



occupancy vehicle/high occupancy toll lanes, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system. (AI 50)

- C 7.5 Partner with government agencies and authorities to provide for improvements and alternative transportation corridors to Orange County. (AI 50)
- C 7.6 Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:
- For development under the County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from the County, city and County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to County standards.
 - In general, for such development under County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long-term future, County standards should apply.
 - Transition areas at meeting points of roadways designed to differing city and County standards or differing functional classifications should be individually designed to facilitate satisfactory operational and safety performance. Further, the County should update the road standards to reflect the intent of this policy and standards agreed upon by the County and other local agencies. (AI 4, 50)
- C 7.7 Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent encroachments, pending dedication or acquisition. (AI 50)

System Financing

One of the most important considerations to achieve a viable multi-modal transportation system is financing. Funding priorities must be developed and innovative financing must be designed to ensure that the transportation system is implemented over the next 20 years.

Discretionary roadway improvement funds should be allocated to enhance mobility and promote convenient, safe, and efficient transport of people, goods and materials. This can be accomplished through continued development of a "Transportation Improvement Program" for local road and bridge improvements



and the County's participation in voter-approved local tax measures and Regional Transportation Plans that meet state and federal guidelines. Investment in, preservation of and expansion of the existing freeway and arterial street network is critical to the provision of a viable transportation system necessary to sustain a healthy local economy. Innovative options, such as the application of "toll-way fares," should be explored as a means of controlling demand in critical corridors. Riverside County must consider these and other innovative funding mechanisms to ensure that the future transportation system is financially supported and can be adequately maintained.

Policies:

- C 8.1 Implement a circulation plan that is consistent with financing capabilities. (AI 53)
- C 8.2 Distribute the costs of transportation system improvements equitably among those who will benefit.
- C 8.3 Use annexations, redevelopment agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.
- C 8.4 Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period of 5 to 7 years. The TIP will be reviewed and updated annually.
- C 8.5 Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development in the unincorporated area.
- C 8.6 Encourage the use of public improvement financing mechanisms, and equitably distribute the costs of road improvements among all those who benefit from the road improvements, including current roadway users.
- C 8.7 Review and update the County Road and Bridge Benefit District fee structure for development impact fees annually to ensure that capacity expansion projects are developed and constructed in a timely manner.
- C 8.8 Seek all available means to finance improvements, including state and federal grants, to ensure that a non-motorized system is implemented. (AI 53)



Local improvements are defined as those improvements to streets within the impact area of new development.