



ON THE MOVE



"Not only do we save money and save the planet, but we have fun. Plus we've started learning Greek—playing a CD. Not ancient Greek or anything. Modern Greek. But we're culturally improving even while we drive. We have fun, but what happens in the vanpool stays in the vanpool."

— David Moore
Vanpooler

"I really don't know what I'd do without this service. I can't drive, so I wouldn't get out. I use it to go to the doctor's, to get my medicines, to go grocery shopping, to go to the Senior Center. It's a very great thing."

— Frances Serrato
Special Transit User

"Metrolink is the way to go, no doubt about it. If you're going to commute, the train is the path of least resistance. Just get on and relax. Every time I think about driving I think about the traffic, the stress, the grind. No way. I'll take the train."

— Manuel Leon
Metrolink Commuter

REAL PEOPLE, REAL PROGRAMS

Real programs for real people. Mobility for everyone is the driving force behind RCTC's "people programs."

Whether you are a senior who needs to get to a medical appointment, a motorist stuck on the side of the road with a flat in rush hour, or a commuter looking for a way to beat traffic by ridesharing, RCTC has a program that will keep you moving.

A complete menu of smart transportation choices is available, and everybody has their favorite. "Metrolink is the way to go, no doubt about it," says Manuel Leon. He takes the train every day from Riverside to his job in Orange County, sailing along past solo drivers on the freeway. "If you're going to commute, the train is the path of least resistance. Just get on and relax. Every time I think about driving I think about the traffic, the stress, the grind. No way. I'll take the train."

Commuters looking for a taste of life in the carpool lane choose carpools or vanpools. Any one of them will wax poetic about the benefits of sharing a ride to work.

"Not only do we save money and save the planet, but we have fun," says David Moore, who vanpools to work at Eastern Municipal Water District. "Plus we've started learning Greek—playing a CD. Not ancient Greek or anything. Modern Greek. But we're culturally improving even while we drive. We have fun, but what happens in the vanpool stays in the vanpool."

Moore's seven-person vanpool begins in the Yucaipa/Calimesa area and heads to EMWD's Perris headquarters. Interestingly, it's actually a carpool that grew up. Two

people started carpooling. Word got around about the money they were saving—another person joined, and then another. Finally, there was no room in the car, so the group graduated to a van.

RCTC provides a full menu of rideshare services to County residents and employers. RCTC will help put a rideshare program in place at your workplace. The free Commuter Assistance Program includes:

Advantage Rideshare offers Riverside County residents an incentive to try ridesharing in the form of \$2 for each day of ridesharing in the first three consecutive months. Incentives are paid in gift cards.

Club Ride—a commuter club for commuters who currently share the ride—provides free membership and access to unlimited discounts at more than 450 local merchants.

But commuters aren't the only residents kept on the move by RCTC's people programs. For Frances Serrato, a retiree living by herself in a tidy house in Norco, RCTC's programs are a lifesaver. "I really don't know what I'd do without this service. I can't drive, so I wouldn't get out." Instead, says Serrato, the RCTC-funded Special Transit Program gives her a life outside her home in the heart of Horsetown USA. "I use it to go to the doctor's, to get my medicines, to go grocery shopping, to go to the Senior Center. It's a very great thing."

For more information and links to all RCTC's people programs, visit www.rctc.org.

NEW FREEWAY SERVICE PATROL ROUTES ADD TO PEACE OF MIND

RCTC has expanded Freeway Service Patrol coverage to more of Riverside County during the past year with a special focus on SR 60 and I-215. The Freeway Service Patrol program has expanded with the addition of 3 beats, 6 tow trucks, and over 30 miles of FSP coverage. Now, over 80 miles of highway in Riverside County is patrolled by 20 FSP trucks.

- State Route 60 – Two new beats have significantly expanded coverage on the SR 60 beyond the 215/91/60 interchange area in Riverside. From the interchange, heading eastbound, Freeway Service Patrol trucks provide coverage up to Theodore St. in Moreno Valley. From the interchange, heading westbound, coverage has been expanded up to the San Bernardino county line.
- Interstate 215 – From the 215/91/60 interchange, new service extends FSP coverage on I-215 all the way down to State Route 74.

RIDESHARE PROGRAM EXPANDS TO SERVE COACHELLA VALLEY

To further the benefits of ridesharing to more of Riverside County, RCTC received a grant from the County of Riverside Air Quality Mitigation Fund. The money will allow for a two-year demonstration of RCTC's rideshare programs for Coachella Valley employers and their employees. Club Ride and Advantage Rideshare have proven to be

effective rideshare and transit incentive programs in Western Riverside County and have been funded through Measure A. The expansion of the program to the Coachella Valley will assist both carpoolers and transit users. For more information please go to: www.rctc.org.

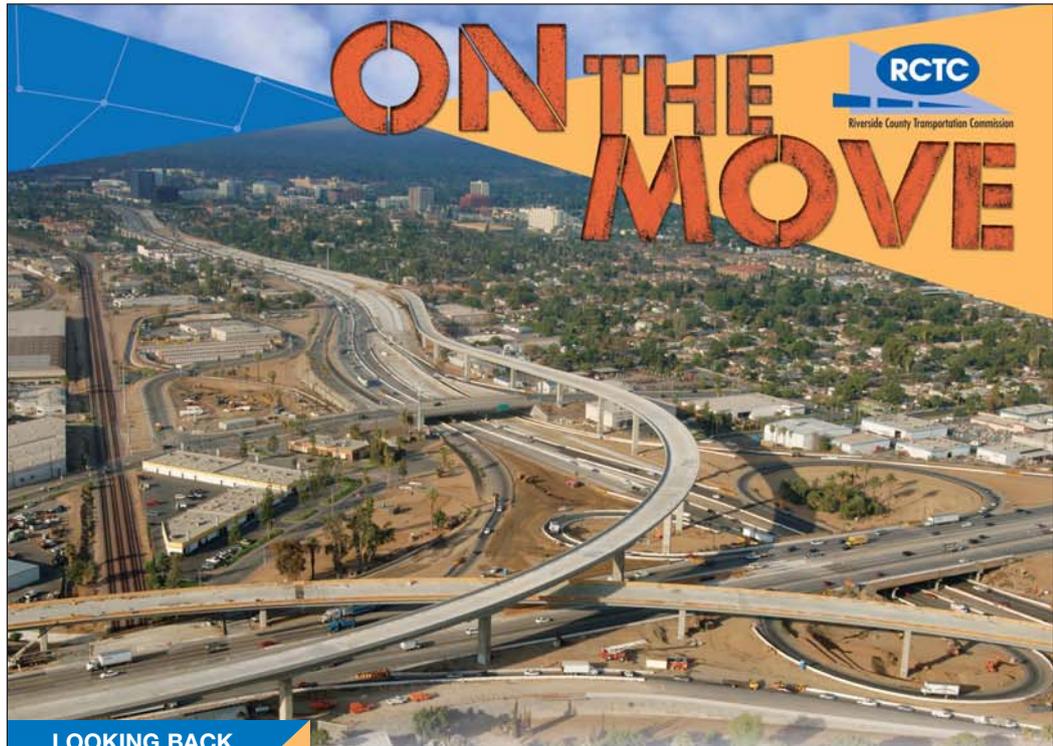


NEW PARK AND RIDES ASSIST CARPOOLERS



by carpooling or vanpooling. RCTC's Measure A program provides funding to lease spaces for carpool programs, and in the past year, the program has been active in securing a number of new locations in Palm Desert and Temecula. For more information on park and ride locations in Riverside County and throughout Southern California, please turn to www.commutersmart.info.

Interested in meeting a co-worker and sharing the ride to work? It's a great idea to save money, and reduce energy use and pollution, but if you need to drive to meet that carpool or vanpool, where do you park? The need for Park and Ride facilities is becoming ever more important as people respond to higher gas prices and the attraction of saving time and money



ON THE MOVE



LOOKING BACK



Feb. 2007



Feb. 2006



July 2005

60/91/215 INTERCHANGE MOVING TOWARD COMPLETION

Putting together an interchange that combines three freeways and connects much of Southern California requires significant organization to assemble all of the various parts of a massive and expensive puzzle.

For what is sometimes called the "Big Interchange" the pieces involve hundreds of employees and materials that include tons of concrete and steel, which is all put into place while the freeways remain open to traffic.

The pieces are now coming together and the interchange will begin to expand a piece at a time. The Blaine Street bridge opened in the summer of 2007 and will be followed by a new interchange at Martin Luther King

near UC Riverside, the truck climbing lane on the eastbound side of the freeway and finally the two massive freeway connectors between the westbound I-215/60 and westbound 91 and the southbound 215 to the eastbound 60.

The completion of the project in 2008 is the result of an effective partnership between Caltrans, the cities of Riverside and Moreno Valley, local residents and employers and the Riverside County Transportation Commission (RCTC). RCTC's role included investing an additional \$34 million

in 2004 when it appeared that the state's funding crisis would jeopardize the start of construction. The courageous decision by the elected officials who serve on the Commission guaranteed a project that will serve the region for decades to come.

For the latest information on the project, please turn to Caltrans' website at www.dot.ca.gov/dist8/projects/riverside/6091215/index.htm.



New truck climbing lane construction, I-215/60



STATE ROUTE 60 WIDENING



The link between western Riverside County and San Bernardino will be strengthened with the opening of two lanes in each direction between Valley Way and I-15. The final product will provide a smoother ride for Riverside County residents to Ontario Airport and result in 30 miles of continuous carpool lanes

between Riverside and Diamond Bar. The \$55 million project was overseen by Caltrans District 8 and is slated for completion by the end of 2007.

GREEN RIVER, MAGNOLIA AND LA SIERRA INTERCHANGES UNDER CONSTRUCTION

One of the most frustrating situations a driver can encounter is to wait on an off-ramp to exit the freeway. In some cases, the back up extends past the ramp itself and on to the shoulder or even the travel lanes of the freeway.

Construction is underway on the SR-91/Green River and I-15/Magnolia interchanges in Corona and at SR-91 and La Sierra Avenue in Riverside. All three projects are expected to complete construction in early 2009.

Green River

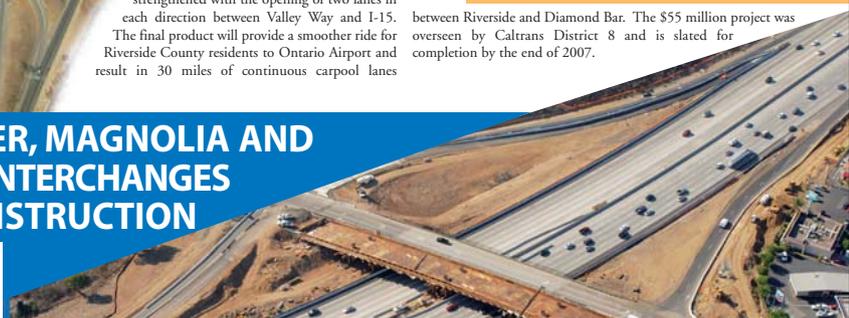
The Green River project is a \$21 million effort and will raise and widen the Green River Bridge as it crosses the freeway, which will ease the backup during the morning rush hour. The bridge will also accommodate the future widening of the freeway by more than three lanes in each direction. Caltrans has prepared a project video which can be seen at: www.dot.ca.gov/dist8/projects/riverside/sr91greenriver/index.htm.

Magnolia

The Magnolia interchange at I-15 will see major improvements that include wider ramps and turn lanes which will make it easier to get on and off the freeway as well as improve the street's overall circulation. Once again, Caltrans has developed an informative video on this \$17 million project which can be seen at: www.dot.ca.gov/dist8/projects/riverside/i15magnolia/index.htm.

La Sierra

The City of Riverside is working together with RCTC, the County of Riverside, Western Riverside Council of Governments and Caltrans to complete a \$38 million project to expand the interchange at La Sierra and State Route 91. The final product will widen the bridge to six lanes and improve the capacity and access entering and exiting the freeway. The project is adjacent to RCTC's La Sierra Metrolink station. The City of Riverside provides construction updates at their website which is found at: www.riversideca.gov.



MEASURE A CHECKLIST

Completed

- SR 60** Add one lane in each direction (median) from Valley Way in Rubidoux to University Avenue in Riverside
- SR 60** Add one lane in each direction from the 60/215 interchange to Redlands Boulevard in Moreno Valley (Fall 2005)
- SR 60/I-215** Add eastbound truck climbing lane from University Avenue in Riverside to Day Street in Moreno Valley
- SR 74** Widen to four lanes from 7th Street to "G" Street in Perris; Widen to four lanes from I-15 at Dexter Avenue in Lake Elsinore to Wason Canyon Road; Widen to four lanes from Wason Canyon Road to 7th Street in Perris
- SR 79** Widen to four lanes from First Street in Beaumont to Gilman Springs Road; Construct all weather bridge over San Jacinto River between Gilman Springs and Ramona Expressway; Construct grade separation at Gilman Springs Road
- SR 86** Widen to four lanes from Avenue 58 (Dillon Avenue) to Avenue 82 in Mecca
- SR 91** Add one lane in each direction from Orange County line to Mary Street in Riverside; Add up to two lanes from Orange County line to SR 71 (Corona Expressway) in Corona; Construct noise walls at various locations between Magnolia Avenue and Mary Street in Riverside; Add auxiliary lanes at various locations between Magnolia Avenue and Mary Street in Riverside; Replace Jackson Street Bridge in Riverside; Replace Spruce Street interchange in Riverside
- SR 111** Multiple projects including intersection improvements and street widening namely, Frank Sinatra Drive, Sunrise Way, Washington Street, Deep Canyon Drive, Cook Street, Gene Autry Trail, San Pablo Avenue, Portola Avenue, Monroe to Rubidoux, Cathedral Canyon to Date Palm Drive, Magnesia Falls to Fairway Drive, San Luis Rey, Towne Center to El Paseo, Monterey Avenue, El Paseo to Cabrillo Avenue; Intersection improvements and street widening Simon Drive to Adams Street—La Quinta
- Local Interchanges** Western County—91/Van Buren (hook ramp & auxiliary lane), 91/Lincoln, 91/Maple, 60/Day, 60/Frederick, 15/Hidden Valley Parkway, 215/Eastridge; 15/Cantu-Galleano (2007); Coachella Valley—10/Monterey, 10/Cook and 10/Washington
- Call Boxes** Add call boxes to state and interstate highways
- Commuter Rail** Provide commuter rail service from Riverside to Los Angeles and Orange counties including stations and tracks
- Rideshare & Specialized Transit** Expand existing services to implement new Dial-A-Ride services, support non-profit transportation services, and promote the use of carpools, vanpools and other rideshare arrangements
- Local Roads & Streets** Provide Measure A revenue to each city and the county to improve, maintain and repair high priority local streets and roads
- Park & Ride Lots** Lease park and ride lots at various locations on I-15 and I-215 and State Routes 60 & 91

Under Construction

- SR 60** Add two lanes in each direction from I-15 to Valley Way (Fall 2007)
- SR 60/I-215** Add one lane in each direction from University Avenue in Riverside to 60/215 interchange in Moreno Valley, and construct a truck climbing lane in eastbound direction along with an enhanced connection to the southbound I-215 (2008)
- 60/91/215 Interchange** Add freeway to freeway direct connectors (2008)
- Local Interchanges** Western County—91/Green River (2009), 91/La Sierra (2009), 15/Magnolia (2009)
- Regional Arterials** Construct or improve arterials as identified by the CVAG Regional Arterial System

To Come

- SR 74** Improve 4th Street interchange at I-215 in Perris (2008) and Winchester curve in Hemet (2009)
- SR 79** Widen to four lanes from Newport Road to Keller Road (2006)
- SR 91** Add one lane in each direction from Adams Street to the 60/91/215 interchange in Riverside (2008)
- SR 111** Multiple projects including intersection improvements and street widening in the cities of La Quinta, Indio, Cathedral City, and County of Riverside
- Commuter Rail** Extend Metrolink service from Riverside to Perris on the Perris Valley Line; Construct a bus & rail multimodal facility in Downtown Perris (2010)
- Local Interchanges** Western County—60/Valley Way (2009), Day/Frederick (2009); Coachella Valley—10/Date Palm, 10/Palm, 10/Ramon-Bob Hope, 10/Indian (2008)

Delivery Plan for Renewed Measure A (2009-2039)

- SR 91** Add one lane each direction from Pierce Street to Orange County line
- SR 91/I-15 Interchange** Add new connector at interchange from I-15 north to 91 west
- SR 91/71 Interchange** Improve interchange
- SR 71** Widen to three lanes each direction from SR 91 to San Bernardino County line
- I-215** Add two lanes each direction from 60/91/215 to San Bernardino County line
- I-215** Add one lane each direction from Eucalyptus Avenue to I-15
- I-15** Add one lane each direction from SR 60 to San Diego County line
- I-10** Add eastbound truck climbing lane, San Bernardino County line to Banning
- I-10/SR 60 Interchange** Construct new interchange
- SR 60** Add truck climbing lane, Badlands area, east of Moreno Valley
- SR 79** Realign highway, Ramona Expressway to Domenigoni Parkway

1990-2007 DOLLARS FOR LOCAL PROJECTS	
Every area of Riverside County benefits from receiving Measure A local streets and roads revenues.	
Western County Area	
BANNING	\$ 8,336,476
BEAUMONT	\$ 4,326,917
CALIFORNIA	\$ 2,211,437
CANYON LAKE	\$ 2,704,497
CORONA	\$ 46,872,454
HEMET	\$ 21,263,964
LAKE ELSINORE	\$ 10,943,417
MORENO VALLEY	\$ 45,478,049
MURRIETA	\$ 16,707,100
NORCO	\$ 9,639,412
PERRIS	\$ 11,911,703
RIVERSIDE	\$ 100,627,691
SAN JACINTO	\$ 7,150,008
TEMECULA	\$ 27,043,264
RIVERSIDE COUNTY	\$ 103,752,060
AREA TOTAL	\$ 418,968,447
Coachella Valley Area	
CATHEDRAL CITY	\$ 17,913,598
COACHELLA	\$ 2,654,758
DESERT HOT SPRINGS	\$ 2,735,551
INDIAN WELLS	\$ 2,712,765
INDIO	\$ 15,567,535
LA QUINTA	\$ 22,976,020
PALM SPRINGS	\$ 27,956,870
PALM DESERT	\$ 9,677,046
RANCHO MIRAGE	\$ 9,677,046
RIVERSIDE COUNTY	\$ 17,739,132
CVAG	\$ 12,939,549
AREA TOTAL	\$ 132,872,825
Palo Verde Valley Area	
BLYTHE	\$ 11,615,787
RIVERSIDE COUNTY	\$ 3,666,915
AREA TOTAL	\$ 15,282,702
TOTALS	\$567,123,974



SR 91 Downtown Riverside

I-215 Sun City

PROPOSITION 1B WORKING IN RIVERSIDE COUNTY

While it's easy to assume that state and federal funding is responsible for most transportation funding, local funds such as Measure A and the Transportation Uniform Mitigation Fee (TUMF) are the primary sources of funding for new transportation projects in Riverside County. Since the approval of the first Measure A program in 1988, RCTC has been able to fund projects to widen highways such as State Routes 60, 74, 79, 86 and 91, return funding to cities and the county for street and road projects and to fund some transit services including Metrolink and transportation for seniors and persons with disabilities. The next Measure A, which provides funding starting in 2009 will pay for similar projects, and the TUMF programs in the Coachella Valley and recently in Western Riverside County are paying for needed freeway interchanges and arterial roads. Both Measure A and TUMF are locally collected and the funding never leaves Riverside County.

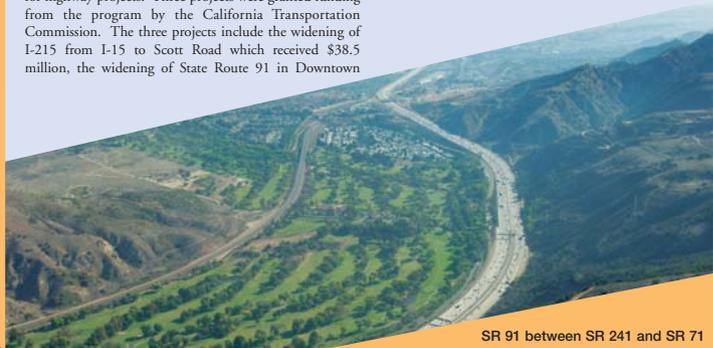
Conversely state and federal funding have been less stable. This has been especially true of state funding due to state budget problems. This changed for the better in 2006 with voter approval of Proposition 1B in November 2006. The bond program provides \$19.9 billion in transportation funding for a variety of transportation programs for highways, local communities, public transit and goods movement.

The first category of funding was the Corridor Mobility Improvement Account (CMIA) that provides \$4.5 billion for highway projects. Three projects were granted funding from the program by the California Transportation Commission. The three projects include the widening of I-215 from I-15 to Scott Road which received \$38.5 million, the widening of State Route 91 in Downtown

Riverside, which received \$157.2 million and the addition of an eastbound lane on State Route 91 between the Foothill Toll Corridor in Orange County and State Route 71 in Corona which received \$71.4 million. In order to ensure that the public's dollars are spent wisely on all of the CMIA, a website has been established for accountability and can be found at <http://svdsucp.dot.ca.gov:8084/bondacc/>.

In addition to the above-named projects, Proposition 1B also added \$2 billion to the state's Transportation Improvement Program or STIP which is allocated on a formula basis and amounted to more than \$270 million for Riverside County. The funding is allocated by RCTC and has been programmed for additional widening on I-215 from Scott Road to Nuevo, the construction of the French Valley Parkway in Temecula and for the Perris Valley Line extension of Metrolink.

In the future, the state will make decisions on additional funding categories within Proposition 1B, and one area that will be especially important to Riverside County will be \$2 billion to be spent on goods movement and freight-related projects. The issue of railroad grade separations are one of RCTC's most important priorities and concern multiple communities throughout the county. RCTC is poised to compete for this funding category as well as future federal dollars with the preparation of a grade separation strategy. RCTC's website includes the strategy document as well as a seven-minute video that outlines the challenges faced by local residents and motorists.



SR 91 between SR 241 and SR 71



RCTC SELECTS LOCALLY PREFERRED ALTERNATIVE FOR MID COUNTY PARKWAY PROJECT

The Mid County Parkway Project is a proposed 32-mile transportation corridor to relieve traffic congestion between the San Jacinto, Perris, and Corona areas, as well as surrounding Riverside County communities. RCTC developed plans for a project in this area based on traffic projections that showed traffic increasing two- to five-fold by 2030.

The project began in 2004 with public meetings and environmental studies to analyze the impact of the proposal on the human and natural environment. During this phase, several possible routes were generated for study and review. Since 2004, ongoing environmental and engineering studies, as well as public input, have refined the alternatives.

In September 2007, the results of the environmental and engineering studies were presented to RCTC for preliminary review. The research shows Alternative 9, also called the Far South Alternative, appears to

be superior to all others under consideration in virtually every category, including cost, social and community impacts, and impacts to the environment. As a result, RCTC designated Alternative 9 as the locally preferred alternative.

Early designation of RCTC's preferred alternative responds to requests from the public to share which alternative appears to be superior given all factors which must be considered. The identification of a preferred alternative is not a final decision, however, since final approvals must be obtained from partner environmental and transportation agencies at the federal and state levels.

There are still many phases of work to complete before a locally preferred alternative is finally approved and constructed and there will be future opportunities for public review and input. The next step is the release of the Draft Environmental Impact Report/Environmental Impact Statement in 2008. At that time public meetings will be held to obtain public comments.

CONNECTING THE COACHELLA VALLEY

RCTC works closely with the Coachella Valley Association of Governments (CVAG) to fund needed transportation projects. CVAG instituted its innovative Transportation Uniform Mitigation Fee after the passage of the first Measure A program in 1988 and funding from this developer fee program has paid for welcomed improvements on freeway interchanges and arterial roads.

In 2008, the Coachella Valley will be the site of

a number of critical transportation projects that will improve access to I-10. Two freeway interchanges are slated for expansion in 2008 including those at Palm Drive and Ramon/Bob Hope. Also, design work will proceed on interchange expansions at Indian Avenue and Date Palm Drive.

HERALDING A FUTURE FULL OF PROMISE

As we transition from 2007 and into 2008, Riverside County's transportation landscape is about to change and ready itself for more additions. New lanes on State Route 60 between Valley Way and Interstate 15 open in late 2007 while the reconstruction of the 60/91/215 interchange wraps up in early 2008. Combined, these projects represent more than \$400 million in investment for Riverside County's transportation system.

For some areas, it would be time to take a deep breath and reflect on the accomplishment. However, in Riverside County, our need to keep moving forward will never stop. We continue to lead the state in population growth and our recent growth in job creation has been nothing short of astonishing. Transportation improvements are needed and we intend to deliver them. That's what voters demanded when they approved Measure A in 2002 and Proposition 1B in 2006, and RCTC is poised to deliver.

In terms of construction, Interstate 10 in the Coachella Valley will be the focus of considerable activity with the expansion of interchanges at Palm Drive and Ramon Road/Bob Hope Drive. These interchange projects will join work that is underway in Western Riverside County on State Route 91 at Green River Road and La Sierra Avenue. Yet another interchange project will begin construction at I-15/Magnolia Avenue in Corona.

Construction crews are an obvious sign of progress, but a considerable amount of transportation work takes place behind the scenes with engineering and right of way acquisition. Engineering work is already taking place to widen I-215 from the I-15 to Scott Road and to widen State Route 91 through downtown Riverside. Look for construction crews to begin work on these projects in the next couple of years.

Construction work is probably another year away for the extension of Metrolink to Perris along the Perris Valley Line, but the federal government will likely give the go-ahead for preliminary engineering in 2008. Construction work on the first station in Perris – an intermodal station to be shared with RTA – is slated for 2008 as is work on a new parking structure for the North Main Corona station. Riverside County's future will depend on a wide range of transportation options that will include Metrolink commuter rail service, bus services and rideshare programs. Providing additional transportation can be accomplished while protecting the environment and air quality and RCTC will remain committed to proving it.

Finally, 2008 will mark a major change in the administration of RCTC. Longtime Executive Director Eric Haley who joined the Commission in 1998 retired at the end of 2007. Eric's vision and dedication has made the projects outlined in this report possible and his positive impact on Riverside County's transportation system will be appreciated by future generations.

Anne Mayer

Anne Mayer
Executive Director

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