



## Setting

Riverside County's transportation system is composed of numerous state highways (both freeways and arterial highways), as well as numerous County and city routes. The transit system includes public transit systems, common bus carriers, AMTRAK (intercity rail service), MetroLink (commuter rail service), and other local agency transit and paratransit services. In addition, the County transportation system includes general aviation facilities, limited passenger air service within the County, freight rail service, bicycle facilities, and other services for non-motorized forms of transportation (multipurpose trails).

As stated in the Riverside County Vision and Land Use Element, the County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. Linking areas of concentrated growth is an integrated system of mobility that includes vehicular, pedestrian, transit, equestrian, bicycle, and air transportation options. The intent of new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns, including the open space systems.



Copies of the Congestion Management Plan can be obtained from the Riverside County Transportation Commission.

In addition to the General Plan, the County of Riverside supports several transportation plans and programs that are necessary to manage current traffic demands in and plan for the County's future transportation needs.

## Congestion Management Program

The Riverside Congestion Management Program (CMP) is updated every two years in accordance with Proposition 111. The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Circulation Element describes how the future transportation system will function. This is important for congestion management, since deficiencies along the CMP system must be mitigated when they occur. The ability to address such deficiencies now, instead of when they occur, is critical. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor will conserve scarce funding resources and help target those resources appropriately.

## Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Southern California Association of Governments (SCAG), in coordination with federal, state, and other regional, subregional, and local agencies in southern California.



**Proposition 111** (1990), entitled "The Traffic Congestion Relief and Spending Limitation Act of 1990", enacted a statewide traffic congestion relief program and updated the spending limit on state and local government to better reflect the needs of a growing California population. It provided new revenues to be used to reduce traffic congestion by building state highways, local streets and roads, and public mass transit facilities. The measure enacted a 55 percent increase in truck weight fees and a five cent per gallon increase in the fuel tax on August 1, 1990, and an additional one cent on January 1 of each of the following four years.