

**Appendix A to the Inland Empire Comprehensive Multimodal Corridor Plan
- Short- and Medium-Term Inland Empire Projects and Performance Assessment -**

This Appendix A to the Inland Empire Comprehensive Multimodal Corridor Plan provides an overview of near-term and mid-term projects in Riverside and San Bernardino Counties that have a potential relationship with funding/support from the State of California. While the CMCP is required only for qualification of projects for SB 1 Solutions for Congested Corridors Program (SCCP) funding, other projects have been included in this listing to present a more comprehensive picture of current and future project proposals. Examples of other potential state funding sources (not a complete list) include:

- State Transportation Improvement Program (STIP)
- Caltrans Active Transportation Program (ATP)
- State Transit Assistance (STA) Fund
- Transit and Intercity Rail Capital Program (TIRCP)
- SB 1 Local Partnership Program (LPP)
- SB 1 Trade Corridor Enhancement Program (TCEP)
- State Highway Operation and Protection Program (SHOPP)

Table A.1 below provides a listing of projects organized under the 10 sub-corridors of the IE CMCP. The title of the project is listed in the first column (projects are not in any priority order). This is followed by qualitative ratings of each project against the performance measures identified on pages 2 through 9 of the CMCP. The ratings are on a scale of 1 to 5, as highlighted below:

- 1 = Strongly negative impact
- 2 = Moderately negative impact
- 3 = Neutral
- 4 = Moderately positive impact
- 5 = Strongly positive impact

The last two columns identify funding sources and timeframe. Codes for funding sources are at the bottom of the table. For timeframe, S = short-term, generally with construction start within 5 years; M = medium-term, with construction start generally between 5 and 10 years; and L = long term or over 10 years. Generally, the projects in the table are short- and medium-term. The longer-term projects, plus those that are more focused on local funding, are listed in the much larger master table of projects in Appendix B. These lists are mobility-focused and do not cover all the additional investments the Inland Empire is making in bus fleet electrification, habitat conservation, local Climate Action Plan (CAP) implementation, climate adaptation, affordable housing, energy conservation, and GHG reduction in general.

Table A.1. Listing of Short-Term and Medium-Term Multimodal Projects in the Inland Empire

Projects by Sub-Corridor	Reduce VMT	Reduce Person-Delay	Improve Safety	Shift to non-SOV modes	Increase throughput	Improve Accessibility	Reduce GHGs/Emissions	Improve System Reliability	Reduce Congestion	Project Deliverability	Funding sources (L, T, P, S, F)	Time Frame (S, M, L)
1. Victorville to San Bernardino												
a. US 395 Freight Mobility and Safety Project	4	5	5	3	5	5	4	5	5	5	L, S, F	S
b. Cajon Pass Freight Operational and Safety Improvements	3	4	5	3	4	4	3	4	4	5	L, S	M
c. Brightline High Speed Rail	5	4	3	5	5	4	5	4	4	5	P	S
d. Enhanced transit feeder service to Brightline Station	5	4	3	5	5	4	5	4	4	5	L, S, F	S
e. I-15 Alternate Route Planning and Development	3	4	5	3	5	5	3	4	4	3	L, S	M
2. San Bernardino to Riverside												
a. I-215/Washington St. Interchange Improvements	3	5	4	2	5	4	3	5	5	5	S	S
b. I-10/Mt. Vernon Ave. Interchange Improvements	3	5	4	2	5	4	3	5	5	5	L	S
c. Santa Ana River Trail Improvements	4	3	3	4	3	4	4	3	3	4	L, S	S
d. I-215 Freight and Managed Lane Project N. of 210	2	5	4	4	5	5	5	5	5	5	L, S	M
e. I-215/University Parkway Interchange	3	5	4	2	5	4	3	5	5	5	L	S
3. Cajon Pass to Eastvale												
a. I-15 Freight Improvement Project: Auxiliary Lanes and Managed Lanes, Phase 1	2	5	5	4	5	4	2	5	5	5	L, S, F, T	S
b. West Valley Connector BRT	5	4	4	5	4	5	5	3	4	5	L, S, F	S

Projects by Sub-Corridor	Reduce VMT	Reduce Person-Delay	Improve Safety	Shift to non-SOV modes	Increase throughput	Improve Accessibility	Reduce GHGs/Emissions	Improve System Reliability	Reduce Congestion	Project Deliverability	Funding sources (L, T, P, S, F)	Time Frame (S, M, L)
c. Brightline High Speed Rail to Cucamonga Station	5	4	3	5	5	5	5	4	5	3	P	
d. Tunnel to ONT	5	3	3	5	4	5	5	3	3	3	S, F	S
e. San Sevaine Bike/Ped Trail	4	3	3	4	3	4	4	3	3	4	L, S	S
4. Riverside to Temecula												
a. Moreno Valley / March Field Station Improvements	5	4	5	5	5	4	5	5	5	5	S, F	S
b. Metrolink Perris-South Station Expansion	5	4	5	5	5	4	5	5	5	5	S, F	S
c. Metrolink Double Track Project: Moreno Valley to Perris	5	5	4	5	5	5	4	5	4	5	S, F	S
d. I-15 Express Lanes Southern Extension	3	4	5	4	3	3	3	4	5	4	S, F, T	M
e. I-15 Smart Freeway Temecula	3	5	3	3	5	4	3	5	5	4	S, F	S
f. Bundy Canyon Road Widening	2	4	3	2	4	5	2	4	5	4	L	S
g. Temescal Canyon Road Widening	2	4	4	2	4	5	2	5	4	4	L, S	S
5. Beaumont to Temecula												
a. SR-79 Realignment	2	4	5	2	4	5	3	4	5	3	L, S, F	M
b. I-15 Smart Freeway Temecula	3	5	3	3	5	4	3	5	5	4	S, F	S
c. French Valley Parkway, Phase III	2	4	2	2	5	5	2	5	4	3	L	M
6. Apple Valley to LA Cty Line												
a. Yucca Loma Corridor, Greentree Extension	2	5	4	4	5	5	2	5	5	5	L, S	S
b. Bear Valley Road Bridge at BNSF	3	4	4	3	4	5	3	4	5	5	L, S	S

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c. Phelan Road Widening from SR-138 to Hesperia City Limits	2	5	4	4	5	5	2	5	5	5	L, S	S
d. SR-247 Operational, Safety, and Bike/Ped Improvements	3	4	5	3	4	4	3	4	5	4	L, S	M
e. SR-18 Operational, Safety, and Bike/Ped Improvements	3	4	5	3	4	4	3	4	5	4	L, S	M
7. Banning to Rialto												
a. Redlands Passenger Rail Project	5	4	4	5	4	5	5	3	4	5	L, S, F	S
b. I-10 EB Truck Climbing Lane in Yucaipa	3	4	5	3	4	4	3	4	5	5-	L, S	S
c. I-10/Wildwood Canyon Interchange	3	5	4	2	5	4	3	5	5	5	L	M
d. I-10 Bypass	2	4	4	2	4	5	2	4	4	2	L	L
8. Riverside/Rialto to LA County Line												
a. West Valley Connector Bus Rapid Transit	5	4	4	5	4	5	5	3	4	5	L, S, F	S
b. Metrolink Double-Track, Lilac to Sycamore (1 st phase of Lilac to Rancho	5	4	4	5	4	4	4	5	4	5	L, S	S
c. Gold Line to Montclair	5	4	4	5	4	5	5	3	4	5	L, S,	S
d. I-10 Corridor Freight and Managed Lane Project, I-15 to Pepper Ave.	2	5	4	4	5	4	3	5	5	5	L, S, F	S
e. I-10/Riverside Ave. Interchange, Phase 2	3	5	4	2	5	4	3	5	5	5	S	S
f. I-10/Cedar Ave. Interchange	3	5	4	2	5	4	3	5	5	5	S	S
g. Coachella Valley Rail	5	5	5	5	5	5	5	5	5	5	L, S, F	M

Projects by Sub-Corridor	Reduce VMT	Reduce Person-Delay	Improve Safety	Shift to non-SOV modes	Increase throughput	Improve Accessibility	Reduce GHGs/Emissions	Improve System Reliability	Reduce Congestion	Project Deliverability	Funding sources (L, T, P, S, F)	Time Frame (S, M, L)
9. Riverside to Orange Co. Line												
a. Coachella Valley Rail	5	5	5	5	5	5	5	5	5	5	L, S, F	M
b. BNSF Triple Track at Fullerton to Fourth track at Riverside-Downtown Metrolink station	5	5	4	5	5	4	5	5	5	4	S, F	M
c. 241/91 Express Lanes Connector	3	5	3	3	3	4	4	4	5	5	L, T	S
d. Third Street Grade Separation	3	5	5	3	3	3	4	5	5	5	L, S, F, P	S
e. 91 Eastbound Corridor Operations Project	3	5	4	3	3	3	3	5	5	3	L	M
10. Hemet to Corona												
a. Mid County Parkway	3	4	5	3	4	4	3	4	4	3	L, S, F	S
b. Cajalco Road Widening	2	4	3	3	4	4	3	5	4	4	L	L
c. Ethanac Expressway	2	4	3	3	4	4	3	5	4	3	L	L

List of Funding Source Codes:

- L = Local – Measure I/A and Development Fees
- T = Toll
- P = Private
- S = State, such as SB 1, ATP, STIP, State Transit Assistance (STA), Local Transportation Fund (LTF)
- F = Federal, such as STBG, CMAQ, Discretionary Grants

Brief Project Descriptions by Sub-Corridor (projects not in priority order):

1. Victorville to San Bernardino

- a. US 395 Freight Mobility and Safety Project – This project would convert the facility from 2 lanes to 4-lanes with a raised median, turning lanes, and eight-foot shoulders between I-15 and SR-18, a distance of approximately 7 miles. It would be a collaborative effort by SBCTA and Caltrans to close a critical gap in US 395 in the Victor Valley.
- b. Cajon Pass Freight Operational and Safety Improvements – This project consists of ramp merging improvements northbound and southbound at the truck scales just south of SR-138, with the potential for moving at least one of the weigh stations to the top of the Cajon Pass to eliminate the current bottleneck south of SR-138.
- c. Brightline High Speed Rail – This is a privately funded project by Brightline West to implement an electrified high-speed passenger train from Las Vegas to the Cucamonga Metrolink Station, with intermediate stations in Apple Valley and Hesperia. An MOU has been executed with Caltrans for use of the I-15 median ROW.
- d. Enhanced transit feeder service to Brightline station - With the advent of Brightline, Victor Valley Transit Authority (VVTA) anticipates providing a feeder service to the Brightline station in Hesperia via a combination of route adjustments and new route(s) to the Brightline station including linear service down US 395. VVTA also expects to incorporate feeder service from the east side of I-15 via several east-west corridors such as Main Street in Hesperia and Bear Valley Road. This new service concept and financing will be developed as part of VVTA’s planned Comprehensive Operational Analysis (COA)
- e. I-15 Alternate Route Planning and Development – I-15 in the Cajon Pass between San Bernardino and Hesperia is particularly vulnerable to extended closures through major traffic incidents and wildfires. This route was a case study for an Inland Empire Climate Adaptation Planning Study, and this will be incorporated into an identification of infrastructure and operational needs to be able to respond more effectively.

2. San Bernardino to Riverside

- a. I-215/Washington St. Interchange Improvements - The project will replace the Washington Street Overcrossing over I-215 to correct minimum vertical clearance standards and reduce the possibility of being struck by oversized vehicles, while providing sufficient width to span the ultimate I-215 freeway configuration and improving the safety of the traveling public.
- b. I-10/Mt. Vernon Ave. Interchange Improvements – The project will improve local traffic operations associated with the I-10/Mount Vernon Avenue Interchange in the City of Colton. Improvements include lane additions, restriping, signal retiming, and the widening of the overcrossing, which better accommodate additional modes of travel, including bicycle/pedestrian.
- c. Santa Ana River Trail (SART) Improvements – The SART has been a primary Class 1 bicycle/pedestrian trail that ultimately extends from Highland in San Bernardino County, through Riverside County, and into Orange County, located in the Santa Ana River Watershed. Most of the remainder of the trail to be developed is in San Bernardino County, with a primary source being ATP funds. A status report and construction notices may be found at: [Santa Ana River Trail & Pkwy – Parks \(sbcounty.gov\)](https://www.sbcounty.gov/santa-ana-river-trail/).
- d. I-215 Freight and Managed Lane Project – This project would add a managed lane and make ramp operational improvements for freight. This corridor is seeing an increase in logistics development and the associated truck volumes.
- e. I-215/University Parkway Interchange Reconstruction - The project will improve freeway access from University Parkway and improve local street traffic operations through a reconfiguration of the existing tight diamond interchange to a Diverging

Diamond Interchange (DDI) configuration. The project includes ramp improvements, driveway modifications, new traffic signals, overhead signs, drainage improvements, and aesthetic improvements.

3. Cajon Pass to Eastvale

- a. I-15 Freight Improvement Project: Auxiliary Lanes and Managed Lanes, Phase 1 – The I-15 project has been environmentally cleared for auxiliary lanes and express lanes from Cantu Galleano Ranch Road to 1.2 miles north of Duncan Canyon Road. The first contract being delivered is from the north terminus of the Riverside County Transportation Commission’s express lanes project at Cantu Galleano Ranch Road to Foothill Boulevard in the City of Rancho Cucamonga. The design includes the addition of two express lanes and strategic auxiliary lanes.
- b. West Valley Connector Bus Rapid Transit, Phase 1 (also in the Riverside/Rialto to LA subcorridor) – The West Valley Connector (WVC) Project is a 19-mile BRT project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The WVC will serve the cities of Pomona, Montclair, Ontario and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens as well as other mixed use development in Rancho Cucamonga. The proposed project includes the purchase of 18 battery electric buses and improvements to Omnitrans west O&M facility needed to operate and maintain the battery electric buses.
- c. Brightline High Speed Rail (also in the Victorville to San Bernardino Subcorridor) - This is a privately funded project by Brightline West to implement an electrified high-speed passenger train from Las Vegas to the Cucamonga Metrolink Station, with intermediate stations in Apple Valley and Hesperia. An MOU has been executed with Caltrans for use of the I-15 median ROW.
- d. Tunnel to Ontario International Airport (ONT) – The Tunnel to ONT takes the innovative approach of tunneling to create a subsurface transit connection that will quickly transport passengers the four miles between the Cucamonga Station and ONT in autonomous, zero-emission vehicles without disrupting the surface transportation network. To be operated by Omnitrans, the transit tunnel will serve travelers to ONT on an “on-demand” basis by having vehicles ready to pick them up at Cucamonga Station when they arrive on Metrolink (or other transit modes) and be ready to pick them up at the ONT terminals to travel back to the Cucamonga Station so that they can make their connection to the regional transit system. The tunnel and stations, will be a “closed system,” accessible only to the autonomous vehicles.
- e. San Sevaine Bicycle/Pedestrian Trail - The San Sevaine Trail project is a collaborative project between the San Bernardino Flood Control District, Caltrans District 8, the City of Fontana, and the City of Rancho Cucamonga that will construct 8 miles of Class 1 multi-use trail with pedestrian and bicycle amenities paralleling I-15. Trail construction will expand the existing San Sevaine Trail to create a total of 11 miles of Class 1 trail that traverses the I-15 Corridor with two undercrossings and one overcrossing.

4. Riverside to Temecula

- a. Moreno Valley / March Field Station Improvements –

- b. Metrolink Perris-South Station Expansion – on the north side of Case Road in the City of Perris, construct a second passenger loading platform at the station along with canopies and passenger amenities. Additionally install 1,100 feet of station track to allow passengers to load and deboard at the same time.
 - c. Metrolink Double Track Project: Moreno Valley to Perris – project is located between Moreno Valley and Perris. Improvements include upgrading the existing six miles of second main track to passenger rail standards. By doing so, this will provide the Perris Valley Line a total of nine miles of double track for passenger rail.
 - d. I-15 Express Lanes Southern Extension - The proposed project extends the I-15 Express Lanes by an additional 14.5 miles from Cajalco Road in Corona, through Temescal Valley, to State Route 74 (Central Avenue) in Lake Elsinore. The project proposes adding two tolled express lanes in both directions within the I-15 median to accommodate increasing traffic volumes in Riverside County. The project would improve traffic operations and travel times, expand travel choice through carpooling and mass transit, increase travel time reliability, manage long-term traffic congestion, provide a cost-effective mobility solution, and expand and maintain compatibility with the regional express lanes network.
 - e. I-15 Smart Freeway Temecula – on I-15 in the City of Temecula, install a new vehicle detection and adaptive highway metering systems on I-15 northbound from the San Diego County line to the I-15/I-215 split. Improvement includes relocation of existing ramp meters at Rancho California Road and Temecula Parkway, ramp modifications at Rancho California Road and Winchester Road, variable speed limit signs and other intelligent transportation system features.
 - f. Bundy Canyon Road Widening –
 - g. Temescal Canyon Road Widening –
 - h.
5. Beaumont to Temecula
- a. SR-79 Realignment – On SR-79 between Domenigoni Parkway to Gilman Springs Road, realign and widen SR-79 to four lanes.
 - b. I-15 Smart Freeway Temecula – on I-15 in the City of Temecula, install a new vehicle detection and adaptive highway metering systems on I-15 northbound from the San Diego County line to the I-15/I-215 split. Improvement includes relocation of existing ramp meters at Rancho California Road and Temecula Parkway, ramp modifications at Rancho California Road and Winchester Road, variable speed limit signs and other intelligent transportation system features.
 - c. French Valley Parkway, Phase III –
 - d.
6. Apple Valley to LA County Line
- a. Yucca Loma Corridor - Greentree Boulevard Extension – This project is the final segment of the Yucca Loma Corridor and will construct Green Tree Boulevard from Hesperia Road to Ridgecrest Road/Yates Road, a new four-lane road including a bridge over the BNSF railroad.
 - b. Bear Valley Road Bridge at BNSF - This project widens a six lane bridge and approaches to seven lanes to accommodate a median turn lane and seismically retrofits the existing bridge. Improvements at the intersections of Bear Valley Road and Industrial Road and Bear Valley Road and Ridgecrest Road will improve operational efficiency.

- c. Phelan Road Widening from SR-138 to Hesperia City Limits - The project is located on Phelan Road from SR 138 to Los Banos Avenue (12.1 miles) in the Phelan area. The project will widen Phelan Road from two to five lanes, which includes one continuous left turn lane, and will mill and overlay the existing pavement with asphalt concrete.
- d. SR-247 Operational, Safety, and Bicycle/Pedestrian Improvements – SR-247 is the primary connection between the Victor Valley and Morongo Valley, with a connection to the City of Big Bear Lake. It is also used as a diversion route in the event of a major incident in the I-15/Cajon Pass. A study of the need for operational/safety improvements will be conducted in the near term, with a program of improvements programmed thereafter.
- e. SR-18 Operational, Safety, and Bicycle/Pedestrian Improvements - SR-18 is the primary connection between the Victor Valley and Antelope Valley, together with SR-138. A study of the need for operational/safety improvements has been conducted, with a set of improvements being programmed for near term funding.

7. Banning to Rialto

- a. Redlands Passenger Rail Project (Arrow) - The project includes construction of approximately nine miles of rail improvements and will employ Tier 4 DMU trainsets, also known as Hybrid-rail vehicles, to implement the Arrow commuter rail service from the San Bernardino Transit Center at Rialto Avenue and E Street in the City of San Bernardino to the University of Redlands. Metrolink will also provide up to two round-trip express trains serving the Downtown Redlands Station during the commute hours.
- b. I-10 Eastbound Truck Climbing Lane - The project will construct a truck climbing lane on eastbound I-10 from west of the 16th Street Bridge in the City of Yucaipa through east of County Line Road Bridge at the San Bernardino and Riverside County lines. This project will extend the existing eastbound truck climbing lane. The addition of the truck climbing lane will separate slow moving trucks climbing the steep grade from general traffic.
- c. I-10/Wildwood Canyon Interchange – This would be a new interchange on I-10 just west of the Riverside County line to provide additional accessibility to/from the City of Yucaipa.
- d. I-10 Bypass –
- e.

8. Riverside/Rialto to LA County Line

- a. West Valley Connector Bus Rapid Transit, Phase 1 – The West Valley Connector (WVC) Project is a 19-mile BRT project that proposes limited stops, providing speed and quality improvements to the public transit system within the corridor. The WVC will serve the cities of Pomona, Montclair, Ontario and Rancho Cucamonga; interconnect with two Metrolink stations; provide service to the Ontario International Airport; and link to the Ontario Mills shopping/entertainment complex, Ontario Convention Center, and Victoria Gardens as well as other mixed use development in Rancho Cucamonga. The proposed project includes the purchase of 18 battery electric buses and improvements to Omnitrans west O&M facility needed to operate and maintain the battery electric buses.

- b. Metrolink Double-Track Project, Lilac to Rancho - The project entails construction of approximately three miles of second mainline track along the Metrolink San Bernardino Line from Control Point (CP) Lilac to CP Rancho and includes ten at-grade crossings, quiet zone-ready safety enhancements, and the addition of a second platform and underpass at the Rialto Metrolink Station. Once constructed, this project will provide for increased service reliability, support future expansion of service, and make it more feasible to run peak hour express service as stipulated by the Metrolink Strategic Plan. A first phase has been prioritized from Lilac to Sycamore, which incorporates improvements to the Rialto Station, including a pedestrian underpass and bicycle/pedestrian access improvements.
- c. Gold Line to Montclair – The project includes a 0.67 mile extension of the Metro Gold Line, now known as the “L” Line, from the Los Angeles County line to the Montclair Metrolink Station. The Foothill Gold Line Construction Authority (GLA) is the entity tasked with delivery of the entire Gold Line Extension from Azusa to Montclair with funding provided by Los Angeles County Metropolitan Transportation Authority (Metro) for the Los Angeles County portion and SBCTA for the San Bernardino County portion.
- d. I-10 Corridor Freight and Managed Lane Project, I-15 to Pepper Ave. - The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in the City of Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. The Record of Decision was approved in July 2017 for the entire I-10 Corridor Project from the Los Angeles County line to Ford Street in the City of Redlands.
- e. I-10/Riverside Ave. Interchange, Phase 2 - The second phase of the I-10/Riverside Avenue Interchange project includes widening of the existing Riverside Avenue bridge structure over the UPRR railway to match the configuration of the recently completed I-10/Riverside Avenue Interchange Phase 1 project. The project will add two lanes in the northbound direction to connect to the existing two left turn lanes on the overcrossing as well as provide for sidewalks and a Class II bike lane in each direction.
- f. I-10/Cedar Avenue Interchange Reconstruction - The project will reduce congestion and improve traffic operations along Cedar Avenue and the on/off-ramps of the I-10 Interchange. The project will improve Cedar Avenue generally between Slover Avenue and Bloomington Avenue, including left and right turn lanes, and modify the existing entrance and exit ramps.
- a. Coachella Valley Rail – new rail service for Los Angeles, Orange, Riverside and San Bernardino Counties. The service would provide game-changing access to jobs and education centers while reducing vehicle miles traveled and combating climate change and air pollution. In addition, the rail service would significantly expand economic opportunities by opening travel to restaurants, resorts, music festivals, sports facilities, and commercial and retail centers. The nine stations also offer a host of transit-oriented development opportunities. The proposed service would extend approximately 144 miles between Los Angeles and the Coachella Valley with stops in Los Angeles, Orange, San Bernardino, and Riverside counties, including up to six stations on the east end. CV Rail would comprise a substantial segment of Amtrak’s Tucson-Los Angeles corridor. The Tucson-Phoenix-Los Angeles corridor would connect passengers to Amtrak’s Coast Starlight, Pacific Surfliner, Southwest Chief, Sunset Limited, and Texas Eagle routes, broadening travel opportunities nationwide.

9. Riverside to Orange County Line

- a. Coachella Valley Rail – new rail service for Los Angeles, Orange, Riverside and San Bernardino Counties. The service would provide game-changing access to jobs and education centers while reducing vehicle miles traveled and combating climate change and air pollution. In addition, the rail service would significantly expand economic opportunities by opening travel to restaurants, resorts, music festivals, sports facilities, and commercial and retail centers. The nine stations also offer a host of transit-oriented development opportunities. The proposed service would extend approximately 144 miles between Los Angeles and the Coachella Valley with stops in Los Angeles, Orange, San Bernardino, and Riverside counties, including up to six stations on the east end. CV Rail would comprise a substantial segment of Amtrak’s Tucson-Los Angeles corridor. The Tucson-Phoenix-Los Angeles corridor would connect passengers to Amtrak’s Coast Starlight, Pacific Surfliner, Southwest Chief, Sunset Limited, and Texas Eagle routes, broadening travel opportunities nationwide.
- b. BNSF Triple Track at Fullerton to Fourth track at Riverside-Downtown Metrolink station – add an additional BNSF track between Fullerton Downtown Metrolink station and Riverside Downtown Metrolink station to increase passenger rail frequency and eliminate freight rail conflicts.
- c. 241/91 Express Lanes Connector –
- d. Third Street Grade Separation –
- e. 91 Eastbound Corridor Operations Project –

10. Hemet to Corona

- a. Mid County Parkway – is a planned 16-mile transportation corridor between the San Jacinto and Perris areas. This new east-west facility will open economic opportunities, reduce travel times, and expand access to employment and education for residents and businesses of Riverside County. The improvements will promote transportation equity for this long-underserved area and connect to Route 79, Interstate 215, and transit facilities that support Metrolink’s 91/Perris Valley Line and Riverside Transit Agency routes. With this connection, the Perris and San Jacinto communities will have access to multiple modes of travel. Project will construct six through lanes between I-215 in Perris east to SR-79 in San Jacinto.
- b. Cajalco Road Widening –
- c. Ethanac Expressway –
- d.