in Riverside County are forecast to grow dramatically in the next 15 years. Riverside County is one of the fastest growing counties in the United States, with a forecast to add almost 1 million more people by 2020, for a total population of almost 3 million. Such rapid growth requires large investments in transportation infrastructure.

Riverside County’s freeway and roadway networks are nearing build-out, in terms of available right-of-way. There are many constraints to physical expansion of these facilities, such as environmental impacts, lack of right-of-way, lack of funding, and community concerns with major widening projects. With travel demand continuing to grow, we must employ multiple strategies to improve our networks and relieve congestion at specific locations. This will improve air quality, make streets more efficient and keep them maintained so that Riverside County residents, workers, and visitors experience a safe, smooth, and minimally congested commute to their destination.

³ <http://www.epa.gov/ozonedesignations>

⁴ State of the Region 2006, SCAG, pgs 101, 104, & 107

Our transit system serves both short and long distance travelers, with a network of local bus routes, express bus routes, specialized transit, and commuter rail service. Demand for local bus service has increased over the past 20 years and a new component of the fixed route service, known as bus rapid transit (BRT), is being developed. BRT combines the flexibility of a busy system with some of the features that are typical of light rail transit, such as signal priority and fewer stops.

Metrolink commuter rail ridership has also grown every year since service began in 1993. In fact, the Metrolink 91 Line is one of the most productive in the regional Metrolink system. Expansion of Metrolink service within Riverside County, including CommuterLink feeder service, is a critical component of the Transit Vision.

RCTC is also exploring its role in various high-speed rail and Maglev proposals that would connect Riverside County with surrounding counties and regions.

There are several trends that will affect the demand for transit in the future. Most significant are the anticipated increases in population and employment (43 percent and 58 percent respectively). This growth will drive demand for increased transit services. It is noteworthy that the number of Riverside County residents 65 years and older is projected to nearly double between 2005 and 2030. While this segment of our population is not necessarily frail and transit-dependent as a whole, it is likely that many 65 and older residents will require greater, specialized transit.

Emergence of Paratransit Needs

Curb-to-curb paratransit service (Dial-A-Ride) is provided for people unable to use the fixed-route bus service due to a disability. RCTC anticipates that demand for paratransit type services will increase substantially over the next 25 years, partially due to the needs of our growing senior population. Unfortunately, the operating costs for Dial-a-Ride services are the highest in the industry. Rising costs coupled with a growing target market are threats to sustainability of this type of service.

Quality of Life Issues: Congestion & Air Quality

Over 1/3rd of the air pollutants we breathe in are from transportation sources. The rapidly worsening traffic congestion poses ongoing air quality challenges and health threats to the public – particularly to children, the elderly, and other at-risk groups.⁵ In 2005, workers in Riverside County continued to have the highest average travel time to work in the region, almost 32 minutes, while Imperial had the lowest at 19 minutes. The State average is 27 minutes and the national average is 25 minutes. Highway congestion causes delays affecting personal mobility & goods movement & results in increased economic & social costs. The number of vehicle miles traveled (VMT) indicates the overall level of highway & automobile usage, & is directly related to mobile source emissions.⁶

⁵ Resolving Regional Challenges Fact Sheet "Traffic Congestion & Air Quality", Spring 2007, SCAG

⁶ State of the Region 2006, SCAG, pg 86

Energy Efficiency

Energy use in California is primarily fossil-fuel based (i.e. petroleum, natural gas & coal). Reliance on fossil fuels contributes significantly to global warming. The combustion of fossil fuels to release their energy creates carbon dioxide (CO₂) emissions, the most significant greenhouse gas that affects global climate change. The transportation sector is the largest user of fossil fuels at 39 percent, followed by the industrial sector at 24 percent.

The passage of AB32 by the State Legislature mandates a reduction in GHG. Riverside County's transit and rideshare programs will contribute to meeting this mandate.

Cleaner fuels continue to be a focus among Riverside County transit operators. The day when hydrogen will be a major fuel source for America's vehicles moved another step closer on November 2, 2006, with the official opening at SunLine headquarters of the nation's first large-scale hydrogen facility in the United States using commercialized technology available for third-party refueling purposes. Also add SunLine is testing Zero Emission Vehicles.

Growth in Information Technology

Riverside County has one of the longest commute times at 101 minutes. Generally, the commute time home is longer than the commute to work. Longer commutes with more commuters in the information age demands an increase in information technology as a tool for both the transit operators and the Rideshare Program. Tools that enable commuters with quick access to travel information, notification of the next bus and train, as well as a universal fare pass, are critical in remaining relevant to today's commuter.

The Roadmap – Laying Out the Plan for Future Services

The Vision Plan focuses on identifying transportation improvements through 2019 that will help put together the pieces of our mobility puzzle. They incorporate plans adopted by the individual transit operators, including the Comprehensive Operational Assessments (COA) of RTA and SunLine as well as the Metrolink Strategic Assessment. The following goals are designed to layer different transportation services onto one another to create a connected grid of transportation options that allow you to move throughout the county.

BUS TRANSIT

Improve Quality of Local Bus Service. Local bus providers and RCTC work together to provide efficient service coordination, and to introduce new technology that will make travel more convenient, such as smart cards that allow seamless transfers. The Universal Fare System will eliminate the need for cash, passes, and tokens on RTA and SunLine buses, municipal buses, and Metrolink. It will improve revenue and ridership data collection and reporting through a central data collection system that will help with financial control and service planning. Examples of proposed routes are below:

* Enhanced Local Services include:

- Banning, Beaumont, & Corona (expanded hours on fixed route)
- PVVTA (expanded hours on fixed route)
- SunLine (expanded hours & Frequency)

* Special & Market Based include:

- Banning, Beaumont, Corona, & Riverside Special Services (ADA expanded hours)
- PVVTA (ADA expanded hours)
- SunLine (community-based & market-based services in the COA)

Increase Express Bus Service. Express Bus Service will increase countywide by 2019. Routes include within the County and external to the County. Examples of proposed routes are below:

* RTA Commuter Link Service

Peak period express bus service in advance of new commuter rail service, adjusted to become express bus service to rail stations as new commuter rail service is implemented

- **East Corridor Commuter Link Service**
 - I-215 Corridor between Temecula & Riverside
 - Service between Hemet & Riverside
 - SR60 Corridor between Banning & Riverside
- **West Corridor Commuter Link Service**
 - I-15 Corridor between Temecula & Riverside
 - Service between Riverside & the Montclair Transit Center
 - Service between Murrieta & the Oceanside Transit Center

* SunLine Transit Agency Express Bus Service

Peak period express bus service in the I-10 Corridor

- Service between Indio & Palm Springs
- Service between Palm Springs & Pass Transit

Introduce Bus Rapid Transit (BRT). As part of a continuous effort to explore transportation alternatives for passengers that use the bus system, a new component of the fixed route bus service, known as BRT, is being introduced. BRT combines the flexibility of a bus system with some of the features that are typical of light rail transit, such as transit signal priority (extends green lights several seconds to allow BRT vehicles to pass through the intersection), queue jump lanes (give BRT vehicles a separate lane at intersections that allows them to enter the intersection prior to regular through traffic), and dedicated mid-block lanes for BRT service. BRT proposals are underway at both RTA and SunLine to provide passengers with improved travel time and better connectivity for easier and more convenient access to the bus system and other modes. Examples of proposed routes are below:

* RTA BRT Limited Service

- 10-minute service frequency
- Magnolia Avenue/6th Street
- Riverside/Moreno Valley
- I-15 Corridor

* SunLine Transit Agency BRT Limited Service

- Hwy 111 between Indio & Palm Springs

SPECIALIZED TRANSIT

Improve Choices for Seniors and the Disabled while Reducing Dial-A-Ride Costs.

Many informal community-based programs have been developed throughout the County to address the needs of seniors and adults with disabilities. These programs add to the traditional transportation services, which often do not meet the needs of its users. These programs provide door-to-door and door-through-door assistance. The TRIP program is one example of this. TRIP is recognized nationally as one of the special services in Riverside County that complements public transportation by reimbursing volunteers to transport individuals where no transit service exists or when the individual is too frail, ill, or unable to use public transportation for other reasons.

** Specialized Transit includes:*

- Mobility Management Program – develop a program utilizing public transit operators, non-profit and for-profit operators to improve the mobility of senior, disabled and truly-needy populations.
- Implement Coordinated Transportation Plan with goal of leveraging Measure “A” to reduce the rising Dial-a-Ride costs by transit operators partnering with community-based programs.

COMMUTER RAIL

Expand Metrolink Service. Measure “A” created the Commuter Rail Program in Riverside County with the goal of providing long distance passenger rail service to Los Angeles and Orange Counties. Commuters will benefit from new trains that expand and improve service within the County. The Perris Valley Line (Downtown Riverside to Perris to relieve congestion on the Interstate 215) and an extension to either San Jacinto or Temecula is planned during the next 10 years. To improve efficiency and reduce travel time, parking expansion will also take place at the Metrolink Stations.

COMMUTER ASSISTANCE PROGRAM

Expand the Countywide Carpool Lane System. RCTC plans to add carpool lanes by 2019, along Interstate 15 and State Route 91. Additional carpool lanes help promote Rideshare Programs such as vanpools. They also help make express bus routes more viable.

Improve Traffic Flow Through System Management. Information and technology, such as real-time management of our roadway system, will play larger roles in getting the most out of our system. Freeway Detection Programs and the implementation traveler information systems such as 511 are planned during this period. Other programs like the Freeway Service Patrol will expand to bring traffic incident relief to more freeways and support freeway construction projects.

Encourage Alternatives to Driving Alone. Providing options to travelers is one way to reduce traffic congestion. Programs that encourage ridesharing, pedestrian travel, and move toward development of a Class I bicycle system will be promoted. RCTC will also expand its park-and-ride facilities. Examples of proposed programs are below:

* Commuter Assistance Program includes:

- Employer Services
- Commuter Mode-Shift Incentives
- Leased Park N Ride Lots
- Regional Rideshare Program
- Toll Road Incentives
- Freeway Detection & Integration
- Vanpool Program

ALL MODES & PROGRAMS

Implement Mechanisms to Link Growth with Transportation Centers and Facilities.

Provide meaningful incentives to better link land use and transportation planning. Examples of proposed facilities are below:

* Transit Centers

- RTA has identified the following Transit Centers:
 - Corona, Hemet, Moreno Valley, Perris, Riverside and Temecula
- SunLine has identified the following Transit Centers:
 - Coachella

* Corporate Yard Improvements - Countywide

* CNG Fueling Stations - Countywide

* Bus Stop Amenities & Shelters - Countywide

* Commuter Rail Stations

- Downtown Riverside, La Sierra, Pedley, West Corona, North Main Corona, Spruce/Palmyrita, University of California Riverside, Fair Isle Drive, Moreno Valley/March Field, Ramona, Downtown Perris, South Perris, Winchester, Hemet, Sun City, Temecula.

Greenhouse Gas Emissions Reduction. The condition of the environment has a significant impact on the quality of life that can be offered to Riverside County’s residents, workers, and visitors. The following strategies help to ensure that environmental conditions within the County will not only be maintained, but see an overall improvement:

- Use Intelligent Transportation Systems (ITS) to increase the efficiency of existing facilities;
- Continue to expand transit options;
- Support the growth of the regional bikeway system and pedestrian walkways;
- Continue to comply with federal, state, and local regulations.

| Current Riverside County Transit/Rideshare | Annual Net Reduction in GHG (pounds) |
|---|--------------------------------------|
| Commuter Rail (3 Lines in Riverside County) | 32,380,139 |
| Commuter Assistance Program (Rideshare/Bus) | 33,701,795 |
| Total GHG Emission Reduction | 66,081,934 |

Source: Ray Gorski (8/21/07) and SCRRA (4/28/08)

The passage of AB32 provides an opportunity to market public transit and rideshare programs to an expanded audience – one that seeks ways to be more energy efficient.

Increased ridership on all modes coupled with fuel efficient engines/locomotives will generate at least a 20% additional reduction in GHG over the next 10 years.

The Transit Vision Roadmap links to the trends/challenges identified over the next 10 years in the following manner:

Table 3

| Roadmap Initiatives | Trends/Challenges | | | | |
|--|----------------------|-------------------|------------------------|-------------------|------------------------|
| | Population Explosion | Paratransit Needs | Quality of Life Issues | Energy Efficiency | Information Technology |
| Bus Transit | | | | | |
| Improve Quality of Local Bus Service | ● | ● | ● | ● | ● |
| Increase Express Bus Service | ● | | ● | ● | ● |
| Introduce Bus Rapid Transit | ● | | ● | ● | ● |
| Specialized Transit | | | | | |
| Improve Choices for Seniors & Disabled while Reducing Rising Dial-A-Ride Costs | ● | ● | ● | ● | ● |
| Commuter Rail | | | | | |
| Expand Metrolink Service | ● | ● | ● | ● | ● |
| Commuter Assistance Program | | | | | |
| Expand the Carpool Lane System | ● | | ● | ● | |
| Improve Traffic Flow Through IT | ● | | ● | | ● |
| Promote Alternatives to Driving Alone | ● | ● | ● | ● | |
| All Modes and Programs | | | | | |
| Link Growth w/Transp. Centers/Facilities | ● | | ● | | |
| Greenhouse Gas Emission Reduction | | ● | ● | ● | |

Delivering the Goods – the Financial Proposition

The way that transportation projects and services are funded in the new century is evolving. For many years, state and federal taxes on gasoline were the main source of funds for regional transportation projects. Unfortunately, state and federal gas taxes have not kept up with the costs of building new freeway lanes, roadways, or transit projects. Inflation has eroded this traditional source of transportation funds.

At the same time, the number of miles traveled each year by vehicles in California, the Southern California region, and Riverside County has increased as households own more cars and drive further to work and recreational areas. This trend is expected to continue in the future as the distance between major job centers and residential areas grow. This is compounded by more people and more jobs moving into the region. While traditional revenues are declining, the need for new transportation projects continues, and maintenance needs increase because of increased wear and tear on the existing transportation system.

In total, \$2.6 Billion is needed to fund this Plan’s transportation priorities through 2019. The following table summarizes the proposed level of investment for major

transportation programs over the next 10 years. These include the costs of operating the current system and funding new transportation solutions. The types of costs by geographic area at a glance are the following:

| Table 4 Roadmap Initiatives | Estimated Costs | |
|--|--------------------|---------------|
| | Total Cost | % of Total |
| Bus Transit | | |
| <i>Improve Quality of Local Bus Service</i> Coachella Valley = \$276.9 M* Palo Verde Valley = \$15.4 M Western Riverside County = \$690.0 M | \$982.3 M | 38.4% |
| <i>Increase Express Bus Service</i> <i>Introduce Bus Rapid Transit</i> Coachella Valley = \$231.8 M Palo Verde Valley = \$3.6 M Western Riverside County = \$128.8 M | \$364.2 M | 14.2% |
| Specialized Transit (Western Riverside County Only) | | |
| <i>Improve Choices for Seniors & Disabled while Reducing Rising Dial-A-Ride Costs</i> | \$35.0 M | 1.4% |
| Commuter Rail (Western Riverside County Only) | | |
| <i>Existing Metrolink Service</i> | \$771.4 M | 30.2% |
| <i>Expand Metrolink Service</i> | \$316.3 M | 12.4% |
| Commuter Assistance Program (Western Riverside County Only) | | |
| <i>Expand the Carpool Lane System</i> <i>Improve Traffic Flow Through IT</i> <i>Promote Alternatives to Driving Alone</i> | \$28.6 M | 1.1% |
| All Modes and Programs | | |
| <i>Link Growth with Transportation Centers/Facilities</i> Coachella Valley = \$17.5 M Palo Verde Valley = \$2.6 M Western Riverside County = \$39.0 M | \$59.1 M | 2.3% |
| TOTALS | \$2,556.9 M | 100.0% |

*Includes costs for Specialized Transit in Coachella Valley

Financial Resources

Transportation revenues come from various federal, state, and local sources. Approximately \$1,659.5 million is estimated to be available over the next 10 years to maintain and expand our transit and rideshare system. Much of this funding is generated from ¼ gas tax, Transportation Development Act Funds at \$741.7 million. Also, locally generated is \$194 million through the one half-cent voter initiative, Measure “A”. This and other local sources of revenue such as passenger fares, advertising revenue, and Transportation Uniform Mitigation Fees account for \$457 million – over 38% percent of our total available funding. The remaining 62% percent of transportation funds includes \$264 million of federal and \$741.7 million in State transportation funds.

Table 5

Estimated Revenue Sources* (2009-2019)

| Subregions | Federal | TUMF | TDA | Measure A | TOTALS |
|--|-----------------------|---------------|------------------|------------------|--------------------|
| Coachella Valley | | | | | |
| Bus Transit | \$33.0 M | N/A | \$159 M | \$64 M | \$259 M |
| Specialized Transit | \$3.0 M | N/A | | | |
| Commuter Rail | N/A | N/A | N/A | N/A | N/A |
| Commuter Assistance Program | N/A | N/A | N/A | N/A | N/A |
| <i>Subtotal Coachella Valley</i> | <i>\$36.0 M</i> | <i>N/A</i> | <i>\$159 M</i> | <i>\$64 M</i> | <i>\$259 M</i> |
| Palo Verde Valley | | | | | |
| Bus Transit | Discretionary only | N/A | \$11.5 M | N/A | \$11.5 M |
| Specialized Transit | | | N/A | | N/A |
| Commuter Rail | | | N/A | | N/A |
| Commuter Assistance Program | | | N/A | | N/A |
| <i>Subtotal Palo Verde Valley</i> | <i>N/A</i> | <i>N/A</i> | <i>\$8.7 M</i> | <i>N/A</i> | <i>\$11.5 M</i> |
| Western Riverside County | | | | | |
| Bus Transit | \$137.0 M | \$30 M | \$448 M | \$17 M | \$670 M |
| Specialized Transit | \$10.0 M | N/A | | \$28 M | |
| Commuter Rail | \$81.0 M | N/A | \$126 M | \$68 M | \$275 M |
| Commuter Assistance Program | Discretionary only | N/A | N/A | \$17 M | \$17 M |
| <i>Subtotal Western Riverside County</i> | <i>\$228 M</i> | <i>\$30 M</i> | <i>\$574 M</i> | <i>\$130 M</i> | <i>\$962 M</i> |
| GRAND TOTALS | | | | | |
| Riverside County** | \$264 M | \$30 M | \$741.7 M | \$194 M | \$1,232.5 M |

*Net of \$427 M in Farebox Revenues (\$78 M Coachella Valley, \$1.8 M Palo Verde Valley, & \$348 M Western Riverside County)

**Estimates do not include discretionary funds (i.e. New Starts/Small Starts, STIP, CMAQ, STP, and other discretionary state and federal funds)

Local solutions through Measure A

Recognizing the uncertainty of state and federal funds, many counties across California, including Riverside County asked voters to approve local sales taxes with specific purpose of funding transportation projects and services. Many such measures passed and have become a significant source of funds for roadway, highway, and transit projects, allowing local residents to better control their own transportation destiny.

Measure "A" allocates all sales tax revenues to specific Riverside County transportation improvement projects in three major areas-freeways, roadways, and transit. The Measure specifically identifies by apportionment area and purpose:

Coachella Valley – Bus Transit. Since the only transit operator in Coachella Valley is SunLine, it is assumed that these funds are distributed to this agency.

Western Riverside County – Commuter Assistance Program. Measure "A" created this program and it is administered by RCTC and is presumed to continue to be administered by RCTC.

Western Riverside County – Specialized Transit. These funds are administered by RCTC and made available to all Western Riverside County transit operators and non-

profit, community-based organizations to address transportation needs of Seniors and the disabled.

Western Riverside County – Commuter Express Bus. Newly included in the 2009 Measure “A”, these funds are available to support express buses that connect to Metrolink Stations in Riverside County. These supplemental funds will be distributed to the transit operators who provide these services.

Note: Measure “A” does not specify funds for transit in Palo Verde Valley.

| Table 6 | | Recommended Measure A (2009-2019) | | |
|--|-----------------------|-----------------------------------|-----------------------|----------------|
| Roadmap Initiatives | Coachella Valley | Palo Verde | WRC | TOTALS |
| Bus Transit | | | | |
| Improve Quality of Local Bus Service | \$63 M | N/A | N/A | \$80 M |
| Increase Express Bus Service | | N/A | \$17 M | |
| Introduce Bus Rapid Transit | | N/A | | |
| Specialized Transit | | | | |
| Improve Choices for Seniors & Disabled while Reducing Rising Dial-A-Ride Costs | * (included in above) | N/A | \$28 M | \$28 M |
| Commuter Rail | | | | |
| Expand Metrolink Service | N/A | N/A | \$68 M | \$68 M |
| Commuter Assistance Program | | | | |
| Expand the Carpool Lane System | N/A | N/A | \$17 M | \$17 M |
| Improve Traffic Flow Through IT | N/A | N/A | | |
| Promote Alternatives to Driving Alone | N/A | N/A | | |
| All Modes and Programs | | | | |
| Link Growth w/Transp. Ctrs & Facilities | N/A | N/A | N/A | N/A |
| Greenhouse Gas Emission Reduction | * (included in above) | N/A | * (included in above) | * |
| Measure A (2009-2019) Ord. TOTALS | \$63 M | N/A | \$130 M | \$193 M |

| Table 7 | | Cost-Effectiveness (2009-2019) | |
|--|-----------|--------------------------------|--|
| Roadmap Initiatives | Ridership | Passenger Miles (PM) | |
| Bus Transit | | | |
| <i>Improve Quality of Local Bus Service</i> Coachella Valley = 46.9 M Palo Verde Valley = 0.9 M Western Riverside County = 113.6 M | 217.7 M | 1.0 B | |
| <i>Increase Express Bus Service</i> <i>Introduce Bus Rapid Transit</i> Coachella Valley = 36.9 M Palo Verde Valley = 0.2 M Western Riverside County = 27.5 M | 64.6 M | 475.6 M | |

| | | |
|---|---|------------------|
| Specialized Transit (Western Riverside County Only) | | |
| <i>Improve Choices for Seniors & Disabled while Reducing Rising Dial-A-Ride Costs</i> | 58.3 M | 233.3 M |
| Commuter Rail (Western Riverside County Only) | | |
| <i>Existing Metrolink Service</i> | 62.5 M | 2.0 B |
| <i>Expand Metrolink Service</i> | 10.5 M | 81.8 M |
| Commuter Assistance Program (Western Riverside County Only) | | |
| <i>Expand the Carpool Lane System Improve Traffic Flow Through IT Promote Alternatives to Driving Alone</i> | 17.6 M | 468.2 M |
| All Modes and Programs | | |
| <i>Link Growth with Transportation Centers/Facilities</i> | These stats are included in categories above. | |
| TOTALS | 431.2 M | 4,258.9 M |

Measuring the Benefits

With the Transit Vision, RCTC charts a course for mobility for the next 10 years, and establish milestones that allow us to measure progress and refine strategies along the way. Use of public transit and rideshare helps to improve congestion and air quality and decrease energy consumption.

Performance Metric: Improve Mobility

Every resident, worker, and visitor needs the ability to travel an integrated and seamless Riverside County transportation network safely and with minimal congestion. Mobility is the ultimate purpose of Riverside County's transportation system and Measure "A". Improving mobility is the cornerstone of the Vision Plan, and its primary goal.

Objectives

- Offer safe and reliable choices
- Provide an accessible transportation network
- Minimize congestion
- Develop an integrated transportation network

We accomplish the goal and objectives by:

- Investing in many modes, such as buses and vans, BRT, commuter rail, and bikeways
- Making transit more efficient, by transitioning high ridership bus lines to BRT, or limited stop service, and using express buses on the carpool lane network;
- Expanding Metrolink to provide a fast, reliable transit backbone within Riverside County
- Informing people of available services and their respective travel time reliability using new technology; and
- Continuing integrated transportation solutions, such as coordinating CommuterLink and Metrolink schedules, universal fare system, and expanding transit centers that serve multiple modes of transportation.

How do we measure progress?

If we can maintain or reduce the average time it takes someone to get to their destination – whether traveling by automobile or transit – then we are making progress. For automobiles, travel time is typically measured by freeway peak speeds, non-freeway travel speeds, and average trip length. In certain instances, the funding source mandates specific measurements such as a farebox recovery ratio of 20 percent. All transit programs will continue to be analyzed using the Commission adopted Productivity Improvement Program in order to measure cost-effectiveness and productivity. In addition, the Commuter Assistance Program has established key performance indicators to measure performance.

Performance Metric: Protect our transportation resources

Riverside County residents have invested in building transportation systems. Protecting our transportation resources by maintaining this system, and finding cost effective solutions to improve its efficiency, is a key goal of the Vision Plan.

Objectives

- Use the existing transportation network efficiently
- Maintain our infrastructure
- Promote cost effective and multi-modal solutions
- Explore creative solutions

We accomplish this goal and objectives by:

- Expanding Metrolink service within Riverside County;
- Supporting continued state funding for freeway maintenance;
- Funding/supporting projects that incorporate innovative technology and integrate between modes;
- Ensuring that we get our fair share of state and federal dollars for transportation; and
- To the extent possible pursue private sector funding and public/private partnerships in order to better supplement and leverage state and federal transportation dollars.

How do we measure progress?

Growth of projects that maximize and maintain the existing system will be evidence of progress in protecting our resources, such as expansion of signal synchronization and adequate maintenance for optimal operation along major travel routes, or added Metrolink services on Riverside County's three rail lines. Additionally, we will see local dollars designated for pavement maintenance and new local funds to match state and federal dollars.

Performance Metric: Enhance the quality of life

Not only is mobility integral to quality of life, but the actions of improving mobility have a ripple effect on issues such as job creation, better goods movement, and community enhancement. Therefore, enhancing the quality of life in Riverside County is an important goal of the Vision Plan.

Objectives

- Promote coordinated transportation and land use planning
- Minimize community impacts
- Support economic growth
- Protect the environment by reducing greenhouse gas emissions

We accomplish this goal and objectives by:

- Working together with key stakeholders such as the public, cities, the County of Riverside, state and federal agencies, transportation partners, planning organizations, and special interest groups;
- Mitigating project impacts where possible;
- Supporting transportation enhancements such as landscaping.

Critical Success Factors

Successful implementation of the Transit Vision relies on the Commission and the eight transit operators in Riverside County. Implementation of the COA's for both RTA and SunLine are also key. Major barriers to further transit system development & higher transit use include an auto-oriented urban structure, inadequate level of service & a lack of geographic coverage (or insufficient destinations).⁷ A significant issue that challenges increased transit use is the coordination of land use and transit.

Some developments make it difficult for transit operators to design effective service leaving potential passengers with little choice but to use an automobile for access to goods and services. Other developments are designed in a way that transit can serve easily, providing effective transportation for a variety of populations and destinations. Considering transit accessibility when making land use decisions can improve the transportation alternatives available to people and increase transit ridership.

Initiatives that can be undertaken to increase the coordination between transit and land use include:

- Initiate cooperative creation of model zoning and local ordinances to facilitate transit oriented development and land use;
- Promote inclusion of transit agencies in land use planning from development of master plans to site plan review;
- Partner local communities with transit operators to make investment choices and policy decisions which encourage, support, and integrate transit services with development, improve access, and thereby increase the use of transit.

Conclusion

By implementing the Vision Plan, RCTC achieves the five fundamental goals: increasing coordination with the transit and rideshare community, removing barriers to transit use, provide efficient and effective transit and rideshare service, ensure adequate funding, and promote energy efficiency. The projects and services in the Vision Plan offer

⁷ State of the Region 2006, SCAG, page 93

residents and workers safe and reliable transportation choices, and greater accessibility because of increased service and improved system-wide efficiency. The Transit Vision also includes considerable investment in maintaining our transportation networks.

Public transit and rideshare will continue to play a vital role in meeting the mobility challenges of Riverside County citizens. Initiatives included in the Transit Vision will complement RCTC's overall 10-year Delivery Plan for Measure "A".

Collectively, the projects in the Transit Vision will minimize increases in congestion and travel time. The goal is to promote mobility and economic growth while minimizing community and environmental impacts. As the elements of the Transit Vision become reality, each project- whether a new bus line, rail car, coordinated signal, carpool lane, or pavement repair project – will contribute to our quality of life and help make Riverside County a great place to live, work, and visit.

To support the Transit Vision, the recommendation is for the Commission to:

- 1) Continue the existing funding formula for the Transportation Development Act (TDA) funds [Local Transportation Funds (LTF) and State Transit Assistance Funds (STA)]:
Coachella Valley – 100% Public Bus Operator;
Palo Verde Valley – 100% Public Bus Operator (subject to the statutory “unmet needs hearing”);
Western Riverside County – 78% Public Bus and 22% Commuter Rail Operator;
- 2) Establish a funding formula for the Western Riverside County “Public Transit Account” of Measure A Ordinance No. 02-001:
Allocate the Commuter Rail and Intercity Bus Service funds – 80% Commuter Rail and 20% Western Riverside County Public Bus Operators;
Allocate 25% of Western Riverside County Specialized Transit funds to the Riverside Transit Agency as the Consolidated Transportation Service Agency for Western Riverside County; and
- 3) Approve a timeline for the TDA and Measure A funding formulas to be reviewed in FY2018/19 with proposed changes to be implemented in FY2020/21.