



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, June 12, 2024
LOCATION: BOARD ROOM
County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside

COMMISSIONERS

Chair – Lloyd White
Vice Chair – Karen Spiegel
Second Vice Chair – Raymond Gregory

Kevin Jeffries, County of Riverside, District 1
Karen Spiegel, County of Riverside, District 2
Chuck Washington, County of Riverside, District 3
V. Manuel Perez, County of Riverside, District 4
Yxstian Gutierrez, County of Riverside, District 5
David Happe / Rick Minjares, City of Banning
Lloyd White / Julio Martinez, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Jennifer Dain, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Stephanie Virgen, City of Coachella
Wes Speake / Jim Steiner, City of Corona
Scott Matas / Russell Betts, City of Desert Hot Springs
Clint Lorimore / Todd Rigby, City of Eastvale
Linda Krupa / Malcolm Lilienthal, City of Hemet
Dana Reed / Ty Peabody, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Armando Carmona, City of Jurupa Valley
Kathleen Fitzpatrick / Deborah McGarrey, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Ulises Cabrera / Edward Delgado, City of Moreno Valley
Cindy Warren / Lori Stone, City of Murrieta
Berwin Hanna / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / To Be Appointed, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Meg Marker / Lynn Mallotto, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Valerie Vandever / Alonso Ledezma, City of San Jacinto
James Stewart / Brenden Kalfus, City of Temecula
Joseph Morabito / Ashlee DePhillippo, City of Wildomar
Catalino Pining, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

***Actions may be taken on any item listed on the agenda**

9:30 a.m.

Wednesday, June 12, 2024

Board Room

**County of Riverside Administrative Center
4080 Lemon Street, First Floor, Riverside, CA**

This meeting is being conducted in person as well as via teleconference. Please visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip and receive further instructions to participate via teleconference. For members of the public wishing to submit written comments, please email comments to the Clerk of the Board at lmobley@rctc.org prior to June 11, 2024 and your comments will be made part of the official record of proceedings.

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting at the Commission office, 4080 Lemon Street, Third Floor, Riverside, CA, and on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, and the Federal Transit Administration Title VI, please contact the Clerk of the Board at (951) 787-7141 if special assistance is needed to participate in a Commission meeting, including accessibility and translation services. Assistance is provided free of charge. Notification of at least 48 hours prior to the meeting time will assist staff in assuring reasonable arrangements can be made to provide assistance at the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

- 4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Commission should not take action on or discuss matters raised during public comment portion of the agenda that are not listed on the agenda. Commission members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. ADDITIONS / REVISIONS – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

6. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2024/25

Page 1

Overview

This item is for the Commission to:

- 1) Receive input on the proposed FY 2024/25 Budget;
- 2) Approve the salary schedule effective July 11, 2024, located in Appendix B of the proposed FY 2024/25 Budget;
- 3) Authorize the expenditure of \$94,300 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements specific to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the State Route 241 toll road to the 91 Express Lanes (241/91 Connector);
- 4) Close the public hearing on the proposed FY 2024/25 Budget on June 12, 2024; and
- 5) Adopt the proposed FY 2024/25 Budget.

7. CONSENT CALENDAR – *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

7A. APPROVAL OF MINUTES – MAY 8, 2024

Page 177

7B. RECURRING CONTRACTS FOR FISCAL YEAR 2024/25

Page 190

Overview

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$16,549,059 for Fiscal Year 2024/25;
- 2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed \$5,976,524 in FY 2024/25 and \$8,622,398 in FYs 2025/26 – 2029/30;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

7C. QUARTERLY FINANCIAL STATEMENTS

Page 205

Overview

This item is for the Commission to:

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2024.

7D. APPROPRIATIONS LIMIT FISCAL YEAR 2024/25

Page 214

Overview

This item is for the Commission to:

- 1) Adopt Resolution No. 24-005 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”* for Fiscal Year 2024/25.

7E. QUARTERLY SALES TAX ANALYSIS

Page 221

Overview

This item is for the Commission to:

- 1) Receive and file the sales tax analysis for the Quarter 4, 2024 (4Q 2023).

7F. FEDERAL TRANSIT ADMINISTRATION PROPOSED TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL FISCAL YEARS 2025-2027

Page 230

Overview

This item is for the Commission to:

- 1) Approve 6.4 percent as the Commission’s Federal Transit Administration (FTA) proposed triennial overall Disadvantaged Business Enterprise (DBE) race-neutral goal for Federal Fiscal Years (FFY) 2025-27 for the period October 1, 2024 to September 30, 2027; and
- 2) Adopt Resolution No. 24-007, *“Resolution of the Riverside County Transportation Commission Adopting Its Triennial Overall Disadvantaged Business Enterprise Program Goal (49 CFR Part 26) as it Applies to Funding Received Directly from the Federal Transit Administration”*.

7G. MONTHLY INVESTMENT REPORT

Page 257

Overview

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended April 30, 2024.

7H. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Page 260

Overview

This item is for the Commission to:

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended March 31, 2024.

7I. FISCAL YEARS 2024/25 – 2028/29 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM

Page 262

Overview

This item is for the Commission to:

- 1) Approve the Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

7J. FISCAL YEAR 2024/25 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

Page 265

Overview

This item is for the Commission to:

- 1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$1,278,750 for Western Riverside Council of Governments (WRCOG) and \$697,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year (FY) 2024/25 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

7K. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY - MARCH 2024

Page 278

Overview

This item is for the Commission to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January - March 2024.

7L. AMENDMENT TO PROJECT AND CONSTRUCTION MANAGER SERVICES FOR THE INTERSTATE 15/STATE ROUTE 91 EXPRESS LANES CONNECTOR PROJECT

Page 283

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 15-31-001-15, Amendment No. 15 to Agreement No. 15-31-001-00, with Parsons Transportation Group, Inc. (Parsons) to provide additional project and construction management (PCM) services for the Interstate 15 (I-15)/State Route 91 (SR-91) Express Lanes project (15/91 ELC) in the amount of \$1,638,976, plus a contingency of \$163,898, for an additional amount of \$1,802,874;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for the Project.

7M. 15 EXPRESS LANES MONTHLY STATUS REPORTS

Page 299

Overview

This item is for the Commission to:

- 1) Receive and file the 15 Express Lanes Monthly Reports for January, February and March 2024.

7N. 91 EXPRESS LANES MONTHLY STATUS REPORTS

Page 327

Overview

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes monthly reports for January, February and March 2024.

70. FISCAL YEAR 2024/25 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS

Page 379

Overview

This item is for the Commission to:

- 1) Approve the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs;
- 2) Approve FY 2024/25 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill (SB) 125 funds for the cities of Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$330,741,781;
- 3) Adopt Resolution No. 24-006, *“Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2024/25”*;
- 4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators’ SRTP aggregating \$62,286,111; and
- 5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

7P. FISCAL YEAR 2023/24 LOW CARBON TRANSIT OPERATIONS PROGRAM ALLOCATIONS

Page 390

Overview

This item is for the Commission to:

- 1) Approve the allocation of \$6,460,992 related to Fiscal Year (FY) 2023/24 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;
- 2) Authorize the Executive Director, or designee, to review the transit operators’ projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents for LCTOP; and
- 3) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2024/25 Short Range Transit Plans (SRTPs) for incorporation of the LCTOP funds, as necessary.

7Q. COMMUTER ASSISTANCE PROGRAM CONTRACTS

Page 402

Overview

This item is for the Commission to:

- 1) Approve Agreement No. 24-41-092-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission in an amount not to exceed \$4,500,000 for commuter/employer rideshare and vanpool programs administered by the Commission, on behalf of both agencies;
- 2) Approve Agreement No. 24-41-096-00 between the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), the Commission, SBCTA, and the Ventura County Transportation Commission (VCTC) for a total amount of \$2,355,826 and a total not to exceed amount of \$436,694 for the Commission for regional rideshare and vanpool software/database services;
- 3) Approve Agreement No. 18-45-063-05, Amendment No. 05 to Agreement No. 18-45-063-00, with Commute with Enterprise (Enterprise) for vanpool vehicle leasing services for an additional amount of \$427,800, and a total amount not to exceed \$1,783,800;
- 4) Approve Amended and Restated CalVans' Agreement to Form Joint Powers Authority for continued CalVans' vanpool services in Riverside County; and
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

8. MEASURE A SPECIALIZED TRANSIT AWARD RECOMMENDATIONS FOR FISCAL YEARS 2024/25 – 2026/27

Page 455

Overview

This item is for the Commission to:

- 1) Approve the Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249;
- 2) Direct staff to prepare contract agreements with the award recipients outlining the project scope, schedules, and local funding commitments;
- 3) Authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review; and
- 4) Authorize the Western Riverside County Measure A Specialized Transit Program Call for Projects to remain open for additional applications during the three-year period for the remaining funding authorized up to \$13,127,000.

9. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2024/25 AND RELATED ACTION ITEMS

Page 460

Overview

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve RCTC's share of the Fiscal Year 2024/25 SCRRA operating and capital budget, which results in an operating subsidy of \$30,289,196, with a contingency of \$3,710,804, for a not to exceed total of \$34,000,000, and a capital subsidy of \$21,381,360;
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 24-25-094-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 4) Adopt Resolution No. 24-003 for "*Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$1,507,200.*"

10. SATELLITE MEETING LOCATIONS

Page 488

Overview

This item is for the Commission to:

- 1) Establish a one-year pilot program providing satellite meeting locations for Commission meetings in French Valley and the Coachella Valley beginning in September 2024.

11. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 500

Overview

This item is for the Commission to:

- 1) Receive and file a state and federal legislative update.

12. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA

13. EXECUTIVE DIRECTOR REPORT

Traffic Relief Infrastructure Improvement Plan (TRIIP) Update

14. COMMISSIONER COMMENTS

Overview

This item provides the opportunity for brief announcements or comments on items or matters of general interest.

15. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, July 10, 2024.**

AGENDA ITEM 6

PUBLIC HEARING

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Finance Director Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Proposed Fiscal Year 2024/25 Budget

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive input on the proposed FY 2024/25 Budget;
- 2) Approve the salary schedule effective July 11, 2024, located in Appendix B of the proposed FY 2024/25 Budget;
- 3) Authorize the expenditure of \$94,300 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund Commission costs related to the development of agreements specific to the funding, construction, operations, maintenance, and use of toll revenues for the future direct, tolled connector linking the State Route 241 toll road to the 91 Express Lanes (241/91 Connector);
- 4) Close the public hearing on the proposed FY 2024/25 Budget on June 12, 2024; and
- 5) Adopt the proposed FY 2024/25 Budget.

BACKGROUND INFORMATION:

The annual fiscal budget is the result of staff determining the operating and capital needs for FY 2024/25 and identifying the resources to fund those needs. The policy goals and objectives approved by the Commission on March 13, 2024 formulate the basis of the budget. The long-term policy goals that support the Commission’s objectives considered during the preparation of the budget relate to promoting quality of life; achieving operational excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

The proposed FY 2024/25 Budget is attached which includes the following sections: FY 2024/25 Budget Introduction letter, Commission Introduction, the Executive Summary, the Gann Appropriations Limit, Financial Overview, Fund Budgets; Department Budgets, and Appendices including acronyms, the salary schedule effective July 11, 2024, and organization chart.

The Commission’s budget is primarily project-driven, with the exception of the express lanes operations which are service-driven. As projects enter or exit various project cycles, the Commission accumulates funds, or reserves, for specific projects and programs – resulting in flexibility to adjust project development or programs especially in times of economic downturns. The proposed FY 2024/25 Budget anticipates that total uses will exceed sources by \$161,478,500 primarily for the following initiatives:

- Transit and Intercity Rail Capital Program (TIRCP) for grade separation, Coachella Valley Rail Tier II study, and transit operators’ capital improvement program;
- State Transit Assistance (STA) capital project funding for operators in Western Riverside County;
- Mid-County Parkway Project(s);
- Smart Freeway project;
- I-15 Southern Extension Project;
- 71/91 Interchange Connector Project;
- Regional arterial call for projects (Measure A and Transportation Uniform Mitigation Fees (TUMF) funded); and
- Various transit and specialized transportation projects utilizing Local Transportation (LTF), STA, and Measure A funds.

Outlined in the Executive Summary included in the Budget attachment, Table 17 – Projected Fund Balances by Fund Type and Programs at June 30, 2025, are components of the projected fund balance by program anticipated to be \$1,599,681,200. Majority of funds are restricted for various highway and new corridor projects; public and specialized transit; rail; community environmental transportation acceptability process (CETAP) and regional arterial projects; and toll operations. The remaining amount of fund balance is assigned for management services.

Tables 18-20 provide a summary of budgeted sources and uses from different perspectives (comparative, operating and capital, and fund type), as follows:

- **Table 18 – Budget Comparative by Summarized Line Item** - Illustrates the Commission revenues and expenditures by function including other financing sources and uses (transfers in/transfers out)
- **Table 19 – Operating and Capital Budget** - FY 2024/25 presents the revenues and expenditures, including sources and uses, that support the Commission’s efforts on both an operating and capital basis
- **Table 20 – Budget by Fund Type** - FY 2024/25 depicts the budget by fund type(s) including General Fund, Special Revenue, Capital Projects, Debt Service, and Enterprise Funds (Toll Program)

The Commission's personnel costs represent 1.8 percent of budgeted expenditures. Budgeted FY 2024/25 personnel costs reflect recent Commission actions, including:

- The addition of three (3.0) Full-Time Equivalent (FTE) positions, Administrative Supervisor/Executive Assistant, Financial Budget Manager, and Toll Financial Manager;
- Reclassification and salary adjustments of two FTE positions;
- A 4 percent pool for performance merit-based salary increases; and
- An annual salary range structure cost of living adjustment (COLA) of 4 percent adopted by the Executive Committee at its April 2024 meeting. The COLA only applies to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ended December 31, rounded to the nearest half percent, with a maximum adjustment of 4 percent. The COLA will be equal to the CPI, but no less than 0 percent and no greater than 4 percent. The salary range schedule structure approved by the Executive Committee in April 2024, is included in Appendix B to the budget and complies with Government Code §20636, "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

With this budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus for the local economy. Significant capital projects include:

Construction and/or Design-Build Phase:

- 71/91 Connector in Corona
- Interstate (I) 15 Express Lanes – Southern Extension
- 15/91 Express Lanes Connector
- SB125 Grade Separation (TIRCP Funding)
- Smart Freeways
- Santa Ana River Trail (West of SR-71)
- South Perris Layover Facility Expansion

Right of way acquisitions Phase:

- State Route (SR) 79 Realignment Project
- Mid-County Parkway (MCP) #2 and #3
- Santa Ana River Trail (west of SR-71)

Preliminary engineering and final design Phase(s):

- MCP #3
- I-15 Express Lanes – Southern Extension
- SB125 Grade Separation (TIRCP Funding)
- SR-79 Realignment – segment 3
- Various On-Call Measure A and TUMF Regional Arterial projects
- CV Rail Corridor – Tier II Study
- Perris Valley Line double track

Other major capital projects:

- Pass-through funding for Measure A local streets and roads
- Several commuter rail station upgrades and improvements

At its November 2019 meeting, the Commission approved the 241/91 Connector term sheet as a framework for future agreements and directed staff to work with agencies to prepare agreements for each respective governing board's consideration. The budget includes \$94,300 in costs related to the development of these agreements related to the funding, construction, operations, maintenance, and use of toll revenues for the future 241/91 connector. **Staff recommends that the Commission authorize the expenditure of \$94,300 of 91 Express Lanes toll revenues designated as surplus in accordance with the 2013 Toll Revenue Bonds Indenture to fund these costs.**

Prior to the adoption of the proposed budget, including the proposed salary schedule. The Commission opened the public hearing during its May 8 meeting. **Staff recommends the closing of the public hearing on June 12 followed by the adoption of the proposed FY 2024/25 Budget.** In accordance with the Commission's fiscal policies, the budget must be adopted no later than June 15 of each year.

FISCAL IMPACT:

A summary of the proposed FY 2024/25 Budget is as follows:

	FY 2024/25 Budget
Revenues and other financing sources:	
Sales taxes-Measure A and Local Transportation Funds	\$ 437,000,000
Reimbursements (federal, state, and local)	276,348,300
TUMF (including reimbursements)	30,610,000
State Transit Assistance, including State of Good Repair	38,619,900
Tolls, penalties, and fees	119,373,000
Other revenues	767,500
Interest on investments	31,980,600
Transfers in	189,389,100
Total revenues and other financing sources	1,124,088,400
Expenditures/expenses and other financing uses:	
Personnel salaries and fringe benefits	19,954,400
Professional and support services	48,870,600
Projects and operations	925,947,500
Capital outlay	10,046,000
Debt service	91,359,300
Transfers out	189,389,100
Total expenditures/expenses and other financing uses	1,285,566,900
Excess (deficiency) of revenues and other financing sources over (under) expenditures/expenses and other financing uses	(161,478,500)
Beginning fund balance (projected)	1,761,159,700
Ending fund balance (projected)	\$ 1,599,681,200

Attachment: Proposed FY 2024/25 Budget



71/91 Connector



Moreno Valley - March Field Station



Specialized Transit



Freeway Service Patrol



Express Lanes



FY 2024/25

BUDGET

Riverside County Transportation Commission
Riverside County, California

June 12, 2024

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2024/25 BUDGET INTRODUCTION

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

Thank you for reviewing the Fiscal Year (FY) 2024/25 budget for the Riverside County Transportation Commission (Commission or RCTC). This document provides an opportunity to evaluate the financial backbone of an innovative, active, and essential public transportation agency that connects the daily lives of Riverside County residents. Riverside County's population continues to grow faster than many other areas in California and the nation. The region's transportation systems also continue to see increased use from goods movement, 42% of which travel from the Ports of Los Angeles and Long Beach through the Inland Empire to the rest of the country. As a result, the Commission's mission to provide transportation projects and services is increasingly important in protecting and improving the quality of life for more than 2.4 million residents. RCTC has responded to that challenge.

RCTC continues to adapt not just to a changing climate from the perspective of building lasting infrastructure, but also to changing funding and delivery processes as the state and federal governments endeavor to reduce carbon emissions. RCTC is developing and promoting multimodal transportation alternatives that improve air quality in a region historically impacted by pollution in the South Coast Air Basin, reduce carbon emissions, and promote commuter choice and equitable access.

The region has demonstrated resiliency with the unemployment rate nearing pre-pandemic levels of 5% and sales tax revenues continuing its upward trajectory due to changes in consumer habits via increasing shopping online versus brick and mortar. Sales tax revenues derived from Riverside County's voter-approved Measure A program are 24.4% higher for the benchmark year ending February 2022 compared to February 2021. With the opening of the 15 Express Lanes in April 2021, the Commission owns and operates two toll facilities within the County. Toll revenues are outpacing projections for both the 15 Express Lanes and RCTC 91 Express Lanes due to higher than expected trips and tolls.

It is with this backdrop that RCTC presents its FY 2024/25 budget. Overall, while the budget assumes increases for Measure A sales tax and its express lanes revenues, it also serves as the foundation for a smart and aggressive program to fund highway, regional arterial, and multimodal services. These improvements help create a transportation system that will foster mobility, enhance connections, promote economic development, and ensures a better quality of life for Riverside County residents, now and in the future.

RCTC is poised to deliver these necessary transportation infrastructure projects and programs to meet the needs of Riverside County's growing population and economy. Several economic forecasts predict modest economic growth in the upcoming year for the region due to higher inflation levels and anticipated increases in interest rates. The combination of these factors will impact economic progress for the County. However, the Commission will attempt to mitigate this impact by ramping up infrastructure projects, which create jobs and economic opportunities. Furthermore, RCTC will take a leading role in that effort under the direction of our 34-member Commission, whose mission is to serve the taxpayers of Riverside County. Moreover, the Commission will continue to aggressively seek additional revenue from grants and other funding sources to meet the County's transportation needs.

FORECASTING FUTURE TRANSPORTATION NEEDS WHILE MEETING TODAY'S CHALLENGES

RCTC's voter-approved half-cent sales tax measure serves as a key revenue source for transportation funding in Riverside County. Historically Measure A sales tax revenues have experienced stable growth year over year. However, since FY 2018/19 through the most recently completed FY 2022/23, Measure A sales tax has increased approximately 20% largely because of increases in online sales and legislation for taxation of e-commerce companies. Measure A revenues fund not only capital projects and multimodal services, but also local transportation priorities and needs. During FY 2024/25, the Commission has allocated \$85.1 million in funding to local cities and the County for locally-prioritized street and road improvements.

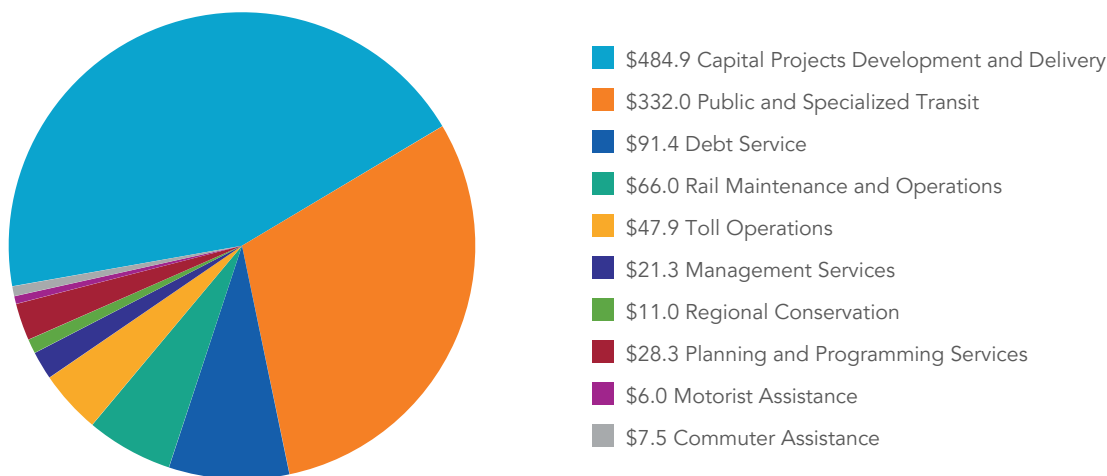
To augment Measure A funding, the Coachella Valley Association of Governments and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs to serve local and regional arterial needs. In the Coachella Valley, arterials are funded through a combination of TUMF, Measure A, and additional local contributions. In Western Riverside County, TUMF dollars are equally split between WRCOG and the Commission with RCTC's dollars allocated to regional arterials and new highway corridors.

Ongoing capital for transportation projects and services requires a combination of funding sources. Specifically, the Commission receives and programs funding from state and federal sources, such as the California's Transportation Development Act, which are allocated primarily to the County's major public transit operators. Services provided by transit operators include but are not limited to:

- Transit fare discounts
- Reduced fare and/or discounts for senior citizens, persons with disabilities, or other disadvantaged members of the community
- Commuter rail and intercity bus services
- Commuter assistance programs that provide traveler information and ridesharing support to employers and commuters

Chart 1 summarizes the Commission's overall budget of \$1,096.3 million (excluding transfers out) for FY 2024/25 by program, including delivery of capital projects, administration, planning and programming, rail and transit operations, smaller programs such as motorist and commuter assistance, toll operations, regional conservation, and debt service.

CHART 1 – FY 2024/25 BUDGET (IN MILLIONS \$)



BUILDING A BETTER FUTURE

The Commission and its project partners such as the California Department of Transportation (Caltrans), local jurisdictions, and transit agencies will continue investing in mobility throughout the County using a variety of local, state, and federal sources. These funds will be used to deliver capital projects and strengthen multimodal transportation services countywide.

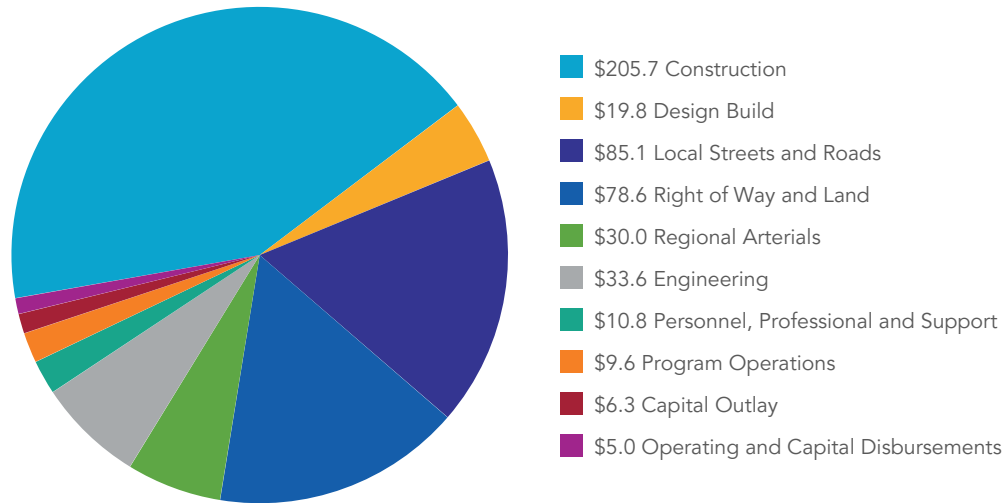
During FY 2024/25, the Commission will invest \$462.3 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position, as significant pre-construction work has taken place with several projects and the Commission has successfully sought funding from a variety of funding sources to ensure a productive year.

Notable capital projects funded in FY 2024/25 include, but are not limited to the following:

- Commencement of environmental studies for the Coachella Valley Rail Corridor Project
- 15/91 Express Lanes Connector
- Construction of the State Route (SR) 60 Truck Lanes
- Construction of the Interstate (I) 215/Placentia Avenue Interchange
- Construction of the I-15 Interim Corridor Operations Project
- Construction of the Moreno Valley-March Field station project
- Construction of the 71/91 Connector
- Construction of the I-15 Smart Freeways project
- Construction of the Jurupa Avenue and McKinley Street grade separation projects and the widening of the Hamner Avenue Bridge
- Engineering and environmental studies for the I-15 Corridor Operations Project
- Engineering and environmental studies for the 15 Express Lanes Project – Southern Extension
- Engineering and environmental studies for the I-10/Highland Springs Avenue Interchange
- Engineering and environmental studies for the 91 Eastbound Corridor Operations Project
- Project development for the additional segment of the Mid County Parkway (MCP)
- Right of way land purchases for various projects including MCP related projects and the 91 Corridor

The Commission is a project-driven agency. Capital project costs comprise 38% of the Commission’s FY 2024/25 overall budget. Chart 2 illustrates the capital projects expenditures by function.

CHART 2 – CAPITAL PROJECTS (IN MILLIONS \$)



RCTC 15 EXPRESS LANES AND 91 EXPRESS LANES

RCTC operates two tolling facilities totaling approximately 30 miles and up to eight lanes, providing the region an efficient alternative form of travel. Specifically, the 15 Express Lanes facility is located within the cities of Corona, Norco, Eastvale, and Jurupa Valley while the 91 Express Lanes facility is located in the City of Corona between the Orange County/Riverside County line and I-15. The Commission opened the 15/91 Lanes Express Connector in November 2023, completing the network of express lanes between the 91 Express Lanes and the 15 Express Lanes. The 15/91 Connector is expected to improve the flow of traffic for all motorists who travel through the 15/91 interchange.

Thanks to its conservative fiscal strategy and reserves set aside for debt service, the Commission's near-term and mid-term debt service requirements are fully funded. Furthermore, operating revenues are outpacing projections, further enhancing the financial viability of these operations. Also, the 2021 refinancing provided further relief to the 91 Express Lanes debt portfolio via prepayment and retirement of its Transportation Infrastructure Finance and Innovation Act loan and 2013 Toll Bonds while also mitigating administrative burdens resulting from federal funding.

The express lanes serve as a key component to the region's overall traffic congestion relief goals.

PLANNING FOR THE NEEDS OF TODAY AND THE CHALLENGES OF TOMORROW

Funding is a key element in determining the future of transportation. To help guide the Commission through the County's challenges with population growth, economic needs, and technological change, RCTC approved its Riverside County Traffic Relief Plan (TRP or Plan) in May 2020. Future projects listed in this long-range transportation plan included the MCP, realignment of SR-79, passenger rail service to the Coachella Valley, expanded Metrolink passenger rail service, a variety of active transportation projects, and a new expressway along Elsinore- Ethanac Road within Southwestern Riverside County. In addition, the plan included funding for new interchanges and local streets and roads. The plan was developed as a blueprint for not only traffic relief, but also for improving equity and access to transportation systems and services countywide.

The Traffic Relief Plan was intended to lay the foundation for the Commission to place a sales tax measure on the 2020 ballot for voter consideration. Due to the emergence of COVID-19 in early 2020, the Commission approved the Traffic Relief Plan, but deferred action related to a sales tax measure. Since then, RCTC has continued to seek funding from state and federal sources for key projects. In 2023, the Commission directed staff to evaluate the 2020 TRP and update it based on new information, including new state and federal policies, state and federal funding opportunities, changes in project delivery costs and feasibility, and input from the County's residents. The Commission approved the draft update and a public engagement program to help complete the public outreach and collect input from residents on the Plan. The Commission is anticipated to approve the TRP in spring or summer of 2024. The community-informed input will assist the Commission as they explore a TRP funding strategy in 2024.

Effective January 1, 2021, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority (RCA). RCTC is fully reimbursed by the RCA for management and oversight costs; accordingly, RCTC's funding sources do not support this new role. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's Multiple Species Habitat Conservation Plan (MSHCP). In addition to conserving habitat to protect 146 native animal and plant species, the MSHCP enables RCTC and others a more streamlined approach to develop needed infrastructure. Thanks to this program, the time needed to get projects to construction has been reduced, which, in turn, has a positive impact on the Commission's overall efficiency in delivering projects.

A COMMITMENT TO RIVERSIDE COUNTY

Ensuring local funding for transportation will require ongoing outreach along with transparent oversight and management of public funds. As public stewards, a conservative budgeting approach while planning for anticipated expenditures ensures public confidence in the Commission's fiduciary, oversight, and visionary roles. This budget document is intended to demonstrate the Commission's commitment to the public as well as documenting its dedication to sound budget practices. This budget document is one of many ways the Commission works to ensure public accountability and full transparency of its actions.

The Commission has also expanded its commitment to communicate with the public and closely monitors its public engagement activities, reporting these efforts on a quarterly basis. RCTC welcomes public input and participation and invites the public to visit rctc.org and to follow @theRCTC on Facebook, Twitter, and Instagram. A major emphasis for the Commission during the coming year is to seek and achieve equity in mobility for all stakeholders within Riverside County.

Ongoing communication will be critical as needs rapidly change in an uncertain environment. Staff will likely return with periodic budget updates and adjustments. The basic nature of this document reflects the current macroeconomic situation while providing current and needed budgetary information.

ACKNOWLEDGMENTS

This budget document serves as a policy document, an operations guide, a financial plan, and a communications device. This budget provides the information necessary for the Commission to manage its resources in FY 2024/25. The preparation of this budget has been a collaborative effort of the Commission's staff. The budget reflects the Commission's desire to communicate the components of the budget in terms that are easily understandable and supportable for the public. Staff acknowledges and appreciates the guidance, inspiration, and leadership of the Commissioners in advancing the future of transportation in Riverside County.



Aaron Hake, Executive Director



Sergio Vidal, Chief Financial Officer

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COMMISSION INTRODUCTION

State of California (State or California) law created the Riverside County Transportation Commission (Commission or RCTC) in 1976 to oversee the funding and coordination of all public transportation services within Riverside County (County). The Commission's mission is to assume a leadership role in improving mobility in the County. The governing body consists of:

- All five members of the County Board of Supervisors;
- One elected official from each of the County's 28 cities; and
- One non-voting member appointed by the Governor of California.

The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transit operators and other agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highway, transit, rail, non-motorized travel (bicycle and pedestrian), and other transportation activities.

The Commission is legally responsible for allocating Transportation Development Act (TDA) funds, the major source of funds for transit in the County. The TDA provides two sources of funding: the Local Transportation Fund (LTF), derived from a one-quarter of one-cent state sales tax, and State Transit Assistance (STA), derived from the statewide sales tax on diesel fuel.

The Commission serves as the tax authority and implementation agency for the voter approved Measure A Transportation Improvement Program (TIP). The County's electorate originally approved Measure A in 1988 to impose a one-half of one cent transaction and use tax (sales tax) to fund specific transportation programs that commenced in July 1989 (1989 Measure A). Voters approved the 1989 Measure A for 20 years, and it expired on June 30, 2009. On November 5, 2002, the voters of Riverside County approved the renewal of Measure A beginning in July 2009 through June 2039 (2009 Measure A).

Acting in its capacity as the Riverside County Service Authority for Freeway Emergencies (SAFE), the Commission also provides a comprehensive motorist aid program designed to expedite traffic flow, enhance safety, and assist disabled motorists. Services include access to emergency call boxes on rural highways, roving Freeway Service Patrol (FSP) services during peak traffic periods on the busiest highway segments, and 511 traveler information. The Commission provides these services at no charge to motorists. A \$1 surcharge on vehicle registrations, a state allocation, and a portion of Senate Bill (SB) 1's increase in the state gas tax fund these services.

The Commission is designated as the Congestion Management Agency (CMA) for the County. As the CMA, the Commission coordinates with local jurisdictions to establish congestion mitigation procedures for the County's roadway system.

The Commission participates in ongoing funding and governance of the Southern California Regional Rail Authority (SCRRA), known as Metrolink. The Commission owns and operates all nine commuter rail stations serving the County.

In March 2017, the Commission commenced toll operations on the RCTC 91 Express Lanes following the substantial completion of the State Route (SR) 91 corridor improvement project (91 Project). The Commission reached substantial completion on the (I)-15 Express Lanes project and commenced toll operations on the 15 Express Lanes in April 2021. The Commission reached substantial completion of the 15/91 Express Lanes connector, a tolled connector between the existing RCTC 91 Express Lanes and the 15 Express Lanes north of SR-91, and commenced toll operations in November 2023.

Effective January 1, 2021, RCTC became the managing agency for the RCA. RCTC is fully reimbursed by RCA for management and oversight costs. As the managing agency, RCTC provides strong management and places a high priority on the completion of the region's MSHCP.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION — LIST OF PRINCIPAL OFFICIALS

NAME	TITLE	AGENCY
Kevin Jeffries	Member	County of Riverside, District 1
Karen Spiegel	Vice Chair (Commission)	County of Riverside, District 2
Chuck Washington	Member	County of Riverside, District 3
V. Manuel Perez	Member	County of Riverside, District 4
Yxstian Gutierrez	Member	County of Riverside, District 5
Alberto Sanchez	Member	City of Banning
Lloyd White	Chair (Commission)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Vice Chair (Budget and Implementation Committee)	City of Calimesa
Jeremy Smith	Chair (Budget and Implementation Committee)	City of Canyon Lake
Raymond Gregory	2nd Vice Chair (Commission)	City of Cathedral City
Steven Hernandez	Member	City of Coachella
Wes Speake	Chair (Western Riverside County Programs and Projects Committee)	City of Corona
Scott Matas	Member	City of Desert Hot Springs
Clint Lorimore	Chair (Toll Policy and Operations Committee)	City of Eastvale
Linda Krupa	Member	City of Hemet
Dana Reed	Member	City of Indian Wells
Waymond Fermon	Member	City of Indio
Brian Berkson	Vice Chair (Toll Policy and Operations Committee)	City of Jurupa Valley
Kathleen Fitzpatrick	Member	City of La Quinta
Bob Magee	Member	City of Lake Elsinore
Bill Zimmerman	Member	City of Menifee
Ulises Cabrera	Member	City of Moreno Valley
Cindy Warren	Member	City of Murrieta
Berwin Hanna	Member	City of Norco
Jan Harnik	Member	City of Palm Desert
Lisa Middleton	Member	City of Palm Springs
Michael M. Vargas	Member	City of Perris
Meg Marker	Member	City of Rancho Mirage
Chuck Conder	Member	City of Riverside
Valerie Vandever	Member	City of San Jacinto
James Stewart	Member	City of Temecula
Joseph Morabito	Vice Chair (Western Riverside County Programs and Projects Committee)	City of Wildomar
Catalino Pining	Governor's Appointee	Caltrans, District 8

NAME	TITLE
Aaron Hake	Executive Director
David Knudsen	Deputy Executive Director
Sergio Vidal	Chief Financial Officer
Lisa Mobley	Director of Administrative Services/Clerk of the Board
To be appointed	External Affairs Director
Lorelle Moe-Luna	Multimodal Director
Jillian Guizado	Planning and Programming Director
Erik Galloway	Project Delivery Director
Aaron Gabbe	Regional Conservation Director
Jennifer Crosson	Toll Operations Director
David Thomas	Toll Project Delivery Director

EXECUTIVE SUMMARY

INTRODUCTION

The budget for Fiscal Year (FY) 2024/25 is presented to the Board of Commissioners (Board) and the citizens of Riverside County. The budget outlines the projects and programs the Commission plans to undertake during the year and appropriates expenditures to accomplish these tasks. The budget also shows the funding sources and fund balances for these projects and programs. This document serves as the Commission’s monetary guideline for the fiscal year. To provide the reader a better understanding of the projects and programs, staff included descriptive information regarding each department and major programs and projects. This budget is presented based on the best available economic information. The Board and staff will continuously monitor, assess, and re-prioritize the budgeted revenues and expenditures as necessary. The discussion in each department includes a review of accomplishments, major initiatives, and key assumptions.

POLICY GOALS AND OBJECTIVES

As approved at its March 13, 2024 meeting, the Commission is driven by four core mission statements and underlying goals for the residents of Riverside County and the transportation system upon which they rely:

QUALITY OF LIFE	
RCTC is focused on improving life for the people of Riverside County and empowering them to live life at their pace.	
Choice	RCTC empowers the residents of Riverside County to choose how to safely get to where they are going.
Environmental Stewardship	RCTC protects and preserves the County’s environment for its residents as the managing agency of the Western Riverside County Regional Conservation Authority. RCTC also preserves the environment by designing and operating energy efficient and water conserving facilities and implementing sustainable practices for its capital projects.
Mobility	RCTC provides access, equity, and choice in transportation; RCTC is a multimodal mobility partner.
Equity	RCTC supports transportation services and projects that address inequities, especially those in rural, low income, and disadvantaged communities.
Access	RCTC projects and programs are the connection to employment, housing, schools, community institutions, parks, medical facilities, and shopping in the region, and should be equitably accessible to all communities served.
Goods Movement	RCTC facilitates the funding and delivery of projects that mitigate the impact of increased goods movement flow through Riverside County and advocates for a reasonable balance between the need to maintain the supply chain and to protect public health. RCTC identifies solutions to reduce truck congestion and community impacts from the flow of goods from nearby ports.
Public Engagement	RCTC is committed to engaging Riverside County residents through ongoing two-way public communication and outreach.

OPERATIONAL EXCELLENCE

RCTC is a responsible and conservative steward of taxpayer dollars.

State of Good Repair	RCTC invests in road safety and maintenance in its residents' neighborhoods as well as sustainable practices to maintain its stations and facilities.
Promises Fulfilled	Projects are completed on-time, on-budget; RCTC delivers on its promises as a steward of Riverside County residents' investment.
Efficiency	RCTC operates in an efficient and cost-effective manner.
Innovation	RCTC seeks to implement innovative transportation solutions.
Information	RCTC seeks to provide information to the public that is transparent and easily accessible; ensures customers receive prompt, dependable, and quality service.

CONNECTING THE ECONOMY

RCTC is a driver of economic growth in Riverside County.

Workforce Mobility	RCTC improves the economy by creating a robust workforce-to-workplace system; RCTC fosters workforce development by improving transportation access from housing to employment and education centers.
Population Growth	Since 1976, RCTC has been responsible for connecting the County's economy as the County's population has quadrupled from 550,000 to nearly 2.5 million today. RCTC is sensitive to each geographic area's unique needs.
Economic Impact	RCTC has invested over \$4.8 billion in the County's economy in both Measure A and toll revenues, which has a multiplier impact in terms of jobs and economic opportunity throughout Riverside County.

RESPONSIBLE PARTNER

RCTC partners with local, tribal, regional, and state governments to deliver transportation projects and programs.

Streets and Roads	RCTC has invested over \$1.5 billion in local priorities for maintaining streets and roads and fixing potholes.
Transit	RCTC partners with transit operators to provide residents mobility choices, flexibility, intercity and intercounty connectivity, and access—especially during a post-pandemic recovery.
Active Transportation Facilities	RCTC continually improves its stations for better bicycle and pedestrian access and partners with agencies within the County to promote active transportation alternatives, including the building of regional trails and bicycle and pedestrian facilities in accordance with local general plans and active transportation plans.
Grants	RCTC is a steward of state and federal grants to leverage Measure A dollars and improve mobility for our communities.
Local Measure A Value	RCTC invests Measure A dollars into projects and programs that benefit local communities throughout the County.
Partnerships	RCTC strives to form collaborative partnerships with key stakeholders in both the public and private sector to ensure support for projects and programs, relief from regulations, and to find solutions for shared challenges.

Staff used these core mission statements and goals to prepare this budget and develop the following short-term objectives to further guide the planning for the FY 2024/25 budget.

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue preliminary engineering, design, right of way acquisition, and/or construction of projects included in the Western County Highway Delivery Plan and development of those projects that improve operations of Metrolink commuter rail service.
- Continue as the lead agency for delivering of the Coachella Valley Rail corridor project (CV Rail corridor).
- Continue design on the I-15 Express Lanes Project Southern Extension project.
- Commence Plans, Specifications, and Estimates (PS&E) and right of way acquisition for the SR-79 corridor project, segment 3.
- Continue to support operations planning and design of projects led by other agencies.
- Continue as lead agency for partner agency projects, continue preliminary engineering of the I-10/Highland Springs Avenue Interchange project, continue environmental clearance, design, and construction efforts for the Santa Ana River Trail, continue final design and begin construction on the SR-60/Potrero Boulevard interchange phase II project, commence design of the I-15 Franklin interchange project, and commence development of project study reports for I-15 Wildomar Trail and I-15 Bundy Canyon Road interchanges.
- Consider opportunities to implement technology-based strategies, or Smart Freeway projects, to manage traffic, reduce congestion and pollution, increase safety, and improve the quality of commutes. Continue implementation of the Smart Freeway project on I-15 in Temecula.
- Maintain and enhance communication and collaboration with the California Department of Transportation (Caltrans) to improve the Commission's ability to deliver critical projects.
- Collaborate with local jurisdictions to implement Transportation Uniform Mitigation Fee (TUMF) regional arterial program projects and facilitate the delivery of eligible arterial improvements in western Riverside County (Western County).
- Continue active engagement in state and federal efforts to streamline and modernize the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) to improve the Commission's ability to deliver critical projects.

OPERATIONS

- Efficiently operate the 91 and 15 Express Lanes and achieve high customer satisfaction through reduction in congestion, mobility improvements, and management of demand.
- Efficiently and cost effectively operate the nine Commission owned and operated commuter rail stations and 91/Perris Valley Line (PVL) rail corridor to ensure reliable high quality commuter rail service.
- Efficiently provide motorist assistance services so that motorists can conveniently travel and use transportation facilities as safely as possible.

REGIONAL PROGRAMS

- Proactively engage state and federal legislators and agencies to advance principles identified in the adopted Legislative Platform to ensure that the Commission receives due consideration for transportation projects and funding to key regional needs and mobility choice.
- Monitor transit trends and the associated economic, social, and public health factors that impact ridership and create barriers to transit growth.
- Continue to subsidize reliable and cost-effective Metrolink commuter rail service to and from Riverside County; the SCRRA is the operator of Metrolink.
- Provide continued leadership in the planning and development for the CV Rail corridor.
- Support innovative programs that provide transit assistance in rural areas as well as for riders with special transit needs.
- Promote cost controls and operating efficiency for transit operators.
- Maintain effective partnerships among commuters, employers, and government to increase the efficiency of our transportation system by encouraging and promoting telework and motorized and non-motorized transportation alternatives such as vanpools.

MANAGEMENT SERVICES

- Maintain close communication with Commissioners and educate policy makers on all issues of importance to the Commission including Measure A and key Commission funding sources.
- Develop and execute a communication, public information, and community engagement strategy for the purposes of education, partnership building, information sharing, and customer service.
- Maintain administrative program delivery costs below the policy threshold of 4% of Measure A revenues; the FY 2024/25 Management Services budget is 1.61% of Measure A revenues.
- Maintain administrative salaries and benefits at less than 1% of Measure A revenues; the FY 2024/25 administrative salaries and benefits is 0.53% of Measure A revenues.
- Maintain prudent cash reserves to provide for unplanned expenditures or economic downturns.
- Continue communicating current and anticipated financial performance for RCTC issued debt financings ensuring the corresponding rating is achieved and issued by the applicable rating agencies.
- Establish and maintain revenues and related reserves generated from toll operations to be available for debt service in accordance with toll supported debt agreements, maintenance, repair and rehabilitation, administration, operations, and capital projects within the corridor.

LINKING COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

The following matrix (Table 1) illustrates the linkage of the Commission’s core mission statements described in this section to the individual departmental mission statements included in each department’s section.

TABLE 1 – RELATIONSHIP BETWEEN COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

Department	Quality of Life	Operational Excellence	Connecting the Economy	Responsible Partner
Management Services				
Executive Management	X	X	X	X
Administration		X		
External Affairs	X	X	X	X
Finance		X		
Regional Programs				
Planning and Programming	X	X	X	X
Rail Maintenance and Operations	X	X	X	X
Public and Specialized Transit	X	X	X	X
Commuter Assistance	X	X	X	X
Motorist Assistance	X	X	X	X
Regional Conservation	X	X	X	X
Capital Project Development and Delivery	X	X	X	X
Toll Operations	X	X	X	X

BUDGET OVERVIEW

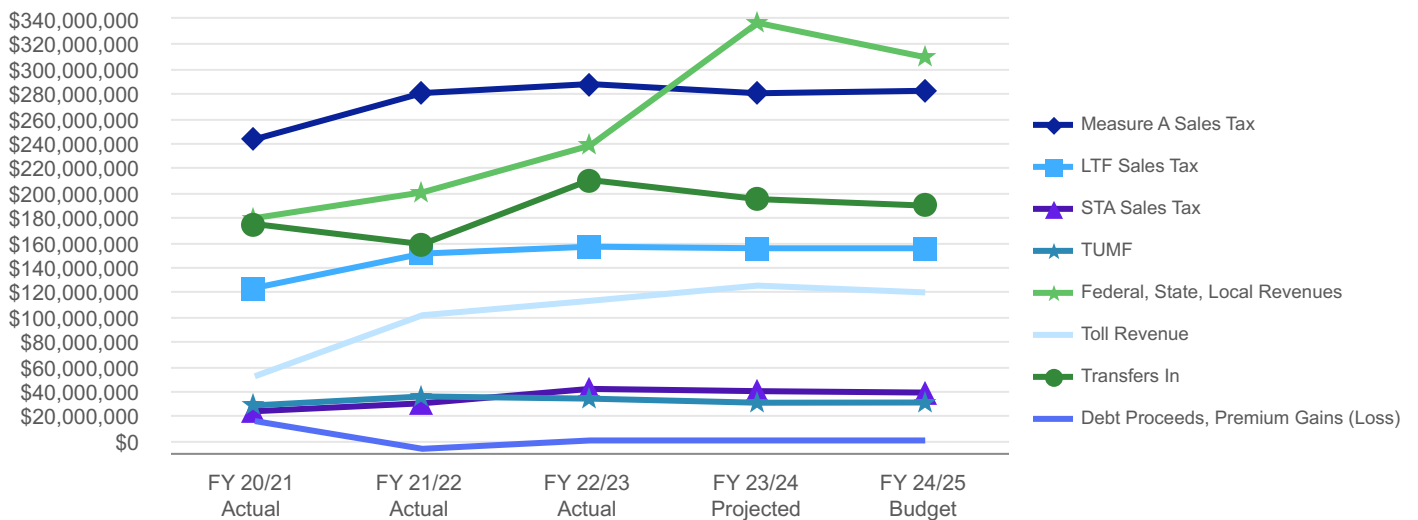
Total Sources (Table 2) are budgeted at \$1,124,088,400, a 9% increase over FY 2023/24 budget. The increase is primarily a result of the intergovernmental revenues related to the 71/91 connector, SR-79 realignment, Mid County Parkway (MCP), Smart Freeway, 15 Express Lanes — Southern Extension, Santa Ana River Trail, rail station rehabilitation, and SB 125 projects. Total sources are comprised of revenues of \$934,699,300 and transfers in of \$189,389,100. The projected fund balance at June 30, 2024, available for expenditures/expenses (excluding amounts restricted for debt service of \$12,767,300 and advances receivable of \$13,335,000) is \$1,735,057,400. Accordingly, total funding available, less transfers in for the FY 2024/25 budget totals \$2,669,756,700.

TABLE 2 – SOURCES FY 2023-2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Measure A Sales Tax	\$ 287,428,800	\$ 280,000,000	\$ 280,000,000	\$ 282,000,000	\$ 2,000,000	1%
LTF Sales Tax	156,282,400	155,000,000	155,000,000	155,000,000	-	0%
STA Sales Tax	41,608,700	38,394,500	39,775,900	38,619,900	225,400	1%
Intergovernmental	203,308,300	205,888,400	300,833,900	276,348,300	70,459,900	34%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Tolls, Penalties, and Fees	112,597,800	97,989,000	124,894,900	119,373,000	21,384,000	22%
Other Revenue	3,035,100	723,500	1,718,200	767,500	44,000	6%
Investment Income	31,453,700	13,242,700	34,218,500	31,980,600	18,737,900	141%
Transfers In	210,051,200	212,463,600	194,644,400	189,389,100	(23,074,500)	-11%
TOTAL Sources	\$ 1,079,498,400	\$ 1,034,701,700	\$ 1,161,517,300	\$ 1,124,088,400	\$ 89,386,700	9%

Riverside County has specific competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego), including housing that is more available and affordable, as well as plentiful commercial real estate and land available for development at lower costs. Riverside County’s economy is benefiting from employment gains that are a function of the County’s ability to attract businesses with lower commercial rents and a skilled labor force. Population migration to the Inland Empire (i.e., Riverside and San Bernardino counties) occurred due to these employment opportunities and a lower cost of living compared to the coastal counties. Stability in the local labor and housing markets have contributed to sales tax revenue stability as noted on Chart 3.

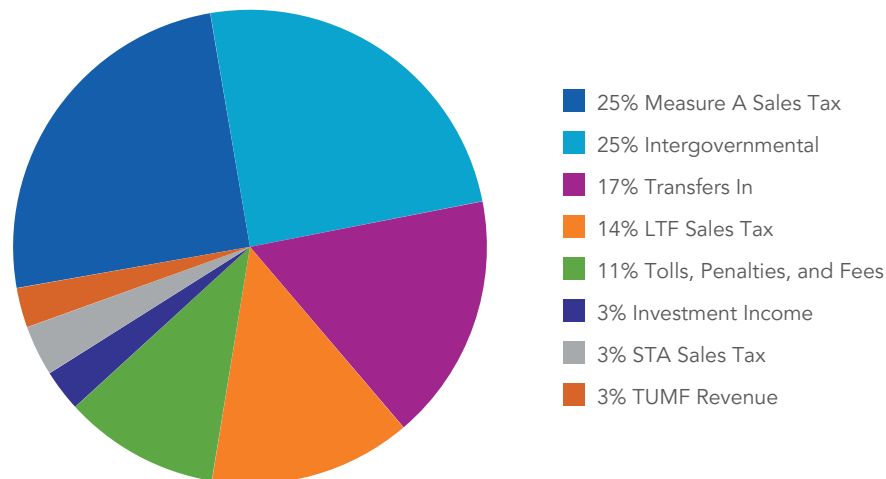
CHART 3 – SOURCES: FIVE-YEAR TREND



Regardless of current and future economic conditions, the Commission faces formidable ongoing challenges in providing needed infrastructure enhancements to support a population and an economy that has outgrown the capacity of its existing infrastructure. The foundation of the regional economy continues to retain many of the fundamental positive attributes that fueled its earlier growth, including more affordable real estate with proximity to coastal communities, a large pool of skilled workers, and increasing wealth and education levels.

While the Commission’s primary revenues are the Measure A and LTF sales taxes, other revenues and financing sources are required to fund the Commission’s programs and projects as illustrated in Chart 4. The Commission receives Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration (CDTFA).

CHART 4 – SOURCES: MAJOR CATEGORIES



After considering the state of the local economy, staff projects Measure A sales tax revenues of \$282,000,000 for FY 2024/25. This is 1% increase from the FY 2023/24 projection of \$280,000,000. Generally, the Commission reassesses its sales tax revenue projections at midyear based on the economy and revenue trends; however, the Commission anticipates more frequent reviews throughout FY 2024/25 as other key economic indicators become known such as the region's inflation and unemployment rate.

On behalf of the County, the Commission administers the LTF for public transportation needs, local streets and roads, and bicycle and pedestrian facilities. The majority of LTF funding received by the County and available for allocation is distributed to all public transit operators in the County. The Commission receives allocations for administration, planning, and programming in addition to funding for Western County rail operations included in the commuter rail Short Range Transit Plan (SRTP). LTF sales tax revenue is budgeted at \$155,000,000, and remains unchanged from the FY 2023/24 \$155,000,000 projection.

A statewide sales tax on motor vehicle diesel fuel generates STA funds, which the State Controller allocates by formula to the Commission for allocations to the County's public transit operators. SB 1 provides additional STA revenues, including State of Good Repair (SGR) funds for transit maintenance, rehabilitation, and capital projects. The FY 2024/25 STA/SGR allocations, based on recent State estimates, is \$38,619,900.

Intergovernmental revenues include reimbursement revenues from federal sources of \$75,121,600, state sources of \$128,027,600, and local agencies of \$73,199,100 for highway and rail capital projects, rail operations and station maintenance, commuter assistance, and motorist assistance programs as well as planning and programming activities. The increase of 34% in FY 2024/25 compared to the FY 2023/24 budget is related to increases in state reimbursements primarily related to the south Perris station layover facility expansion and SB 125 grade separation and transit projects, offset by decreases in reimbursements for the 71/91 connector project. Other state reimbursements will fund the MCP projects, Regional Early Action Plan (REAP 2.0), and station rehabilitation and improvement projects. Federal reimbursements provide funding for the I-15 Express Lanes — Southern Extension, MCP, Smart Freeways, and station rehabilitation and improvement projects. Local reimbursements will fund the I-15 Express Lanes — Northern Extension, right of way acquisition for the SR-79 realignment, Santa Ana River Trail Extension, continued funding for prior year approved regional arterial projects, rideshare services, and regional conservation. Reimbursement revenues vary from year to year depending on project activities and funding levels.

Based on an amended Memorandum of Understanding (MOU) with the WRCOG, the Commission receives 45.7% of TUMF revenues (as updated by the most recent Nexus study). TUMF represents fees assessed on new residential and commercial development in Western County. The Commission projects FY 2024/25 TUMF fees at \$30,610,000 which includes the \$30,000,000 projection in TUMF fees and an additional \$610,000 in TUMF Zone reimbursements related to I-10 Highland Springs interchange project.

FY 2023/24 marked the seventh complete fiscal year of toll operations for the RCTC 91 Express Lanes following substantial completion of the 91 Project in March 2017. Since opening and through February 2020, the RCTC 91 Express Lanes traffic and toll revenues surpassed initial 2013 financing assumptions and an updated Riverside County 91 Express Lanes Extension Investment Grade Traffic and Revenue Study approved by the Commission in December 2018. The Commission estimates FY 2024/25 toll revenues, penalties and fees of \$80,694,000, a decrease from the FY 2023/24 projected revenues of \$83,657,500. However, the FY 2024/25 increase from the FY 2023/24 budget by \$9,500,000 is due to increased traffic within the corridor.

FY 2023/24 marked the third full year of toll operations for the 15 Express Lanes following substantial completion of the I-15 Express Lanes Project and opening of the 15 Express Lanes in April 2021. For FY 2024/25, the Commission projects \$38,679,000 in toll revenues, penalties and fees for the 15 Express Lanes and reflects a decrease from the FY 2023/24 projected revenues of \$41,237,400. However, the FY 2024/25 budget is an increase from the FY 2023/24 budget due largely to higher congestion within the southern corridor of the enterprise.

Other revenue of \$767,500 includes property management generated from properties acquired in connection with various highway and rail properties.

The Commission anticipates a 141% increase in FY 2024/25 investment income from the FY 2023/24 budget due to higher investment yields and cash balances. The FY 2024/25 budget conservatively estimates investment income at a 2% investment yield.

Transfers in of \$189,389,100 relate to the transfer of LTF funding for general administration, planning and programming, rail operations, and rail station rehabilitation and development projects; approved interfund allocations for specific projects and administrative cost allocations; and debt service requirements from highway, new corridors, and regional arterial funds.

Total uses (Table 3), including transfers out of \$189,389,100, are budgeted at \$1,285,566,900 a 7% increase from the prior year budget amount of \$1,200,898,100. Program expenditures and transfers out totaling \$1,162,774,800 represent 90% of total budgeted uses in FY 2024/25. Program costs increased 7% from \$1,083,372,800 in FY 2023/24 due to projects and programs identified below.

TABLE 3 – USES FY 2023-2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Capital Highway, Rail, and Regional Arterials	\$ 375,368,800	\$ 549,984,300	\$ 340,206,600	\$ 503,552,800	\$ (46,431,500)	-8%
Capital Local Streets and Roads	86,821,000	84,545,100	84,680,400	85,122,200	577,100	1%
Commuter Assistance	4,038,500	6,892,000	3,791,200	7,811,200	919,200	13%
Debt Service	91,756,300	91,416,200	91,416,200	91,359,300	(56,900)	0%
Management Services	20,111,300	26,109,100	22,138,200	31,432,800	5,323,700	20%
Motorist Assistance	7,362,500	8,906,200	4,958,300	6,690,500	(2,215,700)	-25%
Planning and Programming	6,093,900	29,499,200	14,050,000	31,384,400	1,885,200	6%
Public and Specialized Transit	169,884,800	244,829,000	205,616,900	388,750,800	143,921,800	59%
Rail Maintenance and Operations	37,889,700	59,905,300	51,606,100	67,623,100	7,717,800	13%
Regional Conservation	8,476,300	11,711,000	9,793,500	14,213,700	2,502,700	21%
Toll Operations	107,458,400	87,100,700	66,553,100	57,626,100	(29,474,600)	-34%
TOTAL Uses	\$ 915,261,500	\$ 1,200,898,100	\$ 894,810,500	\$ 1,285,566,900	\$ 84,668,800	7%

Note: Management Services includes Executive Management, Administration, External Affairs, and Finance.

Capital highway, rail, and regional arterials budgeted uses of \$503,552,800 are 8% lower compared to the FY 2023/24 budget due to decreases in project activities related to 15/91 Express Lanes connector, Moreno Valley/March Field rail upgrade, 71/91 Connector, Hamner Bridge Widening, and the 91 project; offset by increases in project funding for the SR-79 realignment right of way activities, Jurupa Avenue grade separation, I-15 Express Lanes — southern extension, MCP, Smart Freeways, Western County 2009 Measure A and TUMF regional arterial projects, Santa Ana River Trail, Coachella Valley Rail Corridor, and rail station development and rehabilitation projects.

Local streets and roads expenditures of \$85,122,200 reflect an increase of \$577,100 over the FY 2023/24 budget and represent the disbursement of 2009 Measure A sales tax revenues to local jurisdictions for the construction, repair, and maintenance of local streets and roads.

Commuter assistance budgeted expenditures of \$7,811,200 are 13% higher than the FY 2023/24 budget due to launching of a new rail pass program and transit trainer program.

Debt service of \$91,359,300 is comparable to the FY 2023/24 budget.

Management services expenditures of \$31,432,800 increased 20% due to staffing for two new positions — Administrative Supervisor/Executive Assistant and Financial Budget Manager; transportation relief planning; technology equipment upgrades; and office improvements and expansion projects.

Motorist assistance expenditures of \$6,690,500 decreased 25% primarily due to transfers out for SAFE matching funds to FSP services and commuter assistance special projects required in the prior year.

Planning and programming budgeted expenditures of \$31,384,400 increased 6% due to increased projects and operation activities in connection with LTF disbursements for planning and programming, other agency projects, and special studies related to REAP 2.0 and toll lanes.

Public and specialized transit budgeted expenditures of \$388,750,800 are 59% higher than the FY 2023/24 budget due to the expiration of federal stimulus funds (CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act, and American Rescue Plan Act of 2021) available in prior years to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators. Additionally, the increase reflects project funding for SB125 projects for engineering in the amount of \$21,200,000 and construction of \$35,000,000 approved through an amendment to the Budget Act of 2023, which provided formula Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds.

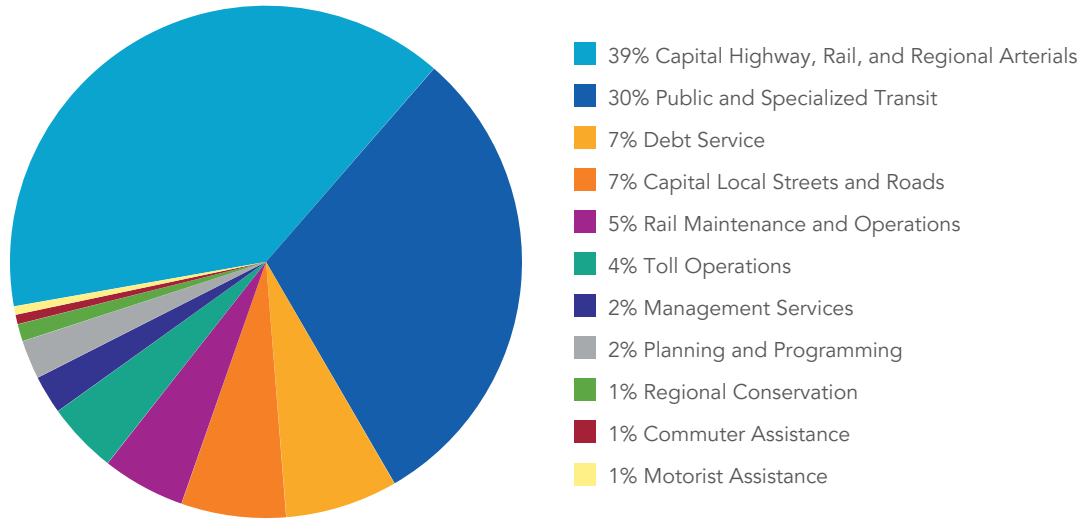
The rail maintenance and operations budgeted expenditures of \$67,623,100 are 13% higher than the FY 2023/24 budget due to rail station security guards, program management, utilities, and Metrolink Operations.

Regional conservation budgeted expenditures of \$14,213,700 reflects a third full year serving as the managing agency for the RCA. FY 2024/25 reflects an increase of \$2,502,700 or 21% due to monitoring and management contracts. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA.

Toll operations expenses are budgeted at \$57,626,100 to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes and 15 Express Lanes. The 34% decrease for toll operation expenses is a result of lower transfer of surplus toll revenues required for the 15/91 Express Lanes Connector project due to substantial completion. The FY 2024/25 includes a new position for a Toll Financial Manager.

Chart 5 is an illustration of total uses included in the FY 2024/25 budget by major categories.

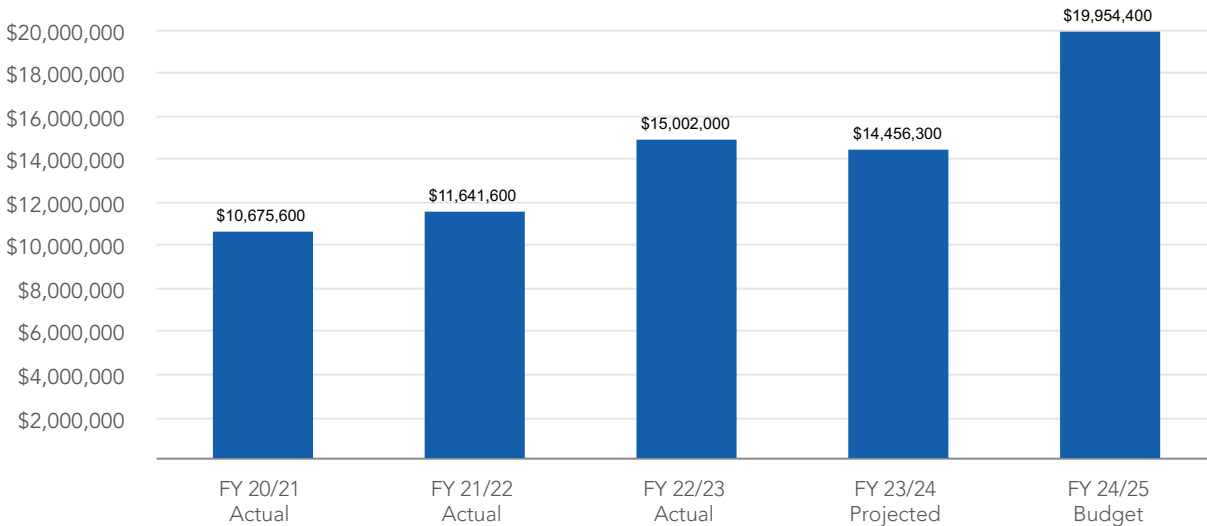
CHART 5 – USES: MAJOR CATEGORIES



COMMISSION PERSONNEL

The Commission's salaries and benefits total \$19,954,400 for FY 2024/25. This represents an increase of \$2,390,500 or 14% over the FY 2023/24 budget of \$17,563,900 (Chart 6). The 3.0 full-time equivalent (FTE) positions increase is related to the recruitment of an Administrative Supervisor/Executive Assistant, Financial Budget Manager, and Toll Financial Manager; reclassification and salary adjustments of two FTEs; reclassification of two FTEs with no financial impact; a 4% pool for performance merit-based salary increases; and a 4% annual salary range structure cost of living adjustment (COLA). The COLA only applies to the Commission's salary range structure and is not automatically applied to the current employees' salaries. In June 2019, the Board approved the COLA will be predicated on the percent change in the Consumer Price Index (CPI) – All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half percent, with a maximum adjustment of 4%. The COLA will be equal to the CPI, but no less than 0% and no greater than 4%. The CPI for the All Urban Wage Earners, covering Riverside, CA for the 12-month period ending December 31, 2023 was 4.7%. In accordance with the Board's action, CPI was capped at 4% and applied to the Commission's salary range structure for FY 2024/25. Significant variances in prior years (Chart 6) are primarily due to reorganization of the toll program, the addition of three new positions, and a full year serving as the managing agency for the RCA in FY 2021/22; an increase to the Commission's contribution to employee health benefits in FY 2022/23; and the addition of three new FTE positions, and the reclassification of four existing positions in FY 2024/25. The Commission's salary schedule for FY 2024/25 is included in Appendix B and complies with Government Code §20636 "Compensation Earnable" and California Code of Register §570.5, "Requirements for a Publicly Available Pay Schedule."

CHART 6 – SALARIES AND BENEFITS COST: FIVE-YEAR COMPARISON



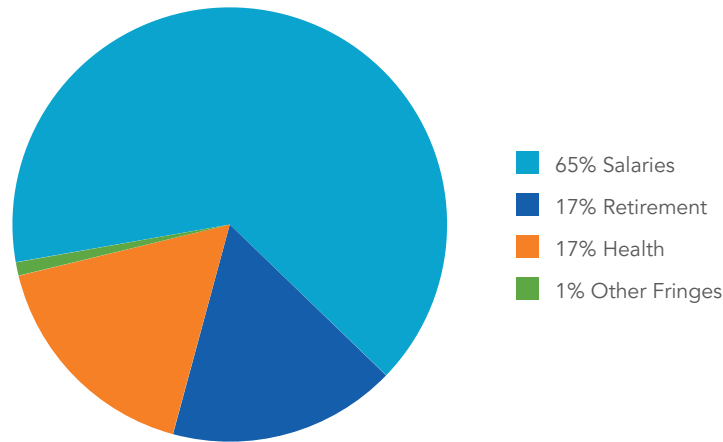
The 84 FTE positions included in the FY 2024/25 budget (Table 4) reflects an increase of three FTEs and the reclassification of four FTEs from the FY 2023/24 budget. Management continues its commitment with its intent for the Commission’s enabling legislation requiring a lean organization. The Commission will continue providing staff the tools needed to ensure an efficient and productive work environment. However, small should not be viewed in an absolute context; it is relative to the required tasks and the demands to be met.

TABLE 4 – FULL-TIME EQUIVALENTS BY DEPARTMENT FY 2023 - 2025

	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Executive Management	1.0	1.0	0.9
Administration	8.1	9.2	11.3
External Affairs	3.7	3.9	4.1
Finance	11.2	10.5	11.1
Planning and Programming	4.6	6.2	6.4
Rail Maintenance and Operations	3.1	4.1	4.5
Public and Specialized Transit	2.6	2.7	3.0
Commuter Assistance	1.2	1.3	1.2
Motorist Assistance	1.2	1.5	1.2
Regional Conservation	17.0	18.1	17.6
Capital Project Development and Delivery	11.4	14.7	13.7
Toll Operations	7.9	7.8	9.0
TOTAL	73.0	81.0	84.0

The Commission provides a comprehensive package of benefits to employees. The package includes health, dental, vision, life insurance, short and long-term disability, workers' compensation, tuition assistance, sick and vacation leave, retirement benefits in the form of participation in CalPERS, postretirement health care, deferred compensation, and employee assistance program. Chart 7 illustrates the compensation components.

CHART 7 – PERSONNEL SALARIES AND BENEFITS



DEPARTMENT INITIATIVES

Staff prepared each department’s budget based on key assumptions, accomplishments in FY 2023/24, major initiatives for FY 2024/25, and department goals and related objectives. Tables 5 through 16 present the key initiatives and summary of expenditures/expenses for each department. The department budgets section contains detailed discussions about each department.

EXECUTIVE MANAGEMENT

- Continue project development and delivery as the key Measure A priority.
- Foster growth in usage of express lanes and ensure their financial success.
- Continue planning efforts to advance passenger rail service in the CV Rail corridor.
- Advocate for state and federal investments in transportation to fund needed transportation priorities in the County and stimulate the local economy.
- Maintain regional cooperation and collaboration as a significant effort consistent with the philosophy and mission of the Commission.
- Support a comprehensive digital, in-person, and community-based public outreach program to build awareness of the Commission and its role in the community.
- Maintain an effective mid-sized transportation agency with dedicated staff.

TABLE 5 – EXECUTIVE MANAGEMENT

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$ 520,200	\$ 536,500	\$ 502,700	\$ 426,000	\$ (110,500)	-21%
Professional	76,400	258,000	200,000	2,300,000	2,042,000	791%
Support	74,000	211,700	211,700	231,400	19,700	9%
TOTAL	\$ 670,600	\$ 1,006,200	\$ 914,400	\$ 2,957,400	\$ 1,951,200	194%

ADMINISTRATION

- Provide high quality support services to the Commission and to internal and external customers.
- Maintain an accurate and efficient electronic records management system.
- Provide timely communications and high-quality support services to Commissioners.
- Update technology to improve internal processes and interaction with the public.
- Support and develop a motivated workforce with a framework of activities and practices that comply with employment laws and regulations.
- Manage a centralized procurements process in order to strengthen controls and ensure consistency in the application of procurement policies and procedures and adherence to applicable laws and regulations.
- Support outreach activities to encourage disadvantaged business enterprise (DBE) and small business enterprise (SBE) participation in various contracts.

TABLE 6 – ADMINISTRATION

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$ 1,073,200	\$ 1,290,700	\$ 1,093,900	\$ 2,051,300	\$ 760,600	59%
Professional	1,101,500	1,229,100	1,169,000	2,238,000	1,008,900	82%
Support	1,048,000	1,635,800	1,404,900	3,926,600	2,290,800	140%
Capital Outlay	90,000	1,365,000	115,000	2,150,000	785,000	58%
TOTAL	\$ 3,312,700	\$ 5,520,600	\$ 3,782,800	\$ 10,365,900	\$ 4,845,300	88%

EXTERNAL AFFAIRS

- Develop effective partnerships with transportation providers and community stakeholders to communicate a unified message to Congress, State Legislature, and to other state and federal officials regarding mobility and transportation funding needs.
- Advocate on behalf of Riverside County’s interests and local authority associated with the planning, programming, and delivery of transportation improvements, especially as it relates to the State's continued incorporation of competing priorities, ranging from climate goals to housing goals, into transportation policies and funding programs.
- Advocate policy positions in the State Legislature and in Congress that advance the County’s transportation interests.
- Continue a leadership role in formulating a countywide direction on federal and state transportation policies.
- Conduct a concerted outreach effort to federal and state representatives on local transportation issues.
- Use modern technology to support a robust public communication and engagement effort focusing on accessible and transparent communication of the Commission’s projects and programs.
- Engage and seek understanding of the Riverside County’s community-based stakeholders to build trust and gain support to inform the decision-making process.
- Build awareness and support for the RCA and the implementation of the MSHCP.

TABLE 7 – EXTERNAL AFFAIRS

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	864,900	\$ 798,700	\$ 785,900	\$ 899,200	\$ 100,500	13%
Professional		647,400	1,306,000	786,000	952,000	(354,000)	-27%
Support		45,100	324,800	70,200	285,000	(39,800)	-12%
Capital Outlay		–	5,000	5,000	–	(5,000)	-100%
TOTAL	\$	1,557,400	\$ 2,434,500	\$ 1,647,100	\$ 2,136,200	\$ (298,300)	-12%

FINANCE

- Proactively monitor, assess, manage, and minimize financial impacts on the Commission’s programs and projects to the maximum extent possible.
- Continue appropriate uses of long- and short-term financing to advance the Commission’s 2009 Measure A projects.
- Provide support to the RCTC 91 Express Lanes and 15 Express Lanes toll operations contractor back offices to ensure the proper accounting of toll revenues and operations and maintenance costs.
- Keep abreast of Governmental Accounting Standards Board (GASB) technical activities affecting the Commission’s accounting and financial reporting activities and implement new pronouncements.
- Upgrade the Enterprise Resource Planning (ERP) system to benefit all staff in the management of accounting and project information and automation of a paperless workflow system.
- Continue software implementations and updates that enhance process improvements and streamline efficiencies.
- Protect the Commission’s cash resources by regular monitoring of short and long-term investment practices to ensure consistency with Commission approved investment policy.

TABLE 8 – FINANCE

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	1,993,100	\$ 2,052,800	\$ 1,988,500	\$ 2,333,600	\$ 280,800	14%
Professional		1,140,600	2,372,400	1,694,100	2,021,500	(350,900)	-15%
Support		1,070,500	1,799,100	1,347,100	466,600	(1,332,500)	-74%
Capital Outlay		356,100	840,000	734,000	1,058,000	218,000	26%
Transfers Out		10,010,300	10,083,500	10,035,200	10,093,600	10,100	0%
TOTAL	\$	14,570,600	\$ 17,147,800	\$ 15,798,900	\$ 15,973,300	\$ (1,174,500)	-7%

PLANNING AND PROGRAMMING

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.

- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Monitor and track local, state, and federal funding sources in a customized database system including assisting in the administration of 2009 Measure A local streets and roads and LTF SB 821 programs.

TABLE 9 – PLANNING AND PROGRAMMING

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	1,031,200	\$ 1,478,200	\$ 1,272,500	\$ 1,687,300	\$ 209,100	14%
Professional		90,200	1,045,600	962,300	510,000	(535,600)	-51%
Support		64,300	246,200	246,200	117,500	(128,700)	-52%
Projects and Operations		4,278,200	23,009,600	9,937,400	25,868,700	2,859,100	12%
Capital Outlay		169,900	200,000	123,800	80,000	(120,000)	-60%
Transfers Out		460,100	3,519,600	1,507,800	3,120,900	(398,700)	-11%
TOTAL	\$	6,093,900	\$ 29,499,200	\$ 14,050,000	\$ 31,384,400	\$ 1,885,200	6%

RAIL MAINTENANCE AND OPERATIONS

- As a member of the SCRRA, continue active participation in the governance and operations of the Metrolink commuter rail system.
- Continue the planning and implementation of capital improvements at the commuter rail stations in the County, including security and rehabilitation projects and meeting parking requirements.
- Continue to support and evaluate activities related to the PVL service, such as promoting ridership especially for weekend service.
- Establish the best approach to build, maintain, and operate cost effective and environmentally sustainable facilities that meet the public’s transportation needs.
- Lead the service development process and actively coordinate with all stakeholders along the CV Rail corridor for intercity passenger rail service.
- Advance the next generation rail feasibility study to evaluate future growth opportunities for passenger rail in the County.

TABLE 10 – RAIL MAINTENANCE AND OPERATIONS

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	739,600	\$ 917,100	\$ 789,800	\$ 1,128,800	\$ 211,700	23%
Professional		526,100	3,147,500	893,500	944,100	(2,203,400)	-70%
Support		2,392,200	3,128,600	2,971,700	3,631,300	502,700	16%
Projects and Operations		33,310,000	50,405,100	45,205,100	60,147,600	9,742,500	19%
Capital Outlay		396,100	1,145,000	584,000	125,000	(1,020,000)	-89%
Transfers Out		525,700	1,162,000	1,162,000	1,646,300	484,300	42%
TOTAL	\$	37,889,700	\$ 59,905,300	\$ 51,606,100	\$ 67,623,100	\$ 7,717,800	13%

PUBLIC AND SPECIALIZED TRANSIT

- Coordinate the operation of all public transportation services, especially for disadvantaged communities and essential workers, within the County by promoting program efficiency between transit operators.
- Monitor and coordinate state and federal apportionment and regulations for operating and/or capital impacts with transit operators.
- Continue public transit operator oversight and fiduciary responsibilities to ensure completion of annual fiscal audits and state triennial performance audits in accordance with TDA regulations.
- Support innovative programs that provide transit assistance in hard to serve rural areas or for riders having very special transit needs and monitor funding of these programs.
- Continue long-range planning activities to ensure that anticipated revenues are in line with projected levels of service by transit operators.

TABLE 11 – PUBLIC AND SPECIALIZED TRANSIT

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$ 490,100	\$ 534,200	\$ 432,200	\$ 696,500	\$ 162,300	30%
Professional	606,100	546,200	402,900	3,208,600	2,662,400	487%
Support	149,300	394,600	203,800	400,200	5,600	1%
Projects and Operations	136,119,100	200,431,300	165,923,600	327,649,100	127,217,800	63%
Transfers Out	32,520,200	42,922,700	38,654,400	56,796,400	13,873,700	32%
TOTAL	\$ 169,884,800	\$ 244,829,000	\$ 205,616,900	\$ 388,750,800	\$ 143,921,800	59%

COMMUTER ASSISTANCE

- Maintain a countywide Commuter Assistance Program (CAP) serving both western and eastern Riverside County residents and employers.
- Maintain the long-term partnership with San Bernardino County Transportation Authority (SBCTA) to manage and implement a bi-county commuter assistance program serving residents and employers of the Inland Empire.
- Continue to grow the CAP base of employer partners and employee commuters and shift work based single occupancy trips into sustainable transportation modes (bus transit, rail, car/vanpools, bike, walk and/or telework).
- Launch a Low Carbon Transit Operations Program (LCTOP) funded free Metrolink pass program for Riverside and San Bernardino residents to experience Metrolink for work, school, and play.
- Pilot a Transit Training Program concept designed to assist new or inexperienced public transit users by pairing them with seasoned commuters at a worksite (i.e., coworkers or employees at an adjacent worksite) or providing consultant led ride-a-longs for discretionary trips (leisure, recreation, etc.).
- Continue to enhance the CAP's online properties (IECommuter.org and VanClub.net) to make it easier for users to explore all available transportation options, access IE Commuter support when needed, and participate/redeem rideshare incentives or subsidies.
- Optimize the footprint of park and ride facilities to support shared-ride arrangements and transit connections.
- Explore options to assess CAP and develop a strategic Transportation Demand Management (TDM) plan that will serve as a blueprint for a next generation TDM program and inform the next procurement for CAP administration and outreach consultant services in 2026.

TABLE 12 – COMMUTER ASSISTANCE

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	243,900	\$ 276,700	\$ 276,700	\$ 282,200	\$ 5,500	2%
Professional		144,700	683,400	121,900	648,000	(35,400)	-5%
Support		23,200	33,100	21,800	105,600	72,500	219%
Projects and Operations		3,454,000	5,690,700	3,162,700	6,432,100	741,400	13%
Transfers Out		172,700	208,100	208,100	343,300	135,200	65%
TOTAL	\$	4,038,500	\$ 6,892,000	\$ 3,791,200	\$ 7,811,200	\$ 919,200	13%

MOTORIST ASSISTANCE

- Maintain a high benefit-to-cost ratio related to the performance of the FSP program.
- Support regional mobility by providing 24/7 access to real-time traffic information, transportation options, and services.
- Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles.
- Continue to pilot focused effort that expands access to transportation demand management services and incentives to eastern Riverside County constituents.

TABLE 13 – MOTORIST ASSISTANCE

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	162,500	\$ 208,700	\$ 101,500	\$ 231,100	\$ 22,400	11%
Professional		189,700	211,600	178,800	268,000	56,400	27%
Support		129,400	335,000	123,100	363,500	28,500	9%
Projects and Operations		3,802,000	5,069,700	4,358,600	5,141,500	71,800	1%
Capital Outlay		–	5,000	400	10,000	5,000	100%
Transfers Out		3,078,900	3,076,200	195,900	676,400	(2,399,800)	-78%
TOTAL	\$	7,362,500	\$ 8,906,200	\$ 4,958,300	\$ 6,690,500	\$ (2,215,700)	-25%

REGIONAL CONSERVATION

- Maintain commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents.
- Enhance communications to stakeholders, members of the public, and elected officials to be transparent about the RCA’s conservation efforts, funding, and collaboration opportunities.
- Build upon relationships with local, tribal, state, and federal agencies to acquire and manage lands purchased or controlled by the RCA.

TABLE 14 – REGIONAL CONSERVATION

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	2,887,700	\$ 3,749,100	\$ 2,936,700	\$ 3,994,100	\$ 245,000	7%
Professional		2,938,000	3,988,600	3,625,800	5,057,900	1,069,300	27%
Support		354,600	525,800	432,600	617,800	92,000	17%
Projects and Operations		1,189,600	1,821,400	1,172,300	1,357,900	(463,500)	-25%
Capital Outlay		–	–	–	5,000	5,000	N/A
Transfers Out		1,106,400	1,626,100	1,626,100	3,181,000	1,554,900	96%
TOTAL	\$	8,476,300	\$ 11,711,000	\$ 9,793,500	\$ 14,213,700	\$ 2,502,700	21%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

- Continue project work on the 91 COP, I-15 Express Lanes—Southern Extension, 15/91 Express Lanes Connector, MCP projects, 71/91 connector, SR-79 realignment, and Smart Freeway projects included in the Western County Delivery Plan as well as projects on behalf of other agencies, including the I-15/Franklin Interchange, I-10/Highland Springs Road Interchange, SR-60/Potrero Boulevard Interchange Phase II, I-15/Wildomar Trail and Bundy Canyon Interchanges, and Santa Ana River Trail projects.
- Procure an environmental consultant to commence the Tier II environmental document for the Coachella Valley Rail corridor project.
- Continue design and operations planning of the 15/91 Express Lanes Connector, RCTC 91 Express Lanes eastbound lane to McKinley Avenue, and design and development led by other agencies related to the 241/91 Express Lanes connector and I-15 Express Lanes—Northern Extension.
- Provide 2009 Measure A funding to the incorporated cities and the County for local streets and roads maintenance, repair, and construction and to the Coachella Valley Association of Governments (CVAG) for highways and regional arterials.
- Provide TUMF regional arterial funding and support to local jurisdictions for regional arterial project engineering, right of way acquisition, and construction.
- Maintain a right of way acquisition and management program in support of capital projects and in the most cost-effective manner within project schedules, while adhering to federal and state regulations.
- Maintain and manage the access, use, safety, and security of Commission-owned properties including commuter rail stations, properties in acquisition process, and income-generating properties.
- Develop strategies to implement alternative financing structures including public express lanes.

TABLE 15 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY

		FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$	2,506,900	\$ 3,690,500	\$ 2,649,100	\$ 3,809,700	\$ 119,200	3%
Professional		2,443,000	6,198,200	4,348,800	6,398,100	199,900	3%
Support		215,600	2,523,700	630,600	593,000	(1,930,700)	-77%
Projects and Operations		355,002,100	507,543,400	308,132,100	467,828,300	(39,715,100)	-8%
Capital Outlay		4,664,200	4,187,200	3,837,200	6,250,000	2,062,800	49%
Debt Service		69,555,300	69,215,200	69,215,200	69,158,300	(56,900)	0%
Transfers Out		97,358,000	110,386,400	105,289,200	103,795,900	(6,590,500)	-6%
TOTAL	\$	531,745,100	\$ 703,744,600	\$ 494,102,200	\$ 657,833,300	\$ (45,911,300)	-7%

TOLL OPERATIONS

- Manage the operations of the RCTC 91 Express Lanes and 15 Express Lanes adhering to the Commission’s Express Lanes toll policies.
- Manage toll operations in an effective manner which provides superior customer service while achieving projected revenue and cost assumptions used in the financial plans specific to each express lane facility.
- Maintain the Express Lanes to provide a safe and pleasant experience to customers.
- Develop a long-term repair and rehabilitation plan for the express lanes and its operating systems.
- Provide timely and effective reporting of toll operation metrics including revenue, transactions, carpool usage, and performance indicators.
- Support the design and development led by other agencies related to the 241/91 Express Lanes connector, I-15 Express Lanes—Northern Extension and I-15 Express Lanes—Southern Extension.
- Participate in the California Toll Operators Committee (CTOC) to advance regional and statewide tolling initiatives, technology, interoperability, and coordination among California toll agencies.

TABLE 16 – TOLL OPERATIONS

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Personnel	\$ 1,650,900	\$ 2,030,700	\$ 1,626,800	\$ 2,414,600	\$ 383,900	19%
Professional	1,625,800	3,351,500	1,685,800	2,946,600	(404,900)	-12%
Support and Maintenance	7,148,600	10,545,900	8,051,700	10,639,300	93,400	1%
Projects and Operations	40,548,900	31,608,600	19,170,000	31,522,300	(86,300)	0%
Capital Outlay	5,000	85,000	53,100	368,000	283,000	333%
Debt Service	22,201,000	22,201,000	22,201,000	22,201,000	–	0%
Transfers Out	56,479,200	39,479,000	35,965,700	9,735,300	(29,743,700)	-75%
TOTAL	\$ 129,659,400	\$ 109,301,700	\$ 88,754,100	\$ 79,827,100	\$ (29,474,600)	-27%

FUND BALANCES

The projected total fund balance as of June 30, 2024 is \$1,761,159,700. The Commission expects the FY 2024/25 budgeted activities to result in a \$161,478,500 decrease of total fund balance at June 30, 2025 to \$1,599,681,200. The primary cause of the decrease are project activities in FY 2024/25 related to the 71/91 connector, MCP, close-out activity on the 91 Project, Smart Freeways, SR-79 realignment, rail station rehabilitation and maintenance, Western County Measure A and TUMF regional arterial projects, and public transit allocations. Table 17 presents the components of the projected fund balance by program at June 30, 2025.

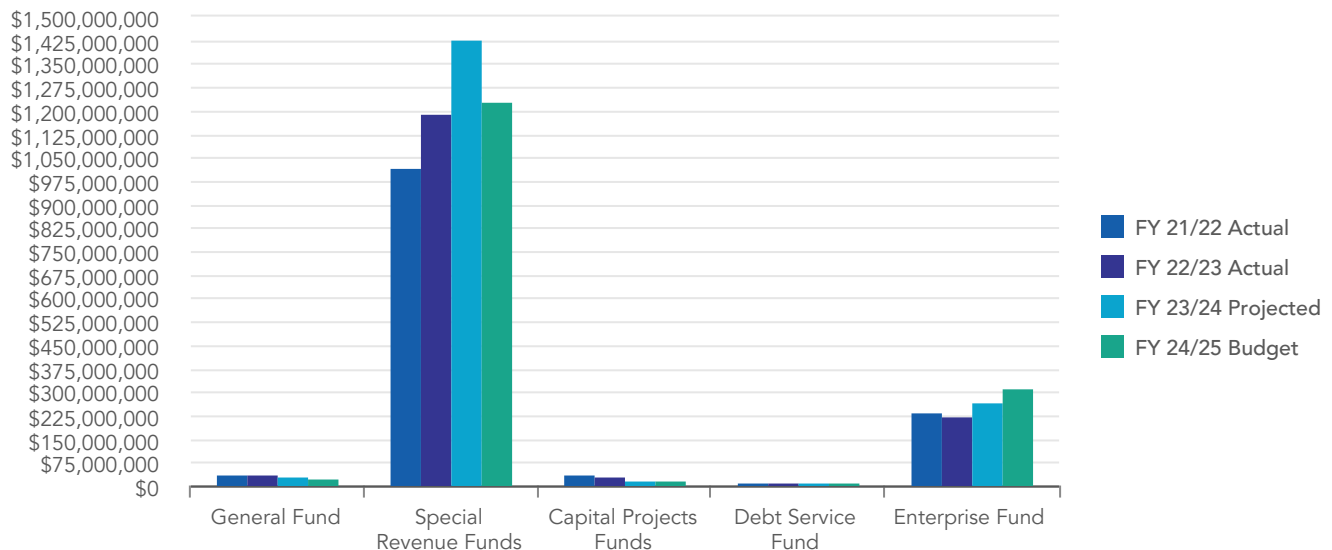
TABLE 17 – PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2025

	Measure A Sales Tax				Other	Total
	Western County	Coachella Valley	Palo Verde			
Restricted:						
Bond Financing	\$ 50,549,100	\$ -	\$ -	\$ -	\$ -	50,549,100
Commuter Assistance	24,772,100	-	-	-	-	24,772,100
Debt Service	-	-	-	13,022,900	-	13,022,900
Economic Development	14,682,900	-	-	-	-	14,682,900
Highways	159,809,100	93,042,500	-	18,814,200	-	271,665,800
New Corridors	84,994,600	-	-	-	-	84,994,600
Planning and Programming	-	-	-	5,913,400	-	5,913,400
Public and Specialized Transit	23,843,900	1,582,100	-	549,292,000	-	574,718,000
Rail	48,359,600	-	-	20,675,100	-	69,034,700
CETAP	-	-	-	72,627,000	-	72,627,000
Regional Arterials	9,456,500	-	-	77,882,700	-	87,339,200
Motorist Assistance	-	-	-	13,547,000	-	13,547,000
Toll Operations	-	-	-	314,386,800	-	314,386,800
Assigned:						
Management Services	-	-	-	2,427,700	-	2,427,700
TOTAL Fund Balance¹	\$ 416,467,800	\$ 94,624,600	\$ -	\$ 1,088,588,800	\$ -	\$ 1,599,681,200

¹Fund balance includes primarily current assets less current liabilities. Restricted fund balance may include limitations imposed by creditors (debt covenants, reserves), contributions, laws or regulations of other governments, and constraints imposed by law through constitutional provisions or through enabling legislation (TDA, SB 132, SB 125, FSP, SAFE, Toll Operations).

Chart 8 illustrates the actual and projected trends in fund balances for each governmental and enterprise fund type from FY 2021/22 through FY 2024/25.

CHART 8 – PROJECTED FUND BALANCE TRENDS BY FUND TYPE FY 2022 - 2025



BUDGET SUMMARY

The overall budget for FY 2024/25 is presented in Table 18 by summarized line items, Table 19 by operating and capital classifications, and Table 20 by fund type. Highway, regional arterial, rail, and regional conservation program projects expenditures are summarized in Table 21.

TABLE 18 – BUDGET COMPARATIVE BY SUMMARIZED LINE ITEM FY FY 2023 - 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 287,428,800	\$ 280,000,000	\$ 280,000,000	\$ 282,000,000	\$ 2,000,000	1%
LTF Sales Tax	156,282,400	155,000,000	155,000,000	155,000,000	-	0%
STA Sales Tax	41,608,700	38,394,500	39,775,900	38,619,900	225,400	1%
Federal Reimbursements	30,164,500	92,672,300	85,091,400	75,121,600	(17,550,700)	-19%
State Reimbursements	143,521,700	83,141,100	201,689,100	128,027,600	44,886,500	54%
Local Reimbursements	29,622,100	30,075,000	14,053,400	73,199,100	43,124,100	143%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Tolls, Penalties, and Fees	112,597,800	97,989,000	124,894,900	119,373,000	21,384,000	22%
Other Revenue	3,035,100	723,500	1,718,200	767,500	44,000	6%
Investment Income	31,453,700	13,242,700	34,218,500	31,980,600	18,737,900	141%
TOTAL Revenues	869,447,200	822,238,100	966,872,900	934,699,300	112,461,200	14%
Expenditures/Expenses						
Personnel Salaries and Benefits	15,002,000	17,563,900	14,456,300	19,954,400	2,390,500	14%
Professional and Support						
Professional Services	11,529,200	24,338,100	16,068,900	27,492,800	3,154,700	13%
Support Costs	11,877,500	21,704,300	15,715,400	21,377,800	(326,500)	-2%
TOTAL Professional and Support Costs	23,406,700	46,042,400	31,784,300	48,870,600	2,828,200	6%
Projects and Operations						
Program Operations	31,706,000	49,951,600	36,662,400	48,920,700	(1,030,900)	-2%
Engineering	12,957,500	34,866,600	17,841,400	59,421,000	24,554,400	70%
Construction	174,422,900	271,868,900	117,831,200	261,290,200	(10,578,700)	-4%
Design Build	63,523,000	40,648,200	35,464,500	19,753,000	(20,895,200)	-51%
Right of Way/Land	24,998,700	45,974,200	19,223,000	85,492,500	39,518,300	86%
Operating and Capital Disbursements	167,494,400	252,856,300	208,348,600	328,846,900	75,990,600	30%
Special Studies	580,500	14,868,900	7,010,300	7,101,000	(7,767,900)	-52%
Local Streets and Roads	86,821,000	84,545,100	84,680,400	85,122,200	577,100	1%
Regional Arterials	15,199,800	30,000,000	30,000,000	30,000,000	-	0%
TOTAL Projects and Operations	577,703,800	825,579,800	557,061,800	925,947,500	100,367,700	12%
Debt Service						
Principal Payments	31,405,000	32,635,000	32,635,000	34,210,000	1,575,000	5%
Interest Payments	60,351,304	58,781,200	58,781,200	57,149,300	(1,631,900)	-3%
TOTAL Debt Service	91,756,300	91,416,200	91,416,200	91,359,300	(56,900)	0%
Capital Outlay	5,681,200	7,832,200	5,447,500	10,046,000	2,213,800	28%
TOTAL Expenditures/Expenses	713,550,000	988,434,500	700,166,100	1,096,177,800	107,743,300	11%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	155,897,200	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Other Financing Sources (Uses)						
Transfers In	210,051,200	212,463,600	194,644,400	189,389,100	(23,074,500)	-11%
Transfers Out	(201,711,500)	(212,463,600)	(194,644,400)	(189,389,100)	23,074,500	-11%
Net Financing Sources (Uses)	8,339,700	-	-	-	-	0%
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	164,236,900	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Beginning Fund Balance	1,330,216,000	1,494,452,900	1,494,452,900	1,761,159,700	266,706,800	18%
ENDING FUND BALANCE	\$ 1,494,452,900	\$ 1,328,256,500	\$ 1,761,159,700	\$ 1,599,681,200	\$ 271,424,700	20%

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2024/25

	FY 24/25 Operating Budget	FY 24/25 Capital Budget	FY 24/25 TOTAL Budget
Revenues			
Measure A Sales Tax	\$ 38,915,000	\$ 243,085,000	\$ 282,000,000
LTF Sales Tax	155,000,000	–	155,000,000
STA Sales Tax	38,619,900	–	38,619,900
Federal Reimbursements	15,606,800	59,514,800	75,121,600
State Reimbursements	79,862,100	48,165,500	128,027,600
Local Reimbursements	37,329,600	35,869,500	73,199,100
TUMF Revenue	–	30,610,000	30,610,000
Tolls, Penalties, and Fees	–	119,373,000	119,373,000
Other Revenue	500	767,000	767,500
Investment Income	13,714,800	18,265,800	31,980,600
TOTAL Revenues	379,048,700	555,650,600	934,699,300
Expenditures/Expenses			
Personnel Salaries and Benefits	13,730,100	6,224,300	19,954,400
Professional and Support			
Professional Services	18,148,100	9,344,700	27,492,800
Support Costs	10,145,500	11,232,300	21,377,800
TOTAL Professional and Support Costs	28,293,600	20,577,000	48,870,600
Projects and Operations			
Program Operations	17,814,500	31,106,200	48,920,700
Engineering	24,816,000	34,605,000	59,421,000
Construction	46,595,000	214,695,200	261,290,200
Design Build	–	19,753,000	19,753,000
Right of Way and Land	6,923,500	78,569,000	85,492,500
Operating and Capital Disbursements	323,846,900	5,000,000	328,846,900
Special Studies	6,601,000	500,000	7,101,000
Local Streets and Roads	–	85,122,200	85,122,200
Regional Arterials	–	30,000,000	30,000,000
TOTAL Projects and Operations	426,596,900	499,350,600	925,947,500
Debt Service			
Principal Payments	–	34,210,000	34,210,000
Interest Payments	–	57,149,300	57,149,300
TOTAL Debt Service	–	91,359,300	91,359,300
Capital Outlay	3,428,000	6,618,000	10,046,000
TOTAL Expenditures/Expenses	472,048,600	624,129,200	1,096,177,800
Excess (deficiency) of Revenues over (under) Expenditures/Expenses	(92,999,900)	(68,478,600)	(161,478,500)
Other Financing Sources (Uses)			
Transfers In	69,471,200	119,917,900	189,389,100
Transfers Out	(75,857,900)	(113,531,200)	(189,389,100)
Net Financing Sources (Uses)	(6,386,700)	6,386,700	–
Excess (deficiency) of Revenues over (under) Expenditures/Expenses and Other Financing Sources (Uses)	(99,386,600)	(62,091,900)	(161,478,500)
Beginning Fund Balance	1,052,393,100	708,766,600	1,761,159,700
ENDING FUND BALANCE	\$ 953,006,500	\$ 646,674,700	\$ 1,599,681,200

TABLE 20 – BUDGET BY FUND TYPE FY 2024/25

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	TOTAL Budget
Revenues						
Measure A Sales Tax	\$ –	\$ 282,000,000	\$ –	\$ –	\$ –	\$ 282,000,000
LTF Sales Tax	–	155,000,000	–	–	–	155,000,000
STA Sales Tax	–	38,619,900	–	–	–	38,619,900
Federal Reimbursements	15,000,000	57,309,500	–	2,812,100	–	75,121,600
State Reimbursements	3,561,400	124,466,200	–	–	–	128,027,600
Local Reimbursements	2,000	73,197,100	–	–	–	73,199,100
TUMF Revenue	–	30,610,000	–	–	–	30,610,000
Tolls, Penalties, and Fees	–	–	–	–	119,373,000	119,373,000
Other Revenue	–	664,500	–	–	103,000	767,500
Investment Income	552,000	24,552,600	336,000	255,600	6,284,400	31,980,600
TOTAL Revenues	19,115,400	786,419,800	336,000	3,067,700	125,760,400	934,699,300
Expenditures/Expenses						
Personnel Salaries and Benefits	8,306,900	9,232,900	–	–	2,414,600	19,954,400
Professional and Support						
Professional Services	8,256,500	16,289,700	–	–	2,946,600	27,492,800
Support Costs	5,863,800	4,874,700	–	–	10,639,300	21,377,800
TOTAL Professional and Support Costs	14,120,300	21,164,400	–	–	13,585,900	48,870,600
Projects and Operations						
Program Operations	18,400	27,347,100	–	–	21,555,200	48,920,700
Engineering	–	58,421,000	–	–	1,000,000	59,421,000
Construction	–	252,323,100	–	–	8,967,100	261,290,200
Design Build	–	19,753,000	–	–	–	19,753,000
Right of Way/Land	–	85,492,500	–	–	–	85,492,500
Operating and Capital Disbursements	52,425,000	276,421,900	–	–	–	328,846,900
Special Studies	6,601,000	500,000	–	–	–	7,101,000
Local Streets and Roads	–	85,122,200	–	–	–	85,122,200
Regional Arterials	–	30,000,000	–	–	–	30,000,000
TOTAL Projects and Operations	59,044,400	835,380,800	–	–	31,522,300	925,947,500
Debt Service						
Principal Payments	–	–	–	34,210,000	–	34,210,000
Interest Payments	–	–	–	34,948,300	22,201,000	57,149,300
TOTAL Debt Service	–	–	–	69,158,300	22,201,000	91,359,300
Capital Outlay	3,288,000	6,390,000	–	–	368,000	10,046,000
TOTAL Expenditures/Expenses	84,759,600	872,168,100	–	69,158,300	70,091,800	1,096,177,800
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	(65,644,200)	(85,748,300)	336,000	(66,090,600)	55,668,600	(161,478,500)
Other Financing Sources (Uses)						
Transfers In	64,693,600	55,537,200	–	69,158,300	–	189,389,100
Transfers Out	(4,202,700)	(172,639,000)	–	(2,812,100)	(9,735,300)	(189,389,100)
Net Financing Sources (Uses)	60,490,900	(117,101,800)	–	66,346,200	(9,735,300)	–
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	(5,153,300)	(202,850,100)	336,000	255,600	45,933,300	(161,478,500)
Beginning Fund Balance	32,593,500	1,430,510,600	16,834,800	12,767,300	268,453,500	1,761,159,700
ENDING FUND BALANCE	\$ 27,440,200	\$ 1,227,660,500	\$ 17,170,800	\$ 13,022,900	\$ 314,386,800	\$ 1,599,681,200

TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS FY 2024/25

Description	
HIGHWAY ENGINEERING	
71/91 Connector	\$ 450,000
91 eastbound COP	2,398,000
91 Express Lanes roadway repair and rehabilitation	1,000,000
I-15 Express Lanes	224,000
I-15 Express Lanes — Southern Extension	7,700,000
MCP	30,000
MCP Sweeney mitigation	110,000
MCP construction package	1,100,000
Riverside County — Santa Ana River Trail Extension (details presented in Section 3.2 Planning and Programming)	366,000
SR-79 realignment	75,600
SR-79 segment 3 realignment	2,900,000
SR-79/I-10 study	750,000
Smart Freeways	600,000
SUBTOTAL HIGHWAY ENGINEERING	17,807,600
REGIONAL ARTERIAL ENGINEERING	
I-10/Highland Springs Avenue Interchange	600,000
Various Western County Measure A regional arterial (MARA) and TUMF regional arterial projects	11,435,000
SUBTOTAL REGIONAL ARTERIAL ENGINEERING	12,035,000
RAIL ENGINEERING	
Coachella Valley rail corridor — Tier II	3,250,000
Moreno Valley — March Field station upgrade	80,000
Perris Valley Line double track	3,024,200
Perris Valley Line layover facility	594,200
Perris — Ramona station	300,000
Riverside Downtown station grade crossing	100,000
Riverside — Hunter Park station expansion	1,030,000
SUBTOTAL RAIL ENGINEERING	8,378,400
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	21,200,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND PUBLIC AND SPECIALIZED TRANSIT ENGINEERING	\$ 59,421,000
HIGHWAY CONSTRUCTION	
71/91 Connector	\$ 50,830,000
91 Express Lanes (details presented in Section 3.4 Toll Operations)	8,967,100
MCP construction package	500,000
Riverside County — Santa Ana River Trail (details presented in Sections 5.2 Planning and Programming and 5.3 Capital Projects)	11,595,000
SR-60 Truck Lanes	390,000
Smart Freeways	17,365,000
General (details presented in Section 3.3 Capital Projects)	2,295,000
SUBTOTAL HIGHWAY CONSTRUCTION	91,942,100
REGIONAL ARTERIAL CONSTRUCTION	
Various Western County MARA and TUMF regional arterial projects	120,973,100
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	120,973,100
RAIL CONSTRUCTION	
Moreno Valley — March Field station upgrade	1,600,000
Perris Valley Line double track	100,000
Perris Valley Line station layover facility	9,750,000
Riverside Downtown station grade crossing	1,800,000
Riverside — Hunter Park station expansion	125,000
SUBTOTAL RAIL CONSTRUCTION	13,375,000

**TABLE 21 – HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAM PROJECTS
FY 2024/25 (continued)**

Description	
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	35,000,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 261,290,200
HIGHWAY DESIGN-BUILD	
15/91 Express Lanes Connector	\$ 5,622,000
91 Project	340,000
I-15 Express Lanes	349,000
I-15 Express Lanes — Northern Extension	2,297,000
I-15 Express Lanes — Southern Extension	11,145,000
TOTAL HIGHWAY DESIGN-BUILD	\$ 19,753,000
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 124,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	15,000
71/91 Connector	75,000
91 Project	750,000
I-15 Express Lanes	30,000
I-215 corridor improvements (central segment)/Scott Road to Nuevo Road	300,000
McKinley Avenue grade separation	7,000,000
MCP	800,000
MCP I-215/Placentia Avenue Interchange	30,000
MCP Sweeney mitigation	2,700,000
MCP construction package	33,100,000
Riverside County — Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	5,721,500
SR-60 Truck Lanes	30,000
SR-91 High Occupancy Vehicle (HOV) lanes/Adams Street to 60/91/215 interchange	15,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	175,000
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	50,865,500
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-10/Highland Springs Avenue Interchange	10,000
SR-79 realignment	25,350,000
SR-79/I-10 study	3,000
Various Western County MARA and TUMF regional arterial projects	7,331,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	32,694,000
RAIL RIGHT OF WAY AND LAND	
Perris Valley Line double track	150,000
Perris Valley Line station layover facility	250,000
Perris — Ramona station	2,000
Riverside — Hunter Park station expansion	2,000
General	327,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	731,000
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	2,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	1,200,000
	\$ 85,492,500
	\$ 425,956,700

GANN APPROPRIATIONS LIMIT

In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative (Gann). The proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.” In 1980, the State Legislature added Section 7910 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriations limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita income.

The Commission is subject to the requirements of Article XIII B. Gann appropriations limits are calculated for and applied to the Commission. In accordance with the requirements of Article XIII B implementing legislation, the Board approved Resolution No. 24-005 on June 12, 2024, establishing appropriations limits for the Commission at \$639,982,988. The FY 2024/25 budget appropriated \$397,362,300 in taxes for the Commission, falling well within the limits set by the Gann. Based on historic trends and future projections, it appears the Commission’s use of the proceeds of taxes, as defined by Article XIII B, will continue to fall below the appropriations limit.

The calculation for the FY 2024/25 appropriations limit is as follows:

FY 2023/24 Appropriations Limit	\$ 614,246,608
----------------------------------------	-----------------------

FY 2024/25 adjustment:	x 1.0418991
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- Change in California per capita personal income 1.0362% $((3.62 + 100) / 100 = 1.0362)$
- Change in Population, Riverside County 1.0055% $((0.55 + 100) / 100 = 1.0055)$
- Calculation of factor for FY 2024/25 $1.0362 \times 1.0055 = 1.0418991$

FY 2024/25 Appropriations Limit	\$ 639,982,988
----------------------------------------	-----------------------

- $\$614,246,608 \times 1.0418991 = \$639,982,988$

Source: *California per capita income – California Department of Finance*
Population, Riverside County – California Department of Finance



SECTION 1

Financial Overview

FINANCIAL OVERVIEW

FISCAL ACCOUNTABILITY POLICIES

As the steward of local, state, and federal resources, RCTC maintains financial policies that promote fiduciary responsibility and organizational excellence.

FINANCIAL PLANNING	
Balanced Budget	RCTC adopts an annual budget in which recurring operating and capital expenditures and other financing uses are equal to or less than identified / recurring revenues and other financing sources including available fund balances.
Administration	<p>Allocations from local and state sources and toll operations fund administrative costs, including salaries and benefits.</p> <ul style="list-style-type: none"> • Administrative salaries and benefits cannot exceed 1% of Measure A sales tax revenues. • Administrative costs will not exceed 4% of Measure A sales tax revenues (inclusive of the 1% salary limitation).
Retirement Benefits	RCTC contributes 100% of the annual requirement related to its proportionate share of the unfunded actuarial liability (UAL) and for postretirement health care benefits.
Capital Projects	Multi-year capital projects are consistent with the strategic plan and budgeted each fiscal year, based on best available estimates.
Reserves	RCTC establishes and maintains reserves in accordance with Measure A and TDA policies as well as existing financing agreements.

REVENUES	
Sales Tax	RCTC prepares annual and mid-year revenue projections incorporating current and relevant data; staff may adjust amounts during the budget process to reflect current economic trends.
Tolls	<p>RCTC-adopted policies establish congestion pricing to optimize throughput on toll facilities while generating revenue to meet all financial commitments related to:</p> <ul style="list-style-type: none"> • Debt issued to construct or repair any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility, including applicable reserves; • Development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facilities, including toll collection and enforcement and applicable reserves; and • Projects within the corridor that generated the revenue.
Funding Sources	RCTC leverages local funding sources to maximize federal and state funding of projects.
Sale of Properties	RCTC returns proceeds from the disposition of excess properties to the programs that provided the funding sources for the property acquisition.

EXPENDITURES/EXPENSES	
Priorities	RCTC annually reviews established priorities for planning and programming of capital projects annually.
Accountability	RCTC compares actual expenditures/expenses to the budget on at least a quarterly basis and appropriately explains and justifies significant deviations.
Procurement	RCTC ensures competitive, transparent, objective, and fair procurement selection processes in accordance with policies adopted on February 10, 2021.
Capital and Intangible Assets	<p>On a government-wide basis, RCTC records capital and intangible assets at historical costs, estimated historical costs if purchased or constructed, or estimated fair value at date of donation. RCTC maintains such assets in a state of good repair and safeguards them from misuse and misappropriation.</p> <ul style="list-style-type: none"> • RCTC does not capitalize infrastructure, which title will be vested with Caltrans or another governmental agency. • RCTC depreciates capital and amortizes intangible assets over the estimated useful life or service concession term.

DEBT MANAGEMENT	
Debt Limitation	Outstanding sales tax revenue debt cannot exceed \$975 million, in accordance with Measure K approved by a majority of the voters in November 2010; RCTC can issue toll-supported debt for specific highway projects based on amounts authorized by the Commission.
Management	RCTC maintains and updates the Debt Management Policy, as adopted on March 11, 2020, and Interest Rate Swap Policy, as adopted July 12, 2006, for matters related to sales tax revenue and toll-supported indebtedness.
Coverage	RCTC maintains a minimum debt service coverage ratio of 2.0x on all senior sales tax revenue debt and 1.3x on all toll-supported debt.
Issuance	RCTC issues debt for major capital projects including engineering, right of way, construction, and design-build; RCTC will not finance operating requirements except for initial toll operations. Costs of issuance, including the standard underwriter's discount, do not exceed 2% unless specifically authorized.
Maturity	All sales tax revenue debt matures prior to the termination of 2009 Measure A on June 30, 2039; all toll-supported debt matures prior to the expiration of toll facility agreements.

CASH MANAGEMENT	
Management	RCTC invests funds in order of priority (safety, liquidity, and yield) in accordance with the Investment Policy, adopted on October 11, 2023 or debt agreements.
Receipts	Where possible, RCTC encourages receipt of funds by wire or electronic funds transfer to its accounts.
Payments	RCTC remits cash disbursements to local jurisdictions and vendors/consultants in a timely manner.
Operating Balances	RCTC maintains amounts in the bank operating account at the amount necessary to meet monthly expenditures/expenses.

ACCOUNTING AND FINANCIAL REPORTING

Accounting System	RCTC maintains an ERP system that integrates project and toll operations accounting needs and improves accounting efficiency.
Reporting	RCTC issues an annual comprehensive financial report; separate financial reports for the LTF, STA, Proposition 1B Rehabilitation and Security Project Accounts, SB 1 SGR Program, LCTOP, and toll operations; and the State Controller's Transportation Planning Agency Financial Transactions Report and Government Compensation in California Report.
Audits	An independent accounting firm conducts an annual audit of the Commission's accounting books and records; RCTC obtains audits of Measure A and TDA funding recipients for compliance and other matters in a timely manner.

FUNCTIONAL MANAGEMENT

Unlike many governments that provide direct services to the public, the Commission's overall responsibility is to manage transportation planning and funding for the County. As a result, its budget in terms of dollars, is comprised primarily of capital-related programs and projects; the operating component of the budget is related to toll operations, multimodal programs (transit planning, rail operations, and commuter and motorist assistance services), and regional conservation. Management services, consisting of executive management, administration, external affairs, and finance, provide support to both capital and operating programs and projects. Chart 9 depicts the organization of the Commission's oversight and management functions.

CHART 9 – FUNCTIONAL ORGANIZATION CHART FY 2024/25

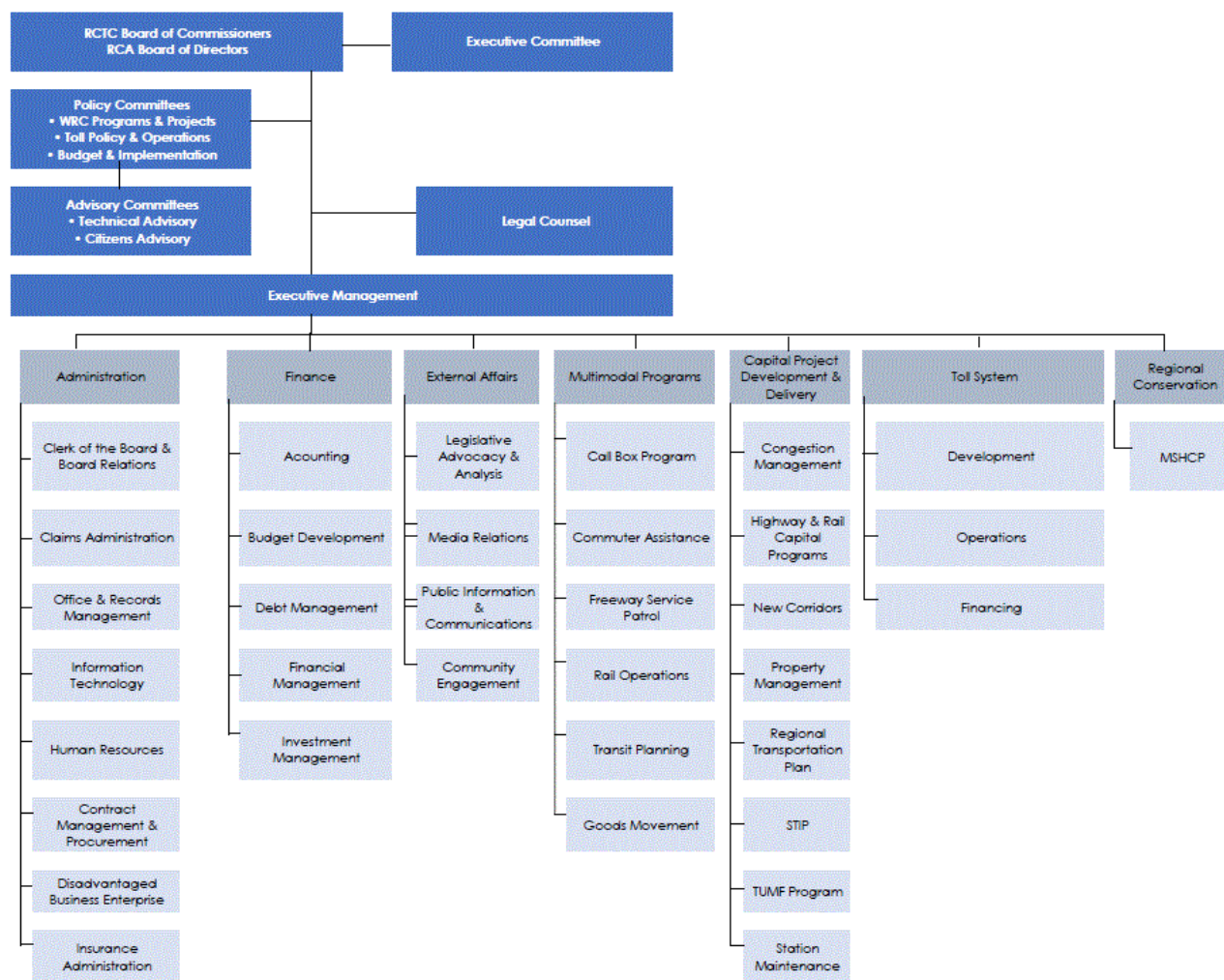


Chart 10 illustrates the relationship between the Commission’s functional management or departments and the Commission’s fund structure.

CHART 10 – RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail Maintenance and Operations	X	X			
Public and Specialized Transit	X	X			
Commuter Assistance		X			
Motorist Assistance		X			
Regional Conservation		X			
Capital Projects Development and Delivery		X	X	X	
Toll Operations					X

BUDGET PROCESS

The budget is the primary performance tool used to measure and control accountability of public agencies for taxpayer dollars. The budget communicates to all stakeholders (i.e., elected officials, regional agencies, and citizens) how the investment they made will be put to use by providing detailed information on the specifics of resource allocation and uses. The Commission monitors progress on a monthly basis, and it makes revisions and updates as necessary to reflect changing dynamics and accommodate unplanned requests. This results in a budget document that is useful and meaningful as a benchmark against which to evaluate government accomplishments and/or challenges and to assess compliance with fiscal accountability.

The budget process consists of six primary tasks conducted in phases throughout the fiscal year. Chart 11 illustrates the budget process for the development of the FY 2024/25 budget and monitoring of the FY 2023/24 budget. Each task is summarized below.

CHART 11 – BUDGET PROCESS

ID	TASK NAME	DURATION	2023						2024					
			J	A	S	O	N	D	J	F	M	A	M	J
1	Short Term Strategic Direction Phase	140 Days												
2	Resource Identification and Allocation Phase	200 Days												
3	Needs Assessment Phase	120 Days												
4	Development and Review Phase	150 Days												
5	Adoption and Implementation Phase	60 Days												
6	Budget Roles and Responsibilities	365 Days												

SHORT-TERM STRATEGIC DIRECTION PHASE

The first phase of the budget process is to determine the direction of the Commission in the short-term and to integrate this with the Commission's long-term goals and objectives, including the Western County Delivery Plan as updated and discussed in the Capital Project Development and Delivery department section. Annually, a workshop is held for the Board to evaluate and determine where the Commission plans to be and what it desires to accomplish over the next five to 10 years. The Commission held a workshop in January 2024; Commissioners provided direction regarding CV Rail corridor, the draft 2024 Traffic Relief Plan, and adoption of a proposed segment for the SR-79 realignment project.

Staff convenes in early January to both assess actual results compared to the current year budget, and map changes in strategy for the ensuing fiscal year. Additionally, staff reviews and, if necessary, updates Commission goals and departmental mission statements. Those goals, upon review by the Board, become the Commission's short-term strategic direction.

RESOURCE IDENTIFICATION AND ALLOCATION PHASE

Simultaneous with the short-term strategic direction phase, staff focuses on available funding sources and estimated carryover amounts from the current year. The Commission analyzes its fund balances, the excess of fund assets over fund liabilities, for available appropriation in the following fiscal year. Resource identification occurs throughout the year, but it is finalized in the upcoming fiscal year budget. In connection with the long-term strategic planning process, the Commission determines borrowing needs, but it adjusts such amounts in the annual budget to reflect current information.

NEEDS ASSESSMENT PHASE

Staff and consultants evaluate projects and studies for consideration in the next year. Project priority and sequencing set in the long-term strategic plan are the top candidates for budget submission. However, priorities may have changed due to economic necessities or political realities, resulting in rescheduling projects by acceleration or postponement. The Commission may add new projects or delete existing priorities.

DEVELOPMENT AND REVIEW PHASE

Using all the data and information gathered from the previously mentioned stages, department managers submit their desired budgets to the Finance Department. Finance staff compiles the information, along with staff and overhead allocations, into a preliminary or draft budget. After review by the Executive Director and inclusion of the desired changes, staff presents the draft budget to the Board for input.

ADOPTION AND IMPLEMENTATION PHASE

Staff submits the proposed budget to the Commission no later than its June meeting, and the Commission conducts a public hearing to allow for public comment on the proposed budget. The Commission may choose, after the public hearing, to adopt the budget or to request additional information and/or changes to the budget. The budget, including the salary schedule, must be adopted no later than June 15 of each year. Upon adoption by the Commission, staff enters the budget into the ERP system effective July 1 for the next fiscal year.

BUDGET ROLES AND RESPONSIBILITIES

Involvement in the budget permeates all staffing levels at the Commission, as presented in the staff organization chart in Appendix B, from clerical support staff to policy makers. Each program manager develops a detailed line-item budget that consists of the operating and/or capital components and submits those budgets, by program, to the department director for review and concurrence. While all departments have operating components, rail station operations and maintenance and toll operations represent the Commission's primary operation functions that consider long-range planning. Details on these operations are included in the Rail and Toll Operations department sections, respectively. The department managers submit their budgets to the Chief Financial Officer by mid-March, and the Finance Department compiles the department budgets. Both the capital and operating budgets are combined into the draft budget for the entire Commission. The Chief Financial Officer and Executive Director review the entire budget for overall consistency with both the short- and long-term strategic direction of the Commission, appropriateness of funding sources for the identified projects and programs, and reasonableness of the operating and capital budget expenditures/expenses.

Expenditure/expense activities of the funds are controlled at the budgetary unit, which is the financial responsibility level (General, Measure A, Motorist Assistance, LTF, STA, TUMF, Other Agency Projects, Regional Conservation, Capital Projects, Debt Service Funds, and Enterprise Fund) for each function (i.e., administration, operations, programs, intergovernmental distributions, debt service, capital outlay, and other financing uses). These functions provide the legal level of budgetary control (i.e., the level at which expenditures/expenses cannot legally exceed the appropriated amount).

Budget-to-actual reports are available to program managers and directors on a real-time basis through the ERP system for informational and management purposes, including identification and evaluation of any significant budget variations. During the fiscal year, management has the discretion to transfer budgeted amounts within the fiscal responsibility unit according to function or may provide support for supplemental budget appropriations requests, including reallocating budget authority between/across all Commission fund types if the overall authorized Commission approved budget authority is not increased. Supplemental budget appropriation requests that increase approved budget authority amounts, require the authorization of the Commission. The Commission may act at any monthly meeting to amend the budget. In some years, the Finance Department may compile miscellaneous requests and submit a budget appropriations adjustment at mid-year to the Commission for approval. Those budget amendments approved by the Commission are incorporated into the budget, as they occur, and are reflected in the annual comprehensive financial report in the final budget amounts reported in the budgetary schedules.



SECTION 2

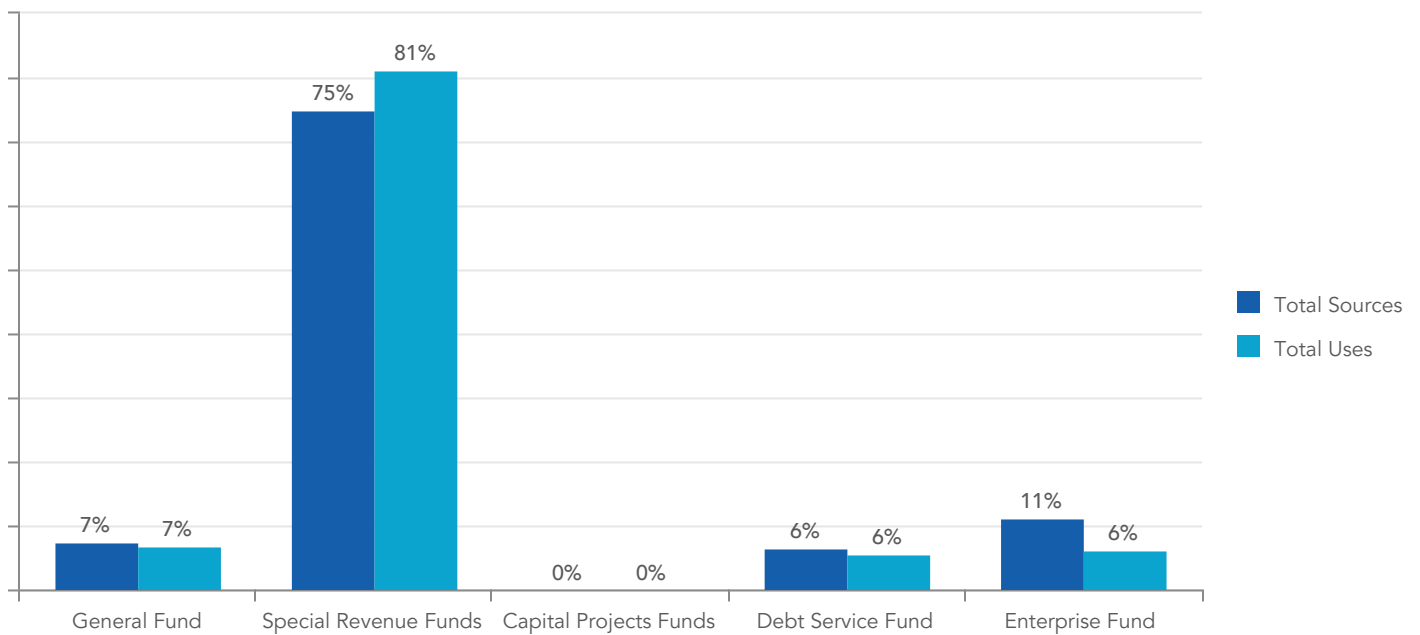
Fund Budgets

FUND BUDGETS

BUDGETARY BASIS

The Commission accounts for its budgeted funds using the modified and current financial resources measurement focus for governmental funds and the accrual basis of accounting and the economic resources measurement focus for enterprise funds. The basis of accounting is the same as the basis of budgeting. The Commission recognizes governmental fund revenues when measurable and available to meet current year obligations. Such revenues are available when guaranteed as to receipt, based on expenditure of funds (i.e., government matching funds), or certain to be received within 180 days of the end of the fiscal year. The Commission generally records governmental fund expenditures when it incurs a liability; however, debt service expenditures are recorded when the payment is due. Enterprise fund revenues are recognized when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Chart 12 illustrates total sources and uses by fund type for the FY 2024/25 budget.

CHART 12 – TOTAL SOURCES AND USES BY FUND TYPE FY 2024/25



FUND STRUCTURE

The Commission accounts for its sources and uses in 33 funds (Chart 13) categorized into five fund types: General fund, special revenue funds, capital projects funds, debt service fund, and enterprise fund. All of the Commission’s funds are budgeted. There are three funds reported in the General fund and 25 in the special revenue funds. Two capital projects funds are used to account for capital project expenditures financed with short- or long-term debt proceeds. The Commission has one debt service fund to account for debt-related activity. In addition, the Commission has two enterprise funds to account for the RCTC 91 Express Lanes and 15 Express Lanes operations.

CHART 13 – BUDGETED FUNDS STRUCTURE FY 2024/25

General Fund	Special Revenue Funds	Capital Projects Funds	Debt Service Fund	Enterprise Funds
Administration Rail Operations Planning & Programming	<p>2009 MEASURE A</p> <p>Western County</p> <ul style="list-style-type: none"> Highways Local Streets & Roads Public Transit Specialized Transit <ul style="list-style-type: none"> Bus Transit Rail Transit & Maintenance Commuter New Corridors Bond Financing Regional Arterials Economic <p>Coachella Valley</p> <ul style="list-style-type: none"> Highways & Regional Arterials Local Streets & Roads Specialized Transit <p>Palo Verde Valley</p> <ul style="list-style-type: none"> Local Streets & Roads <p>FSP</p> <p>SAFE</p> <p>LTF</p> <p>STA</p> <p>SGR</p> <p>TUMF</p> <p>Coachella Valley Rail</p> <p>Other Agency Projects Fund</p> <p>Regional Conservation</p> <p>SB125</p> <p>SB132</p>	Commercial Paper Sales Tax Bonds		RCTC 91 Express Lanes 15 Express Lanes

GENERAL FUND

OVERVIEW

The Commission's General fund accounts for all activities not legally required or designated by Board action to be accounted for separately. For many public agencies, the General fund is the largest fund; however, it is less significant for the Commission. The Commission's largest revenue source is Measure A, a locally levied sales tax that legally must be accounted for separately in special revenue funds. In addition to Commission administration and general operations, other General fund activities include commuter rail operations as well as planning and programming. Table 22 presents the FY 2024/25 budget for the General fund, followed by a discussion of significant components of the budget.

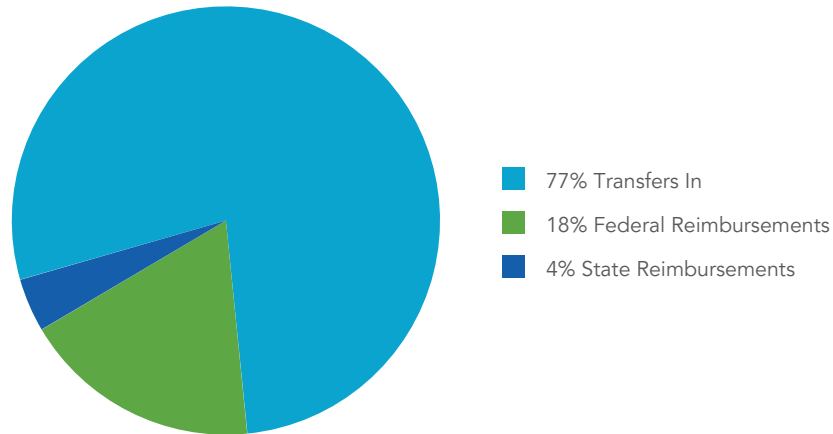
TABLE 22 – GENERAL FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Federal Reimbursements	\$ 4,386,200	\$ 19,221,100	\$ 10,166,600	\$ 15,000,000	\$ (4,221,100)	-22%
State Reimbursements	528,900	13,541,900	7,560,700	3,561,400	(9,980,500)	-74%
Local Reimbursements	310,600	2,000	2,000	2,000	-	0%
Other Revenue	1,500	-	-	-	-	N/A
Investment Income	725,400	353,500	-	552,000	198,500	56%
TOTAL Revenues	5,952,600	33,118,500	18,415,500	19,115,400	(14,003,100)	-42%
Expenditures						
Personnel Salaries and Benefits	6,233,600	6,912,700	6,421,500	8,306,900	1,394,200	20%
Professional and Support						
Professional Services	3,271,400	6,465,300	5,016,200	8,256,500	1,791,200	28%
Support Costs	2,633,900	4,751,500	3,491,400	5,863,800	1,112,300	23%
TOTAL Professional and Support Costs	5,905,300	11,216,800	8,507,600	14,120,300	2,903,500	26%
Program Operations						
Program Operations	9,300	-	45,000	18,400	18,400	N/A
Construction	310,400	-	-	-	-	N/A
Operating and Capital Disbursement	31,375,400	47,425,000	42,425,000	52,425,000	5,000,000	11%
Special Studies	502,300	14,818,900	6,960,300	6,601,000	(8,217,900)	-55%
TOTAL Projects and Operations	32,197,400	62,243,900	49,430,300	59,044,400	(3,199,500)	-5%
Capital Outlay	912,200	3,410,000	1,472,800	3,288,000	(122,000)	-4%
TOTAL Expenditures	45,248,500	83,783,400	65,832,200	84,759,600	957,800	1%
Excess (deficiency) of Revenues over (under) Expenditures	(39,295,900)	(50,664,900)	(47,416,700)	(65,644,200)	(14,979,300)	30%
Other Financing Sources (Uses)						
Transfers In	41,442,400	50,976,300	45,475,300	64,693,600	13,717,300	27%
Transfers Out	(834,900)	(5,201,300)	(2,565,200)	(4,202,700)	998,600	-19%
Net Financing Sources (Uses)	40,607,500	45,775,000	42,910,100	60,490,900	14,715,900	32%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	1,311,600	(4,889,900)	(4,506,600)	(5,153,300)	(263,400)	5%
Beginning Fund Balance	35,788,500	37,100,100	37,100,100	32,593,500	(4,506,600)	-12%
ENDING FUND BALANCE	\$ 37,100,100	\$ 32,210,200	\$ 32,593,500	\$ 27,440,200	\$ (4,770,000)	-15%

The sources for the General fund (Chart 14) consist of:

- Various federal and state reimbursements for planning activities and commuter rail station operations;
- Investment income;
- Transfers from various funds for the allocation of administrative costs;
- Transfers of LTF sales tax revenues for planning, programming, and monitoring (PPM) activities; and
- Transfers of LTF Article 4 allocations for commuter rail operations and capital.

CHART 14 – GENERAL FUND SOURCES FY 2024/25



Federal reimbursements relate to rail station preventative maintenance and transit-oriented communities' strategic plan. State reimbursements include STIP funds for PPM activities.

The Commission allocates and transfers to the General fund a portion of LTF sales tax revenues for administration, planning and programming, and rail transit operations and capital for the following purposes:

- General fund administration allocations funded with LTF sales tax revenues of \$138,500 in FY 2024/25.
- State law sets planning allocations at 3% of estimated LTF sales tax revenues. The FY 2024/25 budget for planning allocations is \$4,650,000 and is consistent with the FY 2023/24 revised budget.
- LTF sales tax revenues of \$3,038,600 and \$2,500,000 in FY 2024/25 will fund General fund allocations for planning, programming, and regional activities, including Core Capacity Innovative Transit study, respectively.
- Commuter rail operating and capital needs determine the amount of LTF and STA allocations to the extent that revenues and reserved fund balance are available. The FY 2024/25 budget includes \$30,500,000 and \$4,000,000 in LTF and STA allocations, respectively, primarily to fund operating contribution expenditures to SCRRA.

The Commission allocates administrative costs based on a cost allocation plan and recognizes reimbursements to the General fund from other funds as transfers in. The FY 2024/25 General fund administrative allocation of \$7,083,800 from Measure A may be adjusted based on actual expenditures, but in no event will it exceed 4% of total Measure A revenues (including administrative salaries and benefits). Administrative transfers in from STA, TUMF, motorist assistance, toll operations, SB 132, regional conservation, and other agency project funds of \$12,782,700 in FY 2024/25 increased from \$9,465,900 in FY 2023/24 due to increased level of activity requiring administrative support.

CHART 15 – GENERAL FUND USES FY 2024/25

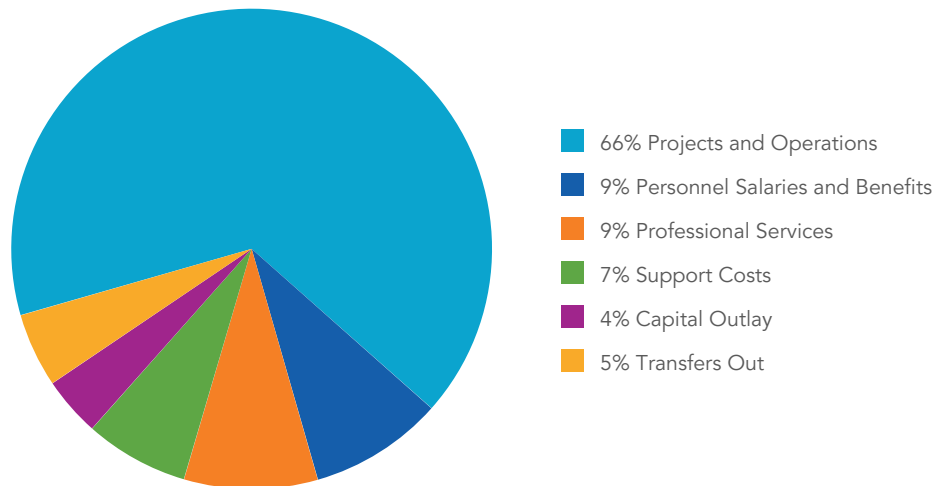


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$1,394,200 due to the net change in allocation of FTEs, including two new FTE positions for a Administrative Supervisor/Executive Assistance and Financial Budget Manager, and a 4% pool for performance merit-based salary increases. Professional costs increased 28% due to transportation relief planning. Support costs increased 23% primarily due to Commission insurance services, software database maintenance, office expansion, and anticipated rail station maintenance.

The FY 2024/25 operating and capital disbursements budget includes allocations of \$50,100,000 for the Metrolink commuter rail subsidy and \$2,325,000 for planning operating disbursements. Special studies expenditures include transit-oriented communities, pass area transit, truck impact, next generation rail, and toll studies. Capital outlay expenditures decreased 4% due to information technology upgrades and station improvements in the prior year. Transfers out include \$3,702,700 to the General fund for administration from rail operations and planning and programming activities and \$500,000 to the Measure A Western County highway fund for I-15 Express Lanes ingress/egress project study.

SPECIAL REVENUE FUNDS

OVERVIEW

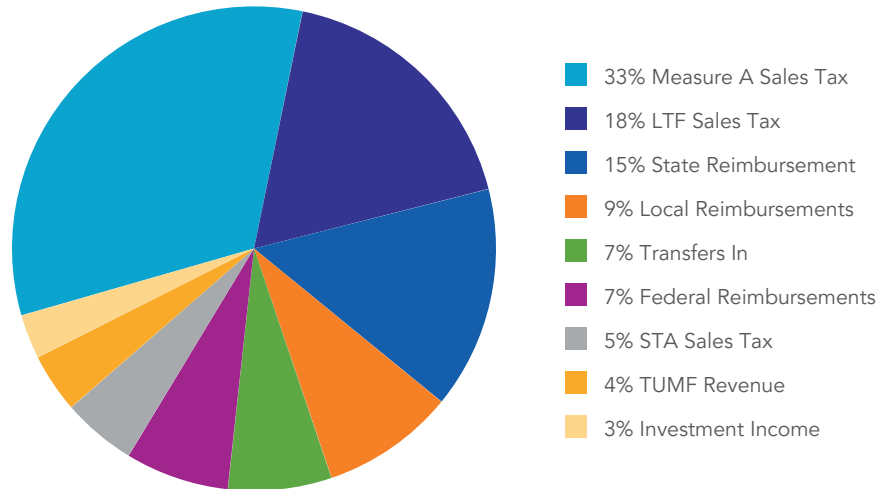
The Commission 's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special revenue funds' budgets, and Tables 24 through 37 present the individual budgets along with respective discussions.

TABLE 23 – SPECIAL REVENUE FUNDS FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 287,428,800	\$ 280,000,000	\$ 280,000,000	\$ 282,000,000	\$ 2,000,000	1%
LTF Sales Tax	156,282,400	155,000,000	155,000,000	155,000,000	-	0%
STA Sales Tax	41,608,700	38,394,500	39,775,900	38,619,900	225,400	1%
Federal Reimbursements	22,966,100	70,639,100	72,112,700	57,309,500	(13,329,600)	-19%
State Reimbursements	142,992,800	69,599,200	194,128,400	124,466,200	54,867,000	79%
Local Reimbursements	29,311,500	21,998,600	14,051,400	73,197,100	51,198,500	233%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Other Revenue	2,921,700	623,500	1,617,200	664,500	41,000	7%
Investment Income	21,994,700	10,220,500	22,251,800	24,552,600	14,332,100	140%
TOTAL Revenues	739,239,100	677,475,400	809,368,900	786,419,800	108,944,400	16%
Expenditures						
Personnel Salaries and Benefits	6,279,900	8,620,500	6,408,000	9,232,900	612,400	7%
Professional and Support						
Professional Services	6,632,300	14,521,300	9,366,900	16,289,700	1,768,400	12%
Support Costs	3,102,600	6,406,900	4,172,300	4,874,700	(1,532,200)	-24%
TOTAL Professional and Support Costs	9,757,800	20,928,200	13,539,200	21,164,400	236,200	1%
Projects and Operations						
Program Operations	17,305,100	24,948,300	21,503,400	27,347,100	2,398,800	10%
Engineering	12,957,500	34,591,600	17,566,400	58,421,000	23,829,400	69%
Construction	151,729,800	267,644,600	116,156,200	252,323,100	(15,321,500)	-6%
Design Build	59,748,400	38,542,200	33,358,500	19,753,000	(18,789,200)	-49%
Right of Way	24,998,700	45,974,200	19,223,000	85,492,500	39,518,300	86%
Operating and Capital Disbursements	136,119,100	205,431,300	165,923,600	276,421,900	70,990,600	35%
Special Studies	78,200	50,000	50,000	500,000	450,000	900%
Local Streets and Roads	86,821,000	84,545,100	84,680,400	85,122,200	577,100	1%
Regional Arterials	15,199,800	30,000,000	30,000,000	30,000,000	-	0%
TOTAL Projects and Operations	504,957,600	731,727,300	488,461,500	835,380,800	103,653,500	14%
Capital Outlay	4,764,000	4,337,200	3,921,600	6,390,000	2,052,800	47%
TOTAL Expenditures	525,759,300	765,613,200	512,330,300	872,168,100	106,554,900	14%
Excess (deficiency) of Revenues over (under) Expenditures	213,479,800	(88,137,800)	297,038,600	(85,748,300)	2,389,500	-3%
Other Financing Sources (Uses)						
Transfers In	90,564,900	91,962,100	79,953,700	55,537,200	(36,424,900)	-40%
Transfers Out	(130,590,300)	(148,799,200)	(137,129,400)	(172,639,000)	(23,839,800)	16%
Net Financing Sources (Uses)	(40,025,400)	(56,837,100)	(57,175,700)	(117,101,800)	(60,264,700)	106%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	173,454,400	(144,974,900)	239,862,900	(202,850,100)	(57,875,200)	40%
Beginning Fund Balance	1,017,193,300	1,190,647,700	1,190,647,700	1,430,510,600	239,862,900	20%
ENDING FUND BALANCE	\$ 1,190,647,700	\$ 1,045,672,800	\$ 1,430,510,600	\$ 1,227,660,500	\$ 181,987,700	17%

The Commission accounts for Measure A and LTF sales taxes, STA and SGR allocations, Western County TUMF, state budgetary allocations, vehicle registration fees, and other agency and regional conservation reimbursements in the 25 special revenue funds. Federal, state, and local reimbursements and transfers in primarily relate to MCP project, Smart Freeways project, I-15 Express Lanes - Southern Extension project, 71/91 connector project, SR-79 realignment project, station rehabilitation projects, South Perris layover facility project, SB 125 TIRCEP allocations, Santa Ana River Trail project, and RCTC 91 Express Lanes surplus toll revenue funding to supplement the 15/91 Express Lanes connector. Chart 16 illustrates the various special revenue fund sources.

CHART 16 – SPECIAL REVENUE FUNDS SOURCES FY 2024/25

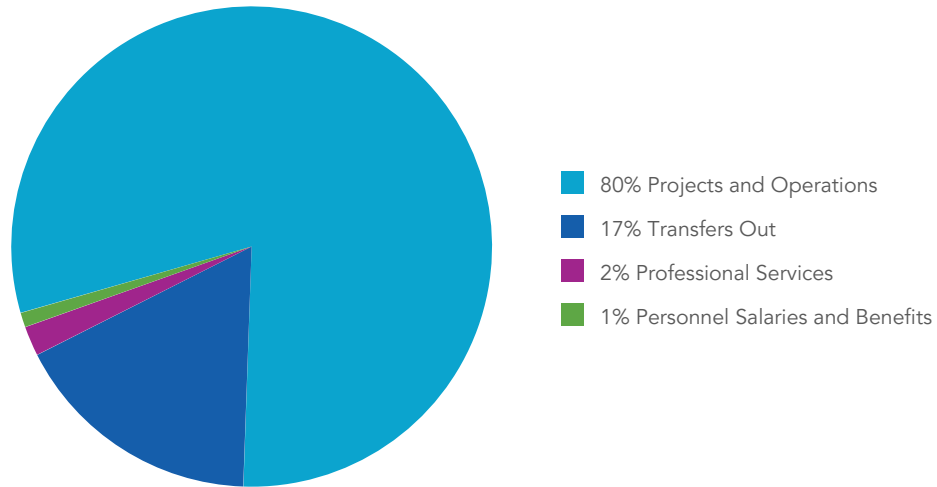


The Commission expends special revenue funds’ resources on:

- County highway, rail, regional arterial, and new corridors engineering, right of way acquisition, construction, and design-build;
- Local streets and roads maintenance, repair, and construction;
- Economic development incentives;
- Sales tax bond financing;
- Bicycle and pedestrian facilities;
- Education and incentive programs to encourage use of alternate modes of transportation;
- Special social service transportation programs;
- Public transit operations and capital needs;
- Motorist towing and freeway call box assistance; and
- Regional conservation management.

As shown in Chart 17, projects and operations expenditures represent the primary use of special revenue fund resources.

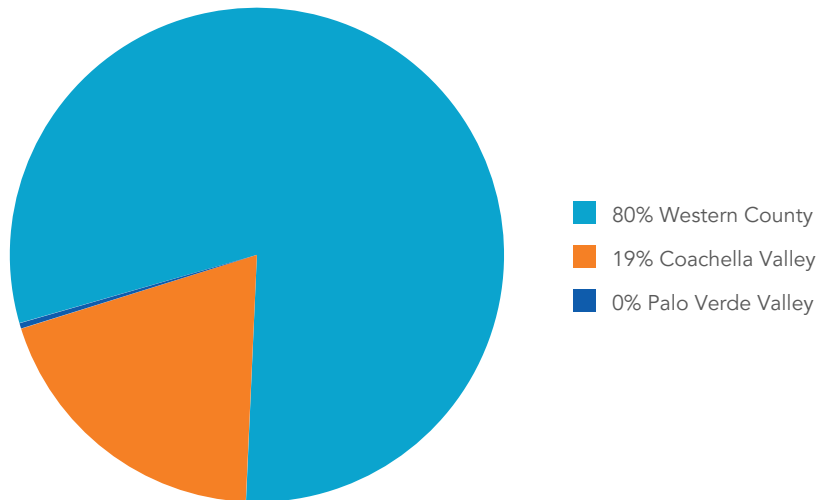
CHART 17 – SPECIAL REVENUE FUNDS USES FY 2024/25



MEASURE A SPECIAL REVENUE FUNDS

Measure A sales tax revenue, which is allocated to the three geographic areas of the County (Chart 18) primarily funds 14 of the special revenue funds. There are ten 2009 Measure A Western County funds, three 2009 Measure A Coachella Valley funds, and one 2009 Measure A Palo Verde Valley fund.

CHART 18 – MEASURE A SALES TAX REVENUES BY GEOGRAPHIC AREA



With the commencement of the 2009 Measure A on July 1, 2009, 14 funds will be in existence for the 30-year term. These funds account for all Measure A project and program expenditures and transfers of debt service for capital projects.

The Measure A special revenue funds expend monies on capital construction and improvements to highways, commuter rail, regional arterials, new corridors, and local streets and roads. Funding is also reserved for commuter assistance, public and specialized transit, and economic development incentives programs as well as bond financing costs. The Commission is a self-help county, and, as such on major highway projects, the Commission supplements the State's spending. Upon completion of most highway projects, Caltrans takes over the maintenance and operations of the projects.

The Commission pledged all Measure A sales tax revenues as security for the Commission's senior sales tax revenue bonds and subordinate commercial paper notes. Debt service on the bonds is recorded in the Sales Tax Bonds debt service fund, and Measure A special revenue funds provide most of the resources for debt service through transfers out.

WESTERN COUNTY MEASURE A FUNDS

The Western County Measure A special revenue funds account for Western County's approximately 80% share of the Measure A sales tax. Taxable sales changes among the geographic areas impact the geographic allocation formula from year to year. As demonstrated in Table 24, most of the Commission's reimbursements flow through these funds, since the sales tax leverages state and federal dollars.

TABLE 24 – WESTERN COUNTY MEASURE A FUNDS FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Bond Financing	\$ 18,529,600	\$ 17,980,000	\$ 17,980,000	\$ 18,163,000	\$ 183,000	1%
Commuter Assistance	3,431,400	3,330,000	3,330,000	3,364,000	34,000	1%
Economic Development Incentives	2,745,100	2,664,000	2,664,000	2,691,000	27,000	1%
Highways	70,000,700	67,923,000	67,923,000	68,617,000	694,000	1%
Local Streets and Roads	66,569,300	64,591,000	64,591,000	65,251,000	660,000	1%
New Corridors	25,392,400	24,639,000	24,639,000	24,891,000	252,000	1%
Public Bus Transit	3,500,000	3,396,000	3,396,000	3,431,000	35,000	1%
Rail	14,000,100	13,585,000	13,585,000	13,724,000	139,000	1%
Regional Arterials	20,588,400	19,977,000	19,977,000	20,182,000	205,000	1%
Specialized Transit	5,833,400	5,660,000	5,660,000	5,719,000	59,000	1%
Total Measure A	230,590,400	223,745,000	223,745,000	226,033,000	2,288,000	1%
Federal Reimbursements	22,966,100	70,639,100	72,112,700	57,309,500	(13,329,600)	-19%
State Reimbursements	36,945,900	61,197,100	48,476,200	48,765,500	(12,431,600)	-20%
Local Reimbursements	3,413,600	2,508,400	2,833,900	4,921,400	2,413,000	96%
Other Revenue	1,765,200	605,500	645,200	646,500	41,000	7%
Investment Income	7,059,900	3,815,700	7,414,500	8,305,800	4,490,100	118%
Transfers In	33,321,700	35,310,700	45,214,900	44,537,100	9,226,400	26%
TOTAL Sources	336,062,800	397,821,500	400,442,400	390,518,800	(7,302,700)	-2%
Uses						
Personnel Salaries and Benefits	2,648,400	3,564,600	2,708,000	4,035,900	471,300	13%
Professional Services	2,669,100	6,942,500	4,312,500	6,963,300	20,800	0%
Support Costs	2,405,400	4,667,200	3,124,900	3,877,200	(790,000)	-17%
Projects and Operations						
Program Operations	11,971,900	17,945,400	15,683,000	20,037,500	2,092,100	12%
Engineering	9,156,900	26,854,000	12,618,900	17,814,400	(9,039,600)	-34%
Construction	56,978,100	202,072,000	110,353,200	189,927,300	(12,144,700)	-6%
Design Build	2,642,800	6,829,200	4,760,500	14,131,000	7,301,800	107%
Right of Way	21,330,800	29,694,500	12,437,500	44,951,000	15,256,500	51%
Operating and Capital Disbursements	6,648,500	12,700,000	5,229,000	13,739,000	1,039,000	8%
Special Studies	78,200	50,000	50,000	500,000	450,000	900%
Local Streets and Roads	66,386,700	64,443,700	64,487,400	65,112,500	668,800	1%
TOTAL Projects and Operations	175,193,900	360,588,800	225,619,500	366,212,700	5,623,900	2%
Capital Outlay	4,764,000	4,332,200	3,921,200	6,375,000	2,042,800	47%
Transfers Out	89,667,900	92,999,500	91,501,700	93,995,600	996,100	1%
TOTAL Uses	277,348,700	473,094,800	331,187,800	481,459,700	8,364,900	2%
Excess (deficiency) of Sources over (under) Uses	\$ 58,714,100	\$ (75,273,300)	\$ 69,254,600	\$ (90,940,900)	\$ (15,667,600)	21%

The budgeted Western County Measure A sales tax reflects a 1% increase from the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Federal reimbursements for highway and rail projects are lower in the FY 2024/25 budget. The 19% decrease in federal reimbursements is primarily attributable to federal funding for prior year activity on the 71/91 Connector and station rehabilitation and improvement projects. Federal funding will reimburse eligible expenditures on the MCP, Smart Freeway, I-15 Express Lanes - Southern Extension, and station rehabilitation and improvement projects in FY 2024/25. Federal reimbursements relate primarily to funding from the Federal Transit Administration (FTA), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and demonstration funding.

State reimbursements are lower by 20% compared to the FY 2023/24 budget and reflects funding from STIP, State Highway Operations and Protection Program (SHOPP), and SB 1 Local Partnership Program (LPP) primarily for the 71/91 Connector and station rehabilitation and improvements. Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Local reimbursements are higher by 96% compared to the FY 2023/24 budget and reflects funding for the I-15 Express Lanes Project Northern Extension and local agency collaboration projects. Project funding fluctuates as eligible project expenditures are incurred based on project phases.

Other revenue is higher by 7% from the prior year and is attributable to property management lease revenues. Investment income increased 118% from the previous year due to projected higher investment yields. The FY 2024/25 budget projects investment income at 2% investment yield, 0.90% higher than the conservative estimate of 1.10% investment yield in FY 2023/24.

Transfers in include:

- \$10,000,000 from the 2009 Measure A bond financing fund to subsidize a portion of Western County debt service;
- \$13,020,600 from the TUMF Community Environmental Transportation Acceptability Process (CETAP) fund for the MCP projects;
- \$500,000 from the General fund for I-15 ingress/egress project;
- \$8,217,500 from the 2009 Measure A Western County new corridors fund for its share of the MSHCP debt service obligation;
- \$3,520,900 from the TUMF CETAP fund for its share of the MSHCP debt service obligation;
- \$2,812,100 from the Debt Service fund for Build America Bonds (BABs) subsidy payments;
- \$5,141,000 from the STA fund for a station rehabilitation and improvement project;
- \$1,000,000 from the SGR fund for a station rehabilitation and improvement project; and
- \$325,000 from the SAFE fund for a commuter assistance Coachella Valley expansion project.

Personnel salaries and benefits expenditures increased 13% and reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases.

Measure A Western County professional services expenditures in FY 2024/25 remains flat from the prior year and consists of general legal services for the various programs and capital projects and other professional services for highway, rail capital and commuter assistance projects and the Commission's debt programs. Support costs related to highway and rail projects and property management as well as the commuter assistance program decreased \$790,000, or 17%, due to station maintenance, repairs, and utilities in the prior year.

General program operations comprise of the program management with outside consultants for the highway and rail capital and commuter assistance programs, permits required for capital projects, and subsidies and certificates for the commuter assistance program. Such levels of operations typically fluctuate as project activities transition to another phase.

Many of the Commission's Western County rail and highway projects funded by Measure A have been in various phases of engineering, construction, design-build, and right of way activity. The Commission expects engineering and construction decrease 34% and 6%, respectively, due to MCP, 71/91 connector, 15 COP, and Moreno Valley - March Field station upgrade project activity in the prior year. Design build and right of way activities increased 107% and 51%, respectively, primarily due to the I-15 Express Lanes - Southern Extension and I-15 Express Lanes - Northern Extension projects.

Operating and capital disbursements increased 8% compared to the FY 2023/24 budget and relate to Western County intercity bus service, specialized transit expenditures, and rail capital funded by Measure A. Operating and capital disbursements are made based on the needs of transit operators. Special studies increased \$450,000 or 900% due to the I-15 ingress/egress project analysis study. Local streets and roads or turn back payments to local jurisdictions and the County, are comparable to the prior year as a result of comparable Measure A sales tax revenues. Capital outlay includes equipment and improvements for the rail program and reflects a 47% increase for station rehabilitation and improvements.

Significant transfers out from the Western County Measure A funds include:

- Funding for debt service payments of \$79,158,300;
- \$8,216,900 from the 2009 Measure A Western County new corridor fund for its share of the MSHCP debt service obligation;
- \$75,600 from the 2009 Measure A Western County highway fund for engineering on the SR-79 realignment project; and
- \$6,544,800 for the administrative costs allocation.

COACHELLA VALLEY MEASURE A FUNDS

These special revenue funds account for Coachella Valley's 19% share of the Measure A sales tax (Table 25).

TABLE 25 – COACHELLA VALLEY MEASURE A FUNDS FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Highways & Regional Arterials	\$ 27,829,400	\$ 27,584,000	\$ 27,584,000	\$ 27,459,000	\$ (125,000)	0%
Local Streets and Roads	19,480,600	19,309,000	19,309,000	19,222,000	(87,000)	0%
Specialized Transit	8,348,800	8,275,000	8,275,000	8,238,000	(37,000)	0%
Total Measure A	55,658,800	55,168,000	55,168,000	54,919,000	(249,000)	0%
Investment Income	1,958,800	818,300	2,024,500	1,855,200	1,036,900	127%
Transfers In	140,400	-	-	-	-	-
TOTAL Sources	57,758,000	55,986,300	57,192,500	56,774,200	787,900	1%
Uses						
Professional Services	8,800	9,400	9,100	9,400	-	0%
Projects and Operations						
Operating and Capital Disbursements	10,900,000	9,000,000	8,275,000	8,238,000	(762,000)	-8%
Local Streets and Roads	19,298,000	19,161,700	19,205,400	19,083,500	(78,200)	0%
Regional Arterials	15,199,800	30,000,000	30,000,000	30,000,000	-	0%
TOTAL Projects and Operations	45,397,800	58,161,700	57,480,400	57,321,500	(840,200)	-1%
Transfers Out	483,700	441,900	311,900	417,200	(24,700)	-6%
TOTAL Uses	45,891,300	58,613,000	57,804,300	57,748,100	(864,900)	-1%
Excess (deficiency) of Sources over (under) Uses	\$ 11,866,700	\$ (2,626,700)	\$ (611,800)	\$ (973,900)	\$ 1,652,800	-63%

Coachella Valley Measure A sales tax revenues remained relatively flat from the prior year. Taxable sales changes between jurisdictions within the County also periodically affect the geographic allocation formula from year to year.

Investment income increased 127% compared to the previous year's budget due to higher investment yields at 2%, compared to 1.10% in the prior year.

The Coachella Valley operating and capital disbursements represent specialized transit funds distributed to SunLine Transit Agency (SunLine) for transit operations. Local streets and roads payments to local jurisdictions are directly affected by changes in Measure A sales tax revenues. Regional arterial projects are highway and regional arterial projects managed by CVAG.

The Commission accounts for debt service funding related to CVAG highway and regional arterial projects, under advance funding agreements, in projects and operations in order to be consistent with the accounting in the ERP system.

Transfers out of \$417,200 relate to the administrative costs allocation.

PALO VERDE VALLEY MEASURE A FUND

This special revenue fund accounts for Palo Verde Valley's less than 1% share of the Measure A sales tax (Table 26).

TABLE 26 – PALO VERDE VALLEY MEASURE A FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Measure A Sales Tax						
Local Streets and Roads	\$ 1,179,400	\$ 1,087,000	\$ 1,087,000	\$ 1,048,000	\$ (39,000)	-4%
Uses						
Projects and Operations						
Local Streets and Roads	1,136,300	939,700	987,600	926,200	(13,500)	-1%
Transfers Out	43,100	147,300	99,400	121,800	(25,500)	-17%
TOTAL Uses	1,179,400	1,087,000	1,087,000	1,048,000	(39,000)	-4%
Excess (deficiency) of Sources over (under) Uses	\$ -	\$ -	\$ -	\$ -	\$ -	N/A

Total Measure A sales tax revenues is comparable to the prior year. Measure A sales tax projections affected by taxable sales changes among the geographic areas that impact the geographic allocation formula from year to year.

Local streets and roads represent the only expenditures in the Palo Verde Valley. Transfers out of \$121,800 relate to the administrative costs allocation.

NON-MEASURE A SPECIAL REVENUE FUNDS

The non-Measure A special revenue funds account for LTF disbursements; TUMF Western County project costs; motorist assistance expenditures for towing service as well as freeway call box and 511 traveler information system operations; transit disbursements from STA and SGR funding; Coachella Valley rail planning and development; interagency project activities; SB 125 and SB 132 project activities; and regional conservation. These activities are budgeted in the LTF, TUMF, FSP, SAFE, STA, SGR, Coachella Valley Rail, Other Agency Projects, SB 125, SB 132, and regional conservation special revenue funds, respectively.

LOCAL TRANSPORTATION FUND

The LTF special revenue fund derives its revenue from one quarter of one cent of the state sales tax that is returned to source and provides for funding of public transit operations in the County, bicycle and pedestrian facility projects, planning, and administration (Table 27).

TABLE 27 – LOCAL TRANSPORTATION FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
LTF Sales Tax	\$ 156,282,400	\$ 155,000,000	\$ 155,000,000	\$ 155,000,000	\$ -	0 %
Local Reimbursements	15,438,500	-	-	-	-	N/A
Investment Income	5,616,700	3,248,400	5,762,000	6,868,800	3,620,400	111 %
TOTAL Sources	177,337,600	158,248,400	160,762,000	161,868,800	3,620,400	2 %
Uses						
Projects and Operations						
Operating and Capital Disbursements	89,692,800	124,737,300	109,746,800	129,777,100	5,039,800	4 %
Transfers Out	27,922,800	35,664,400	33,391,900	40,827,100	5,162,700	14 %
TOTAL Uses	117,615,600	160,401,700	143,138,700	170,604,200	10,202,500	6 %
Excess (deficiency) of Sources over (under) Uses	\$ 59,722,000	\$ (2,153,300)	\$ 17,623,300	\$ (8,735,400)	\$ (6,582,100)	306 %

The Commission projects LTF sales tax revenue in FY 2024/25 to remain flat compared to the prior year. Investment income increased 111% compared to the previous year's budget due to projected higher investment yields at 2% compared to 1.10% in FY 2023/24.

In FY 2024/25, approximately 97% and 3% of the LTF transit expenditures of \$119,700,000 and \$3,500,000 are for operating and capital purposes, respectively. LTF operating allocations, subject to approval in June 2024, are comprised of 73% to Western County, 26% to Coachella Valley, and 1% to Palo Verde Valley public bus operators. Other operating and capital disbursements include allocations for SB 821 bicycle and pedestrian projects of \$5,402,100 and planning and administration allocations of \$1,175,000 to the County Auditor-Controller and SCAG.

Transfers out include allocations to the Commission's General fund for planning and administration of \$3,038,600; rail operations of \$31,500,000; \$4,650,000 for planning, programming, and agency share of the administrative costs; \$1,500,000 for a Core Capacity Innovative Transit Study; and \$138,500 for administrative costs allocation.

TRANSPORTATION UNIFORM MITIGATION FEE FUND

The TUMF fund accounts for the Commission's share of developer fee assessments on new residential and commercial developments in Western County for regional arterials and CETAP corridors (Table 28).

TUMF revenues includes \$30,610,000 based on projected fees distributed to the Commission and includes \$30,000,000 TUMF fees and an additional \$610,000 in TUMF Zone reimbursements related to the I-10 Highland Springs interchange project. Local reimbursements of \$34,541,400 are related to the reimbursement from the city of Lake Elsinore for its contribution to the I-15 Franklin Street Interchange project, the city of Beaumont for its Potrero Interchange project, and SR-79 realignment project funding. Investment income increased 255% compared to the previous year's budget due higher projected investment yield of 2% compared to 1.10% in FY 2023/24.

TABLE 28 – TRANSPORTATION UNIFORM MITIGATION FEE FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 684,500	\$ 100,000	\$ 330,000	\$ -	\$ (100,000)	-100%
Local Reimbursements	-	789,900	444,700	34,541,400	33,751,500	4273%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Other Revenue	300	18,000	684,000	18,000	-	0%
Investment Income	2,860,800	897,900	3,003,400	3,190,800	2,292,900	255%
Transfers In	70,400	-	26,000	75,600	75,600	N/A
TOTAL Sources	37,348,300	32,805,800	34,919,600	68,435,800	35,630,000	109%
Uses						
Personnel Salaries and Benefits	163,200	281,300	135,700	431,400	150,100	53%
Professional Services	235,200	269,100	257,500	429,000	159,900	59%
Support Costs	13,100	10,300	1,900	6,100	(4,200)	-41%
Projects and Operations						
Program Operations	283,400	545,200	545,200	640,400	95,200	17%
Engineering	1,085,700	4,930,000	3,125,500	15,790,600	10,860,600	220%
Construction	1,875,400	47,508,500	1,830,000	15,800,800	(31,707,700)	-67%
Right of Way	473,300	9,984,000	5,403,500	33,494,000	23,510,000	235%
TOTAL Projects and Operations	3,717,800	62,967,700	10,359,000	65,725,800	2,758,100	4%
Transfers Out	4,300,500	9,154,900	5,307,800	17,917,000	8,762,100	96%
TOTAL Uses	8,407,200	72,683,300	16,607,100	84,509,300	11,826,000	16%
Excess (deficiency) of Sources over (under) Uses	\$ 28,941,100	\$ (39,877,500)	\$ 18,312,500	\$ (16,073,500)	\$ 23,804,000	-60%

Personnel salaries and benefits reflect an increase of 53% due to the net allocation of FTEs and a 4% pool for performance merit-based salary increases. Professional services increased 59% primarily due to legal services related to the development of other agency project management agreements. Support costs reflect a 41% decrease due to utility fee activity for the I-15/Railroad Canyon interchange project in the prior year.

Projects and operations costs increased 4%, as many regional arterial projects move through various stages of engineering, right of way acquisition, and construction. FY 2024/25 includes a regional arterial call for projects awarded in June 2023. Approximately 96% of the projects and operations costs are attributable to programmed regional arterial projects. The remaining 4% relates to CETAP projects such as the MCP right of way and I-15 auxiliary lane construction activities. Transfers out represent \$1,374,900 to the General fund related to the administrative cost allocation; \$3,521,500 to the 2009 Measure A Western County highways fund for TUMF CETAP's share of the MSHCP debt service obligation; and \$13,020,600 to the 2009 Measure A Western County new corridors fund for the MCP projects.

FREEWAY SERVICE PATROL FUND

The FSP fund accounts for the state and local resources provided to cover the costs of servicing stranded motorists in covered service areas and construction zones by means of towing, changing tires, and providing fuel (Table 29).

The State's funding share of \$3,521,000 increased from the FY 2023/24 budget by 9%. Investment income increased by 30% from the previous year's budget due to higher projected investment yields at 2% compared to 1.10% in FY 2023/24. Transfers in are not anticipated to be required in FY 2023/24 and FY 2024/25 due to fund balance reserves available.

TABLE 29 – FREEWAY SERVICE PATROL FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,923,300	\$ 3,233,100	\$ 3,506,700	\$ 3,521,000	\$ 287,900	9%
Local Reimbursements	76,500	–	–	–	–	N/A
Investment Income	117,400	85,700	147,600	111,600	25,900	30%
Transfers In	2,800,000	2,500,000	–	–	(2,500,000)	-100%
TOTAL Sources	5,917,200	5,818,800	3,654,300	3,632,600	(2,186,200)	-38%
Uses						
Personnel Salaries and Benefits	144,300	152,800	86,900	182,800	30,000	20%
Professional Services	31,200	30,000	17,100	30,000	–	0%
Support Costs	55,500	83,000	51,700	96,600	13,600	16%
Projects and Operations						
Program Operations	3,796,900	5,052,200	4,342,800	5,108,200	56,000	1%
Capital Outlay	–	5,000	400	10,000	5,000	100%
Transfers Out	206,000	176,500	152,600	252,600	76,100	43%
TOTAL Uses	4,233,900	5,499,500	4,651,500	5,680,200	180,700	3%
Excess (deficiency) of Sources over (under) Uses	\$ 1,683,300	\$ 319,300	\$ (997,200)	\$ (2,047,600)	\$ (2,366,900)	-741%

Personnel salaries and benefits increased 20% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional services remained unchanged from the prior year. Support costs related to printing and communications increased 16% compared to the prior year budget. Program operations in FY 2024/25 increased by \$56,000 or 1% due to the anticipated FSP towing for construction projects and events. Capital out increased 100% or \$5,000 due to the replacement of FSP truck radios and tablets. Transfers out to the General fund of \$252,600 are administrative cost allocations.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND

The SAFE fund accounts for the \$1 per vehicle registration fee levied by the State on all registered vehicles within the County. It funds the installation and implementation of emergency aid call boxes located strategically on the highways throughout the County as well as the operations of the 511 traveler information system (Table 30).

TABLE 30 – SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 2,183,600	\$ 2,166,000	\$ 2,156,000	\$ 2,170,000	\$ 4,000	0%
Local Reimbursements	1,900	2,600	2,800	3,300	700	27%
Investment Income	161,100	38,900	88,500	159,600	120,700	310%
TOTAL Sources	2,346,600	2,207,500	2,247,300	2,332,900	125,400	6%
Uses						
Personnel Salaries and Benefits	18,200	55,900	14,600	48,300	(7,600)	-14%
Professional Services	158,400	181,600	161,700	238,000	56,400	31%
Support Costs	73,900	252,000	71,400	266,900	14,900	6%
Projects and Operations						
Program Operations	5,200	17,500	15,800	33,300	15,800	90%
Transfers Out	2,872,900	2,899,700	43,300	423,800	(2,475,900)	-85%
TOTAL Uses	3,128,600	3,406,700	306,800	1,010,300	(2,396,400)	-70%
Excess (deficiency) of Sources over (under) Uses	\$ (782,000)	\$ (1,199,200)	\$ 1,940,500	\$ 1,322,600	\$ 2,521,800	-210%

Investment income increased 310% compared to the previous year’s budget due to higher projected investment yields at 2% compared to 1.10% in FY 2023/24.

Personnel salaries and benefits decreased 14% due to FTE allocation, offset by a 4% pool for performance merit-based salary increases. Professional services increased 31% for a Motorist Assistance Strategic Study. Support costs increased 6% due to Metro 511 services and maintenance and removal of call boxes. Projects and operations costs increased 90% from FY 2023/24 due to call box operations and maintenance. The transfers out reflect \$325,000 to the Coachella Valley Rail fund for the initiation of a tier II environmental document and \$98,800 to the General fund for administrative cost allocations.

STATE TRANSIT ASSISTANCE FUND

The STA fund accounts for the state budgetary allocation of gas tax revenues designated for rail and bus transit operations and capital requirements (Table 31). Estimates of diesel fuel sales tax revenues provided by the State Controller, subject to an annual state budget appropriation, serve as the basis for the allocation. These estimates now include funding from SB 1 for transit.

TABLE 31 – STATE TRANSIT ASSISTANCE FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 37,244,100	\$ 33,820,600	\$ 35,202,100	\$ 33,908,900	\$ 88,300	0%
Local Reimbursements	5,125	-	-	-	-	N/A
Investment Income	2,874,900	1,236,900	2,881,700	2,402,400	1,165,500	94%
TOTAL Sources	40,124,100	35,057,500	38,083,800	36,311,300	1,253,800	4%
Uses						
Professional Services	17,400	19,700	18,100	18,100	(1,600)	-8%
Projects and Operations						
Operating and Capital Disbursements	25,750,700	49,000,000	36,950,000	43,200,000	(5,800,000)	-12%
Transfers Out	3,852,900	4,286,900	3,372,700	10,482,100	6,195,200	145%
TOTAL Uses	29,621,000	53,306,600	40,340,800	53,700,200	393,600	1%
Excess (deficiency) of Sources over (under) Uses	\$ 10,503,100	\$ (18,249,100)	\$ (2,257,000)	\$ (17,388,900)	\$ 860,200	-5%

Investment income increased 94% compared to the previous year's budget due projected higher investment yield at 2% compared to 1.10% in FY 2023/24.

The operating and capital disbursements consist of allocations primarily for bus capital purposes. In FY 2024/25, approximately 81% of the allocations are in Western County, 19% in Coachella Valley, and less than 1% in Palo Verde Valley. Similar to the LTF allocations, the STA allocations are subject to Commission approval in June 2024. Transfers out represent rail allocations of \$833,200 to the Coachella Valley rail fund, \$9,510,400 to the 2009 Measure A Western County rail fund, and \$138,500 to the General fund for administrative cost allocations.

STATE OF GOOD REPAIR FUND

The SGR fund accounts for additional STA funding under SB 1 for transit infrastructure repair and service improvements (Table 32). These additional revenues fund eligible transit maintenance, rehabilitation, and capital projects.

TABLE 32 – STATE OF GOOD REPAIR FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
STA Sales Tax	\$ 4,364,600	\$ 4,573,900	\$ 4,573,800	\$ 4,711,000	\$ 137,100	3%
State Reimbursements	312,600	105,000	121,100	-	(105,000)	-100%
Investment Income	264,100	54,500	240,300	159,600	105,100	193%
TOTAL Sources	4,941,300	4,733,400	4,935,200	4,870,600	137,200	3%
Uses						
Professional Services	312,600	121,000	121,000	-	(121,000)	-100%
Projects and Operations						
Operating and Capital Disbursements	3,127,200	9,394,000	5,722,800	6,125,000	(3,269,000)	-35%
Transfers Out	114,300	1,239,700	1,239,700	1,138,500	(101,200)	-8%
TOTAL Uses	3,554,100	10,754,700	7,083,500	7,263,500	(3,491,200)	-32%
Excess (deficiency) of Sources over (under) Uses	\$ 1,387,200	\$ (6,021,300)	\$ (2,148,300)	\$ (2,392,900)	\$ 3,628,400	-60%

State reimbursements decreased 100% from the prior year due to STIP PPM reimbursements and a Caltrans grant for the SB 1 Sustainable Transportation Planning Grant program for the Riverside County Zero-Emission Bus Rollout and Implementation Plan. Investment income increased 193% compared to the previous year's budget due projected higher investment yield of 2% compared to 1.10% in FY 2023/24.

The capital disbursements consist of allocations for bus capital purposes. In FY 2024/25, 67% of the allocations are in Western County, 31% in Coachella Valley, and 2% in Palo Verde Valley. Similar to the LTF and STA allocations, Commission approval of the SGR allocations occurs in June 2024. Transfers out of \$138,500 relate to the General fund for administrative costs allocations and \$1,000,000 to the 2009 Measure A Western County rail fund for commuter rail operating needs.

SB 125 FORMULA FUND

SB 125 was approved through an amendment to the Budget Act of 2023, which provides formula TIRCP and ZETCP to funding agencies (Table 33). TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met.

TABLE 33 - SB 125 FORMULA FUNDS FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ -	\$ 798,000	\$ 138,211,100	\$ 70,009,700	\$ 69,211,700	8673%
Local Reimbursements	-	-	-	1,258,200	1,258,200	N/A
Investment Income	-	-	-	1,435,200	1,435,200	N/A
TOTAL Sources	-	798,000	138,211,100	72,703,100	71,905,100	9011%
Uses						
Professional Services	-	191,300	100,000	2,799,500	2,608,200	1363%
Support Costs	-	-	-	500	500	N/A
Projects and Operations						
Program Operations	-	-	-	25,200	25,200	N/A
Engineering	-	-	-	21,200,000	21,200,000	N/A
Construction	-	-	-	35,000,000	35,000,000	N/A
Right of Way	-	-	-	2,000	2,000	N/A
Operating and Capital Disbursements	-	600,000	-	75,342,800	74,742,800	12457%
TOTAL Projects and Operations	-	600,000	-	131,570,000	130,970,000	21828%
Transfers Out	-	-	-	3,250,000	3,250,000	N/A
TOTAL Uses	-	791,300	100,000	137,620,000	136,828,700	17292%
Excess (deficiency) of Sources over (under) Uses	\$ -	\$ 6,700	\$ 138,111,100	\$ (64,916,900)	\$ (64,923,600)	-969009%

State reimbursements of \$70,009,700 in FY 2024/25 consist of SB 125 TIRCP and ZETCP grants based on a population funding formula. The Commission began receiving these formula funds in FY 2023/24 and funding is expected to be fully disbursed to the Commission by 2028. Local reimbursements of \$1,258,200 include reimbursements from the Palo Verde Valley Transit Agency for its maintenance and hydrogen facilities improvement projects. Investment income is projected at an investment yield of 2%.

Professional services reflects a 1363% increase due to anticipated grade separation studies. Program operations of \$25,200 includes Bechtel Infrastructure (Bechtel) management. Engineering of \$21,200,000 is allocated for grade separation projects in the cities of Banning and Beaumont and the County of Riverside. Construction of \$35,000,000 is allocated for grade separation projects in the city of Jurupa Valley. Right of way activity of \$2,000 is related to the Palo Verde Valley Transit Agency facilities improvement project. Operating and capital disbursements for \$75,342,800 consists of capital allocations to various transit agencies. Transfers out of \$3,250,000 include the allocation to the Coachella Valley Rail fund for the initiation of the tier II environmental document.

COACHELLA VALLEY RAIL FUND

The Coachella Valley rail fund accounts for federal funding for the planning and development of the new Coachella Valley-San Gorgonio Pass Corridor rail service (Table 34).

TABLE 34 – COACHELLA VALLEY RAIL FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ -	\$ 2,000,000	\$ -	\$ -	\$ (2,000,000)	-100%
Investment Income	57,000	24,100	41,200	31,200	7,100	29%
Transfers In	283,300	992,400	743,100	4,452,600	3,460,200	349%
TOTAL Sources	340,300	3,016,500	784,300	4,483,800	1,467,300	49%
Uses						
Personnel Salaries and Benefits	36,300	102,200	40,600	141,800	39,600	39%
Professional Services	210,800	2,449,000	429,000	232,000	(2,217,000)	-91%
Support Costs	4,800	12,000	12,100	8,100	(3,900)	-33%
Projects and Operations						
Program Operations	11,700	263,800	208,800	940,700	676,900	257%
Engineering	-	-	-	3,250,000	3,250,000	N/A
TOTAL Projects and Operations	11,700	-	-	4,190,700	3,926,900	N/A
Transfers Out	19,800	162,300	82,300	632,300	470,000	290%
TOTAL Uses	283,400	2,989,300	772,800	5,204,900	2,215,600	74%
Excess (deficiency) of Sources over (under) Uses	\$ 56,900	\$ 27,200	\$ 11,500	\$ (721,100)	\$ (748,300)	-2751%

State reimbursements budgeted in FY 2023/24 are not anticipated to be received due to the environmental and design effort funding changes for the Coachella Valley Tier II project. Investment income increased 29% from the FY 2023/24 budget due to higher projected investment yield of 2% compared to 1.10% in the prior year. Transfers in of \$4,452,600 reflect STA and SB 125 fund allocations for the Coachella Valley Tier II project.

Personnel salaries and benefits increased 39% due to net FTE allocations and a 4% pool for performance merit-based salary increases. Professional services decreased 91% due to rail station feasibility studies performed in the prior year. Program operations consist of support from Bechtel. Engineering of \$3,250,000 is related to the Coachella Valley Tier II project. Transfers out to the General fund of \$632,300 relate to administrative costs allocations.

OTHER AGENCY PROJECTS FUND

The Other Agency Projects fund accounts for interagency cooperative planning and development of projects in the County (Table 35). The Commission entered into a MOU with the Riverside County Regional Park and Open Space District (District) for the Santa Ana River Trail projects. The projects are a joint effort with several public and private agencies including the counties of Orange and San Bernardino. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction.

TABLE 35 – OTHER AGENCY PROJECTS FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 1,901,500	\$ 6,756,700	\$ 989,500	\$ 18,259,100	\$ 11,502,400	170%
Investment Income	16,800	100	11,400	-	(100)	-100%
TOTAL Sources	1,918,300	6,756,800	1,000,900	18,259,100	11,502,300	170%
Uses						
Personnel Salaries and Benefits	100,500	270,000	78,800	226,800	(43,200)	-16%
Professional Services	2,700	19,000	15,000	107,000	88,000	463%
Support Costs	-	102,000	-	1,000	(101,000)	-99%
Projects and Operations						
Program Operations	208,500	309,700	265,700	241,800	(67,900)	-22%
Engineering	1,508,400	1,581,000	595,400	366,000	(1,215,000)	-77%
Construction	-	35,000	-	11,595,000	11,560,000	33029%
Right of Way	81,800	4,440,000	46,000	5,721,500	1,281,500	29%
TOTAL Projects and Operations	1,798,700	6,365,700	907,100	17,924,300	11,558,600	182%
TOTAL Uses	1,901,900	6,756,700	1,000,900	18,259,100	11,502,400	170%
Excess (deficiency) of Sources over (under) Uses	\$ 16,400	\$ 100	\$ -	\$ -	\$ (100)	-100%

The District is responsible for 100% of the Santa Ana River Trail project costs. It will reimburse the Commission, including providing an advance deposit, for all salaries and benefits, professional services, support costs, project management, engineering, construction costs, and right of way.

SB 132 FUND

The SB 132 fund (Table 36) accounts for the \$427 million appropriation from the state highway account to the Riverside County Transportation Efficiency Corridor for five major projects in Western County:

- Commission’s 15/91 Express Lanes Connector project, substantially completed in 2023;
- City of Corona’s McKinley Avenue grade separation project;
- County’s Jurupa Road grade separation project with the city of Jurupa Valley as its partner;
- County’s I-15/Limonite Interchange project with the cities of Eastvale and Jurupa Valley as its partners completed in 2020; and
- County’s Hamner Bridge widening project with the City of Norco as its partner.

Without the state funding approved by the Governor and State Legislators in April 2017 as part package of legislation that passed with SB 1, these projects would not have been built for many years.

State SB 132 funding is expected to be fully drawn down with the Jurupa Avenue grade separation in FY 2023/24. Transfers in consist of \$6,471,900 from the RCTC 91 Express Lanes surplus toll revenues for the 15/91 Express Lanes Connector project.

TABLE 36 – SB 132 FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
State Reimbursements	\$ 99,943,000	\$ –	\$ 1,327,300	\$ –	\$ –	N/A
Investment Income	1,003,800	–	621,300	32,400	32,400	N/A
Transfers In	53,949,200	53,159,000	33,969,700	6,471,900	(46,687,100)	-88%
TOTAL Sources	155,859,156	53,389,000	36,206,300	6,504,300	(46,884,700)	-88%
Uses						
Personnel Salaries and Benefits	280,300	444,600	403,800	171,800	(272,800)	-61%
Professional Services	47,900	300,100	300,100	405,500	105,400	35%
Support Costs	2,300	754,600	477,700	500	(754,100)	-100%
Projects and Operations						
Program Operations	753,300	693,100	390,800	162,100	(531,000)	-77%
Engineering	1,206,500	1,226,600	1,226,600	–	(1,226,600)	-100%
Construction	92,876,300	18,029,100	3,973,000	–	(18,029,100)	-100%
Design Build	57,105,500	31,713,000	28,598,000	5,622,000	(26,091,000)	-82%
Right of Way	2,197,600	155,700	215,000	124,000	(31,700)	-20%
TOTAL Projects and Operations	154,139,200	51,817,500	34,403,400	5,908,100	(45,909,400)	-89%
Transfers Out	–	–	–	–	–	N/A
TOTAL Uses	154,469,700	53,316,800	35,585,000	6,485,900	(46,830,900)	-88%
Excess (deficiency) of Sources over (under) Uses	\$ 1,389,456	\$ 72,200	\$ 621,300	\$ 18,400	\$ (53,800)	-75%

Personnel salaries and benefits decreased 61% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional services increased 35% related to anticipated legal counsel on the 15/91 Express Lanes Connector project. Support costs decreased 100% due to marketing incentives for the opening of the 15/91 Express Lanes Connector project in the prior year. Projects and operations decreased 89% overall due to completion of design-build activities on the 15/91 Express Lanes Connector project and engineering on the Jurupa Avenue grade separation project.

REGIONAL CONSERVATION

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation department provides these management services through its staff and consultants to fulfill the needs and requirements of the RCA.

The Regional Conservation fund (Table 37) accounts for interagency assistance with the RCA in its obligations to acquire, administer, operate, and maintain land and facilities to establish habitat reserves for the conservation and protection of species covered by the MSHCP.

TABLE 37 – REGIONAL CONSERVATION FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Local Reimbursements	\$ 8,474,600	\$ 11,711,000	\$ 9,780,500	\$ 14,213,700	\$ 2,502,700	21%
Investment Income	3,400	–	15,400	–	–	
TOTAL Sources	8,478,000	11,711,000	9,795,900	14,213,700	2,502,700	21%
Uses						
Personnel Salaries and Benefits	2,887,700	3,749,100	2,936,700	3,994,100	245,000	7%
Professional Services	2,938,100	3,988,600	3,625,800	5,057,900	1,069,300	27%
Support Costs	354,600	525,800	432,600	617,800	92,000	17%
Projects and Operations						
Program Operations	274,400	121,400	51,300	157,900	36,500	30%
Right of Way	915,200	1,700,000	1,121,000	1,200,000	(500,000)	-29%
TOTAL Projects and Operations	1,189,600	1,821,400	1,172,300	1,357,900	(463,500)	-25%
Capital Outlay	–	–	–	5,000	5,000	N/A
Transfers Out	1,106,400	1,626,100	1,626,100	3,181,000	1,554,900	96%
TOTAL Uses	8,476,400	11,711,000	9,793,500	14,213,700	2,502,700	21%
Excess (deficiency) of Sources over (under) Uses	\$ 1,600	\$ –	\$ 2,400	\$ –	\$ –	N/A

Personnel salaries and benefits increased 7% due to net FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs increased 27% due to acquisition monitoring and general conservation consulting activity. Support costs increased 17% due to general business insurance, staff training and travel, and membership dues. Program operations increased 30% due to Bechtel program management. Right of way decreased 29% due to potential land appraisals and acquisition costs that vary from year to year. Transfers out to the General fund of \$3,181,000 relate to administrative costs allocations.

The RCA is responsible for 100% of the regional conservation costs. It will reimburse the Commission for all salaries and benefits, professional services, support costs, program operations, right of way costs, and administrative allocations.

CAPITAL PROJECTS FUNDS

OVERVIEW

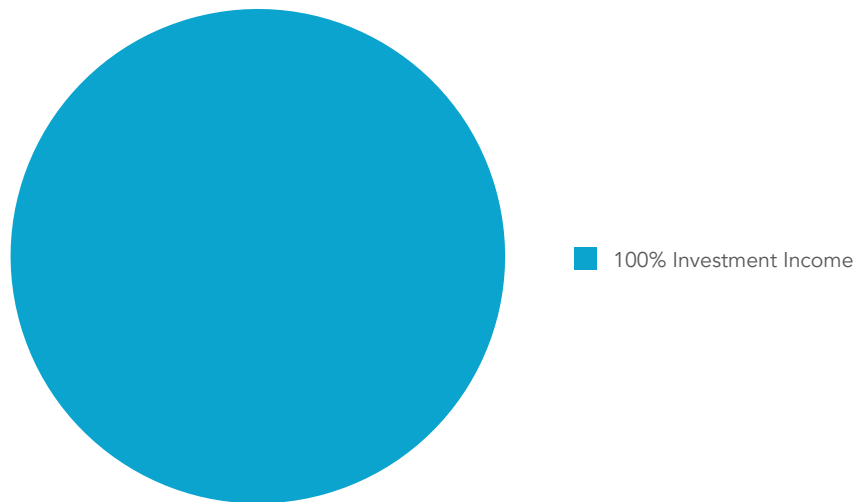
Two capital projects funds account for all debt proceeds from commercial paper notes and sales tax revenue bonds (Table 38).

TABLE 38 - CAPITAL PROJECTS FUNDS FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Investment Income	\$ 1,777,100	\$ 248,100	\$ 1,464,300	\$ 336,000	\$ 87,900	35%
TOTAL Revenues	1,777,100	248,100	1,464,300	336,000	87,900	35%
Other Financing Sources (Uses)						
Transfers Out	(10,854,500)	(16,172,000)	(16,172,000)	–	16,172,000	-100%
Net Financing Sources (Uses)	(10,854,500)	(16,172,000)	(16,172,000)	–	16,172,000	-100%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)						
	(9,077,400)	(15,923,900)	(14,707,700)	336,000	16,259,900	-102%
Beginning Fund Balance	40,619,900	31,542,500	31,542,500	16,834,800	(14,707,700)	-47%
ENDING FUND BALANCE	\$ 31,542,500	\$ 15,618,600	\$ 16,834,800	\$ 17,170,800	\$ 1,552,200	10%

As illustrated in the following charts for FY 2024/25, capital projects funds sources and uses consist of investment income (Chart 19) . In prior years, these charts reflected debt proceeds, including bond premium, and transfers in for sources as well as debt service payments to escrow agent for uses. The Commission does not anticipate any new sales tax revenue debt issuances or refundings in FY 2024/25.

CHART 19 – CAPITAL PROJECTS FUNDS SOURCES FY 2024/25



DEBT SERVICE FUND

OVERVIEW

Under the 2009 Measure A program, as amended by Measure K in November 2010, the Commission has the authority to issue sales tax revenue bonds subject to a debt limitation of \$975,000,000.

The Commission pledged future Measure A sales taxes as security for Measure A debt service payments on the sales tax revenue bonds and commercial paper notes. In order to advance project development activities, the Commission established a commercial paper program in 2005. Periodically the Commission issues commercial paper notes and retires some of the notes with proceeds from sales tax revenue bonds.

The current commercial paper program authorization is \$60,000,000. As credit and liquidity support for the commercial paper notes, the Commission has an irrevocable direct draw letter of credit in the amount of \$60,750,000 and a reimbursement agreement with a bank that expires in October 2025. The costs for the liquidity support are reflected in the 2009 Measure A Western County bond financing special revenue fund. Currently, there are no outstanding commercial paper notes; the FY 2024/25 budget does not include any issuances of commercial paper notes. The Commission currently maintains a P-1 and an A-1+ rating from Moody's Investors Service (Moody's) and S&P Global Ratings (S&P), respectively, on the commercial paper notes.

The sales tax revenue bonds are limited tax bonds secured by a pledge of the 2009 Measure A revenues. All outstanding sales tax revenue bonds are fixed rate bonds that mature on or before June 2039, prior to the expiration of the 2009 Measure A. Currently, the Commission has five series of sales tax revenue bonds outstanding:

- *Series B taxable bonds issued in November 2010 (2010B Bonds) designated as BABs under the American Recovery and Reinvestment Act.* The Commission designated a portion of the BABs as recovery zone economic development bonds (RZEDBs). The Commission expects to receive a cash subsidy from the United States Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds designated as RZEDBs. However, reductions in the BABs subsidies occurred in recent years due to federal sequestration cuts. If sequestration continues, the Commission anticipates a reduction in the FY 2024/25 BABs subsidy of approximately 5.7%;
- *Tax-exempt refunding bonds issued in September 2016 (2016 Refunding Bonds);*
- *Tax-exempt bonds issued in July 2017 (2017A Bonds) to fund the I-15 Express Lanes project and 91 Project completion costs;*
- *Tax-exempt refunding bonds issued in December 2017 (2017B Refunding Bonds); and*
- *Tax-exempt refunding bonds issued in April 2018 (2018 Refunding Bonds).*

The Commission maintains long-term debt ratings of Aa2, AA+, and AA from Moody's, S&P, and Fitch Ratings (Fitch), respectively on its currently outstanding sales tax revenue bonds.

The debt agreements require the trustee to hold all sales tax debt proceeds and a portion of the sales tax revenues intercepted from the CDTFA and to segregate all funds into separate accounts. These monies are included in the restricted investments held by trustee in the Capital Projects funds and debt service fund. Under the sales tax indentures, the Commission may use sales tax revenues for any lawful purpose related to the Riverside County TIP after the trustee has satisfied debt service requirements.

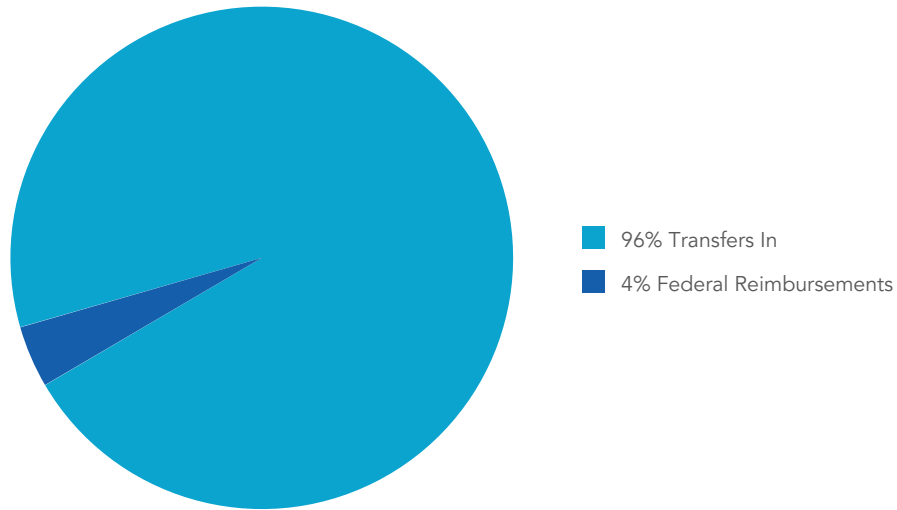
The Debt Service fund of the Commission primarily accounts for all activities related to the sales tax revenue bonds debt incurred by the Commission (Table 39). The Commission does not anticipate any issuances of sales tax bonds in FY 2024/25.

TABLE 39 – DEBT SERVICE FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ –	0%
Investment Income	973,100	124,100	895,600	255,600	131,500	106%
TOTAL Sources	3,785,200	2,936,200	3,707,700	3,067,700	131,500	4%
Expenditures						
Debt Service						
Principal Payments	31,405,000	32,635,000	32,635,000	34,210,000	1,575,000	5%
Interest Payments	38,150,300	36,580,200	36,580,200	34,948,300	(1,631,900)	-4%
TOTAL Expenditures	69,555,300	69,215,200	69,215,200	69,158,300	(56,900)	0%
Excess (deficiency) of Revenues over (under) Expenditures	(65,770,100)	(66,279,000)	(65,507,500)	(66,090,600)	188,400	0%
Other Financing Sources (Uses)						
Transfers In	69,526,900	69,215,200	69,215,200	69,158,300	(56,900)	0%
Transfers Out	(2,952,600)	(2,812,100)	(2,812,100)	(2,812,100)	–	0%
Net Financing Sources (Uses)	66,574,300	66,403,100	66,403,100	66,346,200	(56,900)	0%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	804,200	124,100	895,600	255,600	131,500	106%
Beginning Fund Balance	11,067,500	11,871,700	11,871,700	12,767,300	895,600	8%
ENDING FUND BALANCE	\$ 11,871,700	\$ 11,995,800	\$ 12,767,300	\$ 13,022,900	\$ 1,027,100	9%

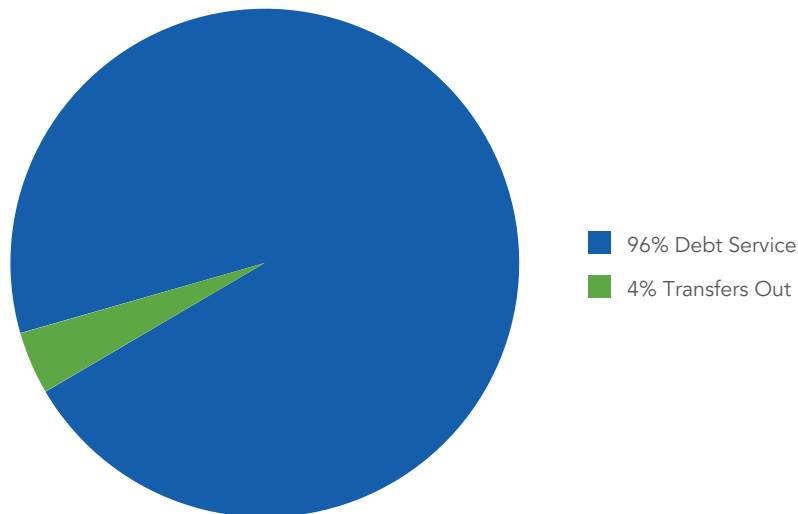
Reimbursements consist of federal cash subsidy payments related to the 2010B Bonds designated as BABs. The BABs subsidy payments reflect a reduction in the expected payments due to federal sequestration cuts. Investment income is higher than the previous fiscal year due to projected higher investment yields. Transfers in represent the primary source of funding for the debt service funds and reserves (Chart 20) and consist of funds from the 2009 Measure A Western County highways and bond financing special revenue funds.

CHART 20 – DEBT SERVICE FUND SOURCES FY 2024/25



Debt Service fund uses (Chart 21) consist of principal and interest debt service payments on the outstanding sales tax revenue bonds (2010B Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) and transfer of the BABs subsidy payments to the 2009 Measure A Western County highways and 2009 Measure A Coachella Valley highway and regional arterials funds.

CHART 21 – DEBT SERVICE FUND USES FY 2024/25



OVERVIEW

In FY 2024/25, the Commission will operate two express lanes systems that are accounted for in separate enterprise funds. The RCTC 91 Express Lanes opened in March 2017 and the 15 Express Lanes opened in April 2021.

Toll revenues generated on the RCTC 91 Express Lanes are pledged to pay debt service on the tax-exempt toll bonds issued in July 2013 (2013 Toll Bonds) and in October 2021 (2021 Toll Refunding Bonds) for the 91 Project. The federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan executed with the United States Department of Transportation (U.S. DOT) in July 2013 (2013 TIFIA Loan) for the 91 Project was prepaid with the 2021 Toll Refunding Bonds. Additionally, the 2021 Toll Refunding Bonds were used to refund a portion of the 2013 Toll Bonds current interest bonds (CIBs) and defease in accreted value of the 2013 Toll Revenue Capital Appreciation Bonds (CABs) maturing in the years 2022 through 2025 and 2027 through 2029.

The 2013 Toll Bonds and the 2021 Toll Refunding Bonds are secured by a lien on the RCTC 91 Express Lanes trust estate, which consists primarily of toll revenues and non-toll transaction and account revenues less operating and maintenance expenses of the RCTC 91 Express Lanes. The 2013 Toll Bonds long-term ratings from S&P and Fitch are A and BBB+, respectively. The 2021 Toll Refunding Bonds, Series A, B-1, and B-2 long-term ratings from S&P and Fitch are A and BBB+, respectively. Additionally, the 2021 Toll Refunding Bonds, Series C long-term ratings from S&P and Fitch are A- and BBB, respectively.

Toll revenues generated on the 15 Express Lanes are pledged to pay debt service on the federal TIFIA loan executed with the U.S. DOT in 2017 (2017 TIFIA Loan) for the I-15 Express Lanes project. Proceeds of the 2017 TIFIA Loan may be drawn upon after certain conditions are met; the Commission drew down the loan in full during FY 2023/24. Interest payments are expected to commence on the fifth anniversary of the substantial completion date or the first interest payment date occurring prior to the fifth anniversary date. Accordingly, semiannual interest payments are anticipated to commence December 2025; principal payments are expected to commence in December 2030. The 2017 TIFIA Loan is expected to mature on the earlier of 35 years after substantial completion of the I-15 Express Lanes project or June 1, 2056.

The 2017 TIFIA Loan is secured by a lien on the 15 Express Lanes trust estate, which consists primarily of toll revenues and non-toll revenues (including account and violations revenues) less operating and maintenance expenses of the 15 Express Lanes. For the 2017 TIFIA Loan, the Commission received long-term ratings of BBB- and BBB from Fitch and Kroll Bond Rating Agency, respectively.

Under separate debt indentures for the RCTC 91 Express Lanes and the 15 Express Lanes, the Commission pledged each system's toll revenues as security for the respective toll revenue bonds, including TIFIA loan. Each debt agreement requires the trustee to hold all debt proceeds and the toll revenues from each express lanes' operations and to segregate all funds into separate accounts. Under the toll indentures, a separate flow of funds administered by the trustee prescribes the use of toll revenues for each express lanes system.

The Commission excludes accretion amounts related to CABs and compounded interest on the TIFIA loan, as they do not affect the annual budget activities.

RCTC 91 EXPRESS LANES

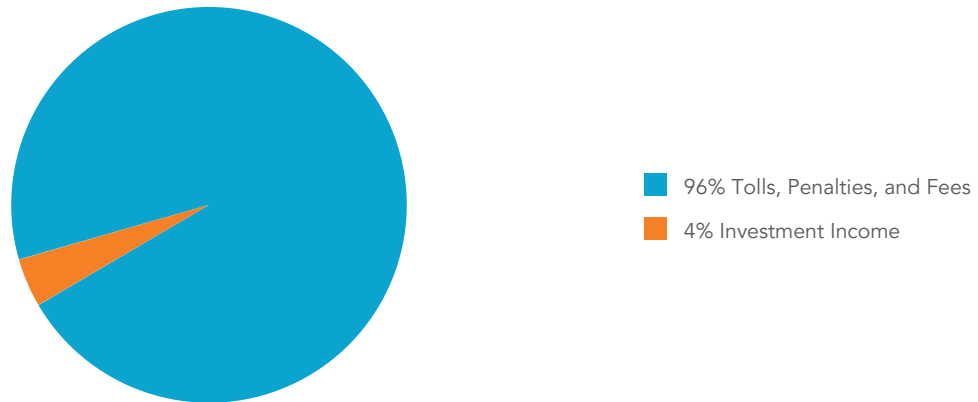
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the Orange County Transportation Authority (OCTA) 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15 south of the 15/91 interchange and the newly opened 15/91 express lanes connector to the I-15 north of the 15/91 interchange. Toll revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 40). The RCTC 91 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The RCTC 91 Express Lanes converted to Dynamic Pricing in 2023 following approval by the Commission. The RCTC 91 Express Lanes completed the implementation of a new back office system and customer service contract in 2023 improving customer service and operations efficiency. Commuters on SR-91 in Corona have a choice of using either the express lanes or the general-purpose lanes.

TABLE 40 – RCTC 91 EXPRESS LANES ENTERPRISE FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Local Reimbursements	\$ -	\$ 8,074,400	\$ -	\$ -	\$ (8,074,400)	-100%
Tolls, Penalties, and Fees	73,335,900	65,080,500	83,657,500	80,694,000	15,613,500	24%
Investment Income	4,391,900	1,280,500	5,183,100	3,399,600	2,119,100	165%
TOTAL Revenues	77,727,800	74,435,400	88,840,600	84,093,600	9,658,200	13%
Expenses						
Personnel Salaries and Benefits	1,091,600	1,147,900	1,147,900	1,454,600	306,700	27%
Professional and Support						
Professional Services	1,159,200	2,075,500	1,278,800	1,491,900	(583,600)	-28%
Support Costs	4,728,500	6,573,500	4,871,700	6,713,700	140,200	2%
TOTAL Professional and Support Costs	5,887,700	8,649,000	6,150,500	8,205,600	(443,400)	-5%
Program and Operations						
Program and Operations	6,893,300	14,857,200	8,167,300	13,931,300	(925,900)	-6%
Engineering	-	275,000	275,000	1,000,000	725,000	264%
Construction	22,382,700	4,124,300	1,675,000	8,967,100	4,842,800	117%
Design Build	3,774,600	2,106,000	2,106,000	-	(2,106,000)	-100%
TOTAL Program and Operations	33,050,600	21,362,500	12,223,300	23,898,400	2,535,900	12%
Debt Service						
Interest Payments	22,201,000	22,201,000	22,201,000	22,201,000	-	0%
Capital Outlay	2,500	55,000	31,600	334,000	279,000	507%
TOTAL Expenses	62,233,400	53,415,400	41,754,300	56,093,600	2,678,200	5%
Excess (deficiency) of Revenues over (under) Expenditures	15,494,400	21,020,000	47,086,300	28,000,000	6,980,000	33%
Other Financing Sources (Uses)						
Transfers In	7,246,800	-	-	-	-	0%
Transfers Out	(56,141,400)	(39,182,600)	(35,664,200)	(9,146,100)	30,036,500	-77%
Net Financing Sources (Uses)	(48,894,600)	(39,182,600)	(35,664,200)	(9,146,100)	30,036,500	-115%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	(33,400,200)	(18,162,600)	11,422,100	18,853,900	37,016,500	-204%
Beginning Fund Balance	173,199,500	139,799,300	139,799,300	151,221,400	11,422,100	8%
ENDING FUND BALANCE	\$ 139,799,300	\$ 121,636,700	\$ 151,221,400	\$ 170,075,300	\$ 48,438,600	40%

Tolls, penalties, and fees revenues represent the primary revenue source for the RCTC 91 Express Lanes enterprise fund (Chart 22). Such revenues consist of toll revenues of \$69,956,000 based on estimated toll transactions and current RCTC 91 Express Lanes traffic, while the balance of \$10,738,000 represents penalties and fees related to toll transactions and other customer account fees. Investment income represents earnings on operating and other restricted funds and reflects a 165% increase due to projected higher investment yield at 2% compared to 1.10% in the prior year.

CHART 22 – RCTC 91 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2024/25



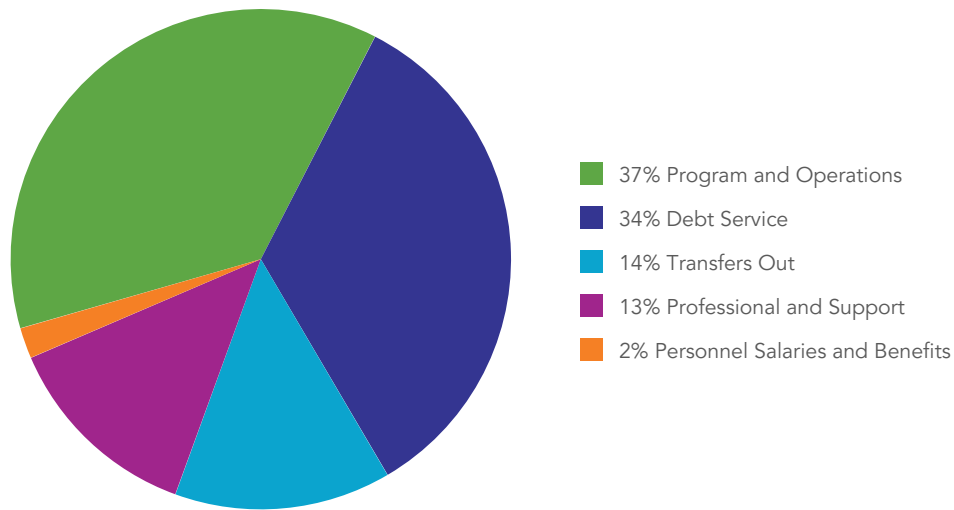
Toll operations expenses in FY 2024/25 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 23). Personnel salaries and benefits represents 2% of the total budgeted uses. Personnel salaries and benefits increased 27% due to the net allocation of FTEs, addition of one FTE Toll Finance Manager position, and a 4% pool for performance merit-based salary increases. Professional and support costs are 13% of budgeted uses and include system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$13,931,300 consist of the contracted operators' expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Engineering and construction costs of \$1,000,000 and \$8,967,100, respectively, include required major repair and rehabilitation activity. Design build costs decreased from the prior year due to varying phases of required major repair and rehabilitation activity.

Debt service includes interest payments of \$22,201,000 for the 2021 Toll Refunding Bonds. Interest payments on the 2013 Toll Revenue Bonds are not required until December 2025. Principal payments are not required until December 2025 for the 2013 Toll Bonds and the 2021 Toll Refunding Bonds.

Capital outlay of \$334,000 is related to office improvements and procurement of a roadside operation vehicle and transponders.

In October 2021, the Commission issued the 2021 Toll Refunding Bonds consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue CIBs, pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the 2013 TIFIA Loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds were issued in exchange for certain 2013 Toll Revenue CIBs accepted for exchange. Additionally, the Commission deposited available funds with an escrow agent to defease approximately \$28,919,000 in accreted value of the 2013 Toll Revenue CABs maturing in the years 2022 through 2025 and 2027 through 2029. The recording of the 2021 Toll Refunding Bonds transaction was recorded in the Commission’s balance sheet.

CHART 23 – RCTC 91 EXPRESS LANES ENTERPRISE FUND USES FY 2024/25



Transfers out include \$6,471,900 of RCTC 91 Express Lanes surplus toll revenues to the SB 132 fund for the 15/91 Express Lanes Connector project and \$2,674,200 to the General fund for administrative cost allocations.

15 EXPRESS LANES

The 15 Express Lanes opened in April 2021 and consist of tolled express lanes in each direction from Cajalco Road in Corona to the SR-60 interchange in Jurupa Valley. Tolled revenues and non-toll revenues fund maintenance and operating costs, rehabilitation, capital expenses, and debt service (Table 41). The 15 Express Lanes toll collection system is all electronic transactions, with no toll collection booths. The 15 Express Lane operates a customer service center and traffic operations center. Commuters on I-15 have a choice of using either express lanes or the general-purpose lanes.

TABLE 41 – RCTC 15 EXPRESS LANES ENTERPRISE FUND FY 2023 – 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Tolls, Penalties, and Fees	\$ 39,261,800	\$ 32,908,500	\$ 41,237,400	\$ 38,679,000	\$ 5,770,500	18%
Other Revenue	111,900	100,000	101,000	103,000	3,000	3%
Investment Income	1,591,500	1,016,000	3,737,500	2,884,800	1,868,800	184%
TOTAL Revenues	40,965,200	34,024,500	45,075,900	41,666,800	7,642,300	22%
Expenses						
Personnel Salaries and Benefits	559,300	882,800	478,900	960,000	77,200	9%
Professional and Support						
Professional Services	466,300	1,276,000	407,000	1,454,700	178,700	14%
Support Costs	2,420,200	3,972,400	3,180,000	3,925,600	(46,800)	-1%
TOTAL Professional and Support Costs	2,886,500	5,248,400	3,587,000	5,380,300	131,900	3%
Program and Operations						
Program and Operations	7,498,300	10,146,100	6,946,700	7,623,900	(2,522,200)	-25%
Capital Outlay	2,500	30,000	21,500	34,000	4,000	13%
TOTAL Expenses	10,946,600	16,407,300	11,034,100	13,998,200	(2,409,100)	-15%
Excess (deficiency) of Revenues over (under) Expenditures	30,018,600	17,617,200	34,041,800	27,668,600	10,051,400	57%
Other Financing Sources (Uses)						
Transfers In	1,440,500	310,000	200	–	(310,000)	-100%
Transfers Out	(337,800)	(296,400)	(301,500)	(589,200)	(292,800)	99%
Net Financing Sources (Uses)	1,102,700	13,600	(301,300)	(589,200)	(602,800)	-4432%
Excess (deficiency) of Revenues over (under) Expenditures and Other Financing Sources (Uses)	31,121,300	17,630,800	33,740,500	27,079,400	9,448,600	54%
Beginning Fund Balance	52,370,300	83,491,600	83,491,600	117,232,100	33,740,500	40%
ENDING FUND BALANCE	\$ 83,491,600	\$ 101,122,400	\$ 117,232,100	\$ 144,311,500	\$ 43,189,100	43%

Tolls, penalties, and fees revenues represent the primary revenue source for the enterprise fund (Chart 24). Such revenues consist of \$29,959,000 based on estimated toll transactions, while the balance of \$8,720,000 represents penalties and fees related to toll transactions and other customer account fees. Other revenues reflect operating lease payments from OCTA for its share of the 91 Express Lanes’ customer service center, which is owned by the 15 Express Lanes. Investment income represents earnings on operating and other restricted funds. Investment income increased 184% due to higher projected investment yield at 2% compared to 1.10% in the prior year.

CHART 24 – RCTC 15 EXPRESS LANES ENTERPRISE FUND SOURCES FY 2024/25

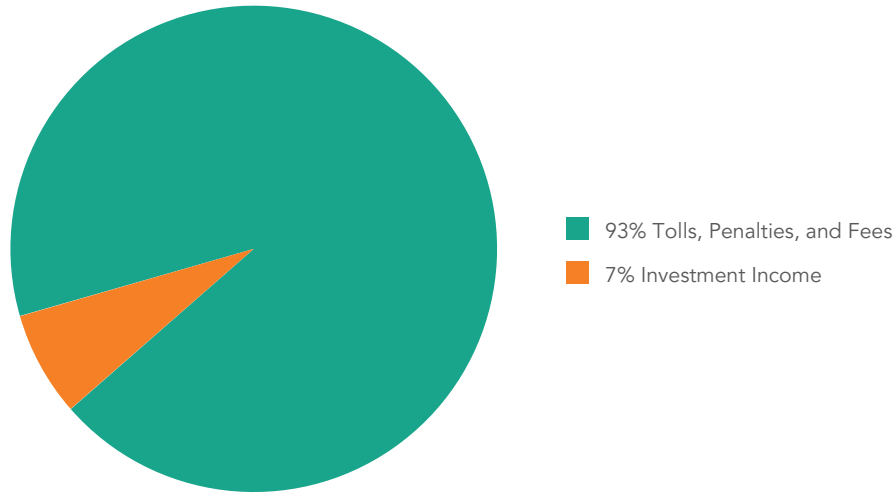
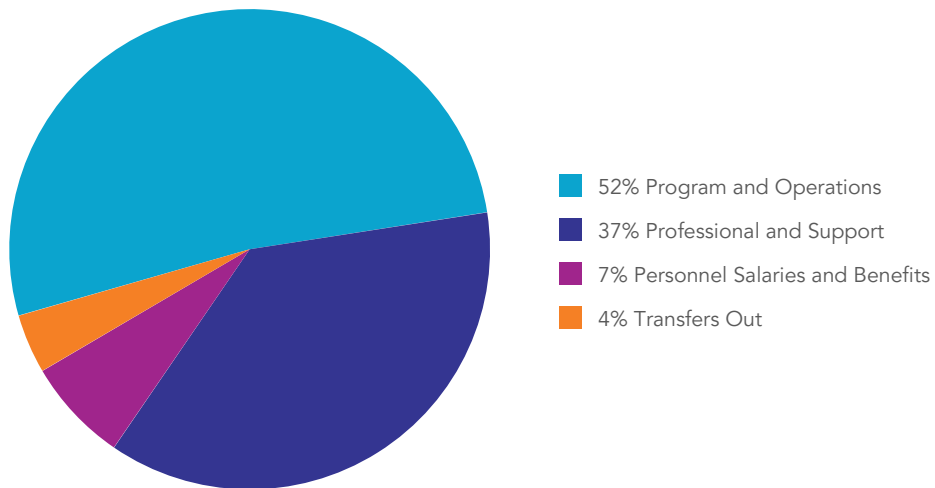


CHART 25 – RCTC 15 EXPRESS LANES ENTERPRISE FUND USES FY 2024/25



Toll operations expenses in FY 2024/25 are necessary to manage the operations, maintenance, and capital support of the 15 Express Lanes (Chart 25). Personnel salaries and benefits represents 7% of the total budgeted uses. Personnel salaries and benefits increased 9% due to the net allocation of FTEs, addition of one FTE Toll Finance Manager position, and a 4% pool for performance merit-based salary increases. Professional and support costs is 37% of budgeted uses and includes system, equipment, and road maintenance; insurance; violation enforcement; consulting services; and marketing. Program and operations of \$7,623,900 consist of the toll services provider expenses related to operating and maintaining the toll lane hardware and software and customer service center, toll processing, and violation collection processing. Capital outlay of \$34,000 is related to a new roadway vehicle and office improvements. Transfers out include \$589,200 to the General fund for the administrative cost allocations.



SECTION 3

Departments Budgets

TABLE 42 – BUDGET COMPARISON BY DEPARTMENT FY 2023 - 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 287,428,800	\$ 280,000,000	\$ 280,000,000	\$ 282,000,000	\$ 2,000,000	1%
LTF Sales Tax	156,282,400	155,000,000	155,000,000	155,000,000	-	0%
STA Sales Tax	41,608,700	38,394,500	39,775,900	38,619,900	225,400	1%
Federal Reimbursements	30,164,500	92,672,300	85,091,400	75,121,600	(17,550,700)	-19%
State Reimbursements	143,521,700	83,141,100	201,689,100	128,027,600	44,886,500	54%
Local Reimbursements	29,622,100	30,075,000	14,053,400	73,199,100	43,124,100	143%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Tolls, Penalties, and Fees	112,597,800	97,989,000	124,894,900	119,373,000	21,384,000	22%
Other Revenue	3,035,100	723,500	1,718,200	767,500	44,000	6%
Investment Income	31,453,700	13,242,700	34,218,500	31,980,600	18,737,900	141%
Total Revenues	869,447,200	822,238,100	966,872,900	934,699,300	112,461,200	14%
Expenditures/Expenses						
Management Services:						
Executive Management	670,600	1,006,200	914,400	2,957,400	1,951,200	194%
Administration	3,312,700	5,520,600	3,782,800	10,365,900	4,845,300	88%
External Affairs	1,557,400	2,434,500	1,642,100	2,136,200	(248,900)	-12%
Finance	4,560,300	7,064,300	5,763,700	5,879,700	(1,174,500)	-7%
Total Management Services	10,101,000	16,025,600	12,103,000	21,339,200	5,373,100	34%
Regional Programs:						
Planning and Programming Services	5,633,800	25,979,600	12,542,200	28,263,500	1,885,200	6%
Rail Maintenance and Operations	37,364,000	58,743,300	50,444,100	65,976,800	7,717,800	13%
Public and Specialized Transit	137,364,600	201,906,300	166,962,500	331,954,400	87,694,600	59%
Commuter Assistance	3,865,800	6,683,900	3,583,100	7,467,900	919,200	13%
Motorist Assistance	4,283,600	5,830,000	4,762,400	6,014,100	(2,215,700)	-25%
Regional Conservation	7,369,900	10,084,900	8,167,400	11,032,700	2,502,700	21%
Total Regional Programs	195,881,700	309,228,000	246,461,700	450,709,400	98,503,800	32%
Capital Project Development and Delivery	364,831,800	524,143,000	319,597,800	484,879,100	(45,911,300)	-7%
Toll Operations	50,979,200	47,621,700	30,587,400	47,890,800	(29,474,600)	-27%
Debt Service:						
Principal Payments	31,405,000	32,635,000	32,635,000	34,210,000	1,575,000	5%
Interest Payments	60,351,304	58,781,200	58,781,200	57,149,300	(1,631,900)	-3%
Total Debt Service	91,756,300	91,416,200	91,416,200	91,359,300	(56,900)	0%
Total Expenditures/Expenses	713,550,000	988,434,500	700,166,100	1,096,177,800	107,743,300	11%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	155,897,200	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Other Financing Sources (Uses)						
Transfers In	210,051,200	212,463,600	194,644,400	189,389,100	(23,074,500)	-11%
Transfers Out	(201,711,500)	(212,463,600)	(194,644,400)	(189,389,100)	23,074,500	-11%
Net Financing Sources (Uses)	8,339,700	-	-	-	-	-100%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	164,236,900	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Beginning Fund Balance	1,330,216,000	1,494,452,900	1,494,452,900	1,761,159,700	266,706,800	18%
Ending Fund Balance	\$ 1,494,452,900	\$ 1,328,256,500	\$ 1,761,159,700	\$ 1,599,681,200	\$ 271,424,700	20%



SECTION 3.1

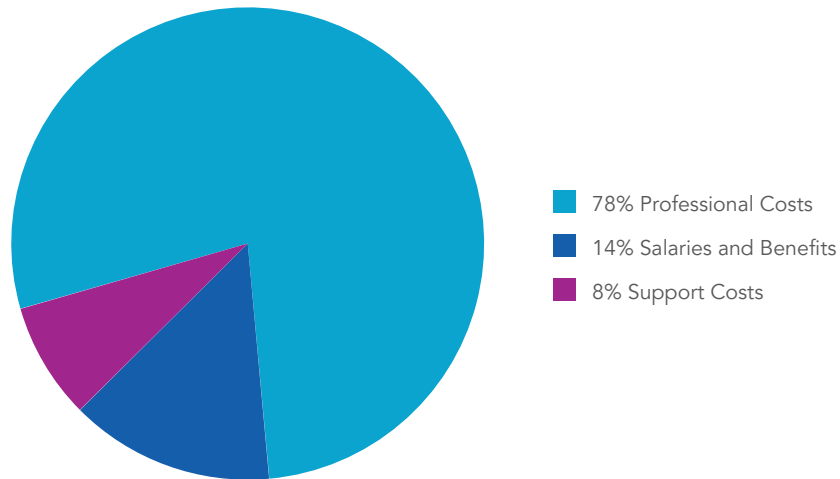
Management Services

EXECUTIVE MANAGEMENT

MISSION STATEMENT:

Executive Management maintains the highest level of achievement and professionalism while managing the activities of the Commission to effectuate sound transportation policies, projects, and services to meet Riverside County’s mobility needs.

CHART 26 – EXECUTIVE MANAGEMENT



EXPENDITURES

Executive Management has a budget of \$2,957,400 (Table 43) for oversight of all Commission functions. The 21% decrease in salaries and benefits reflects the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$2,300,000 include legal fees and professional consulting services. The 2000% increase reflects the one-time expenditure for a county-wide traffic relief plan initiative. Support costs include various membership dues and staff-related travel costs of \$231,400 and reflects an increase of 9% for staff’s commitment to developing regional collaboration in transportation improvements.

TABLE 43 – EXECUTIVE MANAGEMENT EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 520,200	\$ 536,500	\$ 502,700	\$ 426,000	\$ (110,500)	-21%
Professional Costs						
Legal Services	76,400	158,000	100,000	200,000	42,000	27%
Professional Services - General	–	100,000	100,000	2,100,000	2,000,000	2000%
Total Professional Costs	76,400	258,000	200,000	2,300,000	2,042,000	791%
Support Costs	74,000	211,700	211,700	231,400	19,700	9%
TOTAL Executive Management	\$ 670,600	\$ 1,006,200	\$ 914,400	\$ 2,957,400	\$ 1,951,200	194%

EXECUTIVE MANAGEMENT STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Assistant	0.00	0.01	0.05
Deputy Executive Director	0.55	0.45	0.42
Executive Director	0.46	0.52	0.40
Senior Administrative Assistant	0.00	0.00	0.01
Senior Office Assistant	0.00	0.00	0.05
FTE	1.01	0.98	0.93

DEPARTMENT OVERVIEW

The Executive Director is responsible for developing and implementing new strategies at the local, regional, and statewide levels to assure delivery of transportation improvements and programs throughout the County. Furthermore, Executive Management is committed to fostering a positive and supportive work environment for staff that emphasizes quality work and encourages teamwork and open communication, with a commitment to serving the public. This is accomplished through a productive and collaborative effort with the members of the Commission and the oversight of the Commission's Executive Committee.

DEPARTMENT GOALS

EM1 – Focus on timely and effective completion of capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Responsible Partner)*

EM2 – Maximize funding for transportation improvements in Riverside County through legislative advocacy. *(Policy Goal: Quality of Life)*

EM3 – Maintain effective working relationships with Commissioners to strengthen and expand the Commission's leadership in transportation policy decision-making at all levels of government and raise the Commission's profile in the community. *(Policy Goals: Quality of Life, Operational Excellence)*

EM4 – Support regional transportation solutions in cooperation with surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

EM5 – Promote the Commission's effectiveness by improving and developing staff skills, using state-of-the-art working tools, and fostering an environment that encourages and rewards individual and team effort. This has the added goal of making the Commission a desirable place to work and more competitive in seeking talented employees for job vacancies. *(Policy Goal: Operational Excellence)*

EM6 – Continue and enhance the effective implementation and administration of the MSHCP with the integration of the RCA. *(Policy Goals: Quality of Life and Operational Excellence)*

EM7 – Foster and maintain a Commission culture that provides equal opportunity, enhances productivity, encourages regular and open communication among staff, and promotes the mutual achievement of individual and organizational goals and objectives. *(Policy Goal: Operational Excellence)*

EM8 – Develop and ensure an agency culture that prioritizes equity in every facet of the Commission's activities and especially in its interaction with the public, including:

- Proactive communication with a wide variety of communities throughout Riverside County, ensuring transportation services, programs and opportunities to serve all – especially rural, low-income and disadvantaged communities; and
- Specialized outreach to small and disadvantaged businesses in terms of contracting opportunities and to create and maintain a diverse and empathetic Commission workforce reflecting the residents of all of Riverside County. *(Policy Goals: Connecting the Economy, Operational Excellence, Quality of Life, Responsible Partner)*

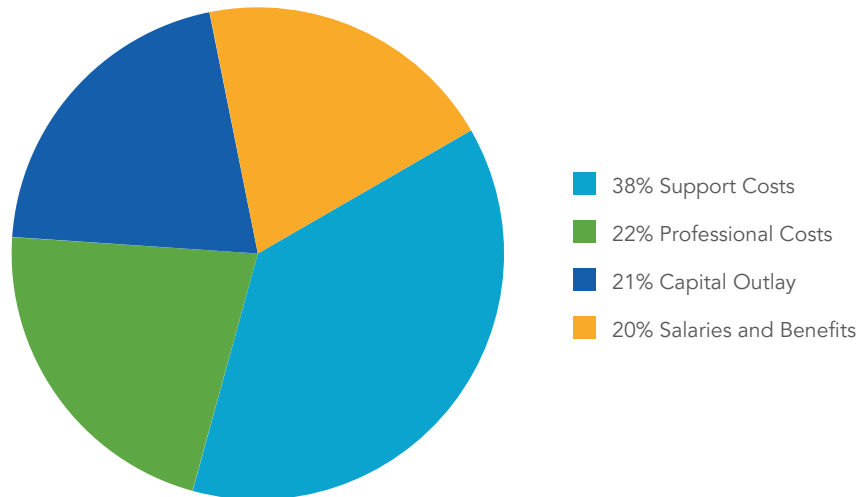
ID	Executive Management Performance Measures and Results		FY 22/23 Estimated		FY 22/23 Actual		FY 23/24 Estimated		FY 24/25 Projected
EM1	Expenditures/Expenses	\$	706,650,300	\$	713,550,000	\$	700,166,100	\$	1,096,177,800
EM4									
EM5	Staffing levels		77		73		81		84
EM6									
EM5	Administration costs as percentage of expenditures / expenses		1.4 %		1.6 %		1.7 %		2.0 %

ADMINISTRATION

MISSION STATEMENT:

Comprised of office operations – including information technology, clerk of the board, procurement, and human resources, Administration provides quality and efficient services to the Board of Commissioners as well as the RCA Board of Directors, staff, and external customers in compliance with applicable federal, state, and local requirements.

CHART 27 – ADMINISTRATION



EXPENDITURES

The Administration Department’s total budget is \$10,365,900 (Table 44) for office operations including management of office space, lease, information technology, and equipment; records; Commission and committee meetings; RCA Board of Directors and committee meetings; special events; clerk of the board; human resources; and procurement. Salaries and benefits expenditures of \$2,051,300 reflects an increase of 59% due to the addition of one FTE – Administrative Supervisor/Executive Assistant; the inclusion of the Procurement department due to department restructuring; and a 4% pool for performance merit-based salary increases. Professional costs of \$2,238,000 cover various services including, but not limited to, Commissioner per diem, legal fees, and consultant and other professional services. The increase of 82% reflects the inclusion of the procurement activities due to department restructuring. Support costs of \$3,926,600 cover administrative overhead including office maintenance; information technology updates, support, and maintenance; insurance; and recruitments. Support costs increased 140% due to the inclusion of the procurement activities due to department restructuring. Support costs include office lease, utilities, and supplies and materials. Capital outlay of \$2,150,000 covers office space improvements and expansions, information technology improvements and upgrades, and equipment upgrades. Clerk of the Board costs related directly to regional conservation are included in the Regional Conservation Department.

TABLE 44 – ADMINISTRATION EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,073,200	\$ 1,290,700	\$ 1,093,900	\$ 2,051,300	\$ 760,600	59%
Professional Costs						
Commissioner Per Diem	53,700	65,000	55,000	65,000	–	0%
Legal Services	37,200	87,000	87,000	195,000	108,000	124%
Professional Services - General	1,010,600	1,077,100	1,027,000	1,978,000	900,900	84%
Total Professional Costs	1,101,500	1,229,100	1,169,000	2,238,000	1,008,900	82%
Support Costs	1,048,000	1,635,800	1,404,900	3,926,600	2,290,800	140%
Capital Outlay	90,000	1,365,000	115,000	2,150,000	785,000	58%
TOTAL Administration	\$ 3,312,700	\$ 5,520,600	\$ 3,782,800	\$ 10,365,900	\$ 4,845,300	88%

ADMINISTRATION STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Assistant	1.87	1.84	1.48
Administrative Services Director- Clerk of the Board	0.81	0.75	0.81
Administrative Supervisor/Executive Assistant	0.00	0.00	1.00
Deputy Clerk of the Board	1.10	1.15	1.08
Deputy Director of Administrative Services	0.00	0.00	0.70
Facilities Administrator	0.06	0.05	0.07
Human Resources Assistant	1.00	1.00	1.00
Human Resources Manager	1.00	1.00	1.00
IT Administrator	0.00	1.00	1.00
Procurement Analyst	0.00	0.04	0.17
Procurement Manager	0.02	0.04	0.38
Records Technician	1.00	0.96	1.00
Senior Administrative Assistant	0.45	0.49	0.85
Senior Management Analyst	0.00	0.01	0.00
Senior Office Assistant	0.81	0.82	0.65
Senior Procurement Analyst	0.02	0.04	0.12
FTE	8.14	9.19	11.31

DEPARTMENT OVERVIEW – OFFICE OPERATIONS

Office Operations oversees the daily maintenance needs of the Commission’s office facilities and staff; manages information technology and records management systems; oversees the office lease with the County; purchases office supplies and equipment; posts public notices on the website and local newspaper; maintains a safe working environment for Board members, staff, and consultants; and provides support services.

DEPARTMENT GOALS – OFFICE OPERATIONS

OO1 – Ensure quality service that demonstrates responsiveness and flexibility and provides services at the most reasonable cost. *(Policy Goal: Operational Excellence)*

OO2 – Facilitate access to Commission information and records. *(Policy Goal: Operational Excellence)*

DEPARTMENT OVERVIEW – CLERK OF THE BOARD

The Clerk of the Board provides support services to the Board and its alternates and for Commission and committee meetings; the Clerk of the Board also supports the RCA Board of Directors and its alternates and for RCA board and committee meetings. It serves as an important resource for the Commission and RCA and has the responsibility for:

- Recording, publishing, preserving, and filing meeting proceedings of documents acted upon by the boards and its committees;
- Processing claims against the Commission and RCA;
- Fulfilling requirements of the Commission and RCA, including committees, as it relates to the Conflict of Interest Code;
- Serving as the Filing Officer for Economic Interest and Campaign Disclosure statements and legal claims against the Commission and RCA;
- Coordinating special events and meetings; and
- Performing all duties required by law, rules, or order of the Board and RCA.

As such, this department has a direct link and responsibility to serve local taxpayers and the public while supporting the actions of the Commission and RCA. The need to be accountable to the public at large is further amplified by the need to comply with federal and state law requiring prompt responses to California Public Records Act requests.

DEPARTMENT GOALS – CLERK OF THE BOARD

CB1 – Ensure coordination and documentation of board and committee meetings as required by state regulations. *(Policy Goal: Operational Excellence)*

CB2 – Facilitate public access to board meetings, agenda items, and records as required by state regulations. *(Policy Goal: Operational Excellence)*

DEPARTMENT GOALS – HUMAN RESOURCES

Human Resources responsibilities include:

- Planning, administering, and implementing human resources programs, including the recruitment, selection, and appraisal process;
- Employee training and development;
- Classification and compensation studies;
- Benefits administration;
- Employee relations; and
- Recommending, implementing and maintaining personnel policies, procedures, and practices.

DEPARTMENT GOALS – HUMAN RESOURCES

HR1 – Administer human resources policies, procedures, and programs in order to align personnel laws and the Commission’s policies with continuous improvement principles. *(Policy Goal: Operational Excellence)*

HR2 – Continue to employ and recruit a diverse, dynamic, and talented workforce to meet the needs of the growing organization. *(Policy Goal: Operational Excellence)*

HR3 – Train and develop staff to be their best in order to meet the needs of the organization. *(Policy Goal: Operational Excellence)*

HR4 – Understand and consistently deliver excellent customer service to all employees in person or virtual settings. *(Policy Goal: Operational Excellence)*

HR5 – Improve the quality of the work culture and administer appropriate safety protocols and precautions within a hybrid work environment. *(Policy Goal: Operational Excellence)*

HR6 – Promote diversity and inclusion by providing equal access to opportunities and ensuring fair treatment of all candidates and staff. *(Policy Goal: Operational Excellence)*

DEPARTMENT GOALS – PROCUREMENT

Procurement management is responsible for the purchase of all goods and services, in accordance with the Commission’s Procurement Policy Manual and federal and state funding requirements to ensure the implementation of the Commission’s projects and programs. The procurement process is centralized and includes conducting outreach, issuing solicitations, oversight of the proposal evaluation process, conducting contract negotiations, recommending contract award, and updating procurement policies and procedures as required. After contract award and during the contract lifetime, contract administration activities include issuing contract task orders and amendments; ensuring compliance with contract terms, conditions, and deliverables; and monitoring contract balances to prevent contract overruns. The Commission approved the revised Procurement Policy Manual in February 2021 to include the RCA procurement policies and procedures.

Procurement management also includes oversight of the Commission’s DBE and SBE program. This includes developing DBE contract goals, attending various DBE/SBE outreach events to encourage participation on Commission contracts, monitoring DBE participation achievement, and ensuring all vendors have an equal opportunity to provide the Commission with goods and services.

Risk management includes identifying Commission insurance needs to protect the Commission’s assets, such as its commuter rail stations, toll facilities, and vacant land, and to ensure that insurance requirements for services purchased with public funds are applied in the Commission’s best interests. Activities also include reviewing scopes of work to ensure insurance limits are adequate, tracking consultant insurance certificates, managing claims, and annually reviewing and renewing the Commission’s insurance policies.

DEPARTMENT GOALS – PROCUREMENT

P1 – Procure goods and services from qualified consultants, contractors, and other vendors in accordance with the Commission’s Procurement Policy Manual and applicable laws and regulations at a competitive price. *(Policy Goal: Operational Excellence)*

P2 – Review existing procurement policies and procedures. *(Policy Goal: Operational Excellence)*

P3 – Protect the Commission’s assets by ensuring appropriate insurance is obtained. *(Policy Goal: Operational Excellence)*

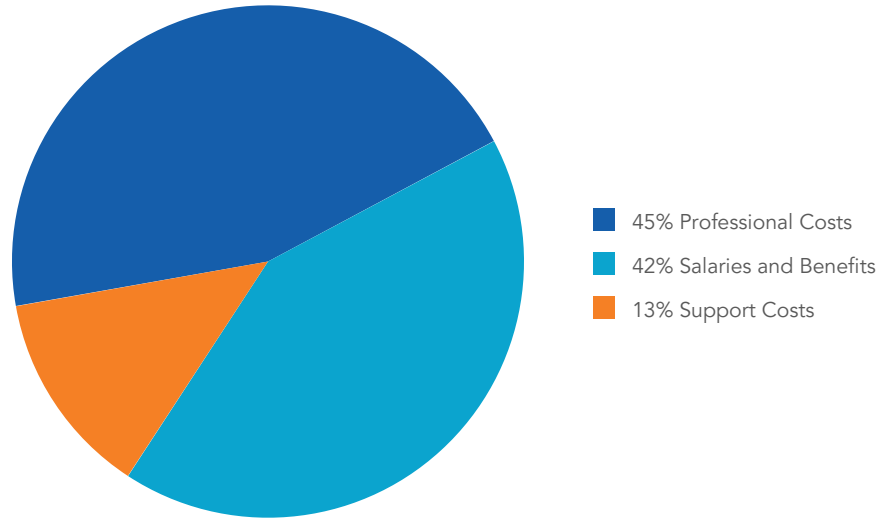
ID	Administration Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
OO1	Staff supported: Regular full-time	77	73	81	84
OO2	Legal notices	20	12	20	15
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	75	70	75	75
CB1	RCTC and RCA board members supported (including alternates)	108	108	108	108
HR1, HR4	Employee policies and procedures/ Benefits review sessions held	6	9	6	8
HR2	Recruitments	11	15	3	4
HR2	Positions filled	12	11	3	4
HR3	Employee training sessions held	3	3	2	2
P1	Agreements processed	205	260	215	245

EXTERNAL AFFAIRS

MISSION STATEMENT:

External Affairs communicates, engages in, and develops relationships with the public, key stakeholders, and governmental decision-makers to connect the lives of Riverside County residents.

CHART 28 – EXTERNAL AFFAIRS



EXPENDITURES

The External Affairs Department has a total budget of \$2,136,200 (Table 45), an overall 12% decrease. Salaries and benefits reflect an increase of 13% due to the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$952,000 include legislative advocacy, graphic design, website updates, social media communications, and targeted digital advertising. The 27% decrease is due to targeted digital advertising in the prior year. Support costs remain flat from the prior year’s budget and include advertising, various membership dues, subscriptions to business software products, journalistic publications, and staff-related travel costs to Sacramento, Washington, D.C., and professional conferences.

TABLE 45 - EXTERNAL AFFAIRS EXPENDITURE DETAIL

	FY 22/23		FY 23/24		FY 24/25		Dollar	Percent
	Actual	Revised Budget	Projected	Budget	Budget	Change	Change	
Salaries and Benefits	\$ 864,900	\$ 798,700	\$ 785,900	\$ 899,200	\$ 100,500	13%		
Professional Costs								
Legal Services	18,400	35,000	25,000	35,000	-	0%		
Professional Services - General	629,000	1,271,000	761,000	917,000	(354,000)	-28%		
Total Professional Costs	647,400	1,306,000	786,000	952,000	(354,000)	-27%		
Support Costs	45,100	324,800	70,200	285,000	4,600	-12%		
Capital Outlay	-	5,000	-	-	5,000	-100%		
TOTAL External Affairs	\$ 1,557,400	\$ 2,434,500	\$ 1,642,100	\$ 2,136,200	\$ (248,900)	-12%		

EXTERNAL AFFAIRS STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Community Engagement Manager	1.00	0.80	0.75
Deputy Executive Director	0.03	0.05	0.02
External Affairs Director	0.78	0.61	0.55
Legislative Affairs Manager	0.80	0.56	0.70
Procurement Analyst	0.06	0.04	0.04
Procurement Manager	0.04	0.01	0.02
Public Affairs Manager	0.33	0.37	0.33
Senior Administrative Assistant	0.23	0.22	0.23
Senior Management Analyst	1.46	1.19	1.37
Senior Procurement Analyst	0.01	0.04	0.04
FTE	4.74	3.89	4.05

DEPARTMENT OVERVIEW

The External Affairs Department manages three core functions: legislative affairs, public affairs, and community engagement. These are public-facing functions with high impact on how residents, stakeholders, and decision-makers interact with the Commission and the RCA.

LEGISLATIVE AFFAIRS

Improved mobility for Riverside County residents requires the financial resources and public policy to implement transportation projects, habitat conservation, and programs. Through proactive advocacy at all levels of government, the Commission exercises leadership to advance the agenda of Riverside County residents. The Commission's legislative engagement takes many forms including, but not limited to:

- Seeking specific items in state or federal budgets;
- Changing the law;
- Shaping proposed legislation, rules and regulations that would impact the Commission and RCA;
- Educating elected, appointed, and career government officials, as well as interest groups; and
- Ensuring Commission and RCA projects and programs are eligible for new and existing competitive grant programs and formula funding.

Coverage of the many policy and funding issues that affect mobility and habitat conservation within Riverside County requires a coordinated effort. The Commission's historically effective and savvy approach to legislative advocacy is consistent with the Commission's overall theme of a lean staff, relative to the required tasks and the demands to be met, and use of consultants in their areas of expertise. The Commission retains legislative consultants with decades of experience in transportation and habitat conservation policy and funding based in Washington, D.C. and Sacramento, providing day-to-day representation and insights that help guide staff. The consultants, often referred to as legislative advocates or lobbyists, are procured every few years through a competitive and transparent process that seeks to acquire the greatest talent and the best value for the Commission. The FY 2024/25 budget will take into consideration any increases in retainer fees for legislative consulting services based on new contracts beginning midway through the new fiscal year in January 2025.

Staff, in consultation with the legislative advocates, provides recommendations and support to Commissioners and RCA Board Members, who set legislative policy priorities and are often the Commission and RCA's most effective advocates in Washington, D.C. and Sacramento. Commissioner and Board Member engagement takes the form of actions such as adopting a legislative platform; taking positions on individual bills; and communicating with government decision-makers in writing, verbally, or through trips to capital cities. Thus, the Commission's team approach for legislative advocacy is best likened to a three-legged stool held up by Commissioners and Board members, professional staff, and professional legislative consultants.

An essential component of the Commission’s legislative affairs program is participation in formal and informal coalitions among agencies and stakeholders with similar interests. Examples of coalitions are:

- Mobility 21 – a coalition of public agencies, the Automobile Club of Southern California, and business advocacy groups in southern California;
- Self-Help Counties Coalition – an alliance of all California counties with voter-approved sales taxes for transportation projects;
- California Association of Councils of Government – a diverse alliance of transportation and planning agencies that are impacted by state laws and regulations on land use, air quality, and transportation;
- California Toll Operators Committee – an industry group of tolling agencies that collaborates on matters of common interest pertaining to operations, technology, finance and public policy;
- International Bridge, Tunnel, and Turnpike Association – an industry group of public and private stakeholders in the tolling industry that focuses on federal policy and developing best business practices within the tolling community;
- National Habitat Conservation Plans (HCP) Coalition – a diverse coalition to advance the use, effectiveness of, and support for HCPs as economic development and conservation tools; and
- California Habitat Conservation Planning Coalition – a state-level coalition to provide technical support and advocacy on behalf of HCPs and Natural Community Conservation Plans.

Although participation in these coalitions requires staff and consultant time, leveraging the collective strength of voices beyond the Commission and RCA is often necessary to affect policy change. Additionally, members of these coalitions may have expertise and resources outside of the Commission’s current capability that can contribute significant value to the Commission.

Active engagement by the Commission in the development and implementation of significant federal infrastructure legislation is necessary to ensure Riverside County taxpayers receive a proportional benefit to any federal investment. This will include providing feedback to the U.S. DOT on the the federal Infrastructure Investment and Jobs Act, as well as recommended changes to programs for the next surface transportation reauthorization bill.

The Commission will continue to engage state and federal officials regarding the implementation of climate action policies and other state and federal policy priorities that may impact the Commission’s ability to deliver projects, especially those in the Measure A expenditure plan.

A key recommendation of the Commission’s Strategic Assessment is for the Commission to pursue state and federal funding for priority projects, given the significant gap of funding for Riverside County’s long-term mobility needs. Staff will continue to pursue member-directed community project funding in the federal appropriations bill and project funding in the state budget, as well as ensure that Commission projects are eligible and competitive for new and existing grant programs.

The Commission became the managing agency for the RCA as of January 2021. Outreach to elected and policy officials will include information regarding the MSHCP, issues associated with its implementation, and benefits to transportation infrastructure project delivery.

PUBLIC AFFAIRS

The Commission’s commitment to engage and educate our diverse residents, motorists, business operators, community-based organizations and other major stakeholders about transportation solutions and habitat conservation requires a comprehensive inclusive public affairs program. Over the years, the Commission has produced interactive content in both English and Spanish that is distributed through any array of avenues. The Commission continues to develop relationships with the public through many channels, including:

- Participating in two-way dialogue to expand digital engagement and reach with the public via RCTC’s and RCA’s Facebook, X (formally known as Twitter), Instagram, Nextdoor, YouTube, and LinkedIn platforms, with a focus on thoughtful, quick responses to questions and comments, and an increasing number of short videos;
- Building awareness and support for the Commission’s projects, services, and funding needs through an all-inclusive, data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding opportunities;
- Communicating in English and Spanish to reach the maximum number of residents and help ensure all voices are heard in the transportation decision-making process;

- Maintaining and enhancing the RCTC and RCA websites and promptly responding to web-based inquiries from residents and other interested parties;
- Publish news updates and storytelling features through RCTC's blog, *The Point*, the RCA's blog, *The Vista*, and sending monthly e-newsletters to subscribers via email and text message;
- Producing and providing resource materials, such as fact sheets, maps, videos, surveys, brochures, construction updates, text messages, frequently asked questions, annual reports, billboards, digital ads, and newsletters;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, news conferences, and video footage;
- Ongoing interactions with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Hosting public meetings, both in-person and virtual formats;
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders; and
- Integrating RCA communications, due to the Commission's management role of this agency.

The Commission will place continued emphasis on providing communications support to major projects, such as

- Coachella Valley Rail Corridor Service
- 71/91 Interchange
- I-15 Smart Freeway Pilot
- I-15 Express Lanes Project – Southern Extension
- Mid County Parkway – Ramona Expressway
- SR-79 Realignment Project
- I-10 Highland Springs Interchange Project
- Metrolink Double Track Project – Moreno Valley to Perris
- Santa Ana River Trail Extension

The Commission also promotes essential public services, such as FSP, the VanClub vanpool subsidy program, specialized transit services for disabled, elderly, and low income individual as well as other motorist and commuter assistance programs. In addition, the Commission continues to support the public outreach efforts of Caltrans District 8 and member jurisdictions, in relation to transportation planning and construction activities.

The Commission's communications efforts also focus on marketing and customer service for the RCTC 91 Express Lanes, 15 Express Lanes, and public transit operations including Metrolink passenger rail service. The Commission has a significant stake in ensuring positive experiences by the public with these toll and transit services.

An ongoing emphasis for the Commission is increased digital communications. The public will see increased information from *The Point*, the Commission's e-newsletter and blog; RCTC.org, the Commission's website; and social media accounts, @therctc. Staff will continue to produce quarterly reports to measure the effectiveness of these digital communication activities. The public can expect more information related to the RCA, including progress toward completing the MSHCP. Efforts will include expanded social media engagement through @WesternRCA, *The Vista* monthly e-newsletter, website updates to wrc-rca.org, email notifications, video production, stakeholder communication, school programs, and recreational opportunities. In early 2024, staff launched the 146 project encouraging grade school students to learn more about the MSHCP by completing a series of activities to earn an RCA fun-patch. Staff will provide quarterly analytics to measure the success of these communication activities.

Educating the public about mobility options, funding sources, and challenges for the region remains a cornerstone of RCTC's communication approach. RCTC includes as its key message the importance of Measure A, the twice voter-approved half-cent sales tax measure for transportation projects in Riverside County. At the Commission's direction, staff is updating the 2020 Traffic Relief Plan (TRP or Plan) to reflect any project and funding opportunities for today and the future. The Commission approved the draft 2024 Traffic Relief Plan in late 2023 with the direction to seek public input on the draft Plan in 2024. The Plan features a series of projects and services that will address increased traffic congestion across the County. The Commission carried out a robust public engagement education effort across Riverside County to receive input from residents. The Traffic Relief Plan, itself, is unfunded and will require a funding source.

COMMUNITY ENGAGEMENT

Awareness and understanding of Riverside County's diverse communities requires an extensive community engagement strategy that supports RCTC's transportation and habitat conservation efforts. The community engagement program engages and seeks understanding of Riverside County's community-based stakeholders to build trust, gain support, and influence the decision-making process. The Commission's community engagement approach takes many forms including, but not limited to:

- Partnering with community-based organizations to ensure equity, public health, and robust stakeholder engagement;
- Providing strategy and input to support inclusiveness of underserved communities who lack equitable access to various forms of transportation;
- Interacting and serving as a liaison among communities of interest and stakeholder groups, such as city councils, chambers of commerce, service clubs, and other community-based organizations and businesses;
- Providing presentations to organizations' membership and leaders on key projects and programs;
- Participating at community events hosted by cities, community organizations, and business organizations;
- Actively building strong relationships to gain support from local jurisdictions and community groups for grant funding pursuits while supporting the Commission's long-term success;
- Working with internal work groups to identify and target outreach efforts for project related activities that require community input and buy-in;
- Working closely with the region's tribal governments; and
- Acting as primary liaison and supporting RCA's Stakeholders Committee.

DEPARTMENT GOALS

The External Affairs Department plays a unique role by providing broad internal support to all Commission departments while also being the conduit for a wide variety of external stakeholders to receive information and advance the public's general interest in better mobility in Riverside County. To that extent, the External Affairs Department's goals truly are the Commission-wide goals of quality of life, operational excellence, connecting the economy, and being a responsible partner. The External Affairs Department will continue to adapt to ensure achievement of these broader organizational aims.

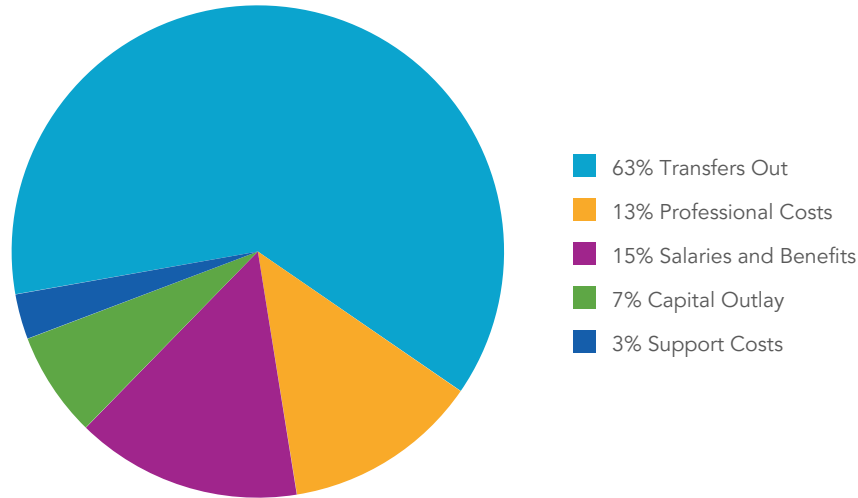
External Affairs Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
Legislative action submittals to Commission	6	8	6	6
Commission-adopted legislative positions by vote or pursuant to the Commission-adopted platform	6	8	6	6
Letters received supporting state/ federal/regional funding pursuits (grants, earmarks, etc.)	100	227	100	100
Targets of state and federal strategic legislative, budgetary, and regulatory engagement at the direction of the Commission or pursuant to the Commission-adopted platform	30	24	30	25
Speakers bureau/stakeholder presentations/events/ meetings (virtual and in- person)	50	65	50	50
Social media postings per week (average per platform)	5	9	5	5
Facebook followers	13,500	13,481	14,850	15,000
X (formerly known as Twitter) followers	1,700	1,723	1,850	2,000
Instagram followers	3,500	3,682	4,000	4,500
<i>The Point</i> postings per month (average)	4	4	4	4
<i>The Point</i> subscribers	6,400	6,211	6,850	7,000
Website visitors per quarter (average)	50,000	38,895	55,000	55,000

FINANCE

MISSION STATEMENT:

Finance safeguards the Commissions assets and maintains strong and prudent fiscal controls in accounting, budgeting, debt financing, investing, and financial reporting including ongoing disclosure to all interested parties. Finance seeks financing alternatives that complement the Commission’s strategic direction.

CHART 29 – FINANCE



EXPENDITURES

The Finance Department’s total budget is \$15,973,300 (Table 46) and reflects an overall decrease of 7% primarily due to department reorganization by moving procurement activities to the Administration department. Department staffing costs will total \$2,333,600 and reflects a 14% increase due to the net change in FTE allocations, that include the addition of one new FTE position – Financial Budget Manager; reclassification of two existing FTE positions – Accounting Supervisor and Senior Accountant from Senior Financial Analyst and Accounting Technician, respectively; and a 4% pool for performance merit-based salary increases. Professional costs of \$2,021,500 include various services related to general and specialized legal, financial and investment advisory, audits, debt management, annual financial report, annual graphic design, and publications. Support costs of \$466,600, which reflects a decrease of 74% due to the procurement activities reorganization. Support costs include printing, and staff training. Capital outlay of \$1,058,000 includes an ERP implementation, including a timekeeping software implementation, and new equipment to support financial software. Transfers out of \$10,000,000 and \$93,600 are related to funding a portion of the sales tax debt service interest payments and administrative costs to the General fund, respectively, from the 2009 Measure A Western County bond financing program.

TABLE 46 – FINANCE EXPENDITURE DETAIL

	FY 22/23		FY 23/24		FY 23/24		FY 24/25		Dollar	Percent
	Actual	Revised	Budget	Projected	Budget		Change	Change		
Salaries and Benefits	\$ 1,993,100	\$ 2,052,800	\$ 1,988,500	\$ 2,333,600	\$ 280,800		14%			
Professional Costs										
Legal Services	28,000	276,000	250,000	301,000	25,000		9%			
Audit Services	418,900	762,400	598,600	476,300	(286,100)		-38%			
Financial Advisory	3,600	200,000	10,400	200,500	500		0%			
Professional Services - General	690,100	1,134,000	835,100	1,043,700	(90,300)		-8%			
Total Professional Costs	1,140,600	2,372,400	1,694,100	2,021,500	(350,900)		-15%			
Support Costs	1,070,500	1,799,100	1,347,100	466,600	(1,332,500)		-74%			
Capital Outlay	356,100	840,000	734,000	1,058,000	218,000		26%			
Transfers Out	10,010,300	10,083,500	10,035,200	10,093,600	10,100		0%			
TOTAL Finance	\$ 14,570,600	\$ 17,147,800	\$ 15,798,900	\$ 15,973,300	\$ (1,174,500)		-7%			

FINANCE STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Accountant	2.04	2.00	2.00
Accounting Assistant	2.00	2.00	2.00
Accounting Supervisor	1.00	1.00	1.95
Accounting Technician	2.00	2.00	1.00
Administrative Assistant	0.02	0.00	0.28
Chief Financial Officer	0.47	0.60	0.45
Deputy Director of Finance	0.96	0.95	0.98
Deputy Director of Administrative Services	0.52	0.60	0.00
Deputy Executive Director	0.00	0.00	0.04
Executive Director	0.00	0.00	0.04
Financial Administration Manager	0.05	0.08	0.05
Financial Analyst	0.04	0.06	0.00
Financial Budget Manager	0.00	0.00	1.00
Procurement Analyst	0.64	0.15	0.02
Procurement Manager	0.56	0.25	0.01
Senior Accountant	0.00	0.00	1.00
Senior Administrative Assistant	0.47	0.45	0.07
Senior Financial Analyst	0.61	0.30	0.00
Senior Office Assistant	0.02	0.00	0.16
Senior Procurement Analyst	0.79	0.10	0.02
FTE	12.19	10.54	11.07

DEPARTMENT OVERVIEW

FINANCE AND ACCOUNTING

Commission resources are allocated to assure financial stability and fiscal accountability. Finance activities include monitoring the Commission's cash resources, planning and directing financial transactions, and subsequent monitoring of legal and regulatory requirements. Adequate cash flow must be maintained while at the same time prudently investing operating and capital project funds. Borrowing needs are evaluated utilizing both short- and long-term debt. Once debt is issued, there are continuing disclosure responsibilities including interaction with financial advisors, bond counsel, bond insurers and trustees, issuing and paying agents, arbitrage consultants, investment managers, and rating agencies as well as providing regular and consistent information disclosure to investors who hold the Commission's sales tax revenue and toll revenue bonds and the U.S. DOT for TIFIA loans.

Fiscal accountability involves receiving all funds due the Commission, timely satisfying all Commission obligations, maintaining the general ledger, reporting regularly on the Commission's fiscal results, and preparing and monitoring the budget. Fiscal accountability requires the coordination of budget planning and monitoring and the accurate and timely accounting for all funding sources, including compliance with all applicable laws and regulations governing those funds. Accounting encompasses cash receipt and disbursement functions, maintenance of the general ledger including project cost accounting, payroll processing, debt and investment management, quarterly and annual financial reporting, and retention of and coordination with independent auditors. In connection with its accounting and financial reporting responsibilities, the Commission will continue to monitor financial reporting standards standards, when required.

The Commission also recognizes the importance of accountability for the organization. As a result, the Commission is highly regarded by individuals, peers, other organizations, and government officials at a local, regional, state, and national basis. Measures have been implemented related to oversight, reporting, fraud, internal control, and ethics to maintain the public's confidence in the Commission, including participation in the Government Finance Officers Association (GFOA) certificate programs. While the Commission continues to participate in GFOA's Certificate of Achievement for Financial Reporting Program, it did not participate in the Distinguished Budget Presentation program in recent years due to concurrent implementation of various programs. Like prior years as a result of the reallocation of staff resources to software implementation, the Commission will not submit the FY 2024/25 budget to the program; however, the budget document approved by the Commission provides essential information without some details provided in prior years that were required by the GFOA budget program.

DEPARTMENT GOALS

F1 – Protect the Commission's cash resources by regular monitoring of investment practices to ensure consistency with Commission approved investment policy. *(Policy Goal: Operational Excellence)*

F2 – Manage the Commission's outstanding debt ensuring compliance with applicable laws and regulations including the Measure A ordinance and continued investor awareness and receptivity to the Commission's program. *(Policy Goal: Operational Excellence)*

F3 – Ensure the Commission and funding recipients comply with Measure A and TDA laws and regulations as they relate to the annual financial and compliance audits as well as close cooperation and coordination with independent auditors. *(Policy Goal: Operational Excellence)*

F4 – Maintain fiscal and budgetary control through monitoring of periodic results and ensuring consistency with the Commission's strategic direction. *(Policy Goal: Operational Excellence)*

F5 – Assure fiscal accountability for Commission funds with general ledger accounting and financial reporting consistent with generally accepted accounting principles. *(Policy Goal: Operational Excellence)*

F6 – Develop and maintain an organizational accountability program encompassing financial and operational functions. *(Policy Goal: Operational Excellence)*

ID	Finance Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
F1	Average yield on investments	1.10% operating and debt proceeds	1.90 operating and debt proceeds	2.00% operating and debt proceeds	2.00% operating and debt proceeds
F2	Sales tax revenue bonds rating ¹	Aa2/AA+/AA	Aa2/AA+/AA+	Aa2/AA+/AA+	Aa2/AA+/AA+
F2	Toll revenue bond rating:				
	2013 Bonds	A/BBB+	A/BBB+	A/BBB+	A/BBB+
	2021 Refunding Bonds, Series A, B-1, B-2	A/BBB+	A/BBB+	A/BBB+	A/BBB+
	2021 Refunding Bonds, Series C	A-/BBB	A-/BBB	A-/BBB	A-/BBB
F2	TIFIA loan rating:				
	2017 TIFIA Loan	BBB-/BBB	BBB-/BBB	BBB-/BBB	BBB-/BBB
F2	Commercial paper rating	P-1/A-1	P-1/A-1	P-1/A-1	P-1/A-1
F3	Audit adjustments	0	0	0	0
F5	GFOA Certificate of Achievement	Awarded	Awarded	Awarded	Awarded
F5	Accounts payable invoices processed	7,700	8,500	8,300	8,300
F5	Accounts payable checks processed	4,100	4,200	4,100	4,100
F5	Payroll hours processed	168,400	151,300	168,400	168,400
F5	Accounts receivable invoices processed	360	370	370	370

¹Sales Tax Bonds includes 2010, 2013, 2016, 2017 and 2018 debt issuances.



SECTION 3.2

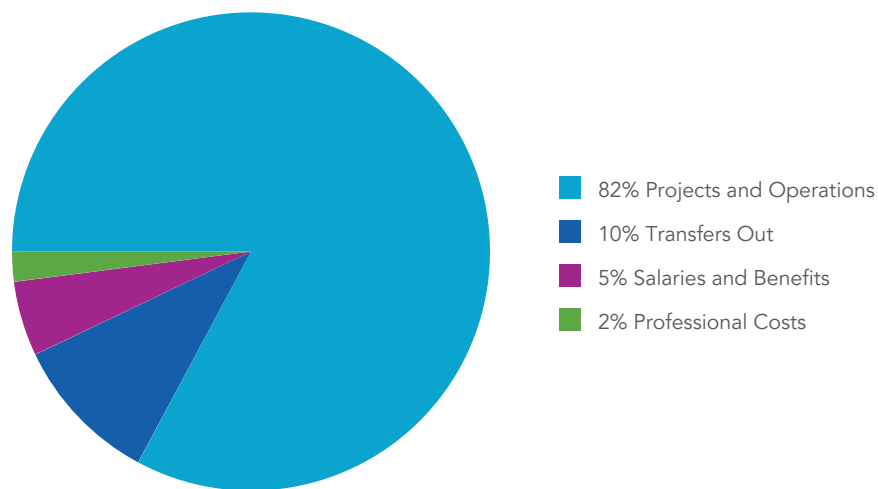
Regional Programs

PLANNING AND PROGRAMMING

MISSION STATEMENT:

Planning and Programming exerts leadership in transportation planning and the pursuit and programming of funds to improve mobility, foster environmental stewardship, expedite project delivery, and form partnerships with local, regional, state, and federal agencies resulting in maximum returns on local investment. Planning and Programming also supports a coordinated regional approach to solve transportation funding issues.

CHART 30 – PLANNING AND PROGRAMMING



EXPENDITURES

Planning and Programming expenditures of \$31,384,400 reflects an increase of \$1,885,200 or 6% (Table 47). Salaries and benefits total \$1,687,300 and reflect a 14% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services totaling \$510,000, decreased 51% due to the traffic relief plan and outreach in the previous fiscal year. Professional services include air quality analysis; project database management; local, regional, and state planning activities; on-call goods movement consultants; and legal services. Support costs decreased 52% or \$128,700 for primarily due utilities related to the Santa Ana River Trail Extension project for the District. Support costs include annual project management database maintenance, various membership dues, and staff-related travel costs. Projects and operations costs increased 12% due to right of way and construction activity for the Santa Ana River Trail Extension project for the District. Capital outlay \$80,000 includes the final year of the development of the Commission's project management database. Transfers out include \$500,000 for the I-15 Ingress/Egress study to the 2009 Measure A Western County highway fund and \$2,620,900 for administrative costs to the General fund.

TABLE 47 – PLANNING AND PROGRAMMING EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,031,200	\$ 1,478,200	\$ 1,272,500	\$ 1,687,300	\$ 209,100	14%
Professional Costs						
Legal Services	41,800	206,500	206,500	368,000	161,500	78%
Professional Services - General	48,400	839,100	755,800	142,000	(697,100)	-83%
Total Professional Costs	90,200	1,045,600	962,300	510,000	(535,600)	-51%
Support Costs	64,300	246,200	246,200	117,500	(128,700)	-52%
Projects and Operations						
Program Operations	217,800	309,700	310,700	260,200	(49,500)	-16%
Engineering	1,508,400	1,581,000	595,400	366,000	(1,215,000)	-77%
Construction	310,400	35,000	-	11,595,000	11,560,000	33029%
Right of Way	81,800	4,440,000	46,000	5,721,500	1,281,500	29%
Special Studies	502,300	14,318,900	6,660,300	5,601,000	(8,717,900)	-61%
Operating and Capital Disbursements	1,657,500	2,325,000	2,325,000	2,325,000	-	0%
Total Projects and Operations	4,278,200	23,009,600	9,937,400	25,868,700	2,859,100	12%
Capital Outlay	169,900	200,000	123,800	80,000	(120,000)	-60%
Transfers Out	460,100	3,519,600	1,507,800	3,120,900	(398,700)	-11%
TOTAL Planning and Programming	\$ 6,093,900	\$ 29,499,200	\$ 14,050,000	\$ 31,384,400	\$ 1,885,200	6%

PLANNING AND PROGRAMMING STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Services Director-Clerk of the Board	0.00	0.00	0.03
Capital Project Manager	0.70	0.40	0.33
Chief Financial Officer	0.01	0.00	0.05
Deputy Executive Director	0.02	0.02	0.23
Executive Director	0.35	0.28	0.30
External Affairs Director	0.02	0.00	0.23
Legislative Affairs Manager	0.00	0.00	0.01
Management Analyst	0.00	0.30	1.02
Multimodal Services Director	0.17	0.30	0.20
Planning and Programming Director	1.00	1.00	1.00
Planning and Programming Manager	1.00	1.00	1.00
Procurement Analyst	0.05	0.09	0.08
Project Delivery Director	0.08	0.04	0.06
Public Affairs Manager	0.02	0.03	0.06
Right of Way Manager	0.01	0.10	0.03
Senior Administrative Assistant	0.02	0.01	0.01
Senior Capital Project Manager	0.00	0.20	0.26
Senior Management Analyst	1.08	2.34	1.35
Senior Procurement Analyst	0.00	0.12	0.12
Toll Project Delivery Director	0.02	0.00	0.04
FTE	4.55	6.23	6.41

DEPARTMENT OVERVIEW

TRANSPORTATION PLANNING AND PROGRAMMING

The Planning and Programming Department is responsible for short- and long-range transportation planning and financial programming.

The department’s planning role involves working with the Federal Highway Administration (FHWA), FTA, CTC, Caltrans, SCAG, councils of governments, local agencies, and other county transportation commissions in the region on various planning efforts such as:

- Development and implementation of SCAG’s current RTP/SCS, Connect SoCal;
- Development of multi-modal corridor and goods movement plans; and
- Collaboration on active transportation plans.

Programming specifically involves the development, review, and approval of projects for various funding programs, particularly those where the Commission has a responsibility for project nominations. Additionally, programming involves the monitoring of projects from project selection through construction close-out. In order to receive federal funds and approvals, projects must be included in the RTP and FTIP in accordance with project delivery schedules and financial constraint requirements. This also includes regionally significant projects that are state-only or locally funded.

SCAG, as the metropolitan planning organization (MPO), is responsible for incorporating all six county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) transportation improvement programs into one regional programming document – the RTP/SCS. SCAG also conducts a conformity analysis with the adopted air plans to ensure compliance with the National Ambient Air Quality Standards, as stipulated by Environmental Protection Agency’s Transportation Conformity Rule, and GHG reduction targets adopted by California Air Resources Board. The RTP/SCS is updated every four years and the FTIP is updated biennially. Additionally, each FTIP cycle includes an opportunity to amend individual projects approximately every month. RTP amendments are less frequent as they require air quality conformity analyses. FTIP amendments can occur for minor project changes that do not affect the conformity determination. SCAG is also responsible for conducting a call for projects for federal formula funds such as STBG, CMAQ, and Carbon Reduction Program (CRP).

The Planning and Programming Department is responsible for allocating, programming, and/or monitoring the following local, state, and federal funding sources:

LOCAL SOURCES	STATE SOURCES	FEDERAL SOURCES
2009 Measure A, including MARA, new corridors, and local streets and roads	SB 821 for bicycle and pedestrian projects (TDA – Article 3)	STBG, formerly Surface Transportation Program
Western County TUMF regional arterial program and CETAP	STIP-RIP	CMAQ
	ATP MPO County share	Highway Infrastructure Program (HIP)
	SB 1 LPP Formula Share	Transportation Alternatives Program (TAP) ¹
		CRP

¹ TAP funds are combined with state/MPO ATP Call for Projects administered by CTC.

The high demand for reporting and monitoring the progress of projects is essential to prevent federal and state funds from lapsing. The Planning and Programming Department assists the Capital Project Development and Delivery Department, the Toll Department, and local agencies by participating in regular project delivery team meetings and preparing and submitting the request for authorization/allocation of federal and state funding for Commission-led projects. In addition, staff monitors allocation and award deadlines, expenditures, project closeouts, and inactive projects with federal and state funds to prevent loss of funding. Weekly team meetings facilitate communication between team members to centralize information which further ensures timely project advancement. Monthly meetings with Caltrans Local Assistance are also held to coordinate and address any issues with federal and state funding obligations. To streamline the monitoring and tracking of funds, the Planning and Programming Department utilizes a custom-built database system. This database system includes three modules that facilitate administration of the FTIP, Measure A Local Streets and Roads, and LTF SB 821 bicycle and pedestrian programs. A fourth module to streamline management of the Measure A Regional Arterials program is in development.

Partnership development, public and private, is critical to the Commission's continued success in affecting positive transportation decisions to meet future demands. Commission staff works in close coordination with its partners to advocate for federal, state, and local funding to improve mobility, mitigate the impacts of goods movement, and streamline the programming and project delivery processes.

FEDERAL FUNDING

STBG, CMAQ, CRP, and TAP/ATP: Until recently, The Commission was responsible for programming STBG, CMAQ, and CRP funds on transportation projects in the County. SCAG received a corrective action from FHWA regarding its procedures for programming STBG, CMAQ, and CRP funding and is now required to administer a call for projects to program the funds. SCAG worked closely with the Commission and other county transportation commissions to develop its new project selection procedures. The Commission adopted nomination procedures for the 2024 SCAG Call for Project Nominations and facilitated submission of project nominations to SCAG. The Commission will continue to work with eligible Riverside County agencies to respond to future SCAG calls for project nominations.

Through SB 99 and Assembly Bill (AB) 101, the State developed the ATP, which consolidated federal and state funding that traditionally funded bicycle and pedestrian projects, including the federal TAP. The CTC administers the ATP, a program designed to encourage increased use of active modes of transportation such as biking and walking. The Planning and Programming Department is involved with the development of the guidelines by participating in CTC workshops and through the Regional Transportation Planning Agencies (RTPA) group to represent the County's best interest for each call for projects cycle.

STATE FUNDING

STIP-RIP: The Commission works on the development of the Regional Transportation Improvement Program, the required document for programming STIP-RIP funding, in addition to monitoring delivery of STIP-RIP projects to ensure the allocation and expenditure of projects by the respective deadlines.

Each county transportation commission throughout the State is responsible for programming RIP funds, which represents 75% of the total STIP funding available statewide for capital enhancement projects. The 75% funding level is then further distributed with 60% of the funds allocated to southern California and 40% to northern California. A population formula is then applied to determine county funding levels called "county shares." The Commission is responsible for ensuring that projects funded with RIP funds are administered and implemented consistent with CTC and Caltrans policies. Typically, the Commission has set aside 2% of new programming capacity for staff support to carry out STIP PPM activities. In the 2024 STIP, this was increased to 3% to cover staff time on the Coachella Valley-San Geronio Pass Rail Corridor Service project. The remaining RIP funds are further distributed geographically among Western County, Coachella Valley, and Palo Verde Valley per the Commission's intra-county STIP formula. The Commission may also consider a call for projects for RIP discretionary funds when sufficient programming capacity is available.

The Commission is responsible for approving projects for RIP funds in Western County and coordinating with Caltrans on the selection of Interregional Improvement Program funds as part of the STIP approved by the CTC every two years. The Commission has delegated the authority to nominate projects for RIP funds in the Coachella Valley to CVAG. A MOU between the city of Blythe, representing Palo Verde Valley, and the Commission allows the city to trade RIP funds for local streets and roads Measure A sales tax funds.

SB 1: The State Legislature and Governor approved SB 1 in April 2017. This transportation tax provides annual revenues for transportation purposes statewide, with a portion coming directly to Riverside County. The CTC is responsible for administering the majority of the SB 1 programs. Staff works with the CTC, Caltrans, SCAG, and other RTPAs in the development of SB 1 program guidelines for each funding cycle. The Commission receives LPP formula funds over a two-year cycle. The Commission is eligible to submit project applications for the SB 1 Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and LPP competitive programs.

The CTC administers federal TAP funds under the State's ATP that was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Federal TAP funds are authorized each year by the passage of the state budget and are combined with other state funds, including those from SB 1, dedicated to active transportation investments.

SB 821: Also known as TDA Article 3, is funded by 2% of LTF revenues; the expenditures under this program are included in the LTF special revenue fund and reflected in the Public and Specialized Transit Department since the LTF activities relate primarily to transit funding. SB 821 funds local bicycle and pedestrian projects. The Commission released a call for projects in February 2023, and awarded projects in July 2023. The next call for projects will be issued in February 2025.

LOCAL FUNDING

2009 MEASURE A WESTERN COUNTY REGIONAL ARTERIAL PROGRAM: The Planning and Programming Department manages the 2009 Western County MARA program. The expenditures for these regional arterial capital projects are included in the Capital Project Development and Delivery Department budget. The Commission has programmed MARA funds on projects based on a multi-funding call for projects or separate requests. The Commission released a regional arterials call for projects in February 2023, and awarded projects in June 2023.

2009 MEASURE A LOCAL STREETS AND ROADS: In order to receive Measure A local streets and roads funding each year, the Commission requires the local jurisdictions to submit a five-year CIP based on Measure A revenue projections. Additionally, the local jurisdictions are required to submit a Maintenance of Effort (MOE) certification consistent with adopted MOE guidelines and participate in the MSHCP and in the local agency's respective TUMF program, as applicable. The Planning and Programming Department processes administrative amendments to CIPs for minor changes that do not affect the total programmed amount or are within budget levels. Significant changes require Commission approval.

WESTERN COUNTY TUMF REGIONAL ARTERIAL PROGRAM AND CETAP: WRCOG administers the Western County TUMF program and collects the fees from participating jurisdictions. WRCOG disburses to the Commission approximately 45.7% of the TUMF funds collected. The Commission further distributes these funds equally to the Commission's TUMF CETAP corridors and regional arterial programs. In September 2004, the Commission established a program and approved the programming of 23 regional arterial projects. Since then, the Commission has received and approved separate requests for funding. Most recently, the Commission released a regional arterials call for projects in February 2023, and awarded projects in June 2023, in which six projects were awarded TUMF funds. The expenditures for these regional arterial and CETAP capital projects are included in the Capital Project Development and Delivery Department budget. Planning and Programming staff monitors TUMF regional arterial and CETAP projects based on the agreements between local agencies and the Commission. In addition, Commission staff works with local agencies regarding amendments to agreements and any issues regarding project delivery. Staff coordinates future programming of additional TUMF regional arterial and CETAP projects with WRCOG and local jurisdiction staff.

FUNDING PURSUIT

Having a local sales tax measure dedicated to transportation improvements gives Riverside County the ability to leverage Measure A funds in pursuit of competitive regional, state, and federal funding opportunities. The Planning and Programming Department, in collaboration with other departments, monitors competitive grant opportunities. Regional and local projects are identified that have the potential to meet each funding opportunity's criteria. An analysis is conducted to determine the feasibility of a grant application being successful, and a decision is made whether to pursue any given funding opportunity. In May 2023, the Commission procured a bench of eight qualified firms to assist in funding pursuits.

In November 2022, the Commission partnered with the County of Riverside and Metrolink to request approximately \$25 million in CTC-administered LPP funding to improve 8.6 miles of the Mid County Parkway Ramona Expressway Project and \$15.5 million to improve 6.5 miles of the Metrolink Double Track Project: Moreno Valley to Perris. These two projects were combined and submitted to the CTC for \$60 million in SCCP funding and simultaneously the Metrolink Double Track Project - Moreno Valley to Perris was submitted to Caltrans for \$15.5 million in TIRCP funding. The Mid County Parkway Ramona Expressway Project was awarded \$44.5M in SCCP funding and the Metrolink Double Track Project: Moreno Valley to Perris was awarded \$15.5M in TIRCP funding.

LONG RANGE PLANNING AND CONGESTION MANAGEMENT

The Commission's involvement with long-range planning efforts includes the coordination and input into planning efforts throughout the county, southern California region, and statewide. These efforts involve participation in local, bi-county, and regional corridor plans and studies, including the continued development of the CETAP corridors.

- The passage of SB 1 created and funded the SCCP competitive grant program. SB 1 requires that SCCP funding be available for projects that make specific performance improvements and are part of a comprehensive multimodal corridor plan designed to reduce congestion in highly traveled corridors. In preparation of future SCCP pursuits, the Commission partnered with SBCTA, Caltrans District 8, and SCAG to develop the Inland Empire Comprehensive Multimodal Corridor Plan (IE CMCP), which the Commission adopted in October 2020, and updated in November 2022. The IE CMCP goes beyond traditional freeway planning and identifies potential multimodal infrastructure opportunities within Western Riverside County and the valley-area of San Bernardino County. The Commission would like to work with CVAG to develop a multimodal corridor plan for the Coachella Valley.
- The Commission commenced its first Countywide Long Range Transportation Study (LRTS) in 2017, which was completed in December 2019. The LRTS provides a vision of Riverside County's future integrated transportation system and serves as a document to advocate for changes to transportation policy, legislation, and funding. It also includes a comprehensive review of projects, including highways, arterials, grade separations, transit, and active transportation improvements.
- The RTP is a 25-year transportation plan developed by SCAG in conjunction with county transportation commissions, sub-regional agencies, local agencies, transit operators, and other interested parties within the SCAG six-county region. The SCAG 2024 RTP, which will be adopted in June 2024, incorporates SCS as required under SB 375. The SCS component establishes goals for projects, programs, and land-use designed to reduce GHG emissions. SCAG initiated efforts on the 2024 RTP and Commission staff participated in the SCAG working groups that helped guide the development of the 2024 RTP.
- Through funding from FTA, the Commission developed the Transit-Oriented Communities Strategic Plan to establish a regional vision of transit-oriented development (TOD) that will support local economic development, increase Metrolink ridership, and decrease auto trips which improves local and regional traffic congestion. The study recommends strategies that incentivize TOD within the eight Metrolink stations along the Perris Valley Line. The Commission collaborated with community members, private developers, and staff from the cities of Perris, Moreno Valley, Riverside, and Corona, the March Joint Powers Authority, and the County of Riverside to develop the study. The plan is intended as a resource for these agencies as they consider TOD opportunities in their jurisdictions.
- Statewide planning efforts involve participation in the development of the California Transportation Plan, freight/goods movement, interregional highways, and air quality plans, to name a few.

The Commission also serves as the CMA for the County and is responsible for developing and updating the Congestion Management Program (CMP). The CMP was developed to meet federal Congestion Management System requirements since state CMP is a voluntary program. The CMP's highways and regional arterials are regularly monitored to ensure they are operating at acceptable levels (above Level of Service "F"). If a deficiency occurs along the CMP system, the Commission will review the cause of congestion and determine projects and programs that can alleviate the congestion along with potential funding.

REGIONAL ISSUES - FREIGHT

The Commission focuses on facilitating ongoing commitments as well as being responsive to various emerging regional and statewide issues relating to freight/goods movement that traverse the southern California region.

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets virtually on a quarterly basis to discuss freight-related priorities, issues, projects, and funding needs as they relate to the development and implementation of the California Freight Mobility Plan.

The Commission also works with SCAG and partners from the Southern California Consensus Group (Ports of Long Beach and Los Angeles, Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority, SBCTA, OCTA, Los Angeles County Metropolitan Transportation Authority, Ventura County Transportation Commission, SCAG, and SCRRA) to identify goods movement priorities in the SCAG region.

In 2017, a Companion Study was completed for the 2012 Grade Separation Priority Update Study. The 2012 study was completed to update information regarding improving each of the remaining 46 at-grade crossings. The 2017 study identified 11 grade crossings considered as high priorities for the local jurisdictions for the next 10 years. The Commission continues to work closely with the local jurisdictions to develop funding strategies and provide funding assistance to support projects that are vital for economic growth and reduction of conflicts between rail and road traffic. In 2024, the Grade Separation Priority Study will be updated with an evaluation of the technical criteria, surveys on each jurisdiction’s at-grade crossings, and a funding strategy and action plan to support local jurisdictions.

In May 2019, the Commission approved the Logistics Mitigation Fee Nexus Study. The study was started in 2017, to evaluate a logistics-related regional fee on new warehousing facilities as a result of a settlement agreement between the Commission, the County of Riverside, the city of Moreno Valley, and Highland Fairview in response to litigation involving the World Logistics Center. Highland Fairview is the developer of the World Logistics Center, which is planned to encompass more than 40 million square feet of large-scale logistics operations in the eastern portion of the city of Moreno Valley. The study included an existing and future conditions analysis and funding and cost analysis of mitigation projects. At the time of approval of the Nexus Study, the Commission did not pursue the implementation of a fee program that would have been applied to new warehousing and logistics centers to offset the cost of highway improvements caused by the growth in truck trips originating or ending in the county. The Commission may consider the implementation of such a program in a future year.

OTHER AGENCY PROJECTS

The Commission entered into a MOU with the District for the Santa Ana River Trail Extension projects. The projects are a joint effort with several public and private agencies including the County of Orange and the United States Army Corps of Engineers.

SANTA ANA RIVER TRAIL EXTENSION (P007201 & P007202)

Provide support to the District for the Santa Ana River Trail Extension projects under a cooperative planning and development agreement. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The District is responsible for 100% of costs.

FY 2024/25 Cost	\$	366,000	Engineering
	\$	11,595,000	Construction
	\$	5,721,500	Right of way
	\$	576,600	Other project-related costs
Funding Impact	Costs will be funded by the District.		
Operating Budget Impact	N/A; operations are the responsibility of the District.		

DEPARTMENT GOALS

PP1 – Build upon relationships with local, regional, state, and federal agencies to coordinate short- and long-range planning to ensure that transportation projects receive funding and approvals and are delivered timely. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PP2 – Continue to seek a stronger role for county transportation commissions in state and regional transportation and air quality programs to direct funding for programs and projects that will improve air quality, mobility, and the economy in the County. *(Policy Goals: Quality of Life, Connecting the Economy)*

PP3 – Support local, regional, and state planning efforts in cooperation with SCAG, WRCOG, CVAG, Caltrans, and local agencies including, but not limited to, transportation and air quality modeling updates/upgrades, corridor or focused area studies, development of active transportation plans, or any planning related to the implementation of the RTP/SCS and state and federal planning regulations. *(Policy Goals: Quality of Life, Responsible Partner)*

PP4 – Maintain support of the SCAG regional FTIP and Commission project databases to allow for efficient monitoring of projects and funding obligations with the ability to share project information with local jurisdictions. (Policy Goal: Operational Excellence)

PP5 – Ensure maximum funding and flexibility for projects funded with STIP-RIP, SB 1, ATP, and federal funds. (Policy Goal: Quality of Life)

PP6 – Provide support to the Commission’s Capital Project Development and Delivery, Toll Delivery, Multimodal, and Finance departments to maintain project funding and schedules and minimize programming-related delays. (Policy Goals: Quality of Life, Operational Excellence)

PP7 – Collaborate with local agencies in the development of Measure A CIPs, program funding guidelines, and grant applications for local, regional, state, and federal funding programs, including facilitating allocation and obligation processes required for project delivery. (Policy Goals: Quality of Life, Operational Excellence)

PP8 – Continue to work with regional, state, and federal agencies to streamline processes for funding and project approvals. (Policy Goals: Quality of Life, Operational Excellence)

ID	Planning and Programming Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
PP1	RTP/FTIP amended projects	28	348	40	300
PP2	SB 821 projects awarded and monitored for extensions and reimbursements	28	28	38	38
PP3	RTP/SCS update projects reviewed ¹	610	729	N/A	N/A
PP4	Biennial 2025 FTIP Project updates	N/A	N/A	330	N/A
PP1 PP5	STIP/SB 1/ATP programming, allocations, amendments, and extensions for Commission and local agency projects	34	10	40	14
PP5 PP6 PP7 PP8	Federal projects monitored for obligation authority delivery	20	12	25	3
PP5 PP7	State and federal grants pursued	3	10	1	4
PP6	TUMF regional arterial and CETAP projects monitored for implementation/expenditures	3	9	3	15
PP6	TUMF agreements/amendments	10	6	0	3
PP6	Measure A projects monitored for implementation/expenditures	5	4	5	16
PP6	MARA agreements/amendments	3	14	10	5
PP7	Measure A local streets and roads CIP projects	265	297	255	270
PP7	Review and processing of Measure A CIP project amendments and extension requests	7	15	7	10

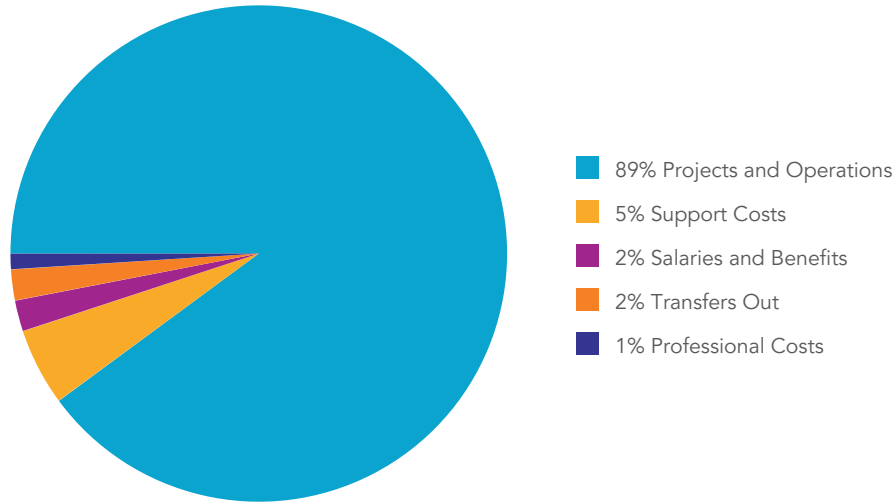
¹ FY 2023/24 and FY 2024/25 reflect N/A due to the RTP/SCS is updated every four year.

RAIL

MISSION STATEMENT:

Rail develops and supports passenger rail transportation options for increased mobility within Riverside County and the region.

CHART 31 – RAIL



EXPENDITURES

Rail expenditures of \$67,623,100 include Metrolink operations and capital support as well as maintenance and operations of the nine Commission-owned and operated commuter rail stations (Table 48). Salaries and benefits reflect a 23% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs, which include legal and consultant services, decreased 70% due to refocusing department planning efforts. Support costs include station maintenance, media ads, printing services, and marketing incentives and increased 16% primarily due to anticipated station maintenance needs.

Projects and operations expenditures of \$60,147,600 increased 19% due to Coachella Valley Rail corridor project engineering and Bechtel program management expenditures. Program operations comprise rail state of good repair and a \$50,100,000 operating contribution for SCRRA Metrolink operations including the PVL service. The “next generation” rail feasibility study is included in special studies and is budgeted at \$1,000,000. The Commission’s commuter rail program intends to utilize existing mechanisms within Metrolink to assess and monitor operations and budget performance. Program operations relate primarily to station operations. Capital outlay of \$125,000 reflects an 89% decrease and is due to a series of station-related improvement projects in the prior year. Transfers out of \$1,646,300 relate to administrative costs to the General fund.

TABLE 48 – RAIL EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 739,600	\$ 917,100	\$ 789,800	\$ 1,128,800	\$ 211,700	23%
Professional Costs						
Legal Services	43,800	186,000	115,000	275,100	89,100	48%
Audit Services	–	20,000	–	50,000	30,000	150%
Professional Services - General	482,300	2,941,500	778,500	619,000	(2,322,500)	-79%
Total Professional Costs	526,100	3,147,500	893,500	944,100	(2,203,400)	-70%
Support Costs	2,392,200	3,128,600	2,971,700	3,631,300	502,700	16%
Projects and Operations						
Program Operations	3,592,100	4,805,100	4,805,100	5,797,600	992,500	21%
Engineering	–	–	–	3,250,000	3,250,000	N/A
Special Studies	–	500,000	300,000	1,000,000	500,000	100%
Operating and Capital Disbursements	29,717,900	45,100,000	40,100,000	50,100,000	5,000,000	11%
Total Projects and Operations	33,310,000	50,405,100	45,205,100	60,147,600	9,742,500	19%
Capital Outlay	396,100	1,145,000	584,000	125,000	(1,020,000)	-89%
Transfers Out	525,700	1,162,000	1,162,000	1,646,300	484,300	42%
TOTAL Rail Maintenance and Operations	\$ 37,889,700	\$ 59,905,300	\$ 51,606,100	\$ 67,623,100	\$ 7,717,800	13%

RAIL STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Capital Project Manager	0.04	0.10	0.30
Community Engagement Manager	0.00	0.05	0.00
Deputy Director of Administrative Services	0.05	0.00	0.00
Deputy Executive Director	0.04	0.05	0.01
Executive Director	0.02	0.05	0.02
External Affairs Director	0.00	0.02	0.01
Facilities Administrator	0.87	0.73	0.70
Legislative Affairs Manager	0.00	0.01	0.01
Management Analyst	0.15	0.70	0.78
Multimodal Services Director	0.41	0.35	0.40
Procurement Analyst	0.10	0.29	0.22
Procurement Manager	0.09	0.16	0.16
Project Delivery Director	0.13	0.02	0.40
Public Affairs Manager	0.10	0.11	0.08
Rail Manager	1.00	1.00	1.00
Senior Administrative Assistant	0.01	0.01	0.02
Senior Management Analyst	0.08	0.22	0.16
Senior Procurement Analyst	0.01	0.21	0.21
FTE	3.10	4.08	4.48

DEPARTMENT OVERVIEW—RAIL OPERATIONS

The Rail Department directs efforts in the areas of regional commuter rail, intercity passenger rail, high speed rail, and capital improvements to support enhanced passenger and freight rail service. The entire program includes elements of planning, programming, commuter and intercity rail development and support, station and corridor management, mitigation of community and environmental impacts, legislative and regulatory advocacy, and construction of capital projects. Other Commission departments, legal counsel, and consultants manage or support many of these elements. Departmental efforts contributing to the rail program are found throughout the budget document.

Coordination and consultation also occur with a variety of public and private entities including the California State Transportation Agency (CalSTA), CTC, Caltrans, California Public Utilities Commission, California High Speed Rail Authority (CHSRA), Federal Railroad Administration (FRA), FTA, Amtrak, environmental agencies, University California, Riverside (UCR), transit providers, SCAG, WRCOG, CVAG, San Diego Association of Governments, Los Angeles-San Diego-San Luis Obispo (LOSSAN) joint powers authority, local governments, private freight railroads, businesses, and property owners.

The Commission participates in the ongoing funding and governance of Metrolink service through SCRRA, a joint powers authority consisting of the county transportation commissions of Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The Commission holds two voting positions on SCRRA's eleven-member board. The role of chair rotates between the member agencies every two years. Commission staff serves on the five-county Member Agency Advisory Committee (MAAC) that negotiates service and funding levels, based upon each county's established priorities. The MAAC provides policy and technical guidance, coordination between various SCRRA and member agency departments, and linkages to local communities.

Of the seven commuter rail lines operated by Metrolink, three routes consisting of the Riverside, Inland Empire-Orange County, and 91/PVL directly serve Western County. Unlike the other SCRRA member agencies, the Commission owns and operates the commuter rail stations serving the County: Riverside Downtown, Jurupa Valley – Pedley, Riverside – La Sierra, Corona – West, Corona – North Main, Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South (Chart 32).

The Riverside Downtown Operations Control Center (RDOCC), located at the west end of the Riverside Downtown station, provides monitoring of closed-circuit televisions (CCTV) at the stations as well as facilities for train crews. Layover track facilities are located at the Riverside Downtown and Perris – South stations; however, SCRRA maintains the layover facilities. Station operation and maintenance costs are included in the Rail Department budget with services currently coordinated by the Capital Projects Development and Delivery Department through the Facilities Administrator. New and ongoing construction projects at these stations are described in the Capital Project Development and Delivery Department.

CHART 32 – RIVERSIDE COUNTY METROLINK STATION LOCATIONS



A general description of each of the Commission-owned rail station facilities is presented in Chart 33.

CHART 33 – COMMISSION-OWNED RAIL STATION FACILITIES

Location	In Service Date	Size	Transit Services	Primary Features
 <p>4066 Vine Street, Riverside</p>	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: Riverside Transit Agency (RTA) OmniTrans SunLine Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>6001 Pedley Road, Jurupa Valley</p>	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)
 <p>10901 Indiana Avenue, Riverside</p>	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>155 South Auto Center Drive, Corona</p>	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>250 East Blaine Street, Corona</p>	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells

Location	In Service Date	Size	Transit Services	Primary Features
 <p>121 South C Street, Perris</p>	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)
 <p>1101 Marlborough Avenue, Riverside</p>	June 2016	9.35 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (528 spaces)
 <p>14160 Meridian Parkway, Riverside</p>	June 2016	14.47 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (476 spaces) Stairwell
 <p>1304 Case Road, Perris</p>	June 2016	40.57 acres	Rail: 91/PVL Bus: RTA Amtrak	Platform with boarding track Parking lot (907 spaces)
<p>4344 Vine Street, Riverside</p> 	April 2016	3,000 square feet	N/A	CCTV operations center Offices and meeting rooms

Station maintenance includes property management, utilities, grounds maintenance, repairs, cleaning, and security services at the Commission-owned rail stations, including the RDOCC. LTF allocations are generally used for Metrolink operating contributions and 2009 Measure A Western County rail funds are used for station maintenance. Table 49 summarizes the rail station maintenance costs.

TABLE 49 - RAIL STATION MAINTENANCE SUMMARY

	FY 22/23 Actual	FY 23/24 Budget	FY 23/24 Projected	FY 24/25 Budget
Equipment and Grounds Maintenance and Repairs	\$ 1,471,100	\$ 1,686,800	\$ 1,743,700	\$ 1,850,400
Utilities and Support	480,100	604,700	640,400	679,200
Property Management and Operations	914,400	1,188,200	1,171,400	1,221,500
Security	3,087,300	3,933,600	3,989,400	4,285,800
Improvements	99,800	145,000	84,000	125,000
TOTAL Expenditures	\$ 6,052,700	\$ 7,558,300	\$ 7,628,900	\$ 8,161,900

In addition to Metrolink, the Commission participates in the governance of LOSSAN, a 351-mile network through a six-county coastal region in southern California that is the second busiest intercity passenger rail corridor in the United States (Chart 34).

CHART 34 – SOUTHERN CALIFORNIA PASSENGER RAIL SYSTEM MAP



LOSSAN is a joint powers authority originally formed in 1989 to increase ridership, revenue, capacity, reliability, coordination, and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo. The Commission is the newest voting member of the 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. The Commission is involved to promote travel options and connections for County residents and to be engaged in decisions impacting the rail track rights the Commission purchased for commuter rail service. Commission staff also participates in the Technical Advisory Committee that provides technical assistance, service planning, and coordination between various agencies to improve customer service.

DEPARTMENT GOALS—RAIL OPERATIONS

RO1 – Improve utilization and increase efficiency of commuter rail lines serving the County. (*Policy Goals: Quality of Life, Responsible Partner*)

RO2 – Maximize opportunities for public use of rail-related investment. (*Policy Goals: Quality of Life, Responsible Partner*)

RO3 – Implement energy efficient systems and generate revenue to offset maintenance costs of rail properties. (*Policy Goals: Quality of Life, Operational Excellence*)

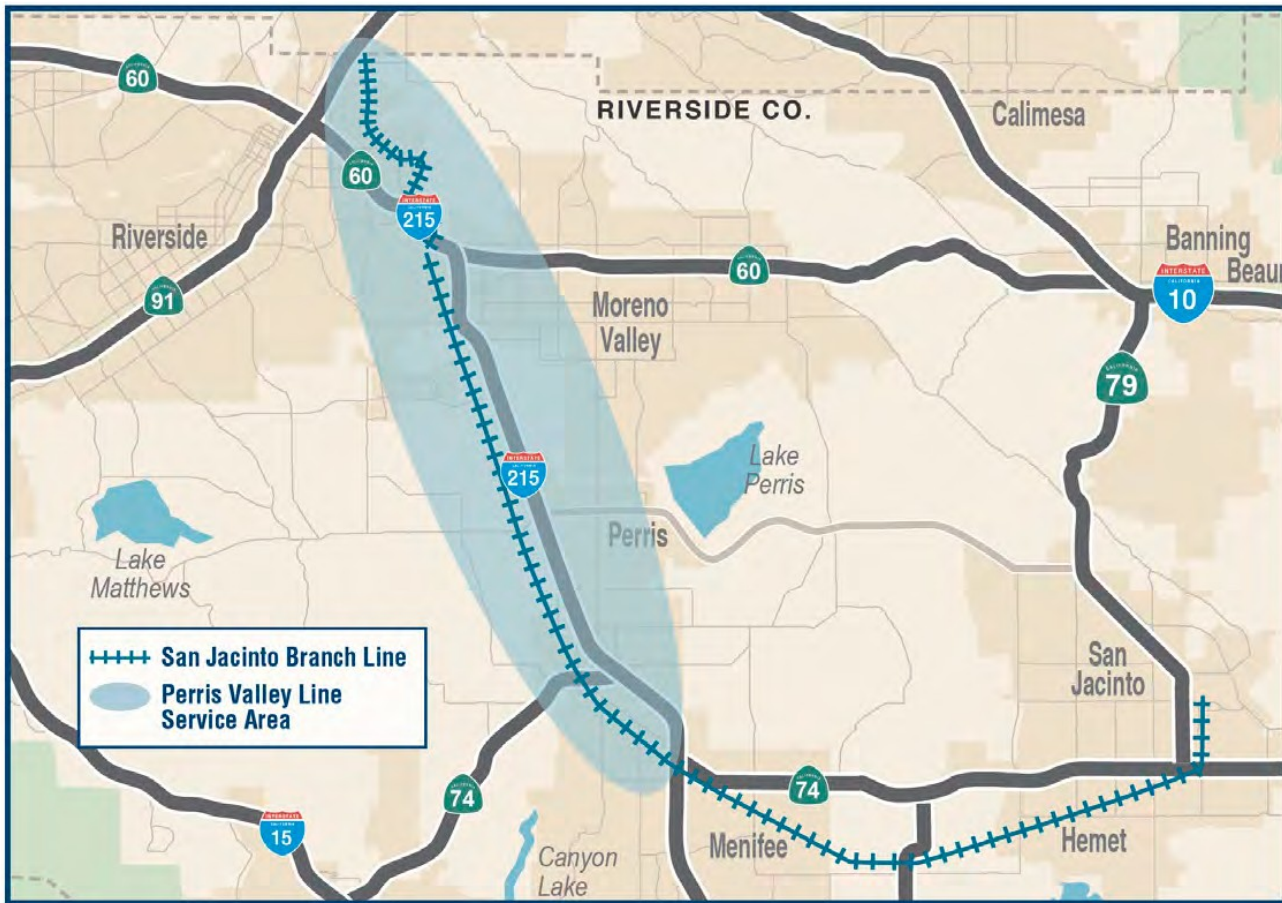
DEPARTMENT OVERVIEW — RAIL DEVELOPMENT

In order to expand passenger rail options throughout the County, the Commission conducts feasibility and planning studies to assess the viability of commuter rail expansion. In 2019, the Commission engaged a consultant to perform a “next generation” rail feasibility study based on findings from the RCTC Strategic Assessment completed in January 2016. The study provided a high-level analysis of future ridership and cost data to help make future decisions on how to proceed with rail transit expansions in the County. Other planning efforts include a Rail Strategic Plan to identify priority capital projects, and a Transit Oriented Communities Strategic Plan that will engage community members, private developers, and the cities along the 91/PVL to create strategies that will promote TOD within a five-mile radius of the eight 91/PVL Metrolink stations.

SAN JACINTO BRANCH LINE (SJBL)

The Commission holds title to and manages the 38-mile SJBL (Chart 35) and several adjacent properties, preserved for future passenger rail service. BNSF Railway (BNSF) holds the freight rights in the corridor, providing service to local shippers, and performs maintenance on the line.

CHART 35 – SAN JACINTO BRANCH LINE



PERRIS VALLEY LINE PROJECT

The Commission completed the PVL in September 2016, and operations commenced in June 2016. The construction project was a 24-mile extension of the 512-mile Metrolink commuter rail system. It extended the existing Metrolink 91 Line, which provides service between Riverside and Downtown Los Angeles via Fullerton. There are timed connections to the other routes out of the Riverside Downtown station. The project included the construction of four passenger stations at Riverside – Hunter Park/UCR, Moreno Valley – March Field, Perris – Downtown, and Perris – South; construction of a park-and-ride lot at each of the four new stations, totaling approximately 2,250 parking spaces; and a layover facility at Perris – South for vehicle storage and servicing. The hours of operation are from 4:30 a.m. to 8:00 p.m. on weekdays. In October 2019, a fourth daily roundtrip to Los Angeles and regular weekend service was added.

COACHELLA VALLEY RAIL PROJECT



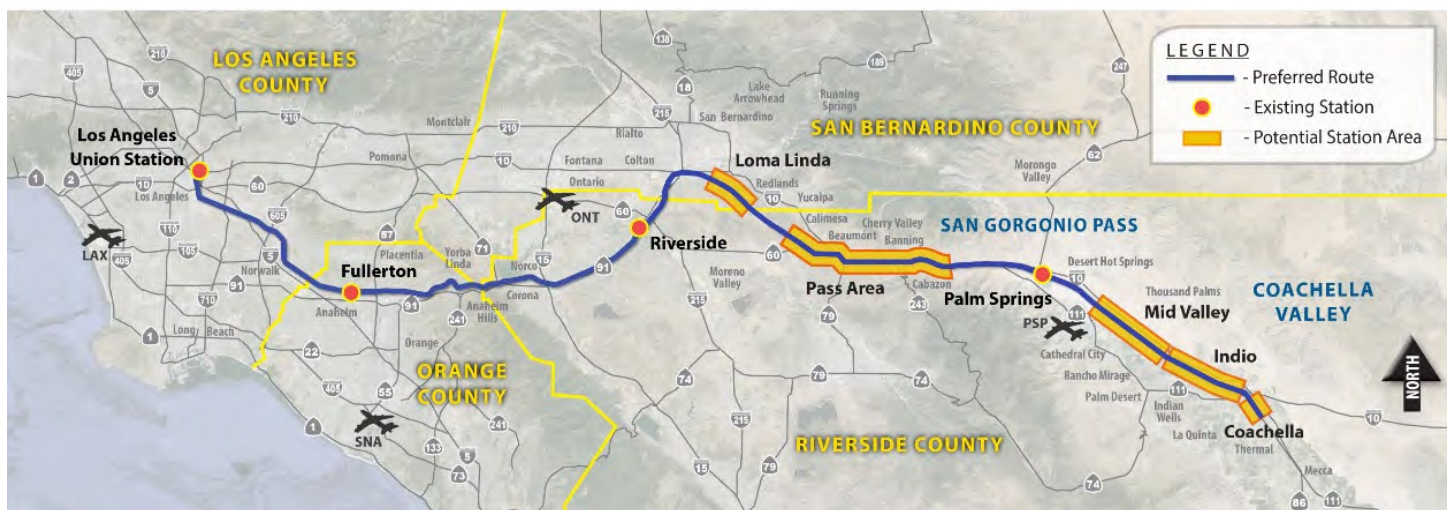
In recent years the Commission also focused attention on the creation of intercity passenger rail service between the Coachella Valley, the Pass Area, Riverside, and the Los Angeles basin through advocacy efforts with state, federal, and local government entities and negotiation with the freight railroads. The Commission ensured the corridor was prominently featured in the updated 2013 California State Rail Plan. In May 2013, the Caltrans Division of Rail completed the first phase of a planning study and initial alternatives analysis for the rail corridor. This planning study was very supportive of the potential for a viable service, and future studies can expand on this by determining ridership demand and better cost estimates. Caltrans also included an updated project description and analysis of the Coachella Valley-San Geronio Pass corridor rail service in the 2013 and all subsequent versions of the California State Rail Plans.

Since its inclusion of the project into the State Rail Plan, the Commission has led the planning elements required of the project in order to secure additional funding and project approvals at various state and federal levels. The Commission established a MOU with CVAG for its cooperation in the planning as well as funding through a new TDA bus/rail split for the Coachella Valley. This agreement also included the application of Proposition 1B funds toward the initial Phase I analysis that included public outreach, development of the project Purpose and Need Statement, and development of the Preliminary Alternatives Analysis Report. As part of this effort, the Commission secured a letter of agreement with Caltrans for its cooperation and modeling support. The Commission completed the Phase I planning efforts, including the Alternatives Analysis, and the FRA approved the Phase I work.

In the July 2010 Federal Register notice on High-Speed Intercity Passenger Rail (HSIPR) program, it clearly outlines the planning process needed to be eligible for HSIPR funds. This process identifies the need for a Service Development Plan (SDP). Working under these requirements, the Commission partnered with Caltrans and successfully applied for and was awarded a \$2,900,000 FRA grant to complete the corridor study's SDP and Tier 1 Environmental Documents. Staff worked closely with Caltrans and FRA over a period of several years to completed all the required technical studies and modeling to develop the appropriate draft plans that were circulated for review and public comments. In July 2022, the Tier 1 Program-Level environmental document was approved. Staff has identified various state funds to continue the project development and initiate the Tier 2 Project-Level Environmental effort. At the January 2024 Commission Workshop, the Commission unanimously affirmed their support for the advancing the project.

The preferred approach is to pursue the project using state-supported intercity trains with operating funds coming from the State Public Transit Accounts funds. The 144-mile trip between Los Angeles and the Coachella Valley would cross four counties (Chart 36). There are currently nine proposed station stops yet, the exact locations are yet to be determined. The approved Alternative Analysis recommended a preferred alignment through Fullerton and Riverside on the way to the Coachella Valley. This route would need to operate over Union Pacific Railroad and BNSF Railway freight owned tracks and shared use agreements will need to be developed. The initial service plan anticipates two to five daily round trips along the corridor.

CHART 36 – COACHELLA VALLEY-SAN GORGONIO PASS CORRIDOR RAIL SERVICE – PROPOSED ALTERNATIVE



HIGH SPEED RAIL

The Commission continues to play a proactive role in the development of a statewide, high speed passenger rail system, including routing of the backbone corridor through the Inland Empire with possible stations in the Riverside/ Corona and Murrieta/Temecula areas. With the passage of Proposition 1A in November 2008, there is a proposed funding mechanism to move the state high speed rail project forward. The CHSRA began work on a project level environmental assessment and corridor alignment study for the section between Los Angeles and San Diego via the Inland Empire. The Commission directed the review to include an alignment alternative along I-15 for analysis. The Commission entered into a MOU to be supportive in the development of this high-speed rail project and participates in the Southern California Inland Corridor Group meetings. The Commission actively contributed to the development of the supplemental Alternatives Analysis efforts. Work on this effort has slowed down with the release of the latest business plan that extends the development of this Phase II section from Los Angeles to San Diego via the Inland Empire to beyond 2030. The Commission signed a MOU along with the other southern California transportation entities and SCAG to commit \$1 billion in unallocated Proposition 1A funds for early investment to be spent locally for rail transportation improvement projects. With recent developments related to the State's high speed rail project, staff will continue to monitor progress and look for opportunities to benefit the regional rail network.

DEPARTMENT GOALS—RAIL DEVELOPMENT

RD1 – Identify and plan for capital improvements necessary to increase the scope, appeal, and reliability of commuter rail operations. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

RD2 – Maintain efforts with local agencies, other southern California counties, and the state and federal governments to expand intercity passenger rail service into the County and the Coachella Valley. *(Policy Goals: Quality of Life, Responsible Partner)*

RD3 – Continue to monitor the state efforts in the creation of a high-speed passenger rail system along an Inland Empire alignment through coordination with state and local agencies. In addition, continue to identify and advocate for high-speed rail funding to be spent on beneficial local rail projects in the County. *(Policy Goals: Quality of Life, Responsible Partner)*

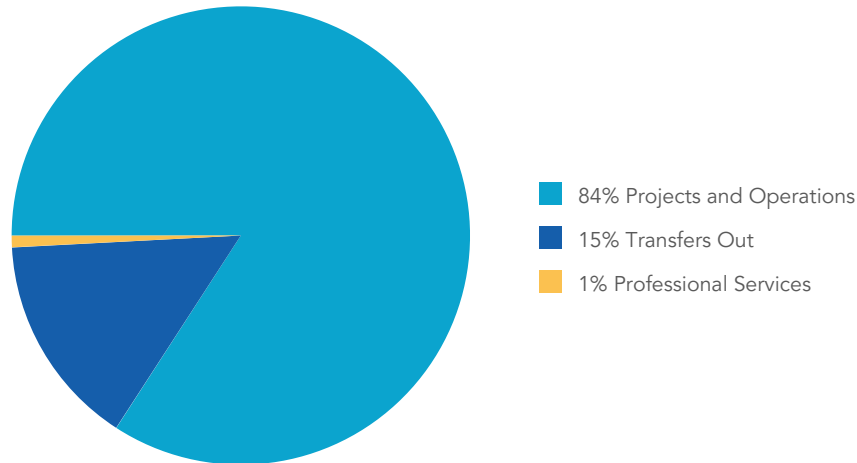
ID	Rail Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
RO1	Weekday trains in Riverside County	37	37	37	42
RD1	Marketing/outreach meetings	47	47	50	50
RD1	Strategic plans and studies	1	0	1	1
RD2	Monitoring of discretionary grant opportunities	6	6	6	6

PUBLIC AND SPECIALIZED TRANSIT

MISSION STATEMENT:

Public and Specialized Transit coordinates the operation of all public transit services within the County. The Commission provides financial oversight and compliance monitoring, as well as evaluates program efficiency and effectiveness between transit operators in achieving federal, state, and regional goals to reduce congestion and improve air quality and mobility options for all users. Public and Specialized Transit also maintains and improves, as resources allow, mobility options to meet travel needs of seniors, persons with disabilities, and persons of limited means to enhance quality of life through innovative solutions and better coordination of existing services.

CHART 37 – PUBLIC AND SPECIALIZED TRANSIT



EXPENDITURES

Public and specialized transit uses are budgeted at \$388,750,800 for FY 2024/25, as presented in Table 50, and consist primarily of capital projects and operations costs as well as transfers out to Commission funds for administration, planning, and rail purposes. The 30% increase in salaries and benefits reflects the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional services increased \$2,662,400 or 487% is due to grade separation studies for the SB 125 TIRCP and ZETCP. Support costs remained comparable to the prior year. Program operations, engineering, construction, and right of way totaling \$56,227,200 are related to the SB 125 TIRCP and ZETCP projects.

Operating and capital disbursements increased 35% as a result of the use of federal stimulus funds available in prior years to help respond to COVID-19 impacts rather than traditional operating subsidies to public transit operators, including the inception of SB 125 TIRCP and ZETCP capital allocations to transit operators.

LTF disbursements consist of transit operating and capital allocations to public transit operators of \$123,200,000; bicycle and pedestrian facilities allocations to cities and the County of \$5,402,100; and planning and administration allocations to other agencies of \$1,175,000. STA, SGR, and SB 125 disbursements of \$124,667,800 are primarily for bus capital purposes in Western County, Coachella Valley, and Palo Verde Valley.

Measure A disbursements include \$4,289,000 for Western County specialized transit funding of the second year of the 2022-2024 Call for Projects. The majority of other Measure A disbursements relates to other Measure A public transit programs:

- \$2,350,000 for Western County Consolidated Transportation Service Agency allocations;
- \$2,100,000 for Western County intercity bus services; and
- \$8,238,000 for Coachella Valley public and specialized transit.

The Commission disburses Measure A public transit allocations monthly to RTA and SunLine, the major transit providers in the Western County and Coachella Valley, respectively.

LTF, STA, SGR, and SB 125 transfers out comprise:

- \$35,500,000 for rail operations;
- \$6,141,000 for rail station rehabilitation;
- \$6,150,000 for planning;
- \$3,038,600 for administration; and
- \$4,452,600 for Coachella Valley rail operations and capital.

Transfers out of \$1,514,200 relate to administrative costs to the General fund.

TABLE 50 – PUBLIC AND SPECIALIZED TRANSIT EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 490,100	\$ 534,200	\$ 432,200	\$ 696,500	\$ 162,300	30 %
Professional Costs						
Legal Services	15,000	19,000	12,500	45,000	26,000	137 %
Financial Advisory	16,100	18,000	16,400	16,400	(1,600)	-9 %
Professional Services - General	575,000	509,200	374,000	3,147,200	2,638,000	518 %
Total Professional Costs	606,100	546,200	402,900	3,208,600	2,662,400	487 %
Support Costs	149,300	394,600	203,800	400,200	5,600	1 %
Projects and Operations						
Program Operations	–	–	–	25,200	25,200	N/A
Engineering	–	–	–	21,200,000	21,200,000	N/A
Construction	–	–	–	35,000,000	35,000,000	N/A
Right of Way	–	–	–	2,000	2,000	N/A
Operating and Capital Disbursements	136,119,100	200,431,300	165,923,600	271,421,900	70,990,600	35 %
Total Projects and Operations	136,119,100	200,431,300	165,923,600	327,649,100	127,217,800	63 %
Transfers Out	32,520,200	42,922,700	38,654,400	56,796,400	13,873,700	32 %
TOTAL Public and Specialized Transit	\$ 169,884,800	\$ 244,829,000	\$ 205,616,900	\$ 388,750,800	\$ 87,694,600	59 %

PUBLIC AND SPECIALIZED TRANSIT STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Accountant	0.01	0.02	0.00
Accounting Supervisor	0.00	0.00	0.01
Administrative Assistant	0.01	0.00	0.00
Chief Financial Officer	0.03	0.00	0.00
Community Engagement Manager	0.00	0.03	0.00
Deputy Clerk of the Board	0.00	0.00	0.01
Deputy Executive Director	0.02	0.03	0.02
External Affairs Director	0.00	0.02	0.00
Financial Administration Manager	0.03	0.05	0.03
Legislative Affairs Manager	0.00	0.01	0.01
Management Analyst	0.00	0.00	0.20
Multimodal Services Director	0.42	0.35	0.40
Procurement Analyst	0.03	0.07	0.07
Procurement Manager	0.00	0.01	0.00
Public Affairs Manager	0.00	0.00	0.03
Senior Administrative Assistant	0.05	0.00	0.02
Senior Management Analyst	1.00	1.02	1.11
Senior Procurement Analyst	0.04	0.10	0.10
Transit Manager	1.00	1.00	1.00
FTE	2.64	2.71	3.01

DEPARTMENT OVERVIEW

The Commission has public transit operator oversight and fiduciary responsibilities and ensures that annual fiscal audits, reporting, and a state triennial performance audit are conducted in accordance with TDA regulations. The Commission participates in the short and long-range transit planning processes with public transit operators to advance Commission goals. The Commission also reviews public transit operator activities on an annual basis and recommends potential productivity improvements to make services more cost effective and efficient. In addition, the Commission ensures that specialized transit allocations are expended in accordance with funding agreements and engages audit firms to perform certain agreed-upon procedures for the Measure A specialized transit funding recipients.

The Commission also engages the Citizens and Specialized Transit Advisory Committee (CSTAC) as an advisory body that more effectively distributes and promotes public and specialized transit information to various stakeholders.

PUBLIC TRANSIT

Public Transit is responsible for assessing the funding needs and programming needs of federal, state, and local funds within the County for the eight public transit operators consisting of:

- The cities of Banning, Beaumont, Corona, and Riverside;
- Commission’s Commuter Rail and Commuter Assistance Vanpool Programs;
- Palo Verde Valley Transit Agency;
- RTA; and
- SunLine

Public Transit is within the Multimodal Department and coordinates the annual development, review, and approval of the operator SRTPs as well as allocates transit funding resources to public transit operators. The Commission oversees and allocates the following funding resources: Measure A, LTF, STA, SGR, FTA, LCTOP, and SB 125 funds for public transit. Commission staff works closely with each transit operator to ensure that funds are properly programmed and included in the SRTP for inclusion into the FTIP and/or other major planning documents as necessary for allocation or obligation of funds.

With the passage of SB 1, STA revenues were stabilized and SGR was created to provide support for preventative maintenance and capital rehabilitation projects. Public Transit coordinates with transit operators for the preparation and submission of transit projects to Caltrans for the program of projects required for the SGR program. This also includes a board resolution for each program of projects and annual reporting on funding used and distributed to the transit operators.

Public Transit also coordinates with transit operators for the preparation and submission of transit projects to Caltrans for award of LCTOP funds under the California Air Resources Board's (CARB) Cap and Trade Program. The LCTOP program provides funding for operating and capital transit projects that reduce GHG emissions and improve mobility with a priority of serving disadvantaged communities. The State Controller's Office annually appropriates the LCTOP funds. Riverside County's share has supported projects such as the Commission's PVL service expansions, improvements into the Commission's commuter rail stations that encourage active transportation and energy efficiency; free transit ride campaigns; and expansion of zero-emission fueling operations for transit operators. Funds may also be used to increase service frequency on selected rail and bus lines that operate in disadvantaged communities. The County's share of the annual allocations has fluctuated based on state appropriations.

SB 125 was approved through an amendment to the Budget Act of 2023, which provided formula TIRCP and ZETCP to funding agencies such as the Commission. TIRCP funds are eligible for transit operations and capital improvements as well as other grade separations. ZETCP funds are only available to public transit operators eligible to receive STA funds. SB 125 guidelines allows the Commission to suballocate or distribute funds within Riverside County based on local needs, existing priorities, policies, and procedures, as long as the program requirements and goals are met. The Commission aligned projects from the Traffic Relief Plan, Grade Separation Priority Study, and the Zero-Emission Bus (ZEB) Rollout Plans adopted by each of the transit operators.

The Innovative Clean Transit (ICT) regulation was adopted in 2018 by CARB, requiring public transit operators to transition to zero-emission propulsion technology by 2040. As part of the ICT purchasing rule, each public transit operator was to prepare a plan demonstrating how it would transition its fleet from the current technology to zero-emission by the required 2040 timeline. The Commission assisted the small transit operators in Riverside County in preparing the required ICT ZEB plans in FY 2022/23. The Commission also utilized the efforts of SunLine and RTA's ICT zero-emission bus rollout plans to develop a countywide fiscal impact, which was completed in December 2023. To assist all of the transit operators in paying for the implementation of the ICT ZEB plans, the Commission approved the use SB 125 funds to partially pay for the initial implementation of zero-emission technology. The payments and tracking of SB 125 funds is expected to begin in FY 2024/25.

SPECIALIZED TRANSIT

The 2009 Measure A Western County specialized transit program provides a valuable service to the community by serving the needs of residents, mainly seniors and persons with disabilities, whose transportation needs are not met by traditional services. Social service and nonprofit agencies typically administer specialized transit operations. The Commission awards 2009 Measure A Western County funds for specialized transit through a competitive call for projects. The 2022 Call for Projects provided funding for 16 operators over a three-year term through June 30, 2024. The 2024 Call for Projects was opened in February 2024 and recipients were awarded funding in May 2024 for the next three-year term beginning July 1, 2024.

DEPARTMENT GOALS

PST1 – Provide timely information to the public regarding Commission-implemented transit projects and support public relations activities of Measure A-funded transit programs by grant recipients. *(Policy Goals: Operating Excellence, Responsible Partner)*

PST2 – Allocate Measure A specialized transit and federal funds to support services that will maintain and/or enhance mobility by alleviating transportation barriers for seniors, persons with disabilities, and the truly needy. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

PST3 – Coordinate the operation of all public transportation services within the County with a goal toward promoting program efficiency and harmony between transit operators as outlined in state law. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

PST4 – Continue to provide staff resources to assist and support the coordination of transit services within the County and throughout the State. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy, Responsible Partner)*

ID	Public and Specialized Transit Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
PST1	Specialized Transit brochures distributed	12,000	11,000	1,000	12,000
PST2	Specialized Transit grants awarded/ monitored	16	16	16	18
PST2	Specialized Transit site visits ¹	16	15	N/A	N/A
PST3	Transit operator quarterly coordination meetings	12	9	16	16
PST3	SRTPs submitted by operators and reviewed	9	8	8	8
PST3	SRTP amendments	22	26	20	20
PST4	Social service/partnering agencies monitored in database	543	543	543	550
PST4	Workshops and meetings attended with regional partners (i.e. Board meetings, CSTAC, SCAG working groups, workshops)	25	30	25	25

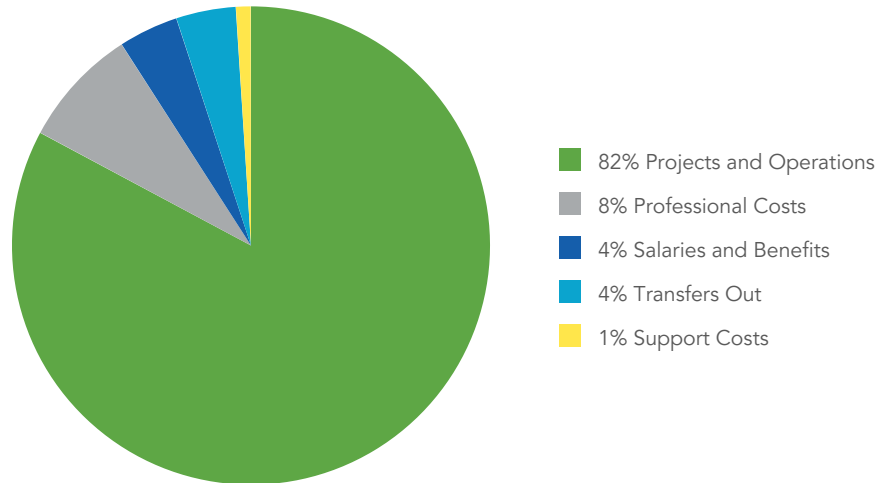
¹Site visits are conducted in the second year of the three-year call for projects

COMMUTER ASSISTANCE

MISSION STATEMENT:

Commuter Assistance helps constituents discover their best commute through meaningful employer and community engagement, rideshare incentives, and advancing technology in order to reduce drive alone trips, regional congestion, and vehicle emissions.

CHART 38 – COMMUTER ASSISTANCE



EXPENDITURES

Commuter Assistance expenditures total \$7,811,200, which represents a 13% increase from last year’s budget (Table 51) due to the anticipated launch of new programs, including the free rail pass program and transit trainer program. Salaries and benefits of \$282,200 reflects a 2% increase due to the net change in FTE allocations and a 4% pool for performance merit-based salary increases. Professional costs of \$648,000 decreased 5% over the prior year. Support costs of \$105,600 increased \$72,500, or 219% due to increased advertising for the rideshare/vanpool programs.

Projects and operations expenditures of \$6,432,100 consist of regional transportation consultant services to manage and implement a rideshare and vanpool program for Riverside and San Bernardino counties; Vanpool subsidies and commuter incentives; and Park and ride lease payments. Reimbursements from SBCTA for rideshare and vanpool services provided by the Commission are included in local revenues to offset a portion of these expenditures.

Transfers out include \$343,300 for administrative costs to the General fund.

TABLE 51 – COMMUTER ASSISTANCE USES DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 243,900	\$ 276,700	\$ 276,700	\$ 282,200	\$ 5,500	2%
Professional Costs						
Legal Services	14,700	23,000	11,300	32,500	9,500	41%
Audit Services	–	15,000	–	–	(15,000)	-100%
Financial Advisory	8,000	8,500	8,200	8,200	(300)	-4%
Professional Services - General	122,000	636,900	102,400	607,300	(29,600)	-5%
Total Professional Costs	144,700	683,400	121,900	648,000	(35,400)	-5%
Support Costs	23,200	33,100	21,800	105,600	72,500	219%
Projects and Operations						
Program Operations	3,454,000	5,690,700	3,162,700	6,432,100	741,400	13%
Transfers Out	172,700	208,100	208,100	343,300	135,200	65%
TOTAL Commuter Assistance	\$ 4,038,500	\$ 6,892,000	\$ 3,791,200	\$ 7,811,200	\$ 919,200	13%

COMMUTER ASSISTANCE STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Assistant	0.01	0.00	0.01
Chief Financial Officer	0.01	0.00	0.00
Community Engagement Manager	0.00	0.01	0.00
Commuter and Motorist Assistance Manager	0.76	0.65	0.80
Deputy Executive Director	0.00	0.00	0.01
External Affairs Director	0.01	0.05	0.01
Management Analyst	0.24	0.25	0.25
Public Affairs Manager	0.03	0.00	0.01
Senior Administrative Assistant	0.14	0.24	0.10
Senior Management Analyst	0.00	0.06	0.04
FTE	1.19	1.26	1.23

DEPARTMENT OVERVIEW

The Commission’s CAP was implemented in Western Riverside County as a specific requirement under the original and extended Measure A program to help address congestion mitigation related to work commutes and support more efficient use of transportation and transit networks. The CAP works to increase the awareness and consideration of green commute options, provides behavior change incentives to commuter constituents, and encourages sustainable modal choices of transportation including riding a bus or train, carpooling, vanpooling, walking, and bicycling or telework.

Projected Annual Impact of CAP Employer Partners



5,482,545
Vehicle Trips
Reduced



186,624,442
Vehicle Miles Traveled
Reduced



106,880 tons
Emissions
Reduced

Since 1993, the CAP has been administered and funded as a bi-county rideshare program, IE Commuter, in partnership with SBCTA and ultimately performed through consultant services. IE Commuter provides the following services and incentives to Riverside and San Bernardino county employers and commuters in an effort to shift behavior away from single-occupancy vehicle (SOV) commuting, improve mobility and quality of life for commuters, and reduce vehicle emissions:

- IECommuter.org – The website and brand launched in FY 2014/15 under which commuter rideshare services are provided to Riverside and San Bernardino county commuters and to employers throughout Southern California with employees from the Inland Empire.
- Program Outreach – Engage employer partners directly to establish rideshare programs at worksites and provide turnkey commuter incentives and marketing campaigns for efficient distribution to their employee base. Online advertising, social media, events, and regional promotions including Rideshare Week and \$5/Day engage commuters directly.
- Employer Services – Various services to employers in the bi-county area including the provision of ridematching services, marketing campaigns and promotions, commuter incentives, employer network meetings, on-site consultations, and event support. IE Commuter also provides special support to large employers (250 or more employees) in need of transportation survey services and average vehicle ridership calculations to help comply with South Coast Air Quality Management District Rule 2202 requirements.
- Ridematching and Customer Information Services – Commuter and employer access to online tools and resources, call center (866-RIDESHARE), email, and live chat services during business hours for customers interested in assistance with ridematching or transit options and to answer general rideshare questions.
- Rideshare/Telework Incentives – Incentives focus on increasing consideration and behavior change to alternative commute modes including: (a) \$5/Day Rideshare Incentive rewards commuters that use alternative forms of transportation to work in a three-month period with \$5/Day (\$125 max); (b) Monthly Rideshare and Monthly Telework Spotlight encourages commuters to continue ridesharing or teleworking and logging their rideshare and/or telework activity for opportunities to win monthly prizes.
- Vanpool Subsidies – The Commissions vanpool program, VanClub, reimburses eligible leased vanpools, destined for worksites in Western Riverside County, up to \$600 per month. A similar vanpool subsidy program is operated by SunLine for vans destined for eastern Riverside County.
- Guaranteed Ride Home – A reimbursable guaranteed ride home is available to employees who rideshare to work. Transportation Network Company, transit, or taxi reimbursements are provided for an emergency or unexpected overtime for an employee or the car/vanpool driver (maximum two per year).

A post-pandemic framework supporting a rideshare recovery will continue to a) re-engage core employer partners and help them restart their rideshare/transportation programs; b) expand engagement beyond the CAP's traditional target markets to expand the number of and participation from a broader base of employers and commuters in the region; and to c) help ramp up all forms of transit.

- Telework Employer Assistance (TEA) Program – In 2021, IE Commuter launched new telework resources for employers and incentives for teleworking employees. In FY 2022/23, 51 employers were enrolled in TEA and extended IE Commuter Monthly Telework Spotlight incentives to their employees resulting in more than 951 participants recording a reduction of 1.0 million vehicle miles traveled and 587.2 tons of emissions.
- \$5/Day Rideshare Incentive – In 2022, as part of a rideshare recovery effort, IE Commuter launched a new \$5/Day Rideshare Incentive rewarding commuters that use alternative forms of transportation to work in a three-month period with \$5/Day (\$125 max). In fiscal year 2023, 1,613 ridesharing participants collectively reduced 2.7 million vehicle miles traveled and 1,547 tons of emissions.
- Eastern County Expansion – Due to the Measure A funding structure, the CAP primarily was limited to Western County, and not all CAP services and incentives were traditionally available countywide. In concert with the launch of the new \$5/Day incentive in 2022, a resolution expanded eligibility to include eastern Riverside County employers and commuters, provided funding is available. In FY 2022/23, eastern Riverside County accounted for 24 IE Commuter employer partners, 8,331 commuter accounts, and 195 incentive participants. Based on incentive participation alone, this accounted for a reduction of 290,766 vehicle miles traveled, and 167 tons of emissions. A portion of SAFE funding will continue to fund eastern Riverside County in order to maintain a consistent level of CAP services throughout Riverside County.

- Regional Rideshare Database – In partnership with regional county transportation commission partners, the Commission transitioned from an Inland Empire-based rideshare and vanpool database to a centralized regionalized database. Completion of this project in the fall of 2023 merged commuter and employer data across Los Angeles, Orange, Riverside, San Bernardino, and Ventura county rideshare programs, enhancing the ridematching potential for those interested in sharing the ride to work via transit, carpool or vanpool. The CAP will continue to partner with regional stakeholders in an effort to merge or connect databases with other neighboring counties - San Diego and Imperial County.
- Vanpool Subsidy Increase – To help soften significant inflationary impacts and maintain vanpool as an attractive commute alternative for those with longer distances destined to worksites in western Riverside County, maximum monthly subsidy of the Commissions VanClub program was increase from \$400 to \$600 . In FY 2022/23, VanClub ended the year with nearly 40 vanpools and accounted for a reduction of 58,984 trips, 2.3 million vehicle miles traveled, and 855 tons of emissions.
- Expanded CAP Engagement – Traditionally, the CAP has focused primarily on larger employer (250+ employees) partnerships to effectively access and market to employee commuters. IE Commuter continues to refine its approach to efficiently expand outreach and support to small/medium-sized businesses (less than 250 employees) where a significant volume of employers and employees exist. Furthermore, the CAP seeks to engage and influence non-work-based trips (i.e., for leisure, college campuses, etc.) towards transit.
- Free Rail Pass Program – In 2024, IE Commuter will launch an LCTOP funded free rail pass program building on the previous post-pandemic elements above. Unlike traditional CAP programs focused on work-based commutes, this program is targeted to a broader audience of travelers and will encourage Riverside and San Bernardino county residents to experience Metrolink for work, school, and play (e.g. Metrolink weekend destinations).
- Transit Training Program – Pilot a Transit Training Program concept designed to assist new or inexperienced public transit users by pairing them with seasoned commuters at a worksite (i.e., coworkers or employees at an adjacent worksite) or consultant led ride-a-longs for discretionary trips (leisure, recreation, etc.). If the concept proves to be an efficient and successful tactic for shifting more travelers to transit, a full program will launch in 2025.
- Blueprint for Next Gen CAP – Explore options to assess the CAP and develop a strategic TDM plan that will serve as a blueprint for a next generation TDM program and inform the next procurement for CAP administration and outreach consultant services in 2026.

DEPARTMENT GOALS

CA1 – Operate a cost-effective Commuter Assistance Program resulting in a demonstrable reduction in SOV trips, thus assisting with congestion mitigation and improving air quality. *(Policy Goals: Quality of Life, Responsible Partner)*

CA2 – Ensure the coordination of ridesharing programs throughout the Inland Empire and the southern California region. *(Policy Goals: Quality of Life, Operational Excellence, and Responsible Partner)*

CA3 – Broaden the reach of the program to encourage alternative transportation modes amongst all travelers and continue to grow the core base of employers and their employees. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

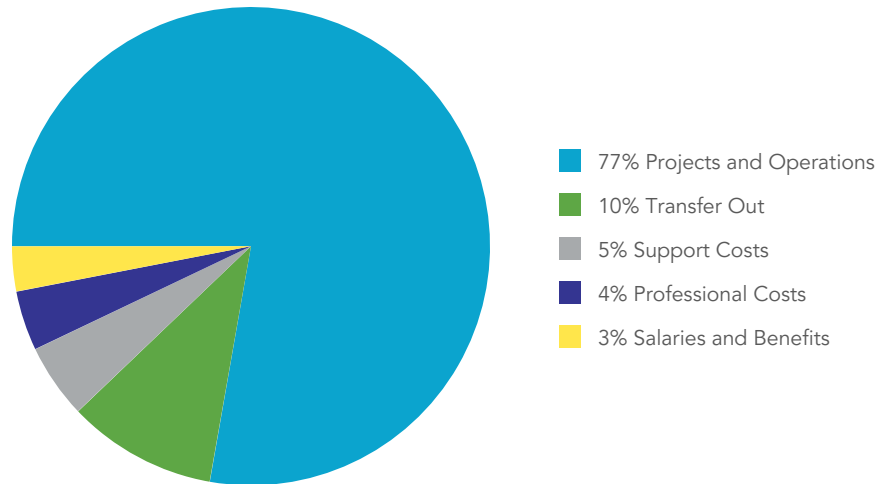
ID	Commuter Assistance Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
CA1	Incentive participation:				
CA1	• Rideshare Incentive	1,600	1,613	1,500	1,700
CA1	• Rideshare/Telework Spotlight	4,250	4,344	4,200	4,200
CA1	Rideshare Week Pledges	1,261	1,261	1,400	1,500
CA1	Number of one-way single occupant vehicle trips reduced from incentive participation and subsidized VanClub vanpools	117,000	434,291	447,000	461,000
CA2	Number of employer partners	290	300	310	325
CA2	Leased park & ride spaces	3,302	3,115	3,302	3,115
CA2	VanClub Vanpools	60	37	35	45
CA2	VanClub participants cumulative reduction of VMT	2,200,000	2,260,457	2,300,000	2,700,000
CA3	Number of Employee Transportation Surveys	82,500	73,012	91,700	94,500
CA3	RideGuides produced	2,900	4,293	5,600	6,700

MOTORIST ASSISTANCE

MISSION STATEMENT:

Motorist Assistance improves safety, reduces congestion, and enhances access to traveler information for motorists through the provision of a comprehensive motorist aid system.

CHART 39 – MOTORIST ASSISTANCE



EXPENDITURES

Motorist Assistance expenditures and uses are budgeted at \$6,690,500, a decrease of 25% compared to the prior year budget (Table 52) primarily due to transfers out for SAFE matching funds to FSP services and commuter assistance special projects needed in the prior year. Salaries and benefits reflect a increase of 11% due to net FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of 268,000, reflects an increase of \$56,400 or 27% due to transition to a regional 511 platform. Support costs of \$363,500 reflects an increase of 9% due to regional marketing campaign efforts .

Program operations include \$4,265,000 in towing contract costs for the FSP program. Projects and operations costs increased 1% due to anticipated increases in FSP rates. Capital out increased 100% or \$5,000 due to the replacement of FSP truck radios and tablets. Transfers out represent a \$325,000 for the Coachella Valley TDM and a \$351,400 allocation for administrative costs.

TABLE 52 – MOTORIST ASSISTANCE USES DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 162,500	\$ 208,700	\$ 101,500	\$ 231,100	\$ 22,400	11%
Professional Costs						
Legal Services	32,200	31,000	15,000	31,000	–	0%
Professional Services - General	157,500	180,600	163,800	237,000	56,400	31%
Total Professional Costs	189,700	211,600	178,800	268,000	56,400	27%
Support Costs	129,400	335,000	123,100	363,500	28,500	9%
Projects and Operations						
Program Operations	3,802,000	5,069,700	4,358,600	5,141,500	71,800	1%
Capital Outlay	–	5,000	400	10,000	5,000	100%
Transfers Out	3,078,900	3,076,200	195,900	676,400	(2,399,800)	-78%
TOTAL Motorist Assistance	\$ 7,362,500	\$ 8,906,200	\$ 4,958,300	\$ 6,690,500	\$ (2,215,700)	-25%

MOTORIST ASSISTANCE STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Assistant	0.00	0.05	0.01
Commuter and Motorist Assistance Manager	0.25	0.35	0.20
Deputy Director of Administrative Services	0.02	0.00	0.00
External Affairs Director	0.02	0.05	0.00
Management Analyst	0.76	0.75	0.75
Procurement Analyst	0.11	0.15	0.11
Procurement Manager	0.01	0.06	0.04
Public Affairs Manager	0.00	0.00	0.02
Senior Administrative Assistant	0.00	0.00	0.04
Senior Management Analyst	0.00	0.07	0.04
Senior Procurement Analyst	0.00	0.05	0.02
FTE	1.17	1.53	1.23

DEPARTMENT OVERVIEW

As the regional SAFE, the Commission is responsible for providing a motorist aid system to help reduce congestion, improve mobility, and enhance safety. This system is comprised of three main components:

- The 511 traveler information system is a telephone, website, and mobile app-based service that delivers real-time traffic information, including incidents and travel times, bus and rail trip planning, and rideshare information;
- The FSP program patrols the most congested Riverside County freeways and assists stranded motorists by getting them back on the road or towed to a safe location off the freeway at no charge to motorists. FSP service is also provided in construction zones through separate funding agreements with Caltrans and Commission-funded construction projects to help mitigate congestion; and
- The call box system allows motorists to call for assistance in the event of a mechanical breakdown, accident, or other emergency on the freeway.

In addition to delivering these core elements, Motorist Assistance will also reserve a portion of SAFE funding to continue to pilot a focused effort that expands access to CAP services and incentives to eastern Riverside County constituents and employers. This effort seeks to further reduce congestion and improve air quality by stimulating TDM in the Coachella Valley. In FY 2024/25, Motorist Assistance will also explore options and potentially pilot programs to more efficiently deliver traditional call box and/or virtual call box services to motorists in need of assistance.

DEPARTMENT GOALS

MA1 – Provide efficient delivery of a comprehensive motorist aid system (511, FSP, Call Box) and an outstanding level of service to the traveling public. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA2 – Support regional mobility by providing 24/7 access to real-time traffic information, transportation options and services. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA3 – Enhance highway safety and reduce congestion by providing a roving motorist assistance service that patrols designated urban freeways and assists stranded or disabled vehicles. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

MA4 – Improve motorist safety on the highway system by providing “lifeline” call box services for stranded motorists. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

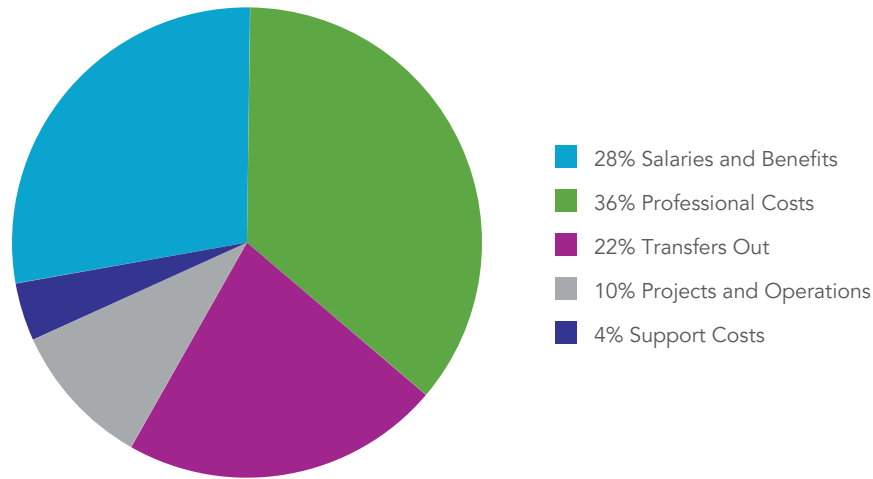
ID	Motorist Assistance Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
MA1 MA2	Number of 511 phone calls	65,000	72,689	70,000	60,000
MA1 MA2	Number of 511 web visits	275,000	901,233	300,000	450,000
MA1 MA3	Number of FSP assists	55,000	53,801	60,000	57,000
MA1 MA4	Number of call boxes	158	158	158	158
MA1 MA4	Number of call box calls	900	782	900	750

REGIONAL CONSERVATION

MISSION STATEMENT:

Regional Conservation assists the RCA in its obligations to administer the MSHCP in coordination with its member agencies and state and federal partners.

CHART 40 – REGIONAL CONSERVATION



EXPENDITURES

The Regional Conservation Department has a total budget of \$14,213,700 (Table 53). The Implementation and Management Services Agreement between the Commission and the RCA became effective on January 1, 2021. RCA will reimburse the Commission 100% of the costs incurred to manage the RCA. The 7% increase in salaries and benefits reflects the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$5,057,900 reflects an increase of \$1,069,300 or 27% due to monitoring and management contracts. Professional services include general legal, legislative advocacy, public outreach, monitoring and management contracts, various other contracts, and website updates. Support costs of \$617,800 reflects an increase of 17% due to increase insurance costs. Support costs include advertising, various membership dues, seminars and conferences, office equipment and furniture, and office maintenance. Program operations of \$157,900 include refunds for a rebate program and program management oversight by Bechtel. Right of way costs of \$1,200,000 relate to professional services costs for RCA habitat acquisition. Capital outlay of \$5,000 includes office equipment and furniture. Transfers out of \$3,181,000 relate to the administration cost allocation.

TABLE 53 – REGIONAL CONSERVATION EXPENDITURE DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,887,700	\$ 3,749,100	\$ 2,936,700	\$ 3,994,100	\$ 245,000	7%
Professional Costs						
Commissioner Per Diem	20,100	38,000	16,000	30,000	(8,000)	-21%
Legal Services	602,200	965,000	600,600	750,000	(215,000)	-22%
Audit Services	72,600	99,000	97,000	107,500	8,500	9%
Professional Services - General	2,243,100	2,886,600	2,912,200	4,170,400	1,283,800	44%
Total Professional Costs	2,938,000	3,988,600	3,625,800	5,057,900	1,069,300	27%
Support Costs	354,600	525,800	432,600	617,800	92,000	17%
Projects and Operations						
Program Operations	274,400	121,400	51,300	157,900	36,500	30%
Right of Way	915,200	1,700,000	1,121,000	1,200,000	(500,000)	-29%
Total Projects and Operations	1,189,600	1,821,400	1,172,300	1,357,900	(463,500)	-25%
Capital Outlay	–	–	–	5,000	5,000	N/A
Transfers Out	1,106,400	1,626,100	1,626,100	3,181,000	1,554,900	96%
TOTAL Regional Conservation	\$ 8,476,300	\$ 11,711,000	\$ 9,793,500	\$ 14,213,700	\$ 2,502,700	21%

REGIONAL CONSERVATION STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Accountant	0.95	0.98	1.00
Accounting Supervisor	0.99	1.00	1.04
Accounting Technician	0.00	1.00	1.00
Administrative Assistant	0.09	0.10	0.16
Administrative Services Director- Clerk of the Board	0.19	0.25	0.16
Chief Financial Officer	0.18	0.20	0.15
Community Engagement Manager	0.01	0.09	0.25
Deputy Clerk of the Board	0.90	0.85	0.91
Deputy Director of Administrative Services	0.30	0.40	0.30
Deputy Executive Director	0.27	0.32	0.08
Executive Director	0.14	0.07	0.12
External Affairs Director	0.13	0.16	0.10
Financial Administration Manager	0.92	0.87	0.92
Legislative Affairs Manager	0.20	0.39	0.25
Management Analyst	1.75	1.00	0.98
Procurement Analyst	0.00	0.00	0.04
Procurement Manager	0.00	0.05	0.04
Project Delivery Director	0.04	0.00	0.07
Public Affairs Manager	0.11	0.09	0.15
Records Technician	0.00	0.04	0.00
Regional Conservation Deputy Director	1.00	1.00	1.00
Regional Conservation Director	1.00	1.00	1.00
Reserve Management and Monitoring Manager	1.00	1.00	1.00
Right of Way Manager	0.40	0.50	0.50
Senior Administrative Assistant	0.10	0.11	0.08
Senior Management Analyst	6.11	6.41	6.12
Senior Office Assistant	0.17	0.18	0.14
Senior Procurement Analyst	0.00	0.05	0.04
FTE	16.95	18.11	17.6

DEPARTMENT OVERVIEW

In November 2020, the Commission and the RCA Board of Directors approved the Implementation and Management Services Agreement for the Commission to serve as the managing agency for the RCA effective January 1, 2021. The Regional Conservation Department provides these management services through its staff and consultants to fulfill the needs and requirements of the MSHCP.

The MSHCP is one of the largest conservation plans of its kind in the United States, protecting 146 species and 500,000 acres of open space when completed. As a result of the MSHCP and related permits, the Commission and other agencies have saved significant amounts of taxpayer dollars and time from streamlined project approvals. Most importantly, the commitment to protecting sensitive habitat and ensuring open space is a key component in enhancing the quality of life for local residents. Ongoing implementation of the MSHCP is critical, which is funded through the Local Development Mitigation Fee (LDMF) imposed by Member Agencies on new development, landfill tipping fees, a portion of western county TUMF, and grants. The Commission is the largest single investor in the plan to date—having provided \$153 million in 2009 Measure A funding for habitat acquisition.

As RCA's managing agency and a vested stakeholder and investor in the MSHCP, the Commission offers long-term support and expertise for the implementation of the MSHCP. Such support and expertise consists of, but is not limited to:

- Preparation of board and committee agendas and provision of staff support for related meetings;
- Oversight and implementation of the MSHCP;
- Administration of the RCA Joint Powers Agreement among the RCA and its Member Agencies;
- Preparation of state and federal reports, including required audits and an annual budget and amendments;
- Oversight of collection and administration of the LDMF, including preparation of required ordinances, resolutions, nexus studies, and Member Agency audits;
- Seeking, obtaining, and administering federal and state funding and grants to support assembly of habitat reserves;
- Management of consultant contracts and provision of legal support and representation;
- Provision of land acquisition services and oversight of land management and monitoring contracts;
- Provision of administrative support as required;
- Provision of any other support to carry out the purposes of the MSHCP, the RCA, and the Implementation and Management Services Agreement;
- Oversight and implementation of the RCA Board of Directors' actions and directives; and
- Provision of policy advocacy and external affairs at the local, state, and federal levels.

Efficiencies through the consolidation of professional services contracts are being achieved over the long-term. Further, the collaboration between agencies on matters such as land acquisition, public outreach and awareness, internal administrative functions including Clerk of the Board, Finance, and legislative affairs are significant. The Commission has long-standing, existing relationships with state and federal resource agencies and a track record of successful delivery of projects with approvals from those agencies.

The Regional Conservation Department has four key priorities for FY 2024/25:

- Begin Phase III of the Managing Agency Transition Plan;
- Complete the Strategic Implementation Assessment and Action Plan;
- Continue organizational excellence related to integrity, consistency, and sustainability in implementation of the MSHCP; and
- Improve partnerships, communication, and engagement with Member Agencies, state and federal agencies, tribes, and other key stakeholders.

DEPARTMENT OVERVIEW

RC1 – Provide executive director services and such other administrative support as required to assist RCA in its obligations to administer the MSHCP. *(Policy Goal: Operational Excellence)*

RC2 – Facilitate and support Member Agency implementation of the MSHCP to improve efficient, effective, and sustainable implementation. *(Policy Goals: Quality of Life, Responsible Partner)*

RC3 – Build upon relationships with local, state, and federal agencies to maximize funding opportunities and create greater financial stability for implementation of the MSHCP. *(Policy Goals: Operational Excellence, Connecting the Economy, Responsible Partner)*

RC4 – Strengthen communications to stakeholders, members of the public, and elected officials to be transparent about RCA's conservation efforts, funding, and collaboration opportunities. *(Policy Goals: Operational Excellence, Responsible Partner)*

RC5 - *Complete the Strategic Improvement Assessment and Action Plan to improve MSHCP implementation flexibility while maintaining financial stewardship and permit compliance. (Policy Goals: Quality of Life, Responsible Partner)*

Regional Conservation Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
Acres purchased	1,250	1,333	1,500	1,100
Acres donated	300	341	200	200
Joint project reviews completed	21	32	20	30



SECTION 3.3

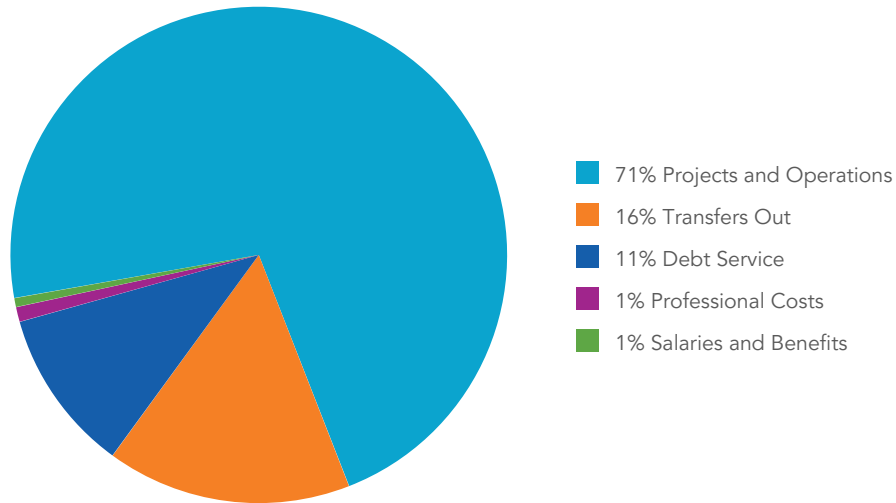
Capital Projects

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

MISSION STATEMENT:

Capital Project Development and Delivery keeps the Commission’s contract with the voters of the County by accelerating the planning, programming, and implementation of projects and programs in the Measure A Transportation Improvement Program (TIP), as enhanced by the Toll Program, to the extent that funds are available. Capital Projects ensures that capital projects are environmentally acceptable, expertly designed, and implemented in a cost-effective manner. Capital Projects acquires and manages required right of way in the fairest, most economical, efficient, and timely manner possible.

CHART 41 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY



EXPENDITURES

The budgeted expenditures and transfers out total \$657,833,300 to cover all of the Commission’s major capital projects (Table 54). Salaries and benefits expenditures represent less than 1% of the budgeted uses and reflects a increase of \$119,200 or 3% from the prior year. The increase is due to a change in the net change in FTE allocations, offset by a 4% pool for performance merit-based salary increases. Professional costs of \$6,398,100 primarily relate to general legal costs, specialized legal and financial advisory services related to the toll projects, public communications, and property management services. Support costs of \$593,000 consist primarily of services needed to maintain the Commission’s real properties in a condition that complies with all local codes and regulations governing property maintenance. The 77% decrease is a result of project utility activities.

General project costs of \$9,551,000 comprise program management provided by Bechtel and permits for highway and rail capital projects.

Significant projects included in engineering expenditures of \$33,605,000 relate to the I-15 Express Lanes–Southern Extension; MCP projects; 91 Eastbound Corridor Operations Project; SR-79 realignment projects; Perris Valley Line double track in Moreno Valley to Perris projects; various commuter rail improvement and rehabilitation; and various Western County Measure A highway and TUMF regional arterial projects.

Construction expenditures of \$205,728,100 primarily relate to the 71/91 connector project; Smart Freeways project; Perris Valley Line station layover facility; Riverside Downtown station grade crossing; various Western County Measure A and TUMF regional arterial projects; and rail improvement and rehabilitation projects.

Design-build costs of \$19,753,000 pertain primarily to the I-15 Express Lanes–Southern Extension; I-15 Express Lanes–Northern Extension; and 15/91 Express Lanes Connector plant establishment work.

Right of way expenditures of \$78,569,000 on significant projects include the MCP projects; SR-79 realignment project; McKinley Avenue grade separation project; various Western County TUMF regional arterial projects; and station improvement projects.

Local turn-back payments to jurisdictions and the County for local streets and roads repair, maintenance, and construction amount to \$85,122,200. Disbursements of \$30,000,000 to CVAG for the 2009 Measure A Coachella Valley highway and regional arterial program comprise substantially all of the regional arterial expenditures. The Planning and Programming Department monitors the eligibility for local streets and roads funding and reviews reimbursement claims for Coachella Valley highway and regional arterial program expenditures.

Special studies in FY 2024/25 of \$500,000 is related to the I-15 Express Lanes ingress/egress analysis. Operating and capital disbursements of \$5,000,000 is related to Metrolink working capital in FY 2024/25.

Interest payments on outstanding sales tax revenue bonds (2010B Bonds, 2013 Sales Tax Bonds, 2016 Refunding Bonds, 2017A Bonds, 2017B Refunding Bonds, and 2018 Refunding Bonds) are \$34,948,300. The Commission will make principal payments of \$34,210,000 for the outstanding sales tax revenue bonds.

Significant transfers out consist of the following:

- \$69,158,300 from 2009 Measure A Western County highway fund to the Debt Service fund for sales tax revenue bonds debt service;
- \$8,216,900 from the 2009 Measure A Western County new corridor fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$3,521,500 from the TUMF CETAP fund to the 2009 Measure A Western County highway fund for its share of the MSHCP debt service contribution;
- \$6,990,900 from Measure A and TUMF funds for the allocation of administrative costs to the General fund;
- \$13,020,600 from the TUMF CETAP fund to the 2009 Measure A Western County new corridor fund for the MCP projects;
- \$75,600 from the 2009 Measure A Western County highway fund to the TUMF CETAP fund for the SR-79 realignment project; and
- \$2,812,100 from the Debt Service fund to the 2009 Measure A Western County highway and Coachella Valley highway funds for BABs subsidy reimbursements.

TABLE 54 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY USES DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 2,506,900	\$ 3,690,500	\$ 2,649,100	\$ 3,809,700	\$ 119,200	3%
Professional Costs						
Legal Services	1,329,500	2,494,200	1,655,900	3,958,000	1,463,800	59%
Audit Services	129,700	140,000	50,000	50,000	(90,000)	-64%
Financial Advisory	112,400	335,500	104,600	167,700	(167,800)	-50%
Professional Services - General	871,400	3,228,500	2,538,300	2,222,400	(1,006,100)	-31%
Total Professional Costs	2,443,000	6,198,200	4,348,800	6,398,100	199,900	3%
Support Costs	215,600	2,523,700	630,600	593,000	(1,930,700)	-77%
Projects and Operations						
Program Operations	5,974,000	8,951,700	8,860,000	9,551,000	599,300	7%
Engineering	11,449,100	33,010,600	16,971,000	33,605,000	594,400	2%
Construction	151,729,800	267,609,600	116,156,200	205,728,100	(61,881,500)	-23%
Design Build	59,748,400	38,542,200	33,358,500	19,753,000	(18,789,200)	-49%
Right of Way and Land	24,001,800	39,834,200	18,056,000	78,569,000	38,734,800	97%
Local Streets and Roads	86,821,000	84,545,100	84,680,400	85,122,200	577,100	1%
Regional Arterials	15,199,800	30,000,000	30,000,000	30,000,000	-	0%
Special Studies	78,200	50,000	50,000	500,000	450,000	900%
Operating and Capital Disbursements	-	5,000,000	-	5,000,000	-	0%
Total Projects and Operations	355,002,100	507,543,400	308,132,100	467,828,300	(39,715,100)	-8%
Capital Outlay	4,664,200	4,187,200	3,837,200	6,250,000	2,062,800	49%
Debt Service	69,555,300	69,215,200	69,215,200	69,158,300	(56,900)	0%
Transfers Out	97,358,000	110,386,400	105,289,200	103,795,900	(6,590,500)	-6%
TOTAL Capital Project Development and Delivery	\$ 531,745,100	\$ 703,744,600	\$ 494,102,200	\$ 657,833,300	\$ (45,911,300)	-7%

CAPITAL PROJECT DEVELOPMENT AND DELIVERY STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Administrative Assistant	0.00	0.00	0.01
Capital Project Manager	2.26	2.45	2.37
Chief Financial Officer	0.12	0.16	0.20
Community Engagement Manager	0.00	0.02	0.00
Deputy Director of Administrative Services	0.09	0.00	0.00
Deputy Executive Director	0.01	0.04	0.06
Executive Director	0.03	0.04	0.08
External Affairs Director	0.02	0.08	0.10
Facilities Administrator	0.06	0.14	0.17
Legislative Affairs Manager	0.00	0.02	0.02
Management Analyst	0.10	0.00	0.00
Procurement Analyst	0.00	0.13	0.16
Procurement Manager	0.27	0.28	0.21
Project Delivery Director	0.75	0.94	0.48
Public Affairs Manager	0.36	0.40	0.29
Right of Way Manager	0.59	0.40	0.48
Senior Administrative Assistant	0.52	0.47	0.56
Senior Capital Project Manager	1.75	3.80	2.54
Senior Financial Analyst	0.01	0.00	0.00
Senior Management Analyst	3.29	3.67	4.76
Senior Procurement Analyst	0.13	0.20	0.24
Toll Customer Service and System Manager	0.00	0.05	0.00
Toll Operations Director	0.07	0.13	0.10
Toll Project Delivery Director	0.76	0.95	0.76
Toll Systems Engineer	0.05	0.15	0.00
Toll Technology Manager	0.12	0.13	0.07
FTE	11.36	14.65	13.66

DEPARTMENT OVERVIEW

The primary responsibility of Capital Projects is the development and delivery of major highway and rail capital projects where the Commission is identified as the lead agency. The delivery of a capital project can include tasks such as feasibility studies, preliminary engineering, environmental clearance, final design, right of way acquisition, utility relocation, construction, construction management, and design-build in addition to the management of various types of agreements. Capital Projects also develops and delivers a limited number of highway, regional arterial, and regional trail projects on behalf of local jurisdictions; these efforts are funded by the local jurisdictions through funding agreements with the Commission. Approximately 51% of the Commission's FY 2024/25 budgeted expenditures originates in this department managed by the Toll Project Delivery and Project Delivery Directors responsible for the capital program.

Capital Projects accelerates delivery of the Measure A, toll, state, and federally funded highway, regional arterial, and rail capital improvement projects throughout the County. Highway improvements currently in progress include the addition of mixed flow, truck climbing and descending, auxiliary, and tolled express lanes; widening and realignment projects; interchange improvements; a new CETAP corridor; and smart freeway improvements. Commuter rail capital improvements include the expansion of commuter rail service in Western County and related station improvement and rehabilitation projects.

Regional arterial capital improvements include Western County TUMF and Measure A regional arterial projects administered by the Planning and Programming Department and reimbursements to CVAG related to the highway and regional arterial program that it administers in the Coachella Valley. Capital Projects may develop and deliver Western County regional arterial projects on behalf of local jurisdictions, as noted previously.

The 2009 Measure A program includes funding to the incorporated cities and the County unincorporated areas for local streets and roads maintenance, repair, and construction. The budgeted amount is set by formula established in the Measure A TIP. Each jurisdiction's respective allocation is based on population (Western County and Palo Verde Valley) or dwelling units (Coachella Valley) and the amount of sales tax generated. The Planning and Programming Department administers the local streets and roads funding eligibility reviews.

Capital Projects provides the necessary coordination between the Commission and Caltrans for the development of scope, cost, and project delivery schedules for Measure A projects that include STIP funding or are on the state highway system.

Given the support required to oversee and participate in the project development work, costs for Commission staff and related support are included in this department budget. The projects identified in the FY 2024/25 budget funded by Measure A, TUMF, state, or federal funds as well as existing and future toll revenues require the continued support of the Bechtel project management team which includes program managers, project engineers, construction engineers, inspectors, contracts administration, and support staff.

The Commission incurred debt for highway (non-tolled and tolled), new corridor, regional arterial, and local streets and roads projects for which title usually vests or, upon completion, will vest with Caltrans or local jurisdictions for ongoing operations and maintenance. The financed projects are not assets of the Commission for which the Commission will have operating responsibilities, except for the intangible rights to operate the express lanes on SR-91 and I-15. Accordingly, future operating costs related to the non-capitalized projects cannot be determined since they are not the Commission's responsibility and are not applicable to the annual budget. Operating budget impacts for the Commission's toll assets and non-financed rail assets are included in the annual budget.

RIGHT OF WAY ACQUISITION, UTILITY COORDINATION, AND SUPPORT SERVICES

The primary goal of the Right of Way Management Division is the delivery of right of way in the most cost-effective manner and within project schedules, while adhering to federal and state regulations. To implement the Commission's directive, the Commission maintains on-call agreements with right of way consultant services in the fields of right of way engineering and surveying, environmental assessment, appraisal and appraisal review, acquisition and relocation, property management, and utility relocation. The Right of Way Management Division supervises and manages right of way services and related support for individual projects that are included in the Capital Projects budget and for habitat acquisition related to the RCA's MSHCP.

PROPERTY MANAGEMENT

The Commission strives to manage its real property with the objective of maximizing existing and future public transportation benefits, safety, and income by means of professional property management policies and procedures. This includes issuing licenses and rights of entry for authorized third-party uses, as well as investigating and resolving issues regarding uses not authorized by the Commission or RCA. During FY 2014/15, the Commission performed a comprehensive analysis of existing licenses and encroachments. The Commission resolved private use and utility encroachments on the SJBL, resulting in additional licenses. The Commission continues to monitor, identify and, if necessary, enter into new licenses or eliminate encroachments on SJBL. In certain limited situations, the Commission may also grant easements. Similar efforts for RCA include identifying and converting lease agreements to license agreements in FY 2021/22. In addition, various rights of entry are entered into for the benefit of special studies or projects on RCA land which may provide a benefit to the sensitive habitat currently in conservation.

The property management scope of work on all Commission-owned properties consists of general maintenance activities and security measures. The property management function includes the demolition and clearance of structures and other improvements on acquired property, excluding commuter rail stations. Additionally, the Commission must manage real property acquired for a project until required for construction.

Since 1990, the Commission has acquired property assets in the course of rail and highway project implementation. The Commission acquires and transfers to Caltrans most of these parcels upon project completion. Upon project completion, all remaining portions of properties within every project are reassessed and deemed surplus, when it has been determined that the continued retention of the property no longer supports the Commission's policy goals and objectives.

Property acquisition for the 91 Project began in 2010 with all of the 197 required parcels acquired and delivered to the design-builder by June 2015. The last remaining parcel acquired through condemnation action in late 2022. Right of way will continue the project closeout effort and transfer the necessary property interest to the various agencies.

LONG-TERM STRATEGIC PLANNING

The Commission completed a significant effort in December 2006 to develop an implementation plan strategy for the 2009 Measure A state highway program, with a focus on the first 10 years of the program through 2019. The effort, known as the Western County Highway Delivery Plan, included an objective-based assessment of the Western County portion of the 2009 Measure A TIP along with the prioritization of the program of projects. The Commission selected four highway corridors (I-215, I-15, I-10, and SR-91) as the priority focus for the first 10 years of the 2009 Measure A program, and long-term development work was approved for large-scale projects such as the development of the MCP and realignment of SR-79.

Project development activities for these projects have been ongoing, including an update and reprioritization in January 2010 in response to the economic downturn. The Commission completed a scope reevaluation of the I-15 Express Lanes project and adopted a new scope of work that consists of tolled express lanes on the northern 15 miles of I-15 in the County which opened in April 2021. The Commission deferred the I-10 truck climbing lanes project several years and replaced it with added safety improvements on SR-60, which has completed construction. For the strategic projects, the Commission completed preliminary engineering and environmental clearance for the MCP and SR-79 realignment projects and has been acquiring property for those projects to meet the environmental mitigation requirements. The Commission has recently completed construction on the first construction package for the MCP I-215/Placentia Avenue interchange. In addition, the Commission has commenced the design of the next phase of the MCP, MCP construction package 3, along with Ramona Expressway.

Following the January 2019 Annual Workshop, the Commission assigned an ad hoc committee to establish a new 10-year Western County Highway Delivery Plan for 2019-2029. Development of the new Western County Highway Delivery Plan focused on Commission-sponsored highway projects in Western County to be delivered between 2019 and 2029.

In July 2019 the new Western County Highway Delivery Plan was adopted, for the period 2019-2029. Projects were placed into three groups based on the likelihood of obtaining full funding. Group 1 projects (or project phases) are considered fully funded given existing and expected local funding from Measure A, tolls, and other local sources as well as state and federal funding. Group 2 projects (or project phases) are partially funded with full funding likely available over the 2019-2029 period. Group 3 projects represent partner agency-sponsored projects being assisted by Commission funding. While not part of the Commission's Western County Highway Delivery Plan these notable projects are reflected for reference.

CVAG developed a strategic plan for Coachella Valley highway and regional arterial projects based upon a transportation project prioritization study that is updated periodically.

The PVL project, included in the 1989 and 2009 Measure A programs, is now complete and has been in operation since June 2016. The Commission develops other rail capital projects in coordination with SCRRA or based on a rail station plan that is updated periodically. Recently, the Commission commenced construction of the Moreno Valley/March Field Station Expansion project, the design of the South Perris Station project, and Perris Valley Line double track/Moreno Valley to Perris Station project. Station operation costs are included in the Rail Department budget.

Four new Western County transportation corridors were identified through CETAP and are eligible for 2009 Measure A Western County new corridor and TUMF CETAP funding. Given the size and anticipated cost of these new corridors, they are moving forward on varied schedules with the work on the internal corridors – the MCP being the most advanced. Right of way acquisition for the first construction package of the MCP is complete and acquisitions for the remainder of MCP will be considered for extraordinary acquisitions on a case by case basis.

These strategic planning activities play a significant part of the Commission's annual budget process, in particular the capital budget.

Detailed descriptions of the capital projects, including local streets and roads funding, that are included in the FY 2024/25 budget follow the Department Goals.

DEPARTMENT GOALS

CAP1 – Build upon and strengthen the partnership with Caltrans toward timely delivery of identified Measure A, toll, and STIP projects. *(Policy Goals: Quality of Life, Connecting the Economy)*

CAP2 – To the extent permitted by law, pursue reasonable involvement of local DBE and SBE firms in contract work. *(Policy Goal: Operational Excellence)*

CAP3 – Provide effective communication of project progress to the Board, city councils, the County Board of Supervisors, Caltrans, CTC, FTA, FRA, and Federal Highway Administration. *(Policy Goal: Operational Excellence)*

CAP4 – Work with Caltrans and other agencies toward completion of preliminary engineering and environmental clearance of all projects. *(Policy Goal: Quality of Life)*

CAP5 – Construct the highway projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Connecting the Economy)*

CAP6 – In coordination with the Rail Manager, construct capital improvements at existing commuter rail stations as identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

CAP7 – Acquire right of way for rail, highway, and conservation projects identified in the budget. *(Policy Goals: Quality of Life, Operational Excellence)*

CAP8 – Identify innovative financing strategies to fully fund projects identified in the Western County Highway Delivery Plan. *(Policy Goals: Quality of Life, Operational Excellence)*

CAP9 – Identify innovative technologies that can be used to improve congestion while complying with State climate action plan. *(Policy Goal: Operational Excellence)*

CAP10 – Identify methods to implement the necessary highway projects while complying with the State climate action plan. *(Policy Goals: Quality of Life, Operational Excellence)*

CAPITAL PROJECTS SUMMARY

The following is a summary of the capital projects included in the FY 2024/25 budget with costs generally categorized by engineering, right of way, construction, and design-build phases in addition to other project-related costs such as salaries and benefits, Bechtel project management, and legal fees.

HIGHWAY AND REGIONAL ARTERIAL PROJECTS

SR-60 TRUCK LANES AND HABITAT MITIGATION & MONITORING (P003029 & P003058)

Provide funding and support for construction for eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit Trail; upgrade existing shoulders to standard widths. The SR-60 Truck Lanes project was substantially completed in 2022 and the total project cost is estimated at \$138 million. The SR-60 Truck Lanes habitat mitigation and monitoring project will be established for a minimum of five years to comply with required environmental conditions required by other resource agencies.

FY 2024/25 Cost	\$	104,000	Engineering
	\$	390,000	Construction
	\$	30,000	Right of way
	\$	82,000	Other project-related costs

Funding Impact Costs funded with CMAQ, STIP/RIP, SHOPP, and 2009 Measure A highway funds. Caltrans is the lead agency for preliminary engineering and design. The Commission is the lead agency for right of way acquisition, construction, and mitigation.

Operating Budget Impact N/A; state highway operations are the responsibility of Caltrans.

SR-79 REALIGNMENT (P003003, P005127 & P005146)

Complete post-environmental phase work for realignment from Gilman Springs Road to Domenigoni Parkway. The total estimated project cost is \$1.2 billion. A Corridor Analysis Study was performed in 2023, which identified options on how to reduce the project cost including conversion to a county expressway, RCTC assuming CEQA lead, and segmentation with logical termini. Initiation of subsequent phases will be dependent upon the availability of funding. Right of way acquisition dependent upon the availability of funding.

FY 2024/25 Cost	\$	2,975,600	Engineering
	\$	25,350,000	Right of way
	\$	312,000	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial, TUMF CETAP, and federal funds.

Operating Budget Impact N/A; state highway operations are the responsibility of Caltrans.

91 PROJECT (P003028)

Continue to closeout right of way and plant establishment for the tolled express and mixed flow lanes project from the Orange County line to Pierce Street in the City of Corona, including tolled express lanes connectivity to I-15 and improvements to the 15/91 interchange. Project development activities began in September 2007 and lanes were open to traffic in March 2017. The 91 Project cost is estimated at \$1.4 billion, including financing costs.

FY 2024/25 Cost	\$	750,000	Right of way
	\$	340,000	Design-build
	\$	672,000	Other project-related costs

Funding Impact Costs funded using 2009 Measure A highway, new corridor, and economic development funds including sales tax revenue bonds and commercial paper, toll revenue bonds, a federal TIFIA loan, STIP and State LPP funds, and 1989 Measure A contribution.

Operating Budget Impact Operation and maintenance of the tolled express lanes facilities are the responsibility of the Commission, while all other state highway operations are the responsibility of Caltrans. Current estimates of annual operating and maintenance costs are \$17 million. Such costs are paid from the collection of RCTC 91 Express Lanes toll revenues. Toll operating costs are included in Toll Operations Department budget.

71/91 CONNECTOR PROJECT (P003021)

Continued construction of improvements to the new 71/91 upper level connector with an anticipated completion date in 2025. The total estimated project cost is \$128 million.

FY 2024/25 Cost	\$ 450,000	Engineering
	\$ 50,830,000	Construction
	\$ 75,000	Right of way
	\$ 770,500	Other project-related costs

Funding Impact Costs for right of way acquisition and utility relocation work primarily funded using Congressionally designated federal funding remaining from previous area projects; construction costs to be primarily funded with STIP-RIP and SB 1 TCEP funds. Other costs funded with 2009 Measure A highway funds and SB 1 LPP funds.

Operating Budget Impact N/A; state highway operations are the responsibility of Caltrans.

91 EASTBOUND CORRIDOR OPERATIONS PROJECT (P003055)

Begin project development and environmental studies for an eastbound operational lane on SR-91 from SR-241 in Orange County to SR-71. This project was previously approved with the 91 Corridor Improvement Project Environmental Impact Report/Environmental Impact Study (EIR/EIS) as a future phase. Scope development and an environmental revalidation will be performed in FY 2024/25.

FY 2024/25 Cost	\$ 2,398,000	Engineering
	\$ 762,300	Other project-related costs

Funding Impact Costs funded with 2009 Measure A highway and new corridor funds.

Operating Budget Impact N/A; state highway operations are the responsibility of Caltrans.

I-15 EXPRESS LANES PROJECT (P003027)

Closeout the design-build, toll system design, and construction to add two tolled express lanes in each direction from SR-60 to Cajalco Road in the city of Corona. The project is using the design-build method of project delivery. Project development activities began in April 2008, and lanes were opened to traffic in April 2021. The estimated total project cost is \$472 million, including financing costs.

FY 2024/25 Cost	\$ 224,000	Engineering
	\$ 30,000	Right of way
	\$ 349,000	Design-build
	\$ 672,500	Other project-related costs

Funding Impact Project development costs funded using 2009 Measure A highway funds. Federal CMAQ and STBG funds were used to fund interagency support and a portion of design-build costs. A federal TIFIA loan secured by the Commission funded a portion of design-build and toll system costs. Proceeds from sales tax revenues debt completed the project financing.

Operating Budget Impact Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Preliminary estimates of annual operating and maintenance costs are \$16 million. Such costs will be paid from the collection of 15 Express Lanes toll revenues.

15/91 EXPRESS LANES CONNECTOR (P003039)

Continue design and construction to add an express lanes connector between SR-91 and I-15 to the north. The project is using the design-build method of project delivery for some of the work through amendments to existing contracts related to the 91 Project (P003028) and the I-15 Express Lanes project (P003027), as permitted by AB 115 signed by the Governor in June 2017. The remaining work is being accomplished through a competitive design-build contract that was awarded in April 2020. Project development activities began in May 2017, and lanes are expected to be open to traffic in 2023. The estimated total project cost is \$270 million.

FY 2024/25 Cost	\$ 124,000	Right of way
	\$ 5,622,000	Design-build
	\$ 725,900	Other project-related costs
Funding Impact	Costs funded primarily by state SB 132 funds with RCTC 91 Express Lanes surplus toll revenues for the balance.	
Operating Budget Impact	Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission. Such costs will be paid from the collection of 15 Express Lanes toll revenues.	

I-15 EXPRESS LANES—SOUTHERN EXTENSION (P003044)

The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the RCTC 15 Express Lanes. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Public scoping of the project was completed in November 2019 and an ERI/EIS is the expected environmental document. Preliminary engineering and environmental studies efforts will continue in FY 2024/25 and expected to be complete in FY 2024/25. The Commission is currently proceeding with a design-bid-build delivery for the project. The Commission expects to procure a final design contract in FY 2024/25.

FY 2024/25 Cost	\$ 7,700,000	Engineering
	\$ 11,145,000	Design-build
	\$ 3,451,500	Other project-related costs
Funding Impact	All project development costs funded by federal CMAQ and Measure A highway funds. Federal CMAQ funds subsequently replaced STIP funds.	
Operating Budget Impact	Development of future tolled express lanes can be funded by federal and state sources, in addition to toll revenue bonds and Measure A highway funds. Operation and maintenance of future tolled express lanes facilities are the responsibility of the Commission, while all other federal and state highway operations are the responsibility of Caltrans. Commission costs will be paid from the collection of toll revenues.	

I-15 EXPRESS LANES – NORTHERN EXTENSION (P003050)

In Spring 2020, the Commission approved work with SBCTA to help facilitate delivery of the Riverside County portion of the SBCTA I-15 Freight Corridor Project. The scope of the larger SBCTA project is to add express lanes in each direction from Foothill Boulevard in San Bernardino County to Cantu-Galleano Ranch Road in Riverside County. This project will connect seamlessly with the Riverside 15 Express Lanes. The project is expected to start construction in 2023 and open to traffic in 2026. Currently, the Commission is working with SBCTA on the final design of the express lanes in Riverside County, confirming financial feasibility of adding the I-15 Express Lanes – Northern Extension segment, and defining the responsibility and terms of operations for the new toll segment. Although this cross-county project is not identified in Measure A, the delivery of the project would add to and enhance the planned regional express lanes network. The project will use a traditional design-bid-build delivery and is currently in final design. The Commission will need to exert significant staff and consultant effort in the coming years to provide oversight of the design and construction and manage implementation of the toll operations system of this new segment. In FY 2024/25, staff will work with SBCTA to continue development of the cooperative agreement, gain TIFIA acceptance of the new segment, and continue final design oversight reviews. The Commission will review and ensure all design, construction, and operational activities for the I-15 Express Lanes – Northern Extension segment does not harm the Riverside 15 Express Lanes operations.

FY 2024/25 Cost	\$ 2,297,000	Design-build
	\$ 353,700	Other project-related costs
Funding Impact	All project development costs for the Riverside 15 Express Lanes improvements, currently estimated at \$67.2 million, will be funded by SBCTA through SB-1 TCEP grant funds and federal CMAQ funds.	
Operating Budget Impact	Discussions with SBCTA are continuing regarding the responsibility of operation and maintenance of the future tolled express lanes segment. All other federal and state highway operations are the responsibility of Caltrans. Commission costs, if required, will be paid from the collection of toll revenues.	

I-15/FRANKLIN STREET INTERCHANGE (P005138)

The project proposes to design and build a new freeway connection interchange north of the existing Franklin Street overcrossing. The Project is Phase II of the overall I-15 improvement projects in the city of Lake Elsinore, with Phase I being the I-15 Railroad Canyon Road Interchange Project. The construction of Phase 1 for the city of Lake Elsinore was substantially completed in 2022. The estimated total project cost is \$48 million.

FY 2024/25 Cost	\$ 1,800,000	Engineering
	\$ 187,200	Other project-related costs
Funding Impact	Costs funded using TUMF, SB 1 LPP, and STIP.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

MID COUNTY PARKWAY (P002302, P002317, P002320, P002324 & P002328)

Complete close out of I-215/Placentia interchange construction project, the first construction package, continue design for construction package 3 along Ramona Expressway, acquire right of way at imminent risk for development parcels for construction package 2, and perform activities related to post-environmental/permitting, design and right of way for a new corridor from I-215 to SR-79. Construction of this new facility will be completed over many years as funding becomes available and is estimated to cost \$1.7 to \$1.9 billion.

FY 2024/25 Cost	\$ 1,240,000	Engineering
	\$ 500,000	Construction
	\$ 36,630,000	Right of way
	\$ 958,200	Other project-related costs

Funding Impact Costs for the construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, and STBG funds.

Operating Budget Impact The County of Riverside will be responsibility for highway operations on construction package 3.

I-10/HIGHLAND SPRINGS INTERCHANGE (P005135)

Continue project development and environmental studies to improve the I-10/Highland Springs Avenue interchange, located on the boundary between the cities of Beaumont and Banning. The estimated total project cost is \$29 million.

FY 2024/25 Cost	\$ 600,000	Engineering
	\$ 10,000	Right of way
	\$ 169,900	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial.

Operating Budget Impact N/A; federal highway operations are the responsibility of Caltrans.

SMART FREEWAYS (P003051)

Commence construction and systems operation for two years of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. The estimated total project cost is \$24.7 million.

FY 2024/25 Cost	\$ 600,000	Engineering
	\$ 17,365,000	Construction
	\$ 1,534,300	Other project-related costs

Funding Impact Costs funded using federal CMAQ, congressional earmarks, Caltrans SHOPP funding, and Measure A new corridor funds.

Operating Budget Impact Operations costs during the pilot period of two years will be included in the construction contract costs.

VARIOUS WESTERN COUNTY HIGHWAY PROJECTS (P003005, P003017, P003023, P003056, P005136, P223999, P613999, P622402, P623994, P623999 & P735000)

Provide funding and support to various Western County highway projects, including the I-15 smart corridor; SR-91 HOV lanes from Adams Street to the 60/91/215 interchange, the 60/215 East Junction HOV lane connectors; and Temecula I-15 Auxiliary Lane project.

FY 2024/25 Cost	\$ 2,295,000	Construction
	\$ 505,000	Right of way
	\$ 4,307,400	Other project-related costs
Funding Impact	Costs funded using primarily 1989 and 2009 Measure A highway funds.	
Operating Budget Impact	N/A; federal highway operations are the responsibility of Caltrans.	

VARIOUS WESTERN COUNTY MEASURE A AND TUMF REGIONAL ARTERIAL PROJECTS (P005116, P005127, P005137, P005138, P005139, P005140, P005142, P005143, P005144, P005145, P005200, P005212, P005213, P005214, P005215, P005216, P005217, P005218, P005219, P005220, P005221, P005222, P005223, P005224, P005225 P663041, P663042 & P725000)

Provide Western County Measure A and TUMF funding and support through the Planning and Programming Department for the engineering, right of way, and construction activities related to various Western County Measure A and TUMF regional arterial projects approved by the Commission. Total project costs approved for MARA and TUMF regional arterial projects approximate \$143 million.

FY 2024/25 Cost	\$ 10,385,000	Engineering
	\$ 120,973,100	Construction
	\$ 14,334,000	Right of way
	\$ 678,600	Other project-related costs
Funding Impact	Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.	
Operating Budget Impact	N/A; regional arterial operations are the responsibility of the local jurisdictions.	

RAIL PROJECTS

MORENO VALLEY – MARCH FIELD STATION UPGRADE (P004026)

Complete the construction to add an additional platform, rehabilitate and replace an existing second track, and add a new signal system. Engineering is complete, but design support will be necessary during construction; construction is expected to be completed in late 2024. The total project cost is estimated at \$40 million.

FY 2024/25 Cost	\$ 80,000	Engineering
	\$ 1,600,000	Construction
	\$ 292,300	Other project-related costs
Funding Impact	Costs funded using FTA Section 5307 grant funds.	
Operating Budget Impact	Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.	

RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS PROJECT (P003038)

Continue environmental studies for expanding operational flexibility through the construction of an additional center platform and associated tracks on the south side of the station, extend the existing pedestrian bridge, and add an additional elevator for the new platform. Environmental clearance is expected to be completed by 2024. The total project cost is estimated at \$149 million.

FY 2024/25 Cost	\$	100,000	Engineering
	\$	1,800,000	Construction
	\$	1,973,500	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

RIVERSIDE-HUNTER PARK EXPANSION (P003841)

Commence PS&E design for the addition of a second passenger loading platform, second station track, at-grade pedestrian crossing to the second platform, and provide switches to connect the new station track to the main single track along the Perris Valley Line. The proposed passenger loading platform will be designed and constructed with all necessary platform amenities including lighting, canopies, benches, trash cans, signage and changeable message signs. The conceptual design and environmental clearance were completed as part of the Perris Valley line project. The total project cost is estimated at \$35,000,000.

FY 2024/25 Cost	\$	1,030,000	Engineering
	\$	125,000	Construction
	\$	2,000	Right of way
	\$	182,200	Other project-related costs

Funding Impact Costs funded using 2009 Measure A Western County rail funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

SOUTH PERRIS STATION AND LAYOVER EXPANSION PROJECT (P003837)

Continue engineering and design to add an additional platform, second station track, fourth layover track, and a new signal system. Engineering is anticipated to be completed summer of 2024. The total project costs is estimated at \$224.4 million.

FY 2024/25 Cost	\$	594,200	Engineering
	\$	9,750,000	Construction
	\$	250,000	Right of way
	\$	355,200	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

PERRIS VALLEY LINE DOUBLE TRACK - MORENO VALLEY TO PERRIS PROJECT (P003836)

Continue engineering and design to rehabilitate and replace an existing second track for 6.7 miles and add a new signal system. Engineering is anticipated to be completed by 2025. The total project cost is estimated at \$30 million.

FY 2024/25 Cost	\$	3,024,200	Engineering
	\$	100,000	Construction
	\$	150,000	Right of way
	\$	356,700	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

STATION REHABILITATION AND SECURITY (P004011)

Provide funding and support for station upgrades, improvements to reduce operating costs and security at the Riverside Downtown, Riverside – La Sierra, Corona – North Main, West Corona, Moreno Valley – March Field, and Perris - South stations. Improvements include solar panel installation, parking lot repaving and restriping, elevator modernization, high-definition camera replacement, fencing, ATP passenger access, passenger amenities, signage, station painting, and walk-way improvements. This is an ongoing project.

	\$	6,100,000	Property improvements (capital outlay)
	\$	22,500	Other project-related costs

Funding Impact Costs funded using FTA, Mobile Source Air Pollution Reduction Review Committee, LCTOP, SB 1, and 2009 Measure A Western County rail funds.

Operating Budget Impact Operations will be the responsibility of the Commission and are funded using 2009 Measure A Western County rail funds.

VARIOUS WESTERN COUNTY RAIL PROJECTS (P003839, P003840, P652402 & P654199)

Provide Measure A funding and support for right of way activities related to various rail projects.

FY 2024/25 Cost	\$	300,000	Engineering
	\$	329,000	Right of way
	\$	150,000	Property improvements (capital outlay)
	\$	7,280,200	Other project-related costs

Funding Impact Costs funded using 2009 Measure A Western County rail funds.

Operating Budget Impact N/A; these rail projects may be improvements beyond the rail station boundaries that benefit local jurisdictions that are responsible for operations in those areas.

LOCAL STREETS AND ROADS

WESTERN COUNTY AREA

Distribute local return funding for local streets and roads projects in Western County.

FY 2024/25 Cost	\$	896,000	Banning
		918,000	Beaumont
		325,000	Calimesa
		284,000	Canyon Lake
		5,889,000	Corona
		3,268,000	Eastvale
		2,778,000	Hemet
		3,353,000	Jurupa Valley
		2,278,000	Lake Elsinore
		3,132,000	Menifee
		6,367,000	Moreno Valley
		3,611,000	Murrieta
		987,000	Norco
		2,898,000	Perris
		10,747,000	Riverside
		1,497,000	San Jacinto
		4,293,000	Temecula
		1,001,000	Wildomar
		9,351,000	Riverside County
		1,378,000	WRCOG (60% of Beaumont's share)
		<u>65,251,000</u>	Total Western County
		(138,500)	Less: Allocation of administrative costs
		<u><u>\$ 65,112,500</u></u>	Total Western County, net

Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.

Operating Budget Impact N/A; local streets and roads operations are the responsibility of the local jurisdiction.

COACHELLA VALLEY AREA

Distribute local return funding for local streets and roads projects in Coachella Valley.

FY 2024/25 Cost	\$	1,978,000	Cathedral City
		834,000	Coachella
		601,000	Desert Hot Springs
		344,000	Indian Wells
		2,728,000	Indio
		1,995,000	La Quinta
		3,508,000	Palm Desert
		3,253,000	Palm Springs
		1,213,000	Rancho Mirage
		2,768,000	Riverside County
		<u>19,222,000</u>	Total Coachella Valley
		(138,500)	Less: Allocation of administrative costs
	\$	<u>19,083,500</u>	Total Coachella Valley, net

Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.

Operating Budget Impact N/A; local streets and roads operations are the responsibility of the local jurisdiction.

PALO VERDE VALLEY AREA

Distribute local return funding for local streets and roads projects in Palo Verde Valley.

FY 2024/25 Cost	\$	805,000	Blythe
		243,000	Riverside County
		<u>1,048,000</u>	Total Palo Verde Valley
		(121,800)	Less: Allocation of administrative costs
	\$	<u>926,200</u>	Total Palo Verde Valley, net

Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.

Operating Budget Impact N/A; local streets and roads operations are the responsibility of the local jurisdiction.



SECTION 3.4

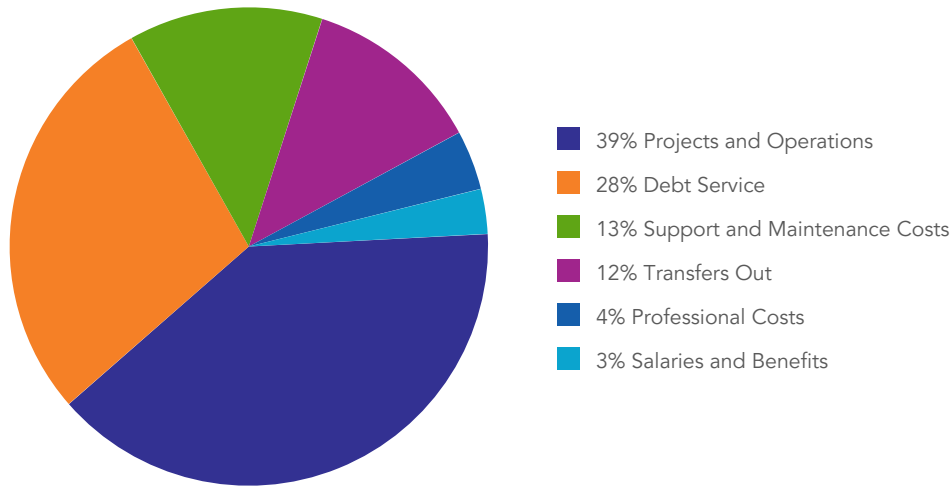
Toll Operations

TOLL OPERATIONS

MISSION STATEMENT:

Toll Operations efficiently operates express lanes with high customer satisfaction to reduce congestion, improve mobility, and manage demand.

CHART 42 – TOLL OPERATIONS



EXPENDITURES

Toll operations expenses of \$79,827,100 represent the eighth full year of operating expenses and debt service for the RCTC 91 Express Lanes and the fourth full year of operating expenses and debt service for the 15 Express Lanes. (Table 55).

Approximately 60% of the expenses and other uses are comprised of operations, maintenance, and support costs, when excluding debt service and transfers out. Salaries and benefits reflect an increase of 19% due to a net change in FTE allocations, the addition of one FTE – Toll Finance Manager, and a 4% pool for performance merit-based salary increases. Professional costs of \$2,946,600 consist of toll services consultants, traffic and revenue consultants, financial advisors, general and specialized legal counsel, audit and financial services, and rating agency and TIFIA loan servicing fees. Support and maintenance costs of \$10,639,300 include road and systems maintenance, insurance, credit card processing fees, violations enforcement, transponder costs, marketing, lease, travel, and other support costs. Program operations costs of \$21,555,200 primarily includes the Commission’s share of the toll contractor cost to operate the 91 Express Lanes, toll services provider cost for the 15 Express, and FSP services. Engineering costs of \$1,000,000 and construction costs of \$8,967,100 relate to the RCTC 91 Express Lanes repair and rehabilitation. Capital outlay of \$368,000 consists of roadside operation vehicles and office improvements.

Debt service of \$22,201,000 is related to interest payments for the 2021 Toll Refunding Bonds on the RCTC 91 Express Lanes.

Transfers out relate to \$6,471,900 of toll operations surplus revenues to fund the 15/91 Express Lanes Connector project and \$3,263,400 for the administrative cost allocation.

TABLE 55 – TOLL OPERATIONS USES DETAIL

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Salaries and Benefits	\$ 1,650,900	\$ 2,030,700	\$ 1,626,800	\$ 2,414,600	\$ 383,900	19%
Professional Costs						
Legal Services	84,000	324,500	71,500	550,000	225,500	69%
Audit Services	54,800	68,000	68,800	70,200	2,200	3%
Financial Advisory	102,800	135,500	118,600	167,000	31,500	23%
Professional Services - General	1,384,200	2,823,500	1,426,900	2,159,400	(664,100)	-24%
Total Professional Costs	1,625,800	3,351,500	1,685,800	2,946,600	(404,900)	-12%
Support and Maintenance Costs	7,148,600	10,545,900	8,051,700	10,639,300	93,400	1%
Projects and Operations						
Program Operations	14,391,600	25,003,300	15,114,000	21,555,200	(3,448,100)	-14%
Engineering	–	275,000	275,000	1,000,000	725,000	264%
Construction	22,382,700	4,224,300	1,675,000	8,967,100	4,742,800	112%
Design Build	3,774,600	2,106,000	2,106,000	–	(2,106,000)	-100%
Total Projects and Operations	40,548,900	31,608,600	19,170,000	31,522,300	(86,300)	0%
Capital Outlay	5,000	85,000	53,100	368,000	283,000	333%
Debt Service	22,201,000	22,201,000	22,201,000	22,201,000	–	0%
Transfers Out	56,479,200	39,479,000	35,965,700	9,735,300	(29,743,700)	-75%
TOTAL Toll Operations	\$ 129,659,400	\$ 109,301,700	\$ 88,754,100	\$ 79,827,100	\$ (29,474,600)	-27%

TOLL OPERATIONS STAFFING SUMMARY

Position	FY 22/23 Actual	FY 23/24 Projected	FY 24/25 Budget
Accountant	0.96	0.95	1.00
Chief Financial Officer	0.18	0.10	0.15
Deputy Director of Finance	0.04	0.06	0.02
Deputy Director of Administrative Services	0.01	0.00	0.00
Deputy Executive Director	0.04	0.07	0.11
Executive Director	0.01	0.07	0.04
External Affairs Director	0.01	0.01	0.00
Facilities Administrator	0.01	0.10	0.06
IT Administrator	0.00	0.02	0.00
Legislative Affairs Manager	0.00	0.01	0.00
Procurement Analyst	0.00	0.05	0.09
Procurement Manager	0.01	0.10	0.14
Public Affairs Manager	0.04	0.00	0.03
Senior Administrative Assistant	0.00	0.03	0.01
Senior Capital Project Manager	0.25	0.15	0.20
Senior Financial Analyst	0.39	0.40	0.00
Senior Management Analyst	1.98	1.90	2.05
Senior Procurement Analyst	0.02	0.05	0.09
Toll Customer Service Manager	1.00	0.95	1.00
Toll Finance Manager	0.00	0.00	1.00
Toll Operations Director	0.93	0.68	0.90
Toll Project Delivery Director	0.23	0.10	0.20
Toll Systems Engineer	0.95	0.90	1.00
Toll Technology Manager	0.88	0.68	0.93
FTE	7.94	7.38	9.02

DEPARTMENT OVERVIEW

EXPRESS LANES PLANNING HISTORY

In December 2006, the Commission adopted the Western Riverside County Delivery Plan that served as a 10-year capital improvement plan from 2009-2019 for Western County freeways and highways. To address unprecedented population, economic, and travel demand growth in Western County, the Commission desired to provide freeway corridor improvements beyond what traditional funding sources would be able to provide. The Commission studied innovative funding sources, including tolling, in advance of the adoption of the Western Riverside County Delivery Plan as a means to provide more transportation improvements.

In 2006, the Commission conducted a toll feasibility study that determined that SR-91 and I-15 were both feasible corridors to introduce tolling via high occupancy toll lanes (now referred to as express lanes). The Western Riverside County Delivery Plan detailed ambitious improvements to the SR-91 and I-15 corridors including the addition of two tolled express lanes in each direction and the ability to operate and maintain these tolled express lanes for a long-term period. The Commission's commitment in 2006 to tolling also indicated its future intent to become an operating toll agency and establish the Toll Operations Department. In FY 2017/18, the Commission initiated a second toll feasibility study (Next Generation Toll Feasibility Study) to assist in the determination of the location and type of future toll projects. In FY 2019/20, the Commission initiated project development activities for the 15 Express Lanes–Southern Extension, which are included in the Capital Project Development and Delivery Department.

EXPRESS LANES OPERATIONS

The Toll Operations Department, as supported by contractors and consultants, is responsible for the management of express lanes in Riverside County. In addition to operations and maintenance, the responsibilities include toll system design, implementation, violations enforcement, customer service, and associated traffic and incident management. Toll Operations provides direct oversight to the toll services operators and roadside system contractor and administers contracts with the California Highway Patrol for toll enforcement, Caltrans for road maintenance, and various maintenance contracts. The Commission utilizes a consultant to support toll initiatives and provide oversight to the toll contractors.

The Toll Operations Department is responsible for complying with Commission adopted toll policies and recommending changes to those policies.

Monitoring and reporting on actual toll transactions and related toll revenues is a primary responsibility for Toll Operations. Staff compares actual transactions and revenue to investment grade study projections adopted by the Commission. In addition to monitoring toll revenues, Toll Operations monitors and analyzes operation and maintenance costs during the fiscal year.

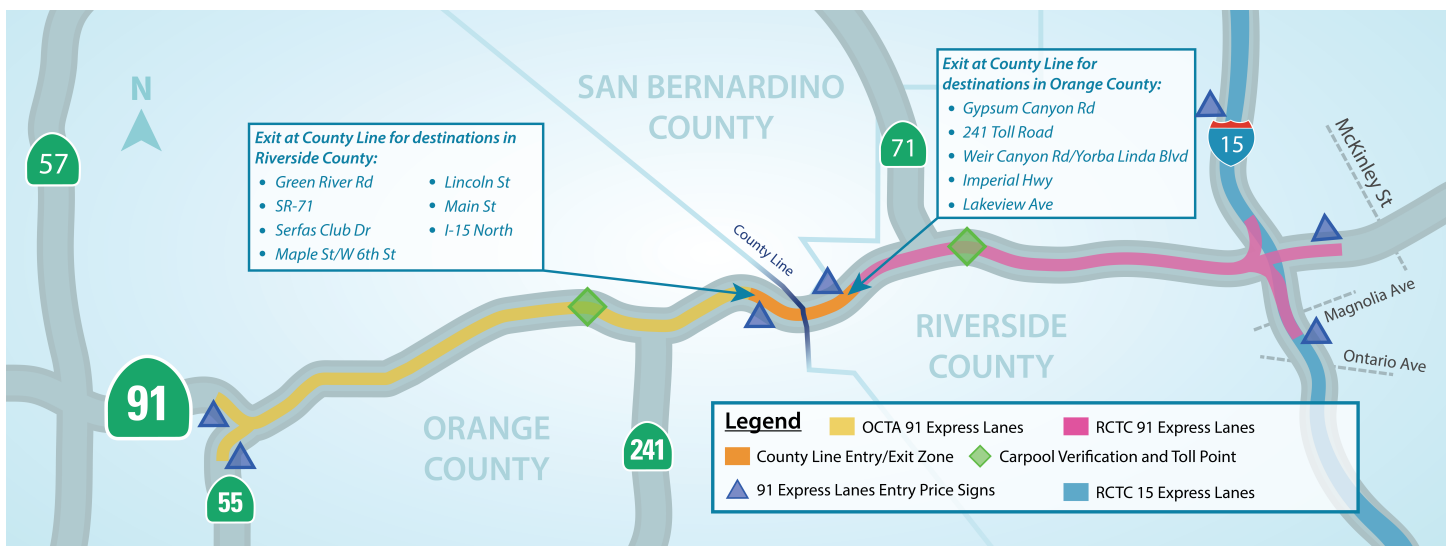
Toll Operations manages the operations and maintenance activities for the new Regional Operations Center and the Facilities and Maintenance Building in Corona, as the the Commission purchased these facilities for express lanes operations.

Toll Operations supports project development by providing comprehensive input to the tolling concept of operations, contractor procurements, agency agreements, public outreach, Regional Operations Center development, and toll policies and business rules.

RCTC 91 EXPRESS LANES

In March 2024, the Commission completed its seventh full year of operation of the RCTC 91 Express Lanes. The completed 91 Project connects the OCTA 91 Express Lanes with the RCTC 91 Express Lanes using a two-mile long mixing area, allowing vehicles to use either or both sections of the 91 Express Lanes (Chart 43). The RCTC 91 Express Lanes continue approximately eight miles to the I-15 interchange in Riverside County. Two-lane (one lane in each direction) direct tolled connectors provide the RCTC 91 Express Lanes with access/egress to I-15 south and north of the SR-91/I-15 interchange. The Commission has the authority to charge tolls on the RCTC 91 Express Lanes for 50 years through March 2067, based on a toll facility agreement between the Commission and Caltrans.

CHART 43 – RCTC 91 EXPRESS LANES



OCTA owns and operates the Orange County portion of the 91 Express Lanes. Under a cooperative agreement, the Commission and OCTA use the same operator for the back office and customer service center operations of the 91 Express Lanes. The Toll Operations Center and administrative offices are located in Anaheim and the Customer Service Center in Corona. The joint operation of the 91 Express Lanes provides for cost sharing and a seamless customer experience. Staff coordinates ongoing joint 91 Express Lanes marketing efforts with OCTA.

In March of 2022, a new back-office system was implemented and the operations services provided under a new contract with Cofiroute USA.

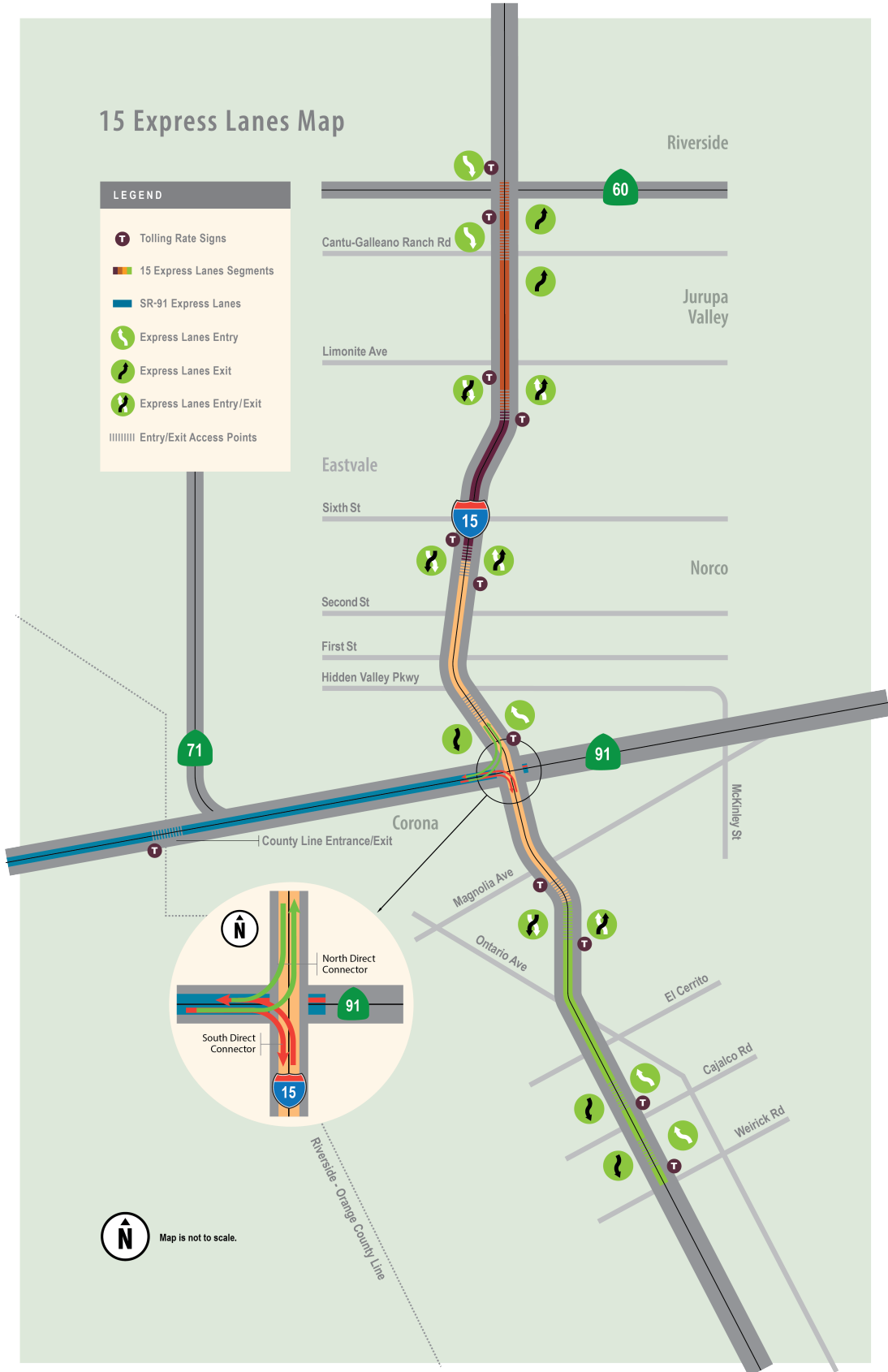
While the Commission and OCTA jointly operate and maintain the 91 Express Lanes, tolls for each of the RCTC 91 Express Lanes and the OCTA 91 Express Lanes are charged independently and reported separately. In connection with a master custodian agreement between the the Commission and OCTA, tolls related to the RCTC 91 Express Lanes and the Commission's portion of non-toll revenues are deposited with the Commission's trustee into the trust estate for the RCTC 91 Express Lanes. The Commission uses these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

15 EXPRESS LANES

In April 2021, the Commission opened the 15 Express Lanes which generally includes two lanes in each direction of the center median from Cajalco Road to SR-60, approximately 15 miles in each direction.

Similar to the RCTC 91 Express Lanes, the Commission has the authority to charge tolls on the 15 Express Lanes for 50 years after opening through April 2071 based on a toll facility agreement between the Commission and Caltrans.

CHART 45 – 15 EXPRESS LANES



The 15 Express Lanes operator provides back office, customer service, and roadside toll system operations from the Regional Operations Center in Corona. Tolls and non-toll revenues related to the 15 Express Lanes are deposited with the Commission's trustee into the trust estate for the 15 Express Lanes. The the Commission will use these revenues to pay for operation and maintenance expenses and debt service as well as fund repair and rehabilitation reserves.

FUTURE EXPRESS LANES FACILITIES

The Commission is in project development for the I-15 Express Lanes – Southern Extension. The proposed project is to add two express lanes in each direction on the I-15 between SR-74 and Cajalco Road. The project proposes to extend express lanes south of the 15 Express Lanes. Public scoping of the project was completed in November 2019 and an Environmental Impact Report/Environmental Assessment is the environmental document. Engineering and environmental studies are ongoing and will continue through FY 2024/25. Project development activities began in September 2017 when the Board approved STIP funds for the next phase of project development. Preliminary engineering and environmental studies commenced in May 2019 with execution of a consultant contract. The Capital Projects Development and Delivery Department manages the project.

The Commission is jointly developing with OCTA, Caltrans, and the Transportation Corridor Agencies (TCA) the 241/91 Express Lanes Connector. This future facility will provide a direct connection to and from the median of the 91 Express Lanes to the SR-241 toll road. In 2019, the agencies approved a term sheet that set forth key areas of agreement for this facility. Currently, Commission staff is actively involved in the project as part of a multi-agency project development effort led by TCA with a focus on the future operations of the connector. This facility is expected to open in late 2026.

In December 2020, SBCTA received notification of significant SB 1 grant funding that will partially fund additional express lanes on the I-15 corridor from Cantu-Galleano Ranch Road in Riverside County to Foothill Boulevard in San Bernardino County. This project will result in approximately two additional miles of two express lanes in each direction in Riverside County from Cantu-Galleano Ranch Road to the county line with an additional five miles extending into San Bernardino County. This SBCTA-led project will effectively become a northern extension of the Commission's existing 15 Express Lanes. The daily operations and maintenance of this northern extension are under discussion with SBCTA.

STATE AND REGIONAL TOLL EFFORTS

Toll Operations is also working on several important efforts related to tolling;

The Commission is a member of, and staff is actively involved in the CTOC, which addresses many statewide toll issues including toll technology to improve the customer experience across the state, create synergy among toll agencies, and improve legislation related to tolling;

The Commission is a member of the Western Regional Toll Operators Committee (WRTOC) which is working together to prepare for the exchange of customer information and transactions regionally and nationally. Staff is actively engaged in the WRTOC; and

Commission staff also participates in and provides input to regional studies performed by Caltrans District 8 and SCAG related to managed lanes (including express lanes, toll policies, and issues related to regional express lane networks).

CASH FLOWS FROM TOLL OPERATIONS

The Commission pledged toll revenues as security for the toll-supported debt for the RCTC 91 Express Lanes and 15 Express Lanes. Information regarding toll debt is included in Section 2 – Fund Budgets - Enterprise Fund discussion.

For FY 2024/25, the Commission will deposit approximately \$3.5 million, to the extent available, to the RCTC 91 Express Lanes repair and rehabilitation fund. Toll Operations expenditures include \$13.2 million for major repair and rehabilitation expenses permitted under the master indenture.

RCTC 91 EXPRESS LANES ROADSIDE AND SYSTEM REPAIR AND REHABILITATION (P009103 & P009104)

The Commission will close-out the work related to the new back-office system and dynamic pricing and perform updates to the RCTC 91 Express Lanes back office systems to comply with changes in legislation. Pavement slab replacement will be performed and the active traffic management system which the traffic operation centers uses to monitor the express lanes will be completed.

FY 2024/25 Cost	\$ 1,000,000	Engineering
	\$ 8,967,100	Construction
	\$ 3,183,800	Other project-related costs
Funding Impact	Costs funded with RCTC 91 Express Lanes repair and rehabilitation funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the RCTC 91 Express Lanes.	

15 EXPRESS LANES SYSTEM REPAIR AND REHABILITATION (P001504)

Changes to the back-office system will be performed to comply with legislative mandates.

FY 2024/25 Cost	\$ 400,000	Toll services
Funding Impact	Costs funded with RCTC 15 Express Lanes repair and rehabilitation funds.	
Operating Budget Impact	Daily operations and maintenance are the responsibility of the 15 Express Lanes.	

For FY 2024/25, the Commission will deposit approximately \$582,900 to the extent available, to the 15 Express Lanes repair and rehabilitation reserve fund. Toll operations expenditures include \$400,000 office system changes and ADA requirements.

The 15 Express Lanes Engineer’s Technical Report projected operations and maintenance costs of approximately \$17.3 million (as adjusted by an escalation factor of 2.5%), whereas the FY 2024/25 budget is approximately \$14.2 million. The FY 2024/25 budgeted costs are within the Engineer’s Technical Report projection. In accordance with the 2017 TIFIA Loan Agreement, expenses that account for any portion over 10% require additional explanation.

The projected cash flows for the RCTC 91 Express Lanes and the 15 Express Lanes for the year ending June 30, 2025 are presented in Table 56. The cash balances at June 30, 2025 include surplus toll revenues.

TABLE 56 – RCTC 91 EXPRESS LANES AND 15 EXPRESS LANES PROJECTED CASH FLOWS FY 2024/25

	RCTC 91 Express Lanes	15 Express Lanes
Cash balance at July 1, 2024 as projected	\$ 151,221,400	\$ 117,232,100
Cash flows from operating activities:		
Sources of operating funds:		
Toll revenue	73,256,000	30,909,000
Non-toll revenue	7,438,000	7,770,000
Reimbursements from other governments	–	103,000
Total sources of operating funds	80,694,000	38,782,000
Uses of funds for operations and maintenance:		
Salaries and benefits	1,273,600	960,000
Professional costs	1,216,900	1,454,700
Support and maintenance costs	6,713,700	3,925,600
Projects and operations	11,109,200	7,223,900
Capital outlay	334,000	34,000
Administrative allocation to General fund	2,674,200	589,200
Total uses of funds for operations and maintenance	23,321,600	14,187,400
Net cash provided by operations*	57,372,400	24,594,600
Cash flows from non-capital financing activities:		
Repair and rehabilitation costs	(13,150,900)	(400,000)
Use of surplus for development of 241/91 connector agreements	(94,300)	–
Use of surplus for 15/91 Express Lanes Connector	(6,471,900)	–
Net cash provided by (used for) non-capital financing activities	(19,717,100)	(400,000)
Cash flows from capital and related financing activities:		
Interest paid on 2013 Toll Bonds and 2021 Toll Refunding Bonds	(22,201,000)	–
Cash flows from investing activities:		
Interest on investments	3,399,600	2,884,800
Net increase (decrease) in cash	18,853,900	27,079,400
Cash balance at June 30, 2025, as projected	\$ 170,075,300	\$ 144,311,500

*Net cash provided by operations will augment funding for required repair and rehabilitation trustee balance for both the RCTC 91 Express Lanes (approximately \$7 million) and 15 Express Lanes (approximately \$600,000); and the Commission Initial Loan for the 15 Express Lanes totaling \$5.5 million.

DEPARTMENT GOALS

TO1 – Provide effective communication of project progress and toll operations to the Board members, city councils, County Board of Supervisors, Caltrans, CTC, Federal Highway Administration, TIFIA, and bondholders. *(Policy Goal: Operational Excellence)*

TO2 – Focus on timely and effective completion of toll-related capital projects and implementation of needed transportation services. *(Policy Goals: Quality of Life, Connecting the Economy, Responsible Partner)*

TO3 – Support regional transportation solutions in cooperation with toll operators in surrounding counties that are of benefit to Riverside County. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

ID	Toll Operations Performance Measures and Results	FY 22/23	FY 22/23	FY 23/24	FY 23/24	FY 24/25
		Estimated	Actual	Estimated	Estimated Actual	Projected
TO1	Toll transactions					
	RCTC 91 Express Lanes	14,494,167	16,689,809	15,169,073	15,054,300	14,420,500
	15 Express Lanes	26,203,264	25,577,441	24,770,563	28,085,500	26,417,900
TO1	Toll revenues					
	RCTC 91 Express Lanes	\$ 57,566,000	\$ 63,438,753	\$ 59,207,500	\$ 76,475,700	\$ 73,256,000
	15 Express Lanes	\$ 29,435,000	\$ 29,597,260	\$ 27,062,000	\$ 32,860,000	\$ 30,909,000
TO1	Non-toll revenues, excluding investment income					
	RCTC 91 Express Lanes	\$ 6,478,800	\$ 9,897,166	\$ 5,873,000	\$ 7,181,800	\$ 7,438,000
	15 Express Lanes	\$ 4,292,000	\$ 9,664,589	\$ 5,846,500	\$ 8,377,400	\$ 7,770,000



SECTION 4

Appendices

APPENDIX A — GLOSSARY OF ACRONYMS

AB	– Assembly Bill
ATP	– Active Transportation Program
BABs	– Build America Bonds
Bechtel	– Bechtel Infrastructure
BNSF	– BNSF Railway
Board	– Board of Commissioners for the Riverside County Transportation Commission
CAB	– Capital Appreciation Bonds
CAP	– Commuter Assistance Program
California	– State of California
CalPERS	– California Public Employees Retirement System
CalSTA	– California State Transportation Agency
Caltrans	– California Department of Transportation
Capital Projects	– Capital Projects Development and Delivery, a RCTC department
CARES Act	– Coronavirus Aid, Relief, and Economic Security Act enacted in March 2020 to support the federal government’s response and help businesses and individuals in regard to COVID-19
CCTV	– Closed-Circuit Television
CDTFA	– California Department of Tax and Fee Administration
CEQA	– California Environmental Quality Act
CETAP	– Community Environmental Transportation Acceptability Process
CFAC	– California Freight Advisory Committee
CHSRA	– California High Speed Rail Authority
CIB	– Current Interest Bonds
CIP	– Capital Improvement Plan
CMA	– Congestion Management Agency
CMAQ	– Congestion Mitigation and Air Quality
CMP	– Congestion Management Program
COLA	– Cost of Living Adjustment
Commission	– Riverside County Transportation Commission
County	– County of Riverside
COVID-19	– An infectious disease caused by a newly discovered coronavirus that created a worldwide pandemic
CPI	– Consumer Price Index
CRP	– Carbon Reduction Program
CSTAC	– Citizens and Specialized Transit Advisory Committee
CTC	– California Transportation Commission
CTOC	– California Toll Operators Committee
CVAG	– Coachella Valley Association of Governments
DBE	– Disadvantaged Business Enterprise
District	– Riverside County Regional Park and Open Space District
EIR/EIS	– Environmental Impact Report/Environmental Impact Study
ERP	– Enterprise Resource Planning
FHWA	– Federal Highway Administration
Fitch	– Fitch Ratings
FRA	– Federal Railroad Administration
FSP	– Freeway Service Patrol
FTA	– Federal Transit Administration
FTE	– Full-time Equivalent
FTIP	– Federal Transportation Improvement Program
FY	– Fiscal Year

Gann	– Gann Initiative approved by California voters in 1979
GASB	– Governmental Accounting Standards Board
GFOA	– Government Finance Officers Association
GHG	– Greenhouse Gas
HCP	– Habitat Conservation Plans
HIP	– Highway Infrastructure Program
HOV	– High Occupancy Vehicle (Carpool Lane)
HSIPR	– High Speed Intercity Passenger Rail
I	– Interstate
ICT	– Innovative Clean Transit
IE Commuter	– Inland Empire Commuter rideshare system
IE CMCP	– Inland Empire Comprehensive Multimodal Corridor Plan
Inland Empire	– Region covering Riverside and San Bernardino counties
LCTOP	– Low Carbon Transit Operations Programs
LDMF	– Local Development Mitigation Fee
LOSSAN	– Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	– Local Partnership Program, an SB 1 funding category
LRTS	– Long Range Transportation Study
LTF	– Local Transportation Fund
MAAC	– Member Agency Advisory Committee
MARA	– 2009 Measure A Regional Arterial funding for Western County
MCP	– Mid County Parkway
Measure K	– Increase of sales tax revenue bonds debt limit to \$975 million approved by voters in November 2010
Metrolink	– Operating Name for SCRRA (see SCRRA)
MOE	– Maintenance of Effort
MOU	– Memorandum of Understanding
MPO	– Metropolitan Planning Organization
MSHCP	– Multiple Species Habitat Conservation Plan
NEPA	– National Environmental Policy Act
OCTA	– Orange County Transportation Authority
PPM	– Planning, Programming, and Monitoring
PSE	– Plans, Specs, and Estimates
PVL	– Perris Valley Line Metrolink Extension Project
RCA	– Western Riverside County Regional Conservation Authority
RCTC	– Riverside County Transportation Commission
RCTC 91 Express Lanes	– Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission
RDOCC	– Riverside Downtown Operations Control Center
REAP 2.0	– Regional Early Action Plan 2.0
RIP	– Regional Improvement Program
RTA	– Riverside Transit Agency
RTP	– Regional Transportation Plan
RTPA	– Regional Transportation Planning Agencies
RZEDBs	– Recovery Zone Economic Development Bonds
S&P	– Standard & Poor’s Rating Service
SAFE	– Service Authority for Freeway Emergencies
Sales tax	– Reference including transaction and use tax such as Measure A
SB	– Senate Bill
SB 1	– Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017

- SB 125 – Chapter 54, Statutes of 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion ZETCP to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.
- SB 132 – State appropriation approved in April 2017 that provides \$427 million in funding for five Riverside County Transportation Efficiency Corridor projects
- SB 743 – State legislation that created a process that changes how transportation impacts are analyzed under CEQA
- SB 821 – State legislation that provides funding for bicycle and pedestrian projects through the TDA
- SBCTA – San Bernardino County Transportation Authority
- SBE – Small Business Enterprise
- SCAG – Southern California Association of Governments
- SCCP – Solutions for Congested Corridors Program
- SCRRA – Southern California Regional Rail Authority
- SCS – Sustainable Communities Strategy
- SDP – Service Development Plan
- SGR – State of Good Repair (SB 1 Program)
- SHOPP – State Highway Operations and Protection Program
- SJBL – San Jacinto Branch Line
- SOV – Single Occupant Vehicle
- SR – State Route
- S RTP – Short Range Transit Plan
- STA – State Transit Assistance
- State – State of California
- STBG – Surface Transportation Block Grant
- STIP – State Transportation Improvement Program
- SunLine – SunLine Transit Agency
- TAP – Transportation Alternatives Program
- TCA – Transportation Corridor Agencies
- TCEP – Trade Corridor Enhancement Program
- TDA – Transportation Development Act
- TDM – Transportation Demand Management
- TEA – Telework Employer Assistance Program
- TIFIA – Transportation Infrastructure Finance and Innovation Act
- TIP – Transportation Improvement Plan
- TIRCP – Transit and Intercity Capital Program
- TOD – Transit-Oriented Development
- TUMF – Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
- U.S. DOT – United States Department of Transportation
- UAL – Unfunded Actuarial Liability
- UCR – University of California at Riverside
- VanClub – RCTC’s vanpool subsidy program
- Western County – Western area of Riverside County
- WRCOG – Western Riverside Council of Governments
- ZEB – Zero-Emission Bus
- ZETCP – Zero-Emission Transit Capital Program
- 15 COP – 15 Corridor Operations Project
- 15 Express Lanes – Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express

- 91 COP – 91 Corridor Operations Project
- 91 Express Lanes – Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
- 91 Project – SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15, the addition of a general purpose lane between SR-71 and I-15, and other improvements
- 1989 Measure A – Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
- 2009 Measure A – Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
- 2010B Bonds – Sales Tax Revenue Bonds, Series B Taxable issued in November 2010
- 2013 Sales Tax Bonds – Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
- 2013 TIFIA Loan – TIFIA Loan executed in July 2013 for the 91 Project
- 2013 Toll Bonds – Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
- 2016 Refunding Bonds – Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
- 2017 TIFIA Loan – TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
- 2017A Bonds – Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
- 2017B Refunding Bonds – Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
- 2018 Refunding Bonds – Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
- 2021 Toll Refunding Bonds – RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 202

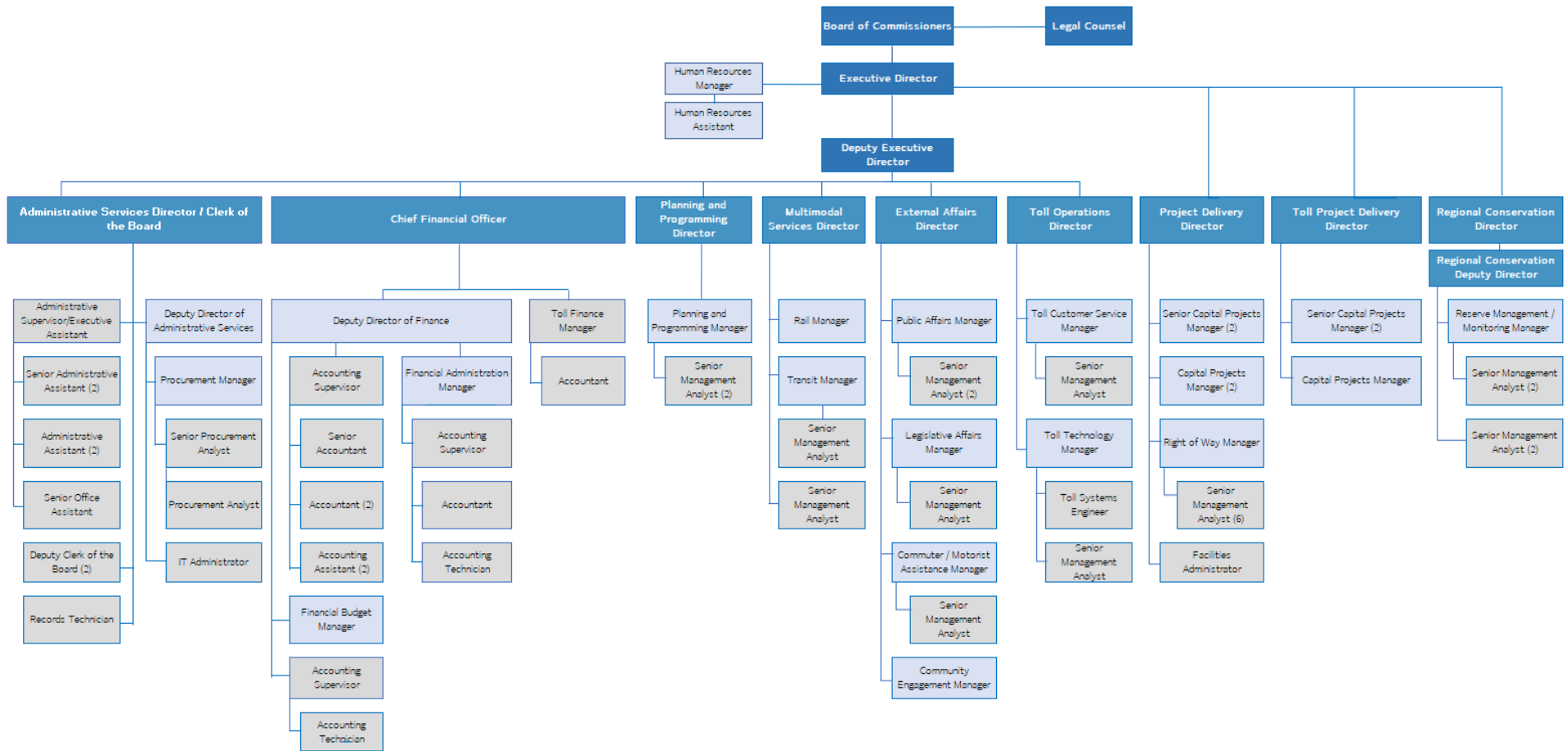
APPENDIX B – SALARY SCHEDULE EFFECTIVE 7/11/2024

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
ADMINISTRATION					
Administrative Assistant	1	17	\$ 4,898	\$ 6,613	NE
Administrative Services Director/Clerk of the Board	1	63	\$ 15,253	\$ 20,592	E
Administrative Supervisor/Executive Assistant	1	33	\$ 7,272	\$ 9,817	NE
Deputy Clerk of the Board	1	33	\$ 7,272	\$ 9,817	NE
Deputy Director of Administrative Services	1	57	\$ 13,153	\$ 17,756	E
Human Resources Assistant	1	17	\$ 4,898	\$ 6,613	NE
Human Resources Manager	1	53	\$ 11,916	\$ 16,086	E
IT Administrator	1	45	\$ 9,780	\$ 13,203	E
Procurement Analyst	1	35	\$ 7,640	\$ 10,314	E
Procurement Manager	1	53	\$ 11,916	\$ 16,086	E
Records Technician	1	17	\$ 4,898	\$ 6,613	NE
Senior Administrative Assistant	2	25	\$ 5,968	\$ 8,057	NE
Senior Office Assistant	1	13	\$ 4,438	\$ 5,991	NE
Senior Procurement Analyst	1	43	\$ 9,309	\$ 12,567	E
Administration Subtotal	15				
CAPITAL PROJECT DEVELOPMENT AND DELIVERY					
Capital Projects Manager	2	55	\$ 12,519	\$ 16,901	E
Facilities Administrator	1	45	\$ 9,780	\$ 13,203	E
Project Delivery Director	1	71	\$ 18,585	\$ 25,089	E
Right of Way Manager	1	57	\$ 13,153	\$ 17,756	E
Senior Capital Projects Manager	2	65	\$ 16,025	\$ 21,634	E
Senior Management Analyst	3	43	\$ 9,309	\$ 12,567	E
Capital Project Development and Delivery Subtotal	10				
EXECUTIVE MANAGEMENT					
Deputy Executive Director	1	75	\$ 20,514	\$ 27,694	E
Executive Director	1	83	\$ 24,994	\$ 33,742	E
Executive Management Subtotal	2				
FINANCE					
Accountant	4	35	\$ 7,640	\$ 10,314	E
Accounting Assistant	2	17	\$ 4,898	\$ 6,613	NE
Accounting Supervisor	3	45	\$ 9,780	\$ 13,203	E
Accounting Technician	2	25	\$ 5,968	\$ 8,057	NE
Chief Financial Officer	1	67	\$ 16,837	\$ 22,730	E
Deputy Director of Finance	1	57	\$ 13,153	\$ 17,756	E
Financial Administration Manager	1	53	\$ 11,916	\$ 16,086	E
Financial Budget Manager	1	51	\$ 11,342	\$ 15,311	E
Senior Accountant	1	39	\$ 8,433	\$ 11,385	E
Toll Finance Manager	1	51	\$ 11,342	\$ 15,311	E
Finance Subtotal	17				
EXTERNAL AFFAIRS					
Community Engagement Manager	1	51	\$ 11,342	\$ 15,311	E
Commuter/Motorist Assistance Manager	1	51	\$ 11,342	\$ 15,311	E
External Affairs Director	1	63	\$ 15,253	\$ 20,592	E
Legislative Affairs Manager	1	51	\$ 11,342	\$ 15,311	E
Public Affairs Manager	1	51	\$ 11,342	\$ 15,311	E
Senior Management Analyst	4	43	\$ 9,309	\$ 12,567	E
External Affairs Subtotal	9				

Department	FTE	Range No.	Monthly Minimum	Monthly Maximum	Exempt/ Non-Exempt
MULTIMODAL SERVICES					
Management Analyst	1	35	\$ 7,640	\$ 10,314	E
Multimodal Services Director	1	63	\$ 15,253	\$ 20,592	E
Rail Manager	1	51	\$ 11,342	\$ 15,311	E
Senior Management Analyst	1	43	\$ 9,309	\$ 12,567	E
Transit Manager	1	51	\$ 11,342	\$ 15,311	E
Multimodal Services Subtotal	5				
PLANNING AND PROGRAMMING SERVICES					
Planning and Programming Director	1	63	\$ 15,253	\$ 20,592	E
Planning and Programming Manager	1	51	\$ 11,342	\$ 15,311	E
Senior Management Analyst	2	43	\$ 9,309	\$ 12,567	E
Planning and Programming Services Subtotal	4				
REGIONAL CONSERVATION					
Administrative Assistant	1	17	\$ 4,898	\$ 6,613	NE
Deputy Clerk of the Board	1	33	\$ 7,272	\$ 9,817	NE
Regional Conservation Deputy Director	1	57	\$ 13,153	\$ 17,756	E
Regional Conservation Director	1	67	\$ 16,837	\$ 22,730	E
Reserve Management/Monitoring Manager	1	53	\$ 11,916	\$ 16,086	E
Senior Management Analyst	7	43	\$ 9,309	\$ 12,567	E
Regional Conservation Subtotal	12				
TOLL OPERATIONS AND PROJECT DELIVERY					
Capital Projects Manager	1	55	\$ 12,519	\$ 16,901	E
Senior Capital Projects Manager	2	65	\$ 16,025	\$ 21,634	E
Senior Management Analyst	2	43	\$ 9,309	\$ 12,567	E
Toll Customer Service Manager	1	53	\$ 11,916	\$ 16,086	E
Toll Operations Director	1	67	\$ 16,837	\$ 22,730	E
Toll Project Delivery Director	1	71	\$ 18,585	\$ 25,089	E
Toll Systems Engineer	1	45	\$ 9,780	\$ 13,203	E
Toll Technology Manager	1	53	\$ 11,916	\$ 16,086	E
Toll Operations and Project Delivery Subtotal	10				

Total Authorized Positions	
Administration	15
Capital Project Development and Delivery	10
Executive Management	2
Finance	17
External Affairs	9
Multimodal Services	5
Planning and Programming Services	4
Regional Conservation	12
Toll Operations and Project Delivery	10
Total Authorized Positions	84

APPENDIX B – FY 2024/25 ORGANIZATION CHART





RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION

**Riverside County
Transportation Commission**

(951) 787-7141 · www.rctc.org
4080 Lemon Street, 3rd Floor
P.O. Box 12008 · Riverside, CA
92502-2208

AGENDA ITEM 7A

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, May 8, 2024

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Lloyd White at 9:32 a.m. in Conference Room 104 at the Parkview Office Complex, 73-710 Fred Waring Drive, Palm Desert, California, 92260. For public comment visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip.

2. ROLL CALL

Commissioners/Alternates Present

Joseph DeConinck
Waymond Fermon
Kathleen Fitzpatrick
Yxstian Gutierrez*
Raymond Gregory
Berwin Hanna
Jan Harnik
Steven Hernandez*
Linda Krupa
Clint Lorimore*
Bob Magee
Scott Matas
Lisa Middleton
Linda Molina

Joseph Morabito
V. Manuel Perez
Dana Reed
Jeremy Smith
Karen Spiegel
Wes Speake
Valerie Vandever
Michael M. Vargas
Cindy Warren
Chuck Washington
Lloyd White
Bill Zimmerman

Commissioners Absent

Brian Berkson
Ulises Cabrera
Chuck Conder
Kevin Jeffries
Meg Marker
Catalino Pining
Alberto Sanchez
James Stewart

*Arrived after the meeting was called to order.

3. PLEDGE OF ALLEGIANCE

Chair White led the Commission in a flag salute.

4. PUBLIC COMMENTS

There were no requests to speak from the public.

5. ADDITIONS / REVISIONS

There were no additions or revisions to the agenda.

At this time, Commissioners Yxstian Gutierrez, Steven Hernandez, Clint Lorimore, and Cindy Warren joined the meeting.

6. PUBLIC HEARING – PROPOSED BUDGET FOR FISCAL YEAR 2024/25

Sergio Vidal, Chief Financial Officer, presented an update for the proposed budget for Fiscal Year 2024/25, highlighting the following:

- Budget process
 - Budget development
 - Budget compilation
 - Budget review and adoption
- FY 2024/25 Budget considerations
 - Sales tax, Local Transportation Funds (LTF), Transportation Uniform Mitigation Funds (TUMF), and Inter-governmental revenues
 - RCTC Projects and programs
- Budget summary
- Revenue/sources detail and by comparison
- Expenditures/expenses by department
- Capital development and delivery department highlights
- Expenditures/expenses by function
- Measure A cap on administrative costs
- Next steps

Sergio Vidal thanked Deputy Director of Finance Michele Cisneros and the entire finance team who has diligently worked throughout this process.

Chair White opened the public hearing and asked if there were any public comments. He then asked if there were any comments from the Commissioners.

In response to Commissioner Dana Reed's question if the overhead and the salary costs are within the ACA 1 limits, Sergio Vidal replied yes ACA 1 has a little more flexibility they limit salary and benefits to one percent, but the total administrative cap is five percent and this Commission's board policy is four percent.

Commissioner Jan Harnik asked if former Chair Jeremy Smith wanted to make any additional comments as the Budget and Implementation Committee had a meeting on this and it passed unanimously.

Commissioner Smith noted the Budget and Implementation Committee approved it and there was no issue on the proposed budget.

Commissioner Karen Spiegel requested to get a copy of the FY 2024/25 proposed budget presentation.

M/S/C to:

- 1) **Discuss, review, and provide guidance on the proposed Fiscal Year 2024/25 Budget; and**
- 2) **Conduct a public hearing to receive input and comments on the proposed FY 2024/25 Budget on May 8 and June 12, 2024, and thereafter close the public hearing.**

7. CONSENT CALENDAR

M/S/C (Reed/Washington) to approve the following Consent Calendar items.

7A. APPROVAL OF MINUTES – APRIL 10, 2024

7B. SINGLE SIGNATURE AUTHORITY REPORT THRU MARCH 31, 2024

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2024.

7C. MONTHLY INVESTMENT REPORT

- 1) Receive and file the Monthly Investment Report for the month ended March 31, 2024.

7D. ADOPTED 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM

- 1) Receive and file the California Transportation Commission (CTC) adopted 2024 State Transportation Improvement Program (STIP).

7E. AMENDMENT TO CITY OF BANNING'S FISCAL YEAR 2023/24 SHORT RANGE TRANSIT PLAN

- 1) Approve an amendment to the city of Banning's (City) Fiscal Year 2023/24 Short Range Transit Plan (SRTP) to reflect the operating shortfalls in FY 2022/23 and FY 2023/24 and increase the Local Transportation Fund (LTF) operating allocation in the net amount of \$155,157;
- 2) Approve the reprogramming of \$100,000 of State Transit Assistance (STA) from the City's capital project No. 23-05 (Heavy Duty Hydraulic Life Replacement) to operating assistance for FY 2022/23; and

- 3) Approve the reprogramming of \$500,000 of STA from the City's capital project No. 24-02 (Maintenance and Operations Facility Upgrades) to operating assistance for FY 2023/24.

7F. FEDERAL FISCAL YEARS 2022 AND 2023 FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

- 1) Receive and file an update on the Federal Fiscal Years (FFY) 2022 and 2023 Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

7G. CITIZENS AND SPECIALIZED TRANSIT ADVISORY COMMITTEE MEMBERSHIP APPOINTMENTS

- 1) Approve the appointments of 14 members to the Citizens and Specialized Transit Advisory Committee (CSTAC) effective May 8, 2024.

8. STATE AND FEDERAL LEGISLATIVE UPDATE

Tyler Madary, Legislative Affairs Manager, presented an update for the state and federal legislative activities.

Commissioner Wes Speake expressed concern for these potential freezes as they have such great momentum in all these projects and is willing to do whatever it takes to ensure their delegates know how important this is for the Commission and asked staff to let the Commissioners know what they need to do as this cannot stop.

In response to Commissioner Steven Hernandez's question if the Governor has indicated what his legislative priorities are in this budget and how does the Commission fit in, Tyler Madary replied that the Governor has been very focused on a balanced budget, so it remains to be seen.

Aaron Hake, Executive Director, stated staff will be reaching out to the transit operators and recipients of the funds to ask them to sign a coalition letter to the legislatures followed up by having meetings directly with the members to let them know what the impacts are to their communities for freezing these funds and will include the Commissioners in that strategy. This does directly impact RCTC's timing to release the request for proposal for the Coachella Valley Rail Environmental Tier II and just the momentum as was stated on many other projects. There is a significant amount of money remaining to program as they only programmed the first year of SB 125 projects staff was preparing for the Commissioners approval to bring the second year of programming for additional projects, but this has thrown a lot of uncertainty as to whether there is even

money there to recommend. Staff will keep a close eye on it and continue to raise the alarm.

M/S/C to:

1) Receive and file a state and federal legislative update.

9. DRAFT ACA 1 COMPLIANT ORDINANCE AND EXPENDITURE PLAN CONCEPTS OVERVIEW

David Knudsen, Deputy Executive Director, presented an update on the draft ordinance and expenditure plan concepts, highlighting the following:

- Developing an ordinance and expenditure plan
- ACA 1 and RCTC statute requirements
- Traffic Relief Infrastructure Improvement Plan (TRIIP) will include
 - Term of ordinance and expenditure plan
 - ✓ A one-cent sales tax measure in place until ended by voters
 - ✓ For transportation infrastructure improvements
 - Geographical regions and return to source funding
 - ✓ Three geographical regions of Riverside County
 - ✓ Revenue distribution returned proportionate to the funds generated in those regions
- Palo Verde Valley (Blythe)
 - Revenues generated in the Palo Verde Valley will remain there
 - Administered by the Blythe City Council and Board of Supervisors
 - Infrastructure improvements across all seven investment categories
- Coachella Valley
 - Revenues generated in the Coachella Valley will remain there
 - Administered by the Coachella Valley Association of Governments
 - Infrastructure improvements across all seven investment categories
 - Regional pavement management program
- Western County distribution of funds
 - Revenues generated in Western County will remain there
 - Investment category adjustments in Western Riverside County
 - A graphic comparison of the investment categories approved in the Adopted 2024 Traffic Relief Plan and what is proposed in the TRIIP
- Draft TRIIP concepts
 - Staff salary and benefits
 - Maintenance of effort
 - Capital Improvement Program
 - Required Multiple Species Habitat Conservation Plan (MSHCP) and TUMF participation
 - Independent Taxpayer Oversight Committee
 - Independent audits and reviews

- Bonding authority
- Decision timeline

Brad Anderson, city of Rancho Mirage resident, expressed concern for an additional ballot measure and it should not move forward. He had written comments that he submitted to the Clerk of the Board.

In response to Commissioner Spiegel's clarification about the distribution funds and all those percentages are solely the monies that will be received from the TRIIP so if there is anything received exceeding that it can be from other funds, David Knudsen concurred and stated they are anticipating receiving state and federal funds.

Commissioner Bill Zimmerman stated in the presentation one slide had to do with public transportation and the ACA 1 had some limits on that and asked what some of the expenditures are that they are allowed to make under an ACA 1 approval.

David Knudsen replied the projects identified for public transportation are those that expand access or infrastructure. They are looking at ADA upgrades for bus transit operations and accessibility, transit hubs and bus shelters could be built with those funds also. Services and operations are just one component there are a lot of infrastructure elements they can find through the TRIIP that are ACA 1 compliant.

Commissioner Clint Lorimore appreciated the presentation and stated one of the slides highlighted the TRIIP would remain in effect until as determined by the Riverside County voters and asked David Knudsen to expand on that.

David Knudsen replied that Riverside County voters would place a ballot measure to end the TRIIP and they can do that at any time during the life of the measure, they would have to collect the necessary signatures to place it on the ballot with the Registrar's Office.

Steve DeBaun, Legal Counsel, concurred with David Knudsen's comment and explained while there are bonds outstanding there is a limitation on the willingness of the voters to at least complete the roll back tax because the bonds are a legal instrument a contract the Commission has and once those are in place they cannot be deleted by the loss of tax money.

In response to Commissioner Jan Harnik's question, Aaron Hake clarified the question is if the Commission could put the measure back on the ballot for a sunset, yes.

Aaron Hake thanked the Commissioners for all the questions this is the Commissioners' opportunity to make sure staff knows everything they are thinking about the policy of this measure as it is being currently drafted with legal counsel, they are applying heavy legal scrutiny to meet the requirements of RCTC's existing statutes and the public utilities code the requirements of ACA 1 and adhering to the Commission adopted Traffic Relief Plan

(TRP). Staff is bringing the ordinance and expenditure plan for approval at its June Commission meeting there will be additional information about public sentiment and staff will be asking the Commissioners for a vote on whether to submit this to the County Registrar.

In response to Commissioner Harnik's question about the expenditures going forward if it will include what funds will be used for education, Aaron Hake clarified for educating the public the Commission has already authorized an expenditures fund and asked David Knudsen to provide more details.

David Knudsen clarified the question was about outreach and education for the TRP. In December 2023 the Commission approved approximately \$950,000 for outreach the beginning of the calendar year through August 2024. That was intended to provide information to the public about drafting the TRP collecting the data that the Commission has been planning on presenting to the voters. Once the Commission decides to submit this to the Registrar's Office, they are limited in what education they can do because it will then be up to the voters.

Commissioner Lorimore stated one of the comments provided was related to bonds in place and that things could not be introduced until after the bonds are paid off and asked for the timeline related to that also why is this in perpetuity as opposed to having a sunset.

David Knudsen replied that it will take some time to generate revenues that could be used to go out to market to get a bond for project funding so it will take a few years to get to where bonds could be sought for. Those bonds will be determined by market horses on the length of time and the value so those bonds could be anywhere from 15 to 30 years and that would be for projects that are very expensive today. In terms of timing, he did not fully understand the question.

In response to Commissioner Lorimore's clarification Measure A has a sunset, David Knudsen replied in 2039.

In response to Commissioner Lorimore's question this does not have a sunset, David Knudsen replied they are required to put by statute a timeframe in the measure until ended by voters. They have not looked at a point in time period of a 30-year measure for example this has been discussed with the Commission for a few years that was part of the 2020 TRP approval that they continue that principle all the way through to this point in open discussion.

In response to Commissioner Reed's question that they are not voting to authorize bonding at this time, David Knudsen replied that the measure would have bonding authority and the financial time for that would come back to the Commission for approval.

M/S/C to:

- 1) Receive a summary and provide feedback on draft concepts that will be used to develop an ACA 1 compliant ordinance and expenditure plan to fund eligible projects in the 2024 Traffic Relief Plan.**

10. MEETING FORMAT OPTIONS – REMOTE SATELLITE LOCATIONS

Brad Anderson expressed concern for having meetings at satellite locations due to being split up in different locations. That is not the intent of the Brown Act for a board or a commission to routinely separate and be in different locations for meetings. He has participated in many public meetings and his mission is to monitor the members at the board and he cannot do that at separate locations.

Commissioner Speake concurred with Mr. Anderson's comment as the public has the right to see the Commissioners in person. He appreciates his colleagues that have to travel far and suggested to have more than one Commission meeting in the Coachella Valley so folks have an opportunity to see the Commissioners and not have to drive into Riverside. He opposes having satellite locations for this meeting.

Commissioner Chuck Washington noted that only one public speaker joined the meeting today and regarding satellite locations the Commissioners are talking about something that is compliant with the Brown Act. He discussed how it is an opportunity for his constituents to come to a meeting at his office in French Valley. The French Valley satellite location for RCTC committee meetings has worked out well, he listed the Commissioners that attends there, the agenda is properly posted, and the door is wide open. He supports where possible the Commission should expand the opportunity for their constituents to attend their public meetings.

Commissioner V. Manuel Perez concurred with Commissioner Washington and explained how the underserved east end of the Coachella Valley they cannot drive to a Riverside County Board of Supervisors meeting, and they appreciated that the Board of Supervisors opened it up so they can call in and now there are more individuals participating that way then before COVID when their meetings were only in person. He suggested the Commission create opportunities for those that can go to Riverside to go there and occasionally, have the meetings in the Coachella Valley and allow an individual the opportunity to call in or zoom, so they can participate in the meeting. He does not hear too much from the public at RCTC meetings, but the Commissioners are in person along with the public. This makes sense especially when they have to drive an hour and a half for a one-hour meeting at RCTC. He supports this as well.

Commissioner Harnik concurred with Commissioners Perez and Washington. All points made are excellent, but they are a transportation commission, they need to lower the number of cars on the roads and increase the air quality. By having satellite locations makes it easier for their citizen participants, they achieve their goals with the vehicle miles

traveled and the air quality issue. There will be specific meetings where they may have to be in person, but they should not have to go to RCTC every month, and the time is a big issue as they would have those extra hours for their community rather than driving in a car and she supports this.

Commissioner Yxstian Gutierrez appreciated all the Commissioners comments and as he mentioned it a year ago when they had this conversation state law allows for folks to post as long as 72 hours of where they are at is listed so if they were to create a rule that everyone has to be there, there is nothing to prohibit folks from doing that. If they have more satellite locations it would be an opportunity to get more residents engaged.

Commissioner Reed concurred with almost all the comments and stated their newspaper and television stations do not cover RCTC because nobody knows they are meeting here. If they are here every month the media will come especially if it is something on the agenda that is of importance to the valley and the same would occur for the French Valley satellite location. He supports the satellite locations.

Commissioner Spiegel expressed she takes it very seriously when she is elected. She stated she is on SCAG, Metrolink, and the IEHP Boards and attends in person and if they go down this path there should be no cameras off as they are a decision-making board, they are being compensated for their attention and should be seen. She concurred with Commissioner Harnik's comment they are a transportation commission but even their legislatures fly to Sacramento or to Washington D.C., so they are there in person also.

Commissioner Lorimore noted having some issues during his drive out from Eastvale and was late as a result and feels for his colleagues in the desert who have to drive to the west end regularly. He expressed concern for remote meetings due to having that distance behind a screen as opposed to being in person. He appreciates this Commission working collaboratively together for the County since that is facilitated by the Commissioners all meeting in person. He would prefer in an emergency to do a remote meeting but does not want to do it on a regular basis.

Commissioner Kathleen Fitzpatrick concurred with Commissioner Reed's comments as they would increase the exposure that they have within their citizens to what the Commissioners do, it is important if they are continuing to go down a path to ask for a ballot measure to increase taxes. She supports it as it has a value to the Coachella Valley to have meetings like this out here on a regular basis.

Chair White clarified staff needs specific direction on how they will come back to the Commission on this. He stated they maybe saving on trips, time, and the hours they are traveling as Commissioner Harnik mentioned but they will have to staff each location. He supports the idea of regular meetings and travel once a quarter to the desert and once a quarter to French Valley, if that is what it takes to bring more of a regional approach at their meetings and provide more access for their constituents to come.

Commissioner Linda Krupa concurred with some of the Commissioners comments as she prefers in person meetings since she is not engaged at a remote location. If the desire is transportation related, they all are contributing to air pollution when driving, but if they are looking at public engagement, they have very limited community engagement in Riverside, and at their Hemet city council meetings they are not well attended unless there is something dynamic that gets out to the public. There is so much on either side but from a decision-making body there is a need for all the Commissioners to be together it lends more authenticity to what they are doing, it creates a better discussion, and enables them all to give their options.

Commissioner Linda Molina stated in her efforts to make decisions for this group it is all about transportation if they are not out there to see individually what the issues are that really impacts their decision on the brief materials. She understands not wanting to be on the freeway several hours a day but for her to make a decision on transportation issues she needs to be involved and see where it is they are talking about.

Commissioner Morabito concurred with some of the Commissioners comments as they do make big decisions such as the \$1 billion budget so it is worth the effort to come out to the desert and if a commissioner cannot do it, they have alternates that can attend. He suggested since the meetings are livestreamed and are concerned about public participation, they should do a pilot program for public zoom comments or on the phone. If they are going to keep cars off the road as was mentioned then it would need to be full zoom meetings, but if some of the Commissioners are still driving into the meeting that is not a good reason.

Commissioner Smith clarified with Chair White about looking for some direction for staff and suggested staff put together a plan with the concept of satellite offices and what that would look like and make sure they are in the Coachella Valley as much as they are in Riverside or at least sharing that breakpoint. As a county they need to come together and make these changes they need to adapt, and reiterated for staff to put together a plan so they can look at this and see the cost breakdown if there is one and asked if anyone wanted to second it.

Commissioner Harnik seconded the motion.

Chair White clarified with Commissioner Smith regarding the satellite offices if that is three simultaneous meetings for every month.

Commissioner Smith replied three or four.

Chair White clarified three or four at the same time or rotating to different locations.

Commissioner Smith stated to look at satellite offices happening and when they need to come together for big items, they not only look at doing them at the County of Riverside

Administrative Center (CAC) but also doing them in the Coachella Valley. It seems that they are going to have to meet as a full body together at least more than two or three times per year so if that is the case they would look at splitting up those big meetings both at the CAC and possibly in the desert.

Chair White concurred that they should move onto specific direction.

Commissioner Smith clarified that he had a second.

Commissioner Hernandez suggested for staff to be open to other agencies participating in staffing.

Commissioner Washington clarified that the focus has moved from staff asking if the Commissioners are willing to support remote locations for meetings to what is convenient for them. If they have a remote location at the French Valley office his staff sets it up, posts the agenda, opens the conference room and there is no cost to RCTC and the same if they were to use Commissioner Perez's office and/or his staff they could provide that support. He continues to go to the CAC as he is not supportive of remote locations for his convenience it is for their constituents and making an opportunity to participate in their meetings. He suggested moving forward to look at what their constituents can get out of a remote location, and how to reduce the costs to set those up.

Commissioner Perez concurred and thanked Commissioner Washington for his comments.

Commissioner Washington discussed how this Commission used to be the same size as the Riverside Local Agency Formation Commission and how it was expanded to include every city and all five supervisors in Riverside County.

Commissioner Speake appreciated the clarity and looks forward to what staff brings back to the Commissioners for discussion. It will directly follow the exact same line as it has been before is that folks will engage when they have an issue as always.

Commissioner Spiegel stated at their board meetings constituents can call in so if they open that opportunity that addresses some of the issues the Commissioners are sharing, and the Commissioners would be in person at the meeting. As elected officials, they should be reaching out to explain some of these things they are involved in.

Aaron Hake thanked the Commissioners for this discussion staff is prepared to implement their direction. As it has been mentioned the Commission does currently do satellite locations at the French Valley office, at the CAC, and at the city of Palm Desert for committee meetings and they have gotten into a good rhythm with that with staff and for this meeting here today as with the meeting they had here last year they have had support from CVAG staff to get the meeting posted, County IT is here as well making this

all work. They do have the ability of collaborating with their partners whether it is the county, the supervisors' office, or CVAG to make these meetings work. Staff needs direction on what locations to have the Commission meetings, how often, would they like more meetings in the desert in person so staff could come up with a plan and propose a new schedule to the Commissioners.

Commissioner Reed suggested having two satellite offices and what it would take to have two satellite offices. He noted that the Commission does not have to meet monthly to maybe meet semimonthly or even quarterly but that is for a later discussion.

Commissioner Perez appreciated Commissioner Reed's comment to get them started and in his office in the city of La Quinta they do have the capability there. He suggested having a couple pilots and that Palm Desert would be the best place because it is centered for folks in Coachella.

Commissioner Joey DeConinck stated he has no problem coming here because it is unique to come see everybody and to see what is going on and he makes his day work to make this work so he can be at the meeting in person.

Chair White clarified with Commissioners Reed and Perez about having select meetings where they will all need to be in person at one time.

Commissioner Reed replied if it is a reason and would probably need to check with legal counsel Commissioner Harnik suggested they cannot do eminent domain by remote but those are things staff can look at. As far as the budget is concerned, they had a presentation today and there were hardly any questions. Commissioner Reed reiterated to look at two satellite offices and go from there.

Chair White clarified that they had a motion and a second, staff was asking for direction and asked for Commissioner Smith to repeat his motion.

Commissioner Smith stated the direction is to utilize the satellite offices that they are currently using for committees moving that forward but also keeping in mind they have to come together and meet as an entire body that they are looking at the Coachella Valley as they did here and also the CAC as long as they consider the costs.

Commissioner Harnik replied she still seconds the motion.

In response to Commissioner Spiegel's suggestion to add remote for the constituents to be able to call in, Aaron Hake replied that is available today.

M/S/C (Smith/Harnik) to:

- 1) For staff to put together a plan with the concept of satellite offices.**

No: Hanna, Lorimore, Molina, Morabito, Speake, Spiegel, and Vandever

Chair White clarified this was a motion to bring to staff direction and are not voting on whether they are going to start meeting at these satellite locations.

11. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the Consent Calendar.

12. EXECUTIVE DIRECTOR'S REPORT

There were no reports from the Executive Director.

13. COMMISSIONER COMMENTS

There were no comments from the Commissioners.

At this time, Commissioners Hernandez, Perez, Smith, and Vargas left the meeting.

14. CLOSED SESSION

14A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

Item	Property Description	Buyer(s)	Property Owner(s)
1	300-210-009	RCTC	Juan Ramirez, et al.

There were no announcements from the Closed Session.

15. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair White adjourned the meeting at 11:25 a.m. The next Commission meeting is scheduled to be held on Wednesday, June 12, 2024.

Respectfully submitted,



Lisa Mobley
Administrative Services Director /
Clerk of the Board

AGENDA ITEM 7B

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Recurring Contracts for Fiscal Year 2024/25

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the single-year recurring contracts in an amount not to exceed \$16,549,059 for Fiscal Year 2024/25;
- 2) Approve the recurring multi-year contracts for specialized services on long-term projects in an amount not to exceed \$5,976,524 in FY 2024/25 and \$8,622,398 in FYs 2025/26 – 2029/30;
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

During ordinary course of business, professional services contracts are subject to a competitive process. However, to ensure efficiency and cost-effectiveness for the Commission’s various projects and programs, staff evaluates existing contracts for professional services due to expire within the upcoming fiscal year. Specifically, these expiring contracts may be placed on the calendar for a new procurement solicitation, allowed to expire if no longer required, or included in the annual recurring contracts list that is subject to Commission approval.

This year’s list of recurring contracts includes consultants that provide unique or specialized services and work closely with staff on long-term projects. Staff desires to retain certain consultants on the recurring contracts list due to the consultant’s historical knowledge, unique experience, and understanding of both the Commission and its current projects. Under limited circumstances in accordance with the Procurement Policies Manual adopted in March 2021, staff believes it is more efficient and cost effective to retain the consultants on the recurring contracts list rather than re-bidding the services at this time. Approval of the recurring contracts list will allow the Commission to continue work on existing projects without interruptions and maintain consistency.

Below are the lists of proposed recurring contracts for FY 2024/25 and for specialized services through FY 2029/30, followed by a summary for each consultant supporting inclusion as a

recurring contract. Following Commission approval, staff will develop appropriate agreements or amendments for these services. Accordingly, staff recommends Commission authorization for the Chair or Executive Director to execute the agreements on behalf of the Commission.

Recurring Contracts for Fiscal Year 2024/25

These are single-year contracts with consultants. Staff recommends Commission approval of these agreements with these consultants for the aggregate amount of \$16,549,059.

Schedule of Recurring Contracts for FY 2024/25					
Consultant Name	Agreement Number	Description of Services	Budget FY 23/24	Budget FY 24/25	Dollar Change
AMMA Transit Planning	08-26-115-18	Transit Support Services	\$ 125,000.00	\$ 159,987.00	\$ 34,987
Arellano Associates	17-15-072-05	Operation Lifesaver and Metrolink Outreach and Marketing Services	\$ 300,000	\$ 350,000	\$ 50,000
Foster & Foster (formally Bartel Associates, LLC)	15-19-044-05	Actuarial Valuation Services	\$ 18,500	\$ 19,700	1,200
BCA Watson Rice LLP	19-19-060-04	Internal audit services for pre-award audits	\$ 200,000	\$ 300,000	100,000
Bechtel Infrastructure Corporation (Bechtel)	24-31-083-00	Capital project program management services	7,500,000	9,250,000	1,750,000
Best, Best & Krieger LLP (BB&K)	24-19-084-00	General legal services	2,448,200	3,595,600	1,147,400
BLX Group LLC (BLX)	11-19-104-10	Arbitrage rebate compliance services	15,000	15,000	-
Epic Land Solutions, Inc. (Epic)	24-33-085-00	Support services for property management of Commission-owned properties and related contracts	500,000	500,000	-
Fieldman Rolapp & Associates, Inc. (Fieldman)	04-19-029-19	Financial advisory services	325,000	325,000	-
MetLife Investment Management, LLC (MetLife)	13-19-077-07 & 17-19-050-07	Investment management services for toll supported debt proceeds RE I-15 and 91 Express Lanes Project	151,800	151,800	-
Norton Rose Fulbright US, LLP	09-19-072-19	Disclosure Counsel Services	25,000	25,000	-
Orrick Herrington Sutcliffe, LLP	05-19-510-21	Bond Counsel Services	45,000	45,000	-
Payden & Rygel	13-19-135-07	Investment management services	86,000	86,000	-
Stantec Consulting Services, Inc. (Stantec)	10-31-099-15	Traffic and revenue analysis and operation analysis consulting services for the 91 Express Lanes	1,859,000	795,000	(1,064,000)
Stantec Consulting Services, Inc. (Stantec)	15-31-048-13	Traffic and revenue analysis and operation analysis for the 15 Express Lanes	1,560,000	675,000	(885,000)
TransTrack Inc (TransTrack)	08-62-005-14	End-User license agreement maintenance and support services	243,870	204,972	(38,898)
U.S. Bank National Association (US Bank)	15-19-083-09	Trustee services for sales tax revenue bonds pursuant to master indenture agreement	46,000	51,000	5,000
Total			\$ 15,448,370	\$16,549,059	\$ 1,100,689

AMMA Transit Planning

In February 2007, the Commission selected AMMA Transit Planning (AMMA) under a competitive procurement process to provide consulting services for the development and implementation of the Coordinated Public Transit-Human Services Transportation Plan, as well as the required updates. AMMA also guides staff and transit operators regarding the grant application process for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program including any programmatic updates associated with it. Additionally, AMMA advises staff on the management of operator reporting for the specialized transit call for projects, assists in the development of the application and eligibility guidelines for future specialized transit call for projects, and aids in the management of transit needs and community input meetings.

The cost increase for FY 2024/25 reflects activities in the development of the Public Transit-Human Services Transportation Coordination Plan for Riverside County (2024 Plan). The plan serves to document the mobility needs and gaps of seniors, persons with disabilities, persons of low income, veterans and tribal members living and traveling within Riverside County. The coordinated planning process is required by the FTA.

AMMA provides a specialty service that is unmatched in specialized transportation. In San Bernardino, San Bernardino County Transportation Authority (SBCTA) holds a competitive request for proposal for specialized transportation services every five years. AMMA has been awarded the contract just as long as RCTC has been awarding AMMA for similar services. AMMA has broad and specific historical knowledge of the Measure A Specialized Transit Program and the FTA Section 5310 program. In addition, AMMA is a subcontractor to many request for proposals that include specialized transportation services. This also includes the Commission's on-call multimodal bench with AMMA being a sub to HDR. The rates under the recurring contracts is far less than competitive rates others pay. With the unique needs of Riverside County in specialized transportation, the intimate and historical knowledge that they possess, and the pricing the Commission has been provided, transit's recommendation is to retain AMMA services over competitively reprocurring.

Arellano Associates

In 2016, Arellano Associates started working on Metrolink marketing and Operation Lifesaver rail safety education efforts on behalf of RCTC before the 91/Perris Valley Line launch in 2016. In July 2017, the Commission entered into a separate agreement with Arellano Associates for expanded Operation Lifesaver Outreach. Starting in FY 25, Rail Operations is expanding the scope of the agreement to include outreach efforts for a successful launch of the Coachella Valley Rail project. The scope of the services Arellano Associates provides is extensive and includes educational and promotional outreach to K-12 schools, colleges, non-profits, and businesses; participation in community events to effectively engage with the community; marketing and dissemination of information via social media, email, billboards, posters; publishing of promotional materials in the form of stories, newsletters, videos and toolkits for organizational use. Arellano Associates

has a strong partnership with California Operation Lifesaver that allows rail safety messaging and materials to be utilized by RCTC. Over the years, Arellano Associates has built relationships with the community and has gained historical knowledge and familiarity with rail safety and Metrolink marketing in Riverside County and maintains strong team coordination between RCTC, Operation Lifesaver, Metrolink, and other agency partners to implement outreach and marketing services. Additionally, several Arellano Associates staff are specially trained Operation Lifesaver authorized volunteers (OLAVs) who can directly provide the training to schools and community groups. Arellano Associates also assists Metrolink in their marketing efforts bringing expertise on content creation, which is valuable for this safety program and promoting ridership. Their wealth of knowledge can be leveraged to improve marketing results and outreach efforts.

Foster & Foster (formally Bartel Associates, LLC)

In May 2015, the Commission selected Bartel Associates, LLC (now Foster & Foster) under a competitive procurement process to provide biennial actuarial valuation services for the preparation of the Commission's Other Postemployment Benefits (OPEB) valuation report under the provisions of Governmental Accounting Standards Board (GASB) No. 75 *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. Additionally, Foster & Foster provides a GASB 75 annual valuation roll forward report for the Commission's annual financial report. Given Foster & Foster's knowledge and understanding of the Commission's valuation and measurement of OPEB, staff believes it would be more efficient and cost effective for continuity purposes to retain Foster & Foster during FY 2024/25 for actuarial valuation services of the Commission's biennial OPEB valuation report and annual valuation roll forward report. Staff expects a minimal increase of \$1,200 for FY 2024/25.

BCA Watson Rice LLP

In October 2007, the Commission selected Thompson, Cobb, Bazilio & Associates, P.C. (now BCA Watson Rice LLP) as one of the firms to perform on-call internal audit services, including audits related to mandated pre-award audits and contract close outs, as well as other reviews and assistance on an as needed basis. BCA Watson Rice LLP is the sole on-call internal audit services firm for the Commission at this time, and it has primarily performed consultant pre-award audits to ensure adherence to state and federal funding prerequisites. These audits are required by Caltrans Independent Office of Audits and Investigations to be performed prior to award of Architectural & Engineering (A&E) services contracts. Utilization of BCA Watson Rice LLP has resulted in effective contract negotiations and cost savings. BCA Watson Rice LLP has performed these audits in a timely and satisfactory manner due to their knowledge of the Caltrans Local Assistance Procedures Manual and Federal Acquisition Regulation. Given the current and upcoming procurement activity, staff recommends extending the agreement with BCA Watson Rice LLP through FY 2024/25 to continue pre-award audits of its A&E contracts. BCA Watson Rice LLP's pre-award audit labor rates are reasonable and comparable to other firms performing similar services.

Bechtel Infrastructure Corporation

Bechtel Infrastructure Corporation (Bechtel) provides program management and construction management activities of highway and rail projects for the Measure A and Western Riverside County 10-Year Delivery programs as well as the toll program. Bechtel supports the Commission's capital projects, including the I-15 Express Lanes, 15/91 Express Lanes Connector, I-215/Placentia Avenue Interchange, I-15/Railroad Canyon Road Interchange, SR-60 Truck Lanes, SR-91 Corridor Operations, 91 Express Toll Lanes, Santa Ana River Trails, Moreno Valley Rail Station Upgrade, Station Maintenance, Coachella Valley Rail, SR-71/91 Connectors, I-15 SMART Freeway, I-15 Southern Extension, I-15 Corridor Operations, Mid-County Parkway (MCP) Construction Package 3, I-10 Highland Springs Avenue Interchange, SR-79 Realignment - Segment 3, Eastbound SR-91 Corridor Operations, Perris Valley Line Double Track, South Perris Station Layover Expansion, Riverside Downtown Station Pedestrian Crossing, I-15 Franklin Street Interchange, Hunter Park Double Track and Platform, SR-60 Potrero Road Interchange, I-15 Bundy Canyon Road Interchange, I-15 Wildomar Trail Interchange, I-10/SR-79 Connector, MCP Sweeney, I-215 Scott Road to Nuevo Road, Ramona Rail Station, I-215 Barrier Wall, Feasibility Studies, and I-15 Northern Extension.

Bechtel possesses the essential knowledge and historical background of the Commission's capital projects program, crucial for effectively delivering Measure A and other capital projects. The ability to access further support from Bechtel as required for specific project needs is pivotal and eliminates the necessity to expand Commission staff. The FY 2024/25 Bechtel contract reflects a \$1,750,000 increase, approximately 23.3 percent higher than the FY 2023/24 contract. This increase is attributed to RCTC's request for Bechtel to provide additional senior-level and support staff to aid in managing the Coachella Valley Rail Project and the heightened project workload. The Capital program is overseeing approximately 26 percent more projects compared to FY 2023/24. Additionally, RCTC requested Bechtel to allocate additional costs for subject matter experts to assist in developing a Traffic Relief Plan (TRP) delivery plan.

Best Best & Krieger LLP

Best Best & Krieger LLP (BB&K) provides a high level of general legal services to the Commission for highway, regional arterial, and rail capital project activities, especially right of way; various Commission programs; procurements and contract development; toll road legal advisory and litigation services; and management services. The FY 2024/25 BB&K contract reflects a \$1.1 million, or 47 percent increase in legal costs compared to the FY 2023/24 contract, primarily related to Measure A Western Riverside County Highway and Rail, Transportation Uniform Mitigation Fee, Coachella Valley Rail, and TRP projects. The Commission engages other legal firms for specific matters involving specialized legal services and potential conflicts of interest as required.

BLX Group LLC

In 2007, the Commission engaged BLX Group (BLX) under a sole source procurement to perform arbitrage rebate compliance services for sales tax revenue debt issued under the 1989 Measure A and 2009 Measure A programs; the services have expanded to include toll revenue debt. These services are required by the Internal Revenue Service (IRS) and the tax certificates executed for each debt issue, including the Commission's commercial paper notes, sales tax revenue bonds, and toll revenue bonds. Per Commission direction, BLX performs the required calculations more frequently than the minimum reporting requirements during the life of each debt issue to ensure Commission compliance with the complex IRS regulations. Accordingly, BLX maintains historical information and calculations considered in subsequent arbitrage rebate calculations. Additionally, BLX prepares and files, on the Commission's behalf, the Annual Debt Transparency Reports (ADTRs) required by California Senate Bill 1029 for new debt issuances effective January 1, 2017. BLX performs the ADTR service at no additional cost when arbitrage rebate calculations are prepared or a \$500 per ADTR fee when rebate calculations have ceased. Given the complex arbitrage regulations and limited Commission staff available to prepare the SB 1029 filings, staff determined it would be more efficient and cost effective to continue the BLX services. Furthermore, BLX is affiliated with the Commission's bond counsel, Orrick, Herrington & Sutcliffe LLP—resulting in additional efficiencies related to immediate access to bond documents and key staff.

Epic Land Solutions, Inc.

Due to its accumulated knowledge and development of various property management projects, resources, and databases associated with the multitude of Commission-owned properties, including but not limited to those along the San Jacinto Branch Line and Western Riverside County Regional Conservation Authority (RCA) properties, staff determined that Epic Land Solutions, Inc. (Epic) can most efficiently and cost effectively provide property management services. The scope of services for FY 2024/25 includes:

- Upgrading the remaining utility licenses to current Commission terms in order to minimize liability risks;
- Renewing expiring private use agreements;
- Coordinating and assisting with activities related to the issuance of new licenses, amendments to existing licenses or facility upgrades;
- Adding RCA properties to mapbooks and database, and update licenses as necessary to meet current Commission terms;
- Following up on delinquent rent payments and tracking insurance certifications, as requested by Commission staff;
- Determining all easement locations and requesting abandonment of unused easements;
- Maintaining and updating a database and correlated mapping of the Commission's property and contract information;

- Ensuring possession of title policies for all Commission owned property and compliance with federal excess land requirements;
- Tracking all surplus land for Commission owned property and providing annual list to Commission per Right of Way manual;
- Proactively performing regular site visits to all properties to identify and resolve maintenance and repair issues such as weed abatement, erosion and removal of debris and illegal occupants and identify encroachments such as illegal parking or the installation of facilities without a license;
- Work with jurisdictions on trespassing notification letters and coordination of trespassing sign installations;
- Conducting site visits to determine all encroachment locations and updating mapbooks and EPMA;

Efforts are consistent with the previous year, so Epic's FY 2024/25 agreement reflects the same budget.

Fieldman, Rolapp & Associates, Inc.

Following a competitive procurement process, the Commission selected Fieldman, Rolapp & Associates, Inc. (Fieldman) as financial advisor in late 2003. Fieldman has provided financial advisory services on general finance matters and specific financing transactions related to the 2009 Measure A program and the toll program—playing a significant role in the 91 Project and I-15 Express Lanes Project financing activities in 2013 and 2017, respectively, as well as the 91 Express Lanes toll revenue bonds refinancing. Fieldman provides additional support for the I-15 Express Lanes related to the annual update of the financial models and financial plans required by the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement, meeting with rating agencies, implementation and technical matters related to the financings, and other special projects. As a result of Fieldman's knowledge and understanding of the Commission, its previous financings, and the TIFIA loan process, staff determined it would be more efficient and cost effective for continuity purposes to retain Fieldman during FY 2024/25 for financial advisory services. Staff expects no change in costs in FY 2024/25.

MetLife Investment Management, LLC

Following a competitive procurement process, the Commission selected MetLife Investment Management, LLC (MetLife), formally Logan Circle Partners, LP in 2013 to provide investment advisory services on debt proceeds from the sales tax and toll revenue supported debt of the 91 Project and I-15 Express Lanes Project (ELP). The indentures for the bonds and TIFIA loan agreements include multiple accounts containing investments that must comply with the permitted investment language of the specific indentures, as well as the Commission's investment policy. Given MetLife's knowledge and understanding of the Commission's compliance requirements for the investment of debt proceeds, staff believes it would be more efficient and cost effective for continuity purposes to retain MetLife during FY 2024/25 for investment advisory services. Staff expects no change in costs in FY 2024/25.

Norton Rose Fulbright US, LLP

In July 2009, the Commission awarded a professional services agreement to Norton Rose Fulbright US, LLP (Fulbright) for disclosure counsel services through a competitive procurement in connection with the Commission's 2009 sales tax revenue bond issuance. The Commission amended the agreement for subsequent debt transactions, including the toll revenue bond financings for the 91 Project and I-15 ELP. Staff determined it would be more efficient and cost effective to continue to retain Fulbright in connection with potential continuing disclosure matters. Staff expects no cost increase in FY 2024/25.

Orrick Herrington Sutcliffe, LLP

Following a competitive procurement process in 2004, the Commission selected Orrick Herrington Sutcliffe, LLP (Orrick) as bond counsel to provide bond counsel services in connection with sales tax financings related to the 2009 Measure A program. The Commission amended the agreement for subsequent debt transactions, including the toll revenue bond financings for the 91 Project and I-15 ELP. Orrick has a high-level understanding of the Commission's 2009 Measure A program and related sales tax financings as well as the complex toll-supported debt agreements. Orrick also has significant experience with other transportation agencies, especially self-help counties and TIFIA loan borrowers. Staff determined it would be more efficient and cost effective to continue to retain Orrick in connection with potential debt agreement matters. Staff anticipates no cost increase in FY 2024/25 related to the innovative financing efforts.

Payden & Rygel

Following a competitive procurement process, the Commission selected Payden & Rygel in 2013 to provide investment advisory services for the Commission's operating funds. Given Payden & Rygel's knowledge and understanding of the Commission's investment policy requirements, staff believes it would be more efficient and cost effective for continuity purposes to retain Payden & Rygel during FY 2024/25 for investment advisory services of the Commission's operating funds. Staff expects no change in costs in FY 2024/25.

Stantec Consulting Services, Inc. (91 Express Lanes)

In September 2010, Stantec Consulting Services, Inc. (Stantec) was selected under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study that secured the financing for the 91 Project. Stantec performed the field work and analysis required to create the traffic and revenue model. Additionally, Stantec supported the development of the toll pricing methodology and traffic simulations, which supported corridor design decisions. Stantec continues to support staff with toll rate setting, corridor improvement project impacts, and traffic simulations. Stantec's long-history of supporting the 91 Project provides staff with valuable insight into the actual performance of the express lanes. Each year staff and Stantec assess the needs for the following year and have developed a budget for the FY 2024/25 tasks at an estimated cost of \$795,000.

Stantec Consulting Services, Inc. (15 Express Lanes)

In April 2015, Stantec was selected under a competitive procurement process to provide consulting services for the development of the investment grade traffic and revenue study that secured the TIFIA loan for the I-15 ELP. Stantec performed the field work and analysis required to create the traffic and revenue model. Stantec continues to provide traffic and revenue studies for the I-15 in addition to supporting staff with toll rate setting and dynamic pricing analysis. Additional support is need in FY 2024/25 to support traffic and revenue studies, toll rate setting and toll revenue allocation with the completion of the 15/91 Express Lanes Connector. Each year staff and Stantec assess the needs for the following year and have developed a budget for the FY 2024/25 tasks at an estimated cost of \$675,000.

TransTrack Inc.

In December 2005, the Commission approved a sole source agreement with TransTrack Inc. (TransTrack) for the Transit Performance Manager software application implementation and training package. Major accomplishments over the years include customized reports to support the Commission's Annual Countywide State of Public Transit Report, adding both the SunLine Transit Agency and Commission Vanpool programs and statistics into the TransTrack modules as well as the Short-Range Transit Plan funding projections and requests within the system. TransTrack is an important tool in assisting Commission staff to review the transit operators' performance to ensure compliance with the farebox recovery ratio and allows various programs to pull data that is required and report it into the National Transit Database.

TransTrack is unique as a one-of-a-kind software for the Commission to collect transit ridership information and provide the Commission with additional oversight monitoring capabilities. TransTrack also provides a way to monitor funding requests and submittals that other agencies do not utilize. The closest product is EcoInteractive, which Southern California Association of Governments (SCAG) and San Diego Association of Governments (SANDAG) uses, but the cost far exceeds that of TransTrack.

U.S. Bank National Association

U.S. Bank served as trustee for the sales tax financings since the inception of the 1989 Measure A program; the current U.S. Bank represents mergers, acquisitions, and name changes dating back to the 1990s. As trustee and in accordance with the debt agreements, U.S. Bank intercepts the Measure A sales tax receipts from the California Department of Tax and Fee Administration in order to withhold amounts required for debt service prior to releasing remaining funds to the Commission. In February 2005 following a competitive procurement, the Commission approved agreements with U.S. Bank to serve as the trustee and the issuing and paying agent for the commercial paper program related to interim financing for the 2009 Measure A program. When the Commission commenced 2009 Measure A program long-term debt financings, the Commission continued to use U.S. Bank as trustee for the 2009 Measure A sales tax debt program. The master and supplemental indentures for the commercial paper

program and the sales tax bonds are agreements between the Commission and U.S. Bank through the life of the debt; any removal or resignation of the trustee requires adhering to specific procedures described in the master indenture. U.S. Bank provides the Commission a high level of responsive service and timely and accurate trustee statements; accordingly, staff desires the continuation of U.S. Bank as trustee for these programs. The 11 percent or \$5,000 increase reflects the trustee’s administration of the Commission’s debt requirements.

Specialized Services on Long-Term Projects for Multi-Year Contracts

Some contracts with consultants provide specialized services on long-term projects at a fixed rate. The contracts do not need to be negotiated annually as service level and pricing are not expected to change during the period of performance. Staff recommends Commission approval of multi-year agreements (Two-Year, Three-Year and Five-Year) with these consultants for the aggregate amount totaling \$14,598,922.

Specialized Services on Long-Term Projects for Two-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2024/25 - FY 2025/26					
Consultant Name	Agreement Number	Description of Services	Budget FY 23/24	Budget FY 24/25	2-Year Contract
WSP USA Inc.	15-41-038-07	Commuter assistance and vanpool program administration services and outreach for Riverside and San Bernardino Counties	\$3,065,815	\$4,150,679	\$8,545,000*
Total			\$ 3,065,815	\$4,150,679	\$8,545,000
*FY25/26 = \$4,394,321					

WSP USA Inc.

The Commission operates a Commuter Assistance Program (CAP) in Riverside and San Bernardino County, branded as IE Commuter, as a congestion reduction component identified in Measure A. In May 2015, following a competitive bid, the Commission awarded an agreement to WSP USA Inc. (WSP) for CAP administration and marketing. The program consists of a suite of commuter services and incentives, employer programs, and outreach designed to reduce the number of drive-alone vehicle trips and miles related to work commutes and to help improve regional mobility and air quality. In 2018, the contract was amended to include the implementation and ongoing operation of the Commission’s VanClub program. In 2020, the CAP pivoted to update the website/system platform, introduce new telework resources and incentives and in 2022, the CAP expanded service to eastern Riverside County and launch a brand new \$5/Day Rideshare Incentive to help jump start rideshare participation across all modes. In 2023, the CAP database supporting Riverside and San Bernardino Counties merged with Los Angeles, Orange, and Ventura County rideshare databases establishing a centralized rideshare database enhancing ridematching for inter-county commuters across the Southern California region. Continuation of WSP’s services for the CAP and the Commission’s vanpool program, VanClub, and San Bernardino County Transportation Authority’s (SBCTA) vanpool program, SB Loop, over the next two-year

period maintains an effective and efficient operation of a transportation demand management strategy.

The FY 2024/25 budget reflects a 35 percent increase over FY 2023/24 to support enhanced employer engagement, the launch of a free Metrolink pass program, expanded outreach and services extending to non-traditional commuter trip markets (such as discretionary, recreational trips, and higher education campuses), and a new transit trainer program aimed at boosting awareness and adoption of transit options for work based and discretionary trips. Approximately half of the WSP contract budget is reimbursed by SBCTA for its share of rideshare and vanpool service in San Bernardino County. In May, SBCTA’s Transit Committee approved the continuation of the Commission’s administration of SBCTA’s rideshare and vanpool program for \$4.5 million over a two-year term; staff anticipates final approval of this agreement between the Commission and SBCTA at SBCTA’s June meeting.

Specialized Services on Long-Term Projects for Three-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2024/25 - FY 2026/27					
Consultant Name	Agreement Number	Description of Services	Budget FY23/24	Budget FY 24/25	3-Year Contract
Exigent Systems Inc. (Exigent)	21-12-071-01	Information technology (IT) support services	\$ 1,166,667	\$1,505,845	\$4,570,710*
Metromotion, LLC (Metromotion)	18-15-139-04	Strategic/crisis communications and organizational assessment services	\$ 99,520	\$112,000	\$345,817**
Total			\$ 1,266,187	\$ 1,617,845	\$4,916,527
*FY25/26 = \$1,502,145; FY26/27 = \$1,562,720					
**FY25/26 = \$115,240; FY26/27 = \$118,577					

Exigent Systems Inc.

The Commission engaged Exigent Systems Inc. (Exigent) in FY 2016/17 to provide information technology (IT) support services, including technology needs related to the RCTC 91 Express Lanes opening. Agreements with Exigent have been executed under the Executive Director’s single signature authority and the FY 2018/19 recurring contracts process. Exigent provides overall end-user help desk support, desktop hardware replacement, Commission partner IT integration management and support, after-hours on-call services, storage infrastructure replacement, security, auditing and planning. In FY 2018/19, the Commission increased Exigent’s services to undertake projects such as the Eden financial software migration to a new platform known as Munis and securing operation needs for new office space. Over the next three years, staff determined it was more efficient and cost effective to continue Exigent’s services for overall IT support, multi-year projects, and future projects related to security, workstations, and opening of the 15 Express Lanes Regional Operations Center. In FY 2019/20, due to the COVID-19 pandemic, Exigent facilitated the transition of the entire workforce to a remote-working model in a matter of days. Additionally, in FY 2020/21, RCTC became the managing agency of the RCA and absorbed those employees as well as their systems, equipment, and data. Exigent facilitated this transition and is continuing work on integrating the agencies. In FY 2021/22, with the remote-working environment and the integration of RCA as well as with the opening of the

Riverside Express Lanes and the transition to Munis underway, staff determined it was more efficient and cost effective to enter into a new three-year contract for continuity of support and security.

With the agency currently in transition, with the anticipated office move and expansion, the transition to Munis underway, and the start of an upgrade to a more efficient phone system, staff determines it to be most efficient and cost effective to extend the Exigent contract for an additional three years. While a portion of the IT expenditures under the Exigent agreement are indirect costs funded through the administrative cost allocation plan, other costs that directly benefit specific projects and programs are funded by those projects and programs.

MetroMotion, LLC

MetroMotion LLC (MetroMotion) owner Tom Skancke provides strategic and crisis communication consulting, organizational assessment and leadership coaching, and public affairs services for the Commission. As the Commission undergoes organizational changes while simultaneously managing multiple construction projects across the county, ramping-up state and federal funding pursuits, and potential implementation of the TRP, staff believes it is critical to retain continuity of MetroMotion's expertise to link together all aspects of the Commission's public affairs strategies and further develop staff's capacity to prepare for the future. As a result of his prior state and federal transportation policy experience, Mr. Skancke previously served as one of the Commission's federal legislative advocates who assisted the Commission in securing the \$421 million TIFIA loan for the 91 Project, provided guidance on obtaining state and federal grants for various projects, and provide crisis communications services. During these engagements, MetroMotion developed a detailed understanding of how the Commission operates internally and the external forces that shape its environment.

The focus of MetroMotion's work will be to continue providing hands-on leadership and management coaching, preparing staff to proactively manage public affairs issues, and providing supplemental staff support to the External Affairs Department as demands on staff continue to increase. All these tasks require significant trust between staff and the consultant, which is built upon years of success working together. Staff proposes this contract for recurring contracts because the understanding, public policy expertise, and experience working with specific individuals inside and outside the Commission are not tangibly replaceable or easily procured in a traditional bid process. Measuring success in this contract will be based upon the efficacy of MetroMotion's recommendations and response to staff-directed tasks. The proposed contract includes an increase of 13 percent over FY 24 due to Annual Consumer Price Index (CPI) and additional scope of work responsibilities. A 3 percent CPI annual adjustment for FY 2026/27 and FY 2027/28 are included along with an annual travel reimbursement allowance of \$4,000. The cost of the MetroMotion contract is less than the cost of an equivalent permanent staff position to fill this niche role.

Specialized Services on Long-Term Projects for Five-Year Contracts

Schedule of Recurring Contracts for Specialized Services for FY 2024/25 - FY 2028/29					
Consultant Name	Agreement Number	Description of Services	Budget FY 23/24	Budget FY 24/25	5-Year Contract
Beacon Economics	24-67-073-00	Sales tax forecasting services	\$11,000	\$14,000	\$70,000*
Ruffalo & Associates, LLC	17-14-010-03	Federal Legislative Advocacy	\$90,000	\$102,000	\$559,423**
Mark Watts Advocacy	17-14-009-04	RCTC and RCA State Legislative Advocacy	\$74,000	\$92,000	\$507,972***
Total			\$175,000	\$208,000	\$1,137,395
*\$14,000 per Fiscal Year					
**FY25/26 = \$105,060; FY26/27 = \$114,000; FY27/28 = \$117,420; FY28/29 = \$120,943					
***FY25/26 = \$94,700; FY26/27 = \$104,000; FY27/28 = \$107,060; FY28/29 = \$110,212					

Beacon Economics

In January 2012, the Commission selected Beacon Economics (Beacon) to perform semi-annual Measure A and Local Transportation Fund sales tax forecasting services through May 2013 under a sole source procurement and single signature authority by the Executive Director. In connection with the recurring contracts presented to the Commission in June 2013, the Commission approved a five-year agreement with Beacon through June 2018. In 2015 Beacon partnered with the UC Riverside School of Business Administration to establish the UCR Forecast-leveraging Beacon’s expertise to create a local research center for the Inland Southern California economy. In June 2018, the Commission approved a new five-year agreement with Beacon through 2023.

Over the years, Beacon built a reputation as one of California’s leading economic research firms and conducted economic impact studies of the 91 Project, I-15 ELP, and for a potential increase in sales tax. Beacon’s sales tax forecasts have been utilized by the Commission in connection with debt financings and strategic planning. As a result of Beacon’s significant experience forecasting the economies of the nation, the state, and the Inland Empire area and its development of highly valued, proprietary economic forecast models, staff recommends the Commission award a new agreement with Beacon for an additional five-year term to provide continuity and maintain consistency in the development of the Commission’s sales tax forecasts.

Ruffalo & Associates, LLC


Ruffalo & Associates, LLC currently provides RCTC with federal legislative advocacy services and will do so through December 31, 2024. This includes representation and technical support on a suite of issues before the federal government, from protecting and increasing federal transportation funding for projects in Riverside County, to promoting policies that enable the efficient delivery of projects, respect local control, and reward “self-help” counties. Specifically, these services include: coordinating advocacy for the Coachella Valley Rail Project to Congress and the U.S. Department of Transportation; monitoring the release of, and contributing to draft

comments to, proposed regulations such as the Build America Buy America Act and the Greenhouse Gas Emissions Performance Measure; providing guidance and support for Community Project Funding applications and other funding pursuits; and preparing staff for advocacy associated with the next surface transportation reauthorization. The end of the existing contract with Ruffalo & Associates, LLC comes at a critical time for RCTC as it explores local funding opportunities for the TRP while looking ahead to maximize federal funding opportunities and eligibility for the next surface transportation reauthorization. RCTC would benefit from the seamless transition that a recurring contract with Ruffalo & Associates, LLC would enable. Throughout the consultant's service to RCTC, they have demonstrated sound knowledge of public policy, clear understanding of the legislative process, solid political networks, knowledge of key agency programs and staff, familiarity with current federal issues, effective communication skills, grasp of public relations in the federal arena, and a successful track record in securing funding and policy victories on RCTC. They have also demonstrated experience in bipartisan relationships with a network of access to legislators and their staffs, administrative and relevant agency staff, political appointees, and national associations and coalitions.

Mark Watts Advocacy

Mark Watts Advocacy currently provides RCTC with state legislative advocacy services and will do so through December 31, 2024. This includes presenting policy recommendations to agencies and elected officials; monitoring legislation and policy as it pertains to Commission programs and administration; securing public sector funding; and influencing legislation. The consultant maintains a presence in Sacramento on behalf of RCTC to protect state transportation funding for projects in Riverside County and promote policies that enable the efficient delivery of projects, respect local control, and reward "self-help" counties. Specifically, these services include: advancing RCTC-sponsored legislation such as AB 1385 (Garcia, 2023); engaging with legislative authors, staff, and stakeholders regarding legislative efforts to strip regional transportation planning agencies of local control and access to state funds for local priorities; advocacy against budget cuts to Regional Early Action Planning (REAP) 2.0 and formulaic Transit and Intercity Rail Capital Program (TIRCP) funding, both of which could impact projects associated with the Coachella Valley Rail Project; and monitoring challenges and opportunities associated with potential realignments of state funding sources for transportation programs, such as the fuel excise taxes, cap and trade, or potential successor programs. The proposed recurring contract would add habitat conservation advocacy to the scope of work for RCA, with an approximate time split of 90 percent transportation advocacy for RCTC and 10 percent habitat conservation advocacy for RCA. The end of the existing contract with Mark Watts Advocacy comes at a critical time for RCTC as it explores local funding opportunities for the TRP while looking ahead to maximize state funding opportunities and eligibility for funding in the reauthorization of cap and trade. RCTC and RCA would benefit from the seamless transition that a recurring contract with Mark Watts Advocacy would enable. Throughout the consultant's service to RCTC, they have demonstrated sound knowledge of public policy, clear understanding of the legislative process, solid political networks, knowledge of key agency programs and staff, familiarity with current state issues, effective communication skills, and a successful track record in securing appropriations on behalf of RCTC, as well as experience in bipartisan relationships

with a network of access to legislators, administrative and relevant agency staff, representatives in the Office of the Governor, and prospective successors.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25 FY 2025/26+	Amount:	\$22,525,583 \$8,622,398
Source of Funds:	Measure A, Local Transportation Fund, Transportation Development Act, Transportation Uniform Mitigation Fees, toll revenues, other reimbursements, Caltrans FSP, SAFE and interest			Budget Adjustment:	No
GL/Project Accounting No.:	Various				
Fiscal Procedures Approved:				Date:	05/21/2024

AGENDA ITEM 7C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2024.

BACKGROUND INFORMATION:

During the nine months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The attached financial statements present the revenues and expenditures for the nine months of the fiscal year. Period closing accrual adjustments are not included for revenues earned but not billed and expenditures incurred for goods and services received but not yet invoiced, as such adjustments are normally made during the year-end closing process.

The operating statement shows the Measure A and Local Transportation Fund (LTF) sales tax revenues for the third quarter at 58 percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions*. GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they are collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the revenues related to collections thru January 2024.

On a cash basis, the Measure A and LTF sales tax receipts are 1.07 percent lower and 5.93 percent higher, respectively, than the same period last fiscal year. State Transit Assistance revenues, including State of Good Repair for the third quarter of Fiscal Year 2023/24, are expected to be received in the fourth quarter of FY 2023/24. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. The negative revenue amounts for state reimbursements reflect the reversal of the FY 2022/23 accrued revenues at the beginning of FY 2023/24 in excess of amounts billed through the third quarter. Reimbursement invoices for expenditures for the third quarter will be prepared and submitted in the fourth quarter.

During the FY 2023/24 budget process, the Commission estimated the Transportation Uniform Mitigation Fee (TUMF) revenues at \$30 million passed through from Western Riverside Council of Governments. Through the third quarter of FY 2023/24, the Commission received TUMF revenues through December 2023 of \$20.2 million and approximately \$600,000 in TUMF zone reimbursement related to the Interstate 10 Highland Springs Avenue Interchange project.

The RCTC 91 Express Lanes and 15 Express Lanes toll revenues, penalties, and fees are at \$66.6 million and \$31.7 million, respectively, totaling \$98.3 million for the third quarter of FY 2023/24. The operating statement shows toll revenues, penalties, and fees at 100 percent of the budget. This reflects periodic toll rate changes made based on traffic volumes according to the approved toll policy on the RCTC 91 Express Lanes. Staff will continue to monitor the toll transactions and/or trips and non-toll revenues.

The operating statement shows other revenues at 259 percent of the \$723,500 budget and reflects property management lease revenues and Mid County Parkway property acquisition refund.

During the FY 2023/24 budget process, the Commission estimated investment income at \$13,242,700 due to current market conditions. The operating statement shows investment income, which includes net unrealized investment gains and losses at \$35.1 million.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations with the following exceptions:

- Salaries and benefits are under budget primarily due to unfilled positions for an Accounting Technician, IT Administrator, and Senior Capital Projects Manager;
- Professional services are under budget primarily due to unused budget authority for general legal services; financial advisory services; audit services; rail operations and development activities; and highway, commuter assistance, specialized transportation, and regional conservation other professional services;
- Support costs are under budget due to unused budget authority for rail station maintenance and repairs; express lanes operations and maintenance; call box maintenance and repairs; advertising; and software and computer maintenance and repairs;
- Program operations are under budget due to unused budget authority for rail station security; toll operations; motorist and commuter assistance program operations; and highway and rail program management;

- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding \$5 million is discussed within Attachment 1;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibility studies;
- Local street and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through January 2024;
- Regional arterial expenditures represent expenditures for the highway and regional arterial program administered by the Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. In accordance with the applicable accounting standards related to the Enterprise funds, both the RCTC 91 and 15 Express Lanes Enterprise funds record accrued and compounded interest on its related debt such as the RCTC 91 Express Lanes 2021 Toll Refunding Bonds and 2013 Toll Revenue Bonds, Series B capital appreciation bonds for the 91 Project as well as the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the 15 Express Lanes project. Therefore, \$4.2 million of the \$40.3 million interest cost through the third quarter will not be paid in the current year for the RCTC 91 and 15 Express Lanes Enterprise funds and therefore, not included in the FY 2023/24 budget;
- Capital outlay expenditures are under budget due to unused budget authority for office improvements, property improvements for station rehabilitation, toll operations equipment, and Commission network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 and 15 Express Lanes Enterprise funds accounting records; however, depreciation is considered a non-cash transaction and not included in the FY 2023/24 budget; and
- Transfers in and out include the third quarter administrative cost allocation process, Measure A Sales Tax Bonds debt funding, and LTF disbursements for planning and programming activities.

FISCAL IMPACT:

This is an information item. There is no fiscal impact.

Attachments:

- 1) Quarterly Project Status – March 2024
- 2) Quarterly Financial Statements – March 2024

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
3rd QUARTER
FOR NINE MONTHS ENDED 03/31/2024**

Project Description	FY 2023/24 through 3 rd Quarter Budget	Expenditures through 3 rd Quarter Actuals	Project Status
<p>91 Express Lanes (P009103 & P009104) These projects provide repair and rehabilitation of SR-91 general purpose and express lanes, as well as the implementation of a new back-office system. The FY2023/24 budget amount is \$8,516,200.</p>	\$6,776,180	\$3,675,166	The under run of the FY 2023/24 budget at the third quarter is due to lower than anticipated expended costs for Phase 2 corridor improvements and associated project construction (\$1.1 million), construction management (\$0.1 million) and back-office system implementation (\$1.9 million).
<p>I-15 Express Lanes Southern Extension (P003044) The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is \$544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. The FY 2023/24 budget amount is \$16,803,200.</p>	\$7,927,125	\$2,272,057	The under run of the FY 2023/24 budget at the third quarter is due to delayed invoicing from the preliminary engineering and environmental document contractor (\$4.1 million), program management, staff labor, and other professional services (\$1.5 million). The construction manager is anticipated to start invoicing the fourth quarter of FY 2023/24.
<p>15/91 Express Lanes Connector (P003039) The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2023. The FY 2023/24 budget amount is \$36,914,000.</p>	\$24,042,600	\$19,934,549	The under run of the FY 2023/24 budget at the third quarter is due to late invoicing from the design builder (\$4.5 million) and lower than anticipated expended costs from the project construction management contract (\$0.7 million), that is offset by the over run-in construction (\$1.0 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 03/31/2024**

Project Description	FY 2023/24 through 3 rd Quarter Budget	Expenditures through 3 rd Quarter Actuals	Project Status
<p>Mid County Parkway (MCP) (P002302, P002317, P002320, P002324, & P002328) The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. The FY 2023/24 budget amount is \$ \$29,874,700.</p>	\$17,791,450	\$11,391,537	<p>The under run of the FY 2023/24 budget at the third quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> • MCP: The minimal under run is due to right of way (ROW) acquisition and ROW support (\$0.1 million). • MCP I-215/Placentia Interchange: The over run for this project was due to the ROW acquisitions (\$0.2 million), construction (\$0.4 million), and final design (0.1 million). • MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter in FY 2020/21 and the under run in the third quarter of FY 2023/24 was due to mitigation property monitoring (\$1.6 million). • MCP2 and MCP3: The Commission approved the shift from MCP2 to MCP3 at the May 2022 Commission meeting. The under run was due to unused ROW acquisition/support services on MCP2 (\$2.5 million) and final design on MCP3 (\$1.2 million).
<p>71/91 Connector Project (P003021) The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is \$118 million. The FY 2023/24 budget amount is \$66,221,900.</p>	\$44,171,425	\$34,583,557	<p>The under run of the FY 2023/24 budget at the third quarter is due to construction (\$7.7 million), construction management (\$0.9 million), less than anticipated costs for ROW acquisitions (\$0.5 million) and program management (\$0.4 million).</p>
<p>Smart Freeways (P003051) The project includes environmental clearance, design, and commence construction of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. The FY 2023/24 budget amount is \$16,180,000.</p>	\$3,880,000	\$950,602	<p>The under run of the FY 2023/24 budget at the third quarter is due to engineering & environmental support services (\$1.1 million), and lower than expected costs for construction management (\$1.3 million). Construction is not scheduled to commence until the fourth quarter of FY 2023/24.</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 3rd QUARTER
 FOR NINE MONTHS ENDED 03/31/2024**

Project Description	FY 2023/24 through 3rd Quarter Budget	Expenditures through 3rd Quarter Actuals	Project Status
<p>Santa Ana River Trail Extension (SART) (P007201 & P007202) The Commission provides support to the Riverside County Regional Park and Open Space District (District) for the projects under a cooperative planning and development agreement. The District is the lead agency for environmental compliance for NEPA and CEQA, and the Commission is responsible for project oversight and approval, final design, and construction. The projects are a joint effort with several public and private agencies including the county of Orange and the United States Army Corps of Engineers. The District is responsible for 100% of costs. The FY 2023/24 budget amount is \$6,756,700.</p>	\$3,894,000	\$610,018	The under run of the FY 2023/24 budget at the third quarter is due to final design (\$0.3 million) and preliminary engineering (\$0.01 million) for SART 1. Additionally, the under run in SART 2 is due a suspension of ROW acquisition and support (\$2.1 million) and lower than expected charges for final design (\$0.4 million).
<p>Moreno Valley-March Field station upgrade (P004026) The project will remove and replace approximately 2.5 miles of existing rail and wood ties with new rail and concrete ties, remove / replace / regrade track ballast, improve track drainage, install new track signals and Positive Train Control system, connect to existing signals and communication systems, build a new second passenger loading platform, extend the existing passenger loading platform to current Metrolink station standards, and perform other improvements necessary to bring the tracks into compliance with Metrolink standards. The FY 2023/24 budget amount is \$ 18,398,900.</p>	\$13,227,625	\$12,262,220	The under run of the FY 2023/24 budget at the third quarter is due to construction (\$0.5 million) and construction management (\$0.4 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of \$5 million) and related status. Capital project expenditures are generally affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
3RD QUARTER
FOR NINE MONTHS ENDED 3/31/2024

	FY 2023/24 BUDGET	3RD QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	\$ 473,394,500	\$ 275,096,581	\$ 198,297,919	58%
Federal reimbursements	92,672,300	31,719,051	60,953,249	34%
State reimbursements	83,141,100	13,983,678	69,157,422	17%
Local reimbursements	30,405,300	8,494,200	21,911,100	28%
Transportation Uniform Mitigation Fee	31,000,000	20,808,840	10,191,160	67%
Tolls, penalties, and fees	97,989,000	98,298,473	(309,473)	100%
Other revenues	723,500	1,876,348	(1,152,848)	259%
Investment income	13,242,700	35,084,179	(21,841,479)	265%
Total revenues	822,568,400	485,361,351	337,207,049	59%
Expenditures/Expenses				
Salaries and benefits	17,563,900	10,588,764	6,975,136	60%
Professional and support				
Professional services	25,152,200	7,885,480	17,266,720	31%
Support costs	21,792,700	11,153,006	10,639,694	51%
Total Professional and support costs	46,944,900	19,038,486	27,906,414	41%
Projects and operations				
Program operations	49,634,200	20,429,751	29,204,449	41%
Engineering	34,571,600	7,592,670	26,978,930	22%
Construction	273,417,500	55,651,505	217,765,995	20%
Design Build	40,391,200	16,414,650	23,976,550	41%
Right of way/land	46,087,200	13,787,995	32,299,205	30%
Operating and capital disbursements	252,855,900	130,424,482	122,431,418	52%
Special studies	14,833,000	928,506	13,904,494	6%
Local streets and roads	84,545,100	49,553,351	34,991,749	59%
Regional arterials	30,000,000	27,296,769	2,703,231	91%
Total projects and operations	826,335,700	322,079,679	504,256,021	39%
Debt service				
Principal	32,635,000	-	32,635,000	N/A
Interest	58,781,200	40,339,948	18,441,252	69%
Total debt service	91,416,200	40,339,948	51,076,252	44%
Capital outlay				
Capital outlay	7,608,700	2,958,807	4,649,893	39%
Depreciation	-	14,173,965	(14,173,965)	N/A
Total Expenditures/Expenses	989,869,400	409,179,650	580,689,750	41%
Excess revenues over (under) expenditures/expenses	(167,301,000)	76,181,701	(243,482,701)	-46%
Other financing sources/(uses)				
Transfer in	213,568,200	136,000,991	77,567,209	64%
Transfer out	(213,568,200)	(136,000,991)	(77,567,209)	64%
Total financing sources/(uses)	-	-	-	N/A
Net change in fund balances	(167,301,000)	76,181,701	243,482,701	-46%
Fund balance July 1, 2023	1,382,220,300	1,200,727,959	(181,492,341)	87%
Fund balance March 31, 2024	\$ 1,214,919,300	\$ 1,276,909,660	\$ 61,990,360	105%

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL BY FUND
 3RD QUARTER
 FOR NINE MONTHS ENDED 3/31/2024**

SPECIAL REVENUE FUNDS

	SPECIAL REVENUE FUNDS									
	GENERAL FUND	FSP/ SAFE	MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT				
WESTERN COUNTY			COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR	TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	
Revenues										
Sales tax	\$ -	\$ -	\$ 131,972,482	\$ 31,701,526	\$ 630,719	\$ 93,047,326	\$ 15,490,247	\$ 2,254,282	\$ -	\$ -
Federal reimbursements	3,342,538	-	26,970,447	-	-	-	-	-	-	-
State reimbursements	1,830,996	3,510,556	8,779,240	-	-	-	-	20,677	(157,791)	-
Local reimbursements	45	1,602	1,888,969	225,096	-	-	-	-	-	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	20,808,840	-
Tolls, penalties, and fees	-	-	-	-	-	-	-	-	-	-
Other revenues	177	-	823,849	-	-	-	-	-	682,335	-
Investment income	742,084	255,605	7,789,207	2,138,157	-	6,072,426	3,156,736	263,856	3,307,183	44,729
Total revenues	5,915,840	3,767,764	178,224,195	34,064,779	630,719	99,119,752	18,646,983	2,538,815	24,640,566	44,729
Expenditures/Expenses										
Salaries and benefits	4,820,269	71,613	1,945,547	1,464	-	-	-	-	91,445	39,681
Professional and support										
Professional services	2,444,188	84,046	2,037,133	5,933	-	-	11,869	116,709	179,418	20,648
Support costs	2,636,610	81,999	2,100,734	-	-	-	-	-	349	5,600
Total Professional and support costs	5,080,799	166,045	4,137,868	5,933	-	-	11,869	116,709	179,767	26,248
Projects and operations										
Program operations	15,141	2,781,951	8,274,204	-	-	-	-	-	108,061	7,733
Engineering	-	-	5,433,708	-	-	-	-	-	588,149	-
Construction	-	-	51,775,184	-	-	-	-	-	(387,084)	-
Design Build	-	-	(483,939)	-	-	-	-	-	-	-
Right of way/land	-	-	7,612,472	-	-	-	-	-	5,343,088	-
Operating and capital disbursements	22,078,744	-	2,838,031	5,516,667	-	100,238,547	(255,278)	7,772	-	-
Special studies	928,506	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	37,972,599	10,968,934	611,819	-	-	-	-	-
Regional arterials	-	-	-	27,296,769	-	-	-	-	-	-
Total projects and operations	23,022,391	2,781,951	113,422,259	43,782,370	611,819	100,238,547	(255,278)	7,772	5,652,214	7,733
Debt service										
Principal	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-
Capital outlay										
Depreciation	119,103	369	2,839,335	-	-	-	-	-	-	-
Total Expenditures/Expenses	33,042,562	3,019,977	122,345,009	43,789,767	611,819	100,238,547	(243,410)	124,481	5,923,426	73,662
Excess revenues over (under)	(27,126,721)	747,786	55,879,185	(9,724,989)	18,900	(1,118,796)	18,890,393	2,414,333	18,717,141	(28,933)
Other financing sources/(uses)										
Transfer in	31,007,631	-	40,453,125	-	-	-	-	-	25,257	-
Transfer out	(695,900)	(175,700)	(73,742,246)	(383,600)	(27,600)	(23,708,531)	(38,500)	(1,146,930)	(3,762,376)	(11,400)
Total financing sources/(uses)	30,311,731	(175,700)	(33,289,121)	(383,600)	(27,600)	(23,708,531)	(38,500)	(1,146,930)	(3,737,119)	(11,400)
Net change in fund balances	3,185,010	572,086	22,590,065	(10,108,589)	(8,700)	(24,827,327)	18,851,893	1,267,403	14,980,022	(40,333)
Fund balance July 1, 2023	37,100,151	13,328,700	438,154,128	96,210,303	-	336,576,925	142,158,549	12,661,636	148,270,737	2,257,390
Fund balance March 31, 2024	\$ 40,285,161	\$ 13,900,786	\$ 460,744,193	\$ 86,101,714	\$ (8,700)	\$ 311,749,598	\$ 161,010,442	\$ 13,929,039	\$ 163,250,759	\$ 2,217,057

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL BY FUND
 3RD QUARTER
 FOR NINE MONTHS ENDED 3/31/2024**

	SPECIAL REVENUE FUNDS			ENTERPRISE FUND		CAPITAL PROJECTS FUNDS			COMBINED TOTAL
	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132	15 EXPRESS LANES	91 EXPRESS LANES	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE	
Revenues									
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	275,096,581
Federal reimbursements	-	-	-	-	-	-	-	1,406,066	31,719,051
State reimbursements	-	-	-	-	-	-	-	-	13,983,678
Local reimbursements	610,031	5,749,468	12,560	-	6,428	-	-	-	8,494,200
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	20,808,840
Tolls, penalties, and fees	-	-	-	31,665,049	66,633,425	-	-	-	98,298,473
Other revenues	-	-	294,250	75,736	-	-	-	-	1,876,348
Investment income	14,225	12,628	707,947	3,343,779	5,311,974	605,952	519,728	797,964	35,084,179
Total revenues	624,256	5,762,096	1,014,757	35,084,564	71,951,828	605,952	519,728	2,204,030	485,361,351
Expenditures/Expenses									
Salaries and benefits	54,480	2,120,290	289,184	360,894	793,896	-	-	-	10,588,764
Professional and support									
Professional services	8,279	2,033,408	67,540	304,660	571,649	-	-	-	7,885,480
Support costs	(13)	359,276	474,573	2,156,258	3,337,621	-	-	-	11,153,006
Total Professional and support costs	8,265	2,392,684	542,112	2,460,918	3,909,269	-	-	-	19,038,486
Projects and operations									
Program operations	119,846	34,187	221,988	3,802,969	5,063,671	-	-	-	20,429,751
Engineering	344,253	-	1,226,561	-	-	-	-	-	7,592,670
Construction	-	-	1,976,352	-	2,287,053	-	-	-	55,651,505
Design Build	-	-	15,530,729	-	1,367,860	-	-	-	16,414,650
Right of way/land	83,810	601,195	147,429	-	-	-	-	-	13,787,995
Operating and capital disbursements	-	-	-	-	-	-	-	-	130,424,482
Special studies	-	-	-	-	-	-	-	-	928,506
Local streets and roads	-	-	-	-	-	-	-	-	49,553,351
Regional arterials	-	-	-	-	-	-	-	-	27,296,769
Total projects and operations	547,909	635,383	19,103,059	3,802,969	8,718,583	-	-	-	322,079,679
Debt service									
Principal	-	-	-	-	-	-	-	-	-
Interest	-	-	-	3,355,890	18,694,039	-	-	18,290,019	40,339,948
Total debt service	-	-	-	3,355,890	18,694,039	-	-	18,290,019	40,339,948
Capital outlay									
Depreciation	-	-	-	9,353,298	4,820,667	-	-	-	14,173,965
Total Expenditures/Expenses	610,655	5,148,356	19,934,355	19,333,970	36,936,455	-	-	18,290,019	409,179,650
Excess revenues over (under)	13,601	613,740	(18,919,599)	15,750,594	35,015,372	605,952	519,728	(16,085,989)	76,181,701
Other financing sources/(uses)									
Transfer in	-	-	12,392,561	204	-	-	-	52,122,213	136,000,991
Transfer out	-	(865,200)	-	(267,200)	(13,597,761)	-	(16,171,981)	(1,406,066)	(136,000,991)
Total financing sources/(uses)	-	(865,200)	12,392,561	(266,996)	(13,597,761)	-	(16,171,981)	50,716,147	-
Net change in fund balances	13,601	(251,460)	(6,527,038)	15,483,598	21,417,612	605,952	(15,652,253)	34,630,157	76,181,701
Fund balance July 1, 2023	28,174	(2,362)	1,003,665	262,717,804	(333,152,076)	13,392,732	18,149,828	11,871,675	1,200,727,959
Fund balance March 31, 2024	\$ 41,775	\$ (253,822)	\$ (5,523,373)	\$ 278,201,402	\$ (311,734,464)	\$ 13,998,684	\$ 2,497,575	\$ 46,501,832	\$ 1,276,909,660

AGENDA ITEM 7D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Executive Director Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Appropriations Limit Fiscal Year 2024/25

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Adopt Resolution No. 24-005 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”* for Fiscal Year 2024/25.

BACKGROUND INFORMATION:

Section 7910 of the California Government Code implements Article XIII B of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make documentation used to determine the appropriations limit available to the public 15 days prior to adoption of the resolution establishing the appropriations limit.

Staff performed the calculations necessary to determine the limit as \$639,982,988 for FY 2024/25. The resolution and documents supporting the calculation are attached. The Commission chose to use the percentage change in the California per capita personal income and population change within Riverside County as the factors in determining the appropriations limit. As required, calculations supporting the Commission’s proposed FY 2024/25 Appropriations Limit was posted on the Commission’s website.

Attachments:

- 1) Resolution No. 24-005
- 2) Riverside County Transportation Commission 2024/25 Appropriations Limit
- 3) California Per Capita Income and Population, Riverside County – California Department of Finance

RESOLUTION NO. 24-005**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ESTABLISHING THE ANNUAL APPROPRIATIONS LIMIT**

WHEREAS, Article XIII B of the California Constitution places an annual limitation upon appropriations from proceeds of taxes by each local government of the State of California; and

WHEREAS, in 1988, pursuant to Article XIII B, section 4 of the California Constitution, the Riverside County Transportation Commission established its appropriations limit at \$75 million for fiscal year 1988-1989 under ordinance No. 88-1; and

WHEREAS, Section 7910 of the California Government Code implements Article XIII B of the California Constitution by requiring each local jurisdiction to establish, by resolution, its appropriations limit for each fiscal year and to make the documentation used in determining the appropriations limit available to the public fifteen days prior to adoption of the resolution establishing the appropriations limit; and

WHEREAS, in accordance with Senate Constitutional Amendment No. 1 approved by the voters of the State effective June 6, 1990, beginning with Fiscal Year (FY) 1990/91 and for each fiscal year thereafter, the Commission's Board of Commissioners is required to select either the percentage change in California per capita personal income or the percentage change in the local assessment roll due to the addition of local non-residential construction, and either the population change within the Commission or the population change within Riverside County, as the two factors to be applied in calculating the appropriations limit for each fiscal year; and

WHEREAS, this Board wishes to select, as factors in determining the Commission's appropriation limit for FY 2024/25 the percentage change in California per capita personal income and also the population change within Riverside County; and

WHEREAS, this Commission has documented its calculations of the Commission's appropriations limit for FY 2024/25 and said calculations have been made available to the public at least fifteen days prior to the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission as follows:

1. For FY 2024/25 the factors selected for calculating the appropriations limit are (a) the percentage change in California per capita personal income, and (b) the population change within the County of Riverside.

2. The appropriations limit applicable to this Agency pursuant to Article XIII B of the California Constitution for FY 2024/25 are hereby established and determined to be \$639,982,988.

3. A copy of the documentation used in the determination of the appropriations limit for FY 2024/25 shall be affixed hereto and shall be available for public inspection.

4. Pursuant to Section 7910 of the California Government Code, any judicial action or proceeding to attack, review, set aside, void, or annul the establishment of the appropriations limit as set forth herein must be commenced within forty-five days of the adoption of this resolution.

ADOPTED this 12th day of June, 2024.

Lloyd White, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

2024/25 APPROPRIATIONS LIMIT

2023/24	Appropriations Limit	\$	614,246,608
<hr/>			
2024/25 adjustment			
	Change in California per capita personal income		3.62%
	Per capita cost of living converted to a ratio:		1.0362
	Change in population, Riverside County		0.55%
	Population converted to a ratio:		1.0055
	Calculation of factor for FY 2024/25:		
	Per capita cost of living ratio		1.0362
	Population ratio	⌘	1.0055
	FY 2024/25 factor		1.0418991
	2023/24 Appropriations Limit	\$	614,246,608
	FY 2024/25 factor	⌘	1.0418991
<hr/>			
2024/25	Appropriations Limit	\$	639,982,988

Source: California per capita income - California Department of Finance
 Population, Riverside County - California Department of Finance

April 30, 2024

Dear Fiscal Officer:

Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2024, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2024-25. Attachment A provides the change in California's per capita personal income and an example for utilizing the factors to calculate the 2024-25 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts

Some special districts must establish an annual appropriations limit. [California Revenue and Taxation Code section 2228](#) provides additional information regarding the appropriations limit. [Article XIII B, section 9\(C\) of the California Constitution](#) exempts certain special districts from the appropriations limit calculation mandate. Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification

The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2024.** Please note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

/s Richard Gillihan

RICHARD GILLIHAN
Chief Operating Officer

Attachment

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2024-25 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2024-25	3.62

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2024-25 appropriation limit.

2024-25:

Per Capita Cost of Living Change = 3.62 percent
 Population Change = 0.17 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.62 + 100}{100} = 1.0362$

Population converted to a ratio: $\frac{0.17 + 100}{100} = 1.0017$

Calculation of factor for FY 2024-25: $1.0362 \times 1.0017 = 1.0379$

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2023 to January 1, 2024 and Total Population, January 1, 2024

County City	Percent Change	--- Population Minus Exclusions ---		Total Population
	23-24	1-1-23	1-1-24	1-1-24
Riverside				
Banning	0.54	31,046	31,213	31,213
Beaumont	2.03	56,275	57,416	57,416
Blythe	-0.33	12,566	12,524	17,378
Calimesa	-0.39	10,909	10,867	10,867
Canyon Lake	-0.13	10,846	10,832	10,832
Cathedral City	-0.27	51,012	50,873	50,911
Coachella	2.36	42,179	43,173	43,173
Corona	0.22	156,268	156,615	156,615
Desert Hot Springs	0.85	32,380	32,654	32,654
Eastvale	-0.35	69,123	68,884	68,884
Hemet	0.37	89,333	89,663	89,663
Indian Wells	1.35	4,733	4,797	4,797
Indio	0.78	89,978	90,680	90,680
Jurupa Valley	0.12	104,541	104,663	104,721
Lake Elsinore	0.14	71,351	71,452	71,452
La Quinta	1.44	37,824	38,370	38,370
Menifee	1.97	109,401	111,560	111,560
Moreno Valley	0.12	206,903	207,146	207,146
Murrieta	-0.17	109,364	109,177	109,177
Norco	-0.15	22,084	22,050	25,068
Palm Desert	1.22	50,274	50,889	50,889
Palm Springs	-0.03	43,802	43,791	43,791
Perris	1.13	78,424	79,311	79,311
Rancho Mirage	0.74	16,868	16,992	16,992
Riverside	0.30	315,747	316,690	316,690
San Jacinto	-0.39	53,746	53,538	53,538
Temecula	0.49	108,173	108,700	108,700
Wildomar	0.65	36,093	36,327	36,327
Unincorporated	0.95	399,653	403,438	403,563
County Total	0.55	2,420,896	2,434,285	2,442,378

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

AGENDA ITEM 7E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Matt Wallace, Deputy Director of Financial Administration Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Sales Tax Analysis

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the sales tax analysis for the Quarter 4, 2024 (4Q 2023).

BACKGROUND INFORMATION:

At its May 2023 meeting, the Commission awarded an agreement with MuniServices, an Avenu Insights and Analytics Company (MuniServices), for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. The services performed under this agreement pertain to only the Measure A sales tax revenues.

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,670 businesses. Through 3Q 2023, the CDTFA approved \$17,494,818 of cumulative sales tax revenues recovered for the Commission. If CDTFA concurs with the error(s) for the remaining claims, the Commission will receive additional revenues; however, the magnitude of the value of the remaining findings was not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 4Q 2023. Most of the 4Q 2023 Measure A sales tax revenues were received in the fourth quarter of calendar year 2023, during December 2023 through February 2024, due to a lag in the sales tax calendar. The summary section of the 4Q 2023 report is attached and includes an overview of California’s economic outlook, local results, historical cash collections analysis by quarter, top 25 sales/use tax contributors, historical sales tax amounts, annual sales tax by business category, and five-year economic trend (general retail).

Taxable transactions for the top 25 contributors in Riverside County generated 26.7 percent of taxable sales for the benchmark year ended 4Q 2023, slightly more than the benchmark year ended 4Q 2022 at 25.8 percent. The top 100 tax contributors generated 40.69 percent for the benchmark year ended 4Q 2023, more than the 39.54 percent for the benchmark year ended 4Q 2022.

In the Economic Category Analysis below, two of the six categories experienced new highs in the 4Q 2023 benchmark year compared to the prior eight benchmark years.

ECONOMIC CATEGORY ANALYSIS									
% of Total / % Change	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
General Retail	28.5 / -1.7	28.7 / -1.2	26.9 / -1.6	34.5 / -1.5	26.1 / -4.7	28.1 / -2.9	37.4 / 2.1	26.9 / 0.1	27.6 / 4.6
Food Products	16.7 / 0.3	21.0 / 0.9	21.0 / 1.5	17.8 / -1.0	22.3 / 2.0	16.7 / 0.0	14.7 / 1.1	23.1 / 1.8	18.3 / 0.5
Transportation	23.0 / -7.4	23.6 / -6.8	25.3 / -2.5	23.8 / -4.6	19.1 / -7.0	27.1 / -5.0	22.7 / -4.5	24.6 / -5.8	28.4 / -9.5
Construction	10.9 / -4.2	9.8 / -5.8	8.2 / -2.7	12.6 / -4.0	9.9 / -9.6	12.5 / -9.7	10.0 / -5.8	8.8 / -2.2	14.6 / -5.2
Business to Business	16.3 / 0.8	15.8 / -6.4	17.5 / -6.4	10.7 / -3.6	21.2 / -3.9	14.4 / -5.5	14.5 / -6.9	15.5 / -6.5	10.2 / -9.4
Miscellaneous	4.6 / 7.1	1.0 / -1.5	1.0 / 10.4	0.5 / -7.6	1.3 / 12.5	1.1 / 3.6	0.7 / -13.3	1.1 / -2.5	0.9 / 0.0
Total	100.0 / -2.3	100.0 / -3.5	100.0 / -2.1	100.0 / -2.7	100.0 / -3.9	100.0 / -4.2	100.0 / -1.9	100.0 / -2.3	100.0 / -3.4

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail

Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment

Construction: Building Materials Retail and Building Materials Wholesale

Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales

Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing, Biotechnology, I.T. Infrastructure, and Green Energy

Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

An analysis of sales tax performance through 4Q 2023 is attached and illustrates consistent cycles for sales tax performance for most of the economic categories since 4Q 2018, apart from COVID-19 impacts for some categories.

For the top 10 economic segments (miscellaneous retail, auto sales – new, restaurants, department stores, building materials – wholesale, service stations, food markets, heavy industry, apparel stores and building materials – retail) during the past eight benchmark year quarters, sales tax reached a new high point in 4Q 2023 for three out of ten categories. The economic segments represent 73.53 percent of the total sales tax receipts. For the remaining 21 economic segments representing 26.47 percent of total sales tax receipts, 7 economic segments representing 8.2 percent of total sales tax receipts reached new high points in the benchmark year 4Q 2023.

In the Economic Segment Analysis below, miscellaneous retail, which includes online retailers, is RCTC’s largest economic segment, followed by auto sales – new and restaurants. Since the benchmark year 4Q 2016, each of these segments has realized significant sales tax growth. Miscellaneous retail has increased 148 percent, auto sales – new has increased 53 percent, and the restaurant segment has increased 54 percent when comparing benchmark year 4Q 2016 to benchmark year 4Q 2023. The increase related to online sales is largely a result of the recent legislation to tax online sales along with general consumer spending shifting from brick and mortars to online.

As noted, auto sales-new and restaurants have also experienced increases since 4Q 2016 due to general price increases (inflation) and improved consumer demand.

ECONOMIC SEGMENT ANALYSIS									
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
Largest Segment	Miscellaneous Retail	Restaurants	Restaurants	Miscellaneous Retail	Restaurants	Auto Sales - New	Miscellaneous Retail	Restaurants	Restaurants
% of Total / % Change	11.8 / 0.2	15.2 / 3.2	15.7 / 4.1	17.3 / 0.5	16.6 / 3.8	11.7 / 1.1	15.6 / 15.4	17.1 / 3.9	11.7 / 1.8
2nd Largest Segment	Auto Sales - New	Auto Sales - New	Auto Sales - New	Restaurants	Miscellaneous Retail	Restaurants	Department Stores	Auto Sales - New	Department Stores
% of Total / % Change	11.1 / -5.2	11.4 / -3.9	14.5 / -0.3	11.5 / 3.4	9.8 / -2.0	11.5 / 1.8	10.9 / -3.4	12.6 / -3.9	11.5 / 26.8
3rd Largest Segment	Restaurants	Miscellaneous Retail	Miscellaneous Retail	Auto Sales - New	Auto Sales - New	Miscellaneous Retail	Restaurants	Miscellaneous Retail	Auto Sales - New
% of Total / % Change	10.7 / 2.7	10.6 / 6.7	9.1 / 5.4	11.0 / -1.0	9.3 / -4.8	11.0 / 0.3	9.9 / 3.9	8.7 / 11.3	11.3 / -1.0

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest declines) for 4Q 2023 to 4Q 2022 is attached.

Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

FISCAL IMPACT:

This is an information item. There is no fiscal impact.

Attachments:

- 1) Sales Tax Digest Summary 4Q 2023
- 2) Sales Tax Performance Analysis by Quarter 4Q 2023
- 3) Quarterly Sales Tax Comparison by City for 4Q 2023 to 4Q 2022

Riverside County Transportation Commission Sales Tax Digest Summary

Collections through February 2024 Sales through December 2023 (2023Q4)

CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by 2.6% over the same quarter from the previous year, with Northern California reporting a 2.8% decrease compared to a 2.5% decrease for Southern California. Receipts for the RCTC decreased by 2.9% over the same periods.

Real Gross Domestic Product (GDP) increased at an annual rate of 3.2% in the fourth quarter of 2023. U.S. inflation decreased to 3.1% in December of 2023 compared to 8.1% the same month a year ago. California's headline inflation decreased to 3.5% year over year as of December of 2023, down from 4.9% in December of 2022. (DIR, BEA, BLS, February Finance Bulletin)

The U.S. unemployment rate decreased slightly to 3.7% in December of 2023. California's unemployment rate increased slightly to 5.1% in December of 2023, 1.0 percentage point higher than November of 2022 rate of 4.1%. (EDD, BLS, February Finance Bulletin)

U.S. personal income increased by 4.6% for the fourth quarter of 2023, compared to same quarter previous year. Compensation of employees increased by 6.1% while personal current taxes decreased by 10.5% from the previous period, resulting in a net gain of 7.0% in disposable income. The increase of disposable income generated a 31.6% increase in US personal savings for the fourth quarter of 2023, compared to same quarter previous year. (BEA)

LOCAL RESULTS

Net Cash Receipts Analysis

Local Collections	\$74,082,014
Less: Cost of Administration	\$(584,040)
Net 4Q2023 Receipts	\$73,497,974
Net 4Q2022 Receipts	\$75,704,898
Actual Percentage Change	-2.9%

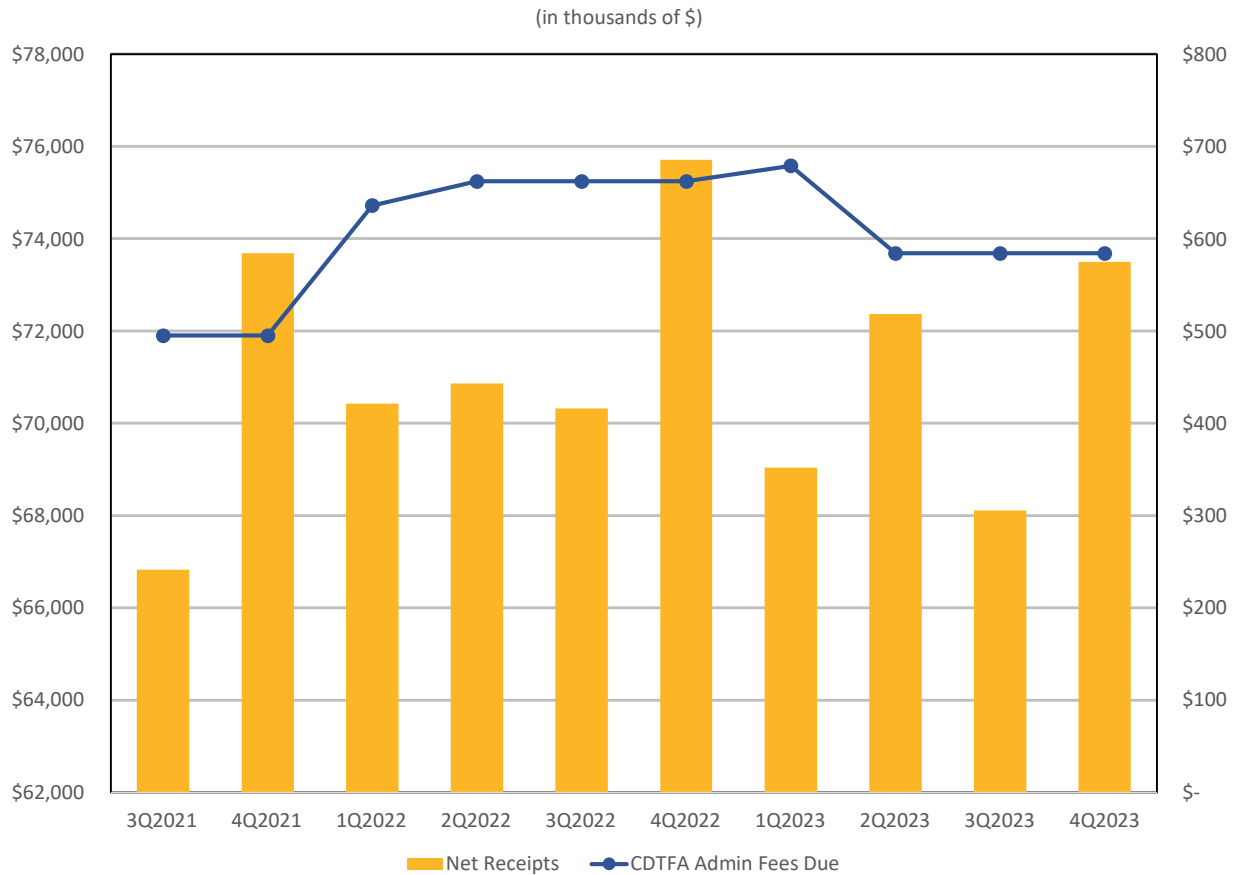
Business Activity Performance Analysis

Local Collections – Economic Basis 4Q2023	\$75,030,615
Local Collections – Economic Basis 4Q2022	\$76,884,753
Quarter over Quarter Change	-\$1,854,137
Quarter over Quarter Percentage Change	-2.4%

Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Since Inception	\$17,494,818
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HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



TOP 25 SALES/USE TAX CONTRIBUTORS

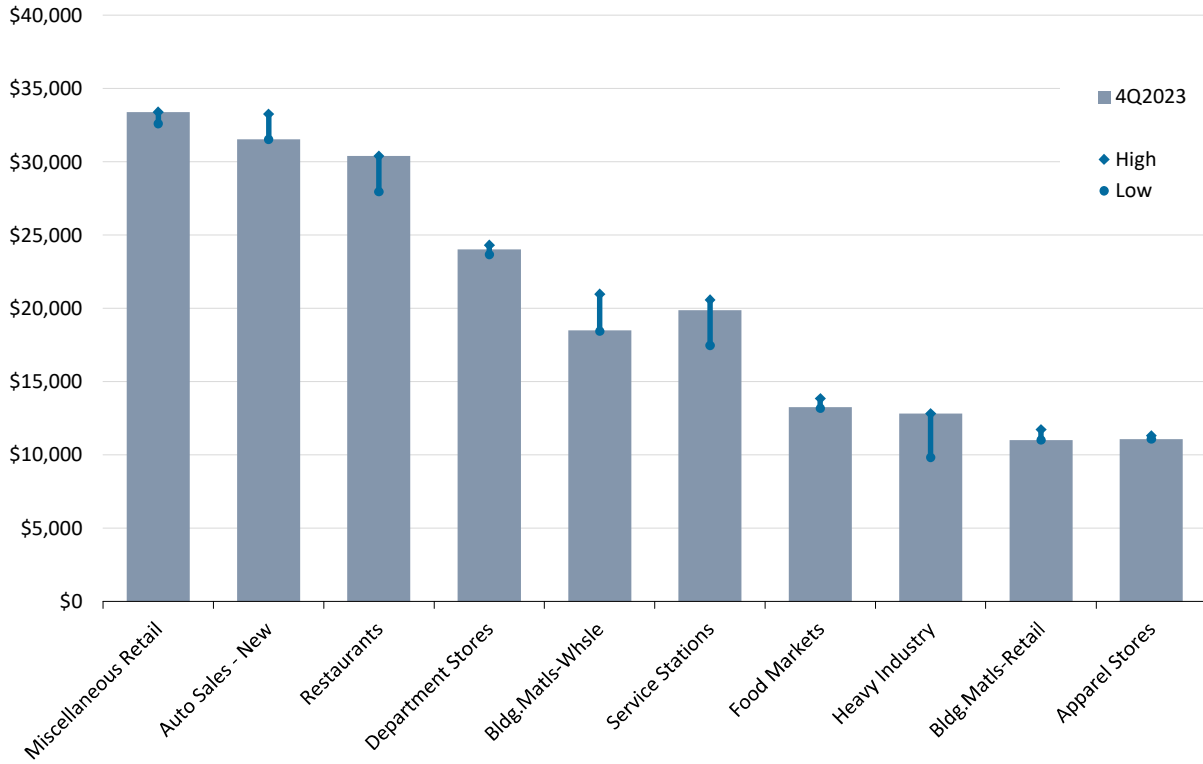
The following list identifies RCTC’s Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from January of 2023 through December 2023. The Top 25 Sales/Use Tax contributors generate 26.7% of RCTC’s total sales and use tax revenue.

- | | |
|------------------------------|-------------------------|
| 7-ELEVEN FOOD STORES | MCDONALD'S RESTAURANTS |
| AMAZON.COM – EC | NOVA POWER |
| AMAZON.COM SERVICES – EC | RALPH'S GROCERY COMPANY |
| ARCO AM/PM MINI MARTS | ROSS STORES |
| BEST BUY STORES | SAM'S CLUB |
| CARMAX AUTO SUPERSTORES | SHELL SERVICE STATIONS |
| CED LIGHTING SOLUTIONS | STATER BROS MARKETS |
| CHEVRON SERVICE STATIONS | TARGET STORES |
| CIRCLE K FOOD STORES | TESLA |
| COSTCO WHOLESALE | TRINA SOLAR |
| DEPARTMENT OF MOTOR VEHICLES | VERIZON WIRELESS |
| HOME DEPOT | WAL MART STORES |
| LOWE’S HOME CENTERS | |

* "- EC" added to the end of business names represents electronic commerce.

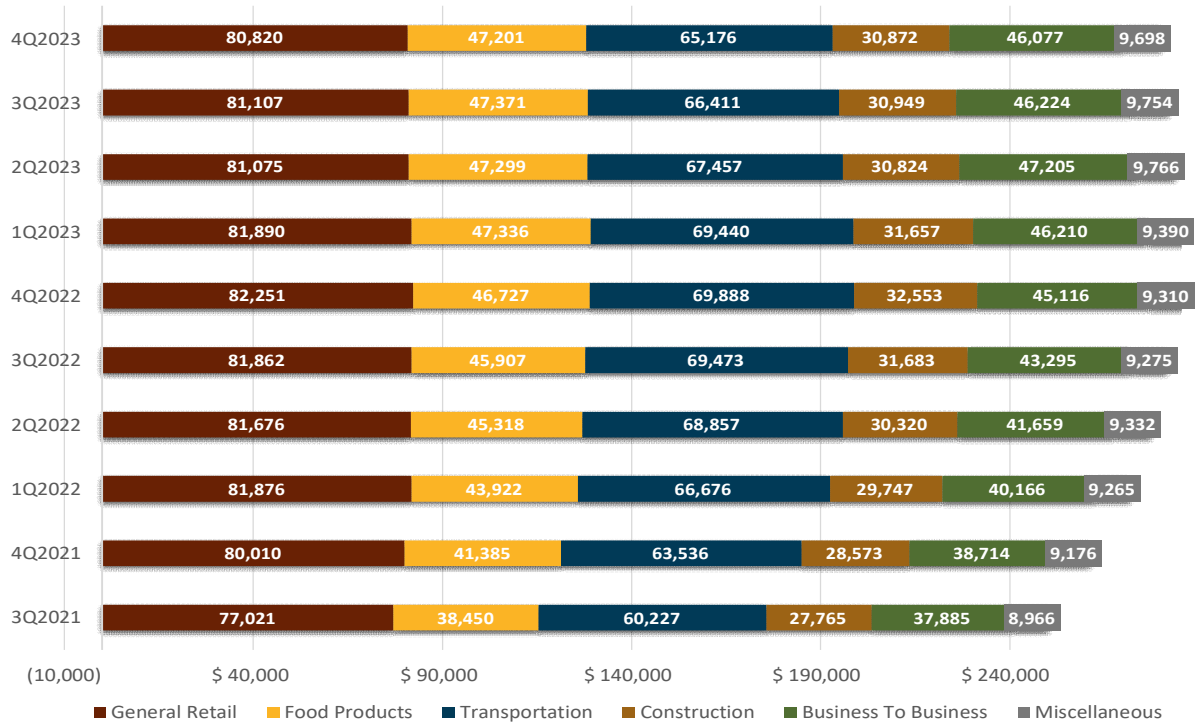
HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through December of 2023, the highs, and the lows for the top ten segments over the last two years in thousands of \$.

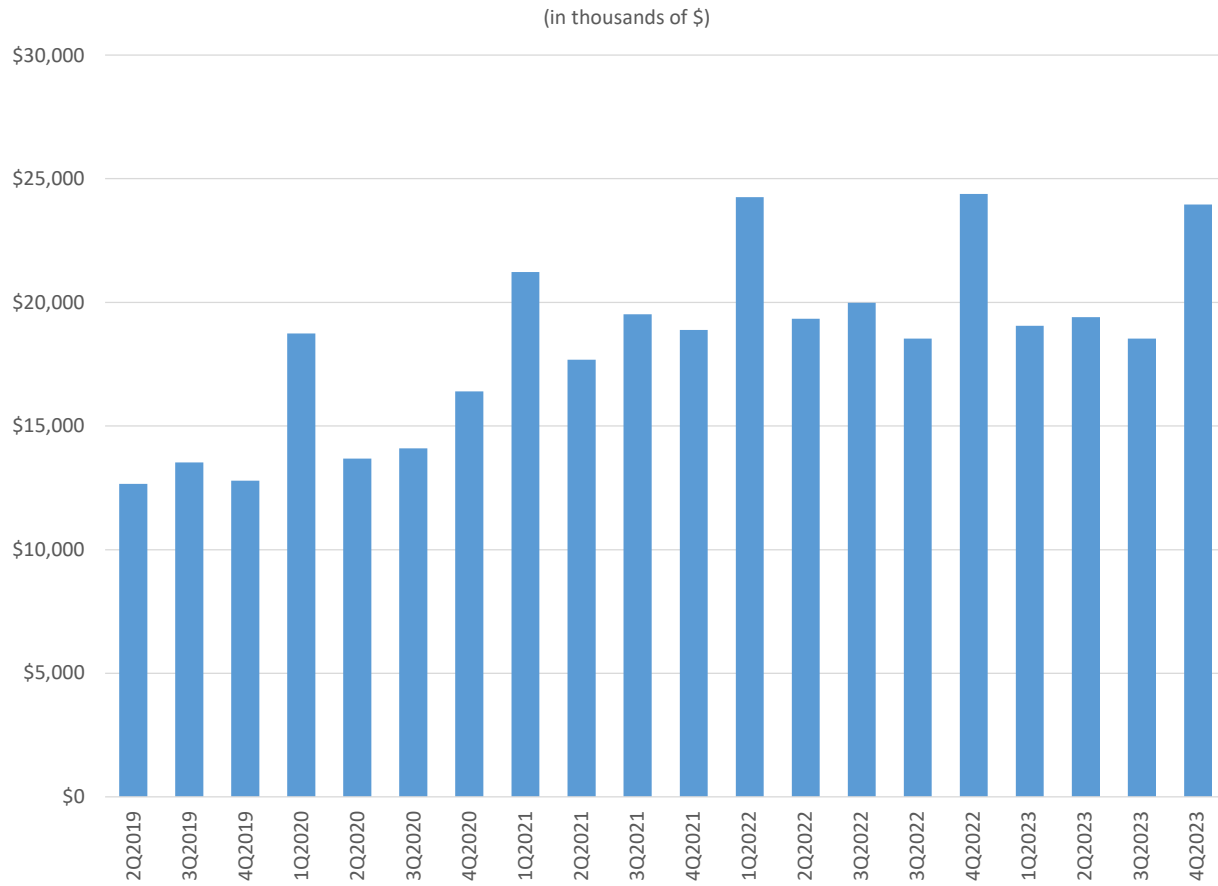


ANNUAL SALES TAX BY BUSINESS CATEGORY

(in thousands of \$)



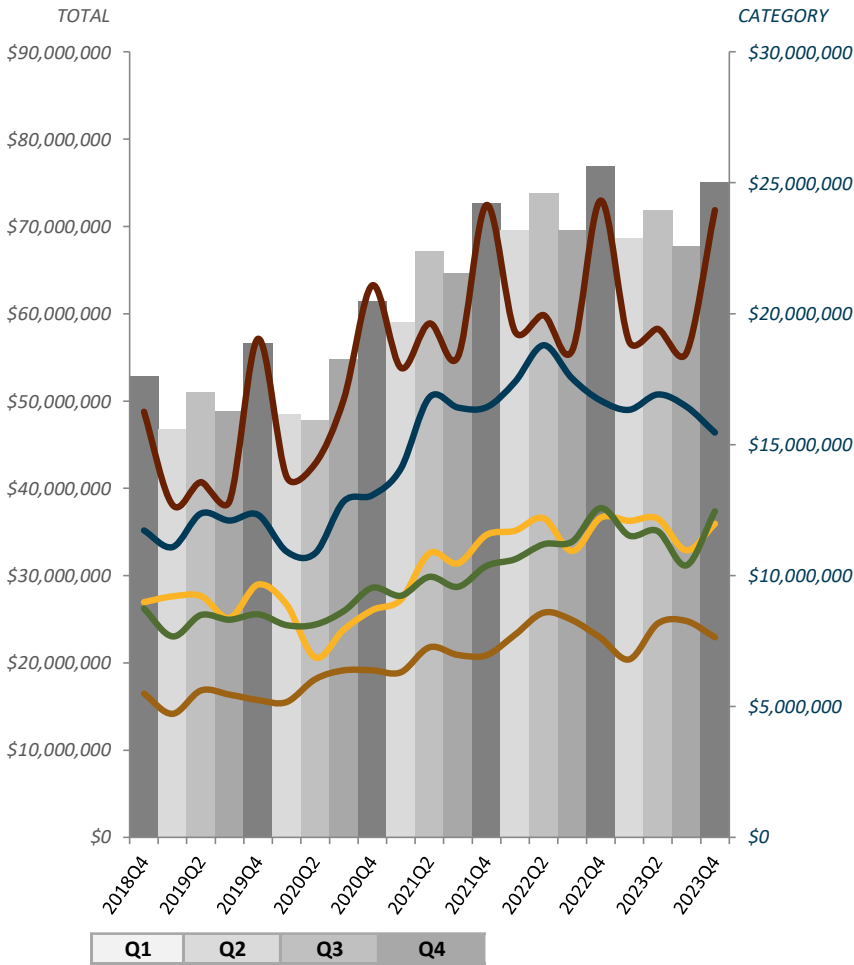
FIVE-YEAR ECONOMIC TREND: General Retail



RCTC: Sales Tax Performance Analysis by Quarter

TOTAL **Economic**

Confidential



TOTAL				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$75,030,615	-2.4%	-\$1,854,137	-2.3%	-\$6,531,446

GENERAL RETAIL				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$23,957,335	-1.5%	-\$366,979	-1.7%	-\$1,360,326
% of 2023Q4 Total:		31.9%		

FOOD PRODUCTS				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$11,973,887	-1.9%	-\$232,437	0.3%	\$156,726
% of Total:		16.0%		

TRANSPORTATION				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$15,467,918	-7.3%	-\$1,218,335	-7.4%	-\$5,226,114
% of Total:		20.6%		

CONSTRUCTION				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$7,642,434	0.4%	\$31,028	-4.2%	-\$1,355,409
% of Total:		10.2%		

BUSINESS TO BUSINESS				
2023Q4	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$12,451,470	-1.0%	-\$123,435	0.8%	\$376,603
% of Total:		16.6%		

QoQ = 23Q4 / 22Q4

YoY = YE 23Q4 / YE 22Q4

RCTC: Quarterly Comparison of 2022Q4 and 2023Q4 (October through December Sales)

	General Retail	Food Products	Transportation	Construction	Business To Busi	Miscellaneous	Oct - Dec 2023 (2023Q4)	Oct - Dec 2022 (2022Q4)	% Chg	Gain	Gain	Decline	Decline
RIVERSIDE COUNTY													
BANNING	2.0%	-3.6%	-6.8%	-32.8%	32.7%	15.3%	815,095	838,273	-2.8%	Electronic Equipment	Apparel Stores	Auto Sales - New	Bldg.Matls-Whsle
BEAUMONT	-6.0%	-23.4%	-10.0%	59.9%	-8.5%	-11.8%	6,484,015	6,825,784	-5.0%	Bldg.Matls-Whsle	Restaurants	Miscellaneous Retail	Food Processing Eqp
BLYTHE	-30.0%	-1.0%	-5.3%	-11.1%	-11.8%	-19.2%	402,905	443,796	-9.2%	Restaurants	Office Equipment	Miscellaneous Retail	Food Markets
CALIMESA	-1.9%	1.5%	-5.3%	-37.3%	-39.0%	71.3%	354,293	376,297	-5.8%	Florist/Nursery	Restaurants	Miscellaneous Retail	Light Industry
CANYON LAKE	63.8%	1.9%	1.9%	-100.0%	71.9%	-0.5%	90,935	77,953	16.7%	Miscellaneous Retail	Recreation Products	Service Stations	Light Industry
CATHEDRAL CITY	-11.9%	-6.9%	-1.9%	-2.3%	-16.0%	19.1%	2,891,045	3,040,011	-4.9%	Health & Government	Bldg.Matls-Retail	Restaurants	Heavy Industry
COACHELLA	-20.1%	5.6%	-3.6%	-1.5%	-1.1%	-8.0%	1,135,528	1,180,135	-3.8%	Food Markets	Restaurants	Florist/Nursery	Drug Stores
CORONA	0.0%	-2.1%	-9.3%	6.6%	-5.1%	-32.2%	13,119,496	13,295,364	-1.3%	Bldg.Matls-Whsle	Miscellaneous Retail	Auto Sales - New	Office Equipment
COUNTY OF RIVERSIDE	1.2%	-1.9%	-3.2%	8.8%	-55.3%	-27.6%	11,112,813	12,412,602	-10.5%	Bldg.Matls-Whsle	Miscellaneous Retail	Leasing	Heavy Industry
DESERT HOT SPRINGS	-4.8%	5.5%	-3.8%	12.0%	38.6%	-26.5%	513,104	513,207	0.0%	Bldg.Matls-Whsle	Restaurants	Bldg.Matls-Retail	Service Stations
EASTVALE	1.4%	-7.1%	19.3%	1.0%	-13.4%	-8.3%	11,349,019	11,234,243	1.0%	Miscellaneous Retail	Restaurants	Food Processing Eqp	Department Stores
HEMET	-2.1%	0.1%	-3.0%	-2.0%	-14.3%	5.9%	3,521,728	3,617,808	-2.7%	Auto Sales - New	Florist/Nursery	Service Stations	Department Stores
INDIAN WELLS	3.0%	14.7%	0.0%	14.1%	-4.0%	-96.6%	371,617	425,255	-12.6%	Restaurants	Food Markets	Miscellaneous Other	Heavy Industry
INDIO	2.8%	11.7%	-4.9%	-3.8%	4.0%	-55.9%	3,866,038	3,824,804	1.1%	Restaurants	Light Industry	Auto Sales - New	Service Stations
JURUPA VALLEY	-1.7%	-2.5%	3.4%	6.1%	2.4%	3.6%	5,620,309	5,559,403	1.1%	Office Equipment	Recreation Products	Department Stores	Light Industry
LA QUINTA	0.9%	-5.8%	-5.0%	0.2%	-16.3%	-49.1%	3,009,127	3,084,448	-2.4%	Miscellaneous Retail	Bldg.Matls-Whsle	Restaurants	Furniture/Appliance
LAKE ELSINORE	-5.0%	-5.2%	6.5%	-25.1%	-5.7%	-45.9%	3,396,038	3,572,147	-4.9%	Auto Sales - New	Florist/Nursery	Bldg.Matls-Whsle	Drug Stores
MENIFEE	-2.4%	4.1%	6.7%	84.1%	67.7%	-47.0%	3,028,257	2,659,833	13.9%	Bldg.Matls-Whsle	Leasing	Heavy Industry	Miscellaneous Other
MORENO VALLEY	-8.4%	3.4%	-7.4%	-7.0%	7.6%	26.2%	8,456,299	8,877,573	-4.7%	Heavy Industry	Restaurants	Miscellaneous Retail	Auto Sales - New
MURRIETA	0.2%	-3.3%	-10.9%	0.5%	1.8%	42.6%	5,905,933	6,082,894	-2.9%	Florist/Nursery	Miscellaneous Other	Auto Sales - New	Misc. Vehicle Sales
NORCO	-0.9%	-2.4%	-7.2%	-6.9%	-9.2%	-5.1%	2,232,501	2,358,929	-5.4%	Florist/Nursery	Misc. Vehicle Sales	Auto Sales - Used	Service Stations
PALM DESERT	-4.9%	-0.7%	2.1%	-6.4%	-5.9%	-1.0%	6,149,999	6,376,310	-3.5%	Auto Sales - Used	Auto Sales - New	Miscellaneous Retail	Furniture/Appliance
PALM SPRINGS	-4.6%	-17.3%	-10.3%	-8.6%	-21.7%	-20.2%	4,218,094	4,839,327	-12.8%	Light Industry	Heavy Industry	Restaurants	Leasing
PERRIS	20.5%	1.3%	-0.3%	4.7%	-16.7%	19.4%	6,544,252	6,143,002	6.5%	Miscellaneous Retail	Department Stores	Business Services	Light Industry
RANCHO MIRAGE	-10.4%	1.8%	1.7%	0.7%	14.9%	-26.2%	1,728,575	1,732,764	-0.2%	Restaurants	Chemical Products	Furniture/Appliance	Miscellaneous Retail
RIVERSIDE	-3.5%	-1.7%	5.7%	-19.6%	2.5%	-1.5%	19,638,256	19,920,796	-1.4%	Auto Sales - New	Heavy Industry	Bldg.Matls-Whsle	Light Industry
SAN JACINTO	21.9%	-8.8%	-13.5%	-19.3%	-11.6%	26.9%	1,062,941	1,061,836	0.1%	Department Stores	Restaurants	Food Markets	Service Stations
TEMECULA	-6.1%	-1.1%	-3.4%	-4.5%	1.0%	-59.8%	10,708,798	11,109,741	-3.6%	Light Industry	Heavy Industry	Auto Sales - New	Furniture/Appliance
WILDOMAR	-6.1%	5.3%	-7.0%	-7.6%	-1.2%	165.5%	647,342	658,306	-1.7%	Restaurants	Food Markets	Drug Stores	Bldg.Matls-Whsle

AGENDA ITEM 7F

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Jose Mendoza, Procurement Manager Matt Wallace, Deputy Director of Financial Administration
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Federal Transit Administration Proposed Triennial Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2025-2027

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve 6.4 percent as the Commission’s Federal Transit Administration (FTA) proposed triennial overall Disadvantaged Business Enterprise (DBE) race-neutral goal for Federal Fiscal Years (FFY) 2025-27 for the period October 1, 2024 to September 30, 2027; and
- 2) Adopt Resolution No. 24-007, *“Resolution of the Riverside County Transportation Commission Adopting Its Triennial Overall Disadvantaged Business Enterprise Program Goal (49 CFR Part 26) as it Applies to Funding Received Directly from the Federal Transit Administration”*.

BACKGROUND INFORMATION:

In accordance with regulations of the U.S. Department of Transportation (U.S. DOT) under Title 49 CFR Part 26, the Commission must implement a DBE program and develop a triennial overall DBE program goal as a condition to receive a commitment for federal financial assistance from the FTA as a direct recipient.

The DBE Program and Policy Statement was developed by the Commission to address this requirement and is administered by the Commission’s DBE Liaison Officer, who is the Commission’s Deputy Director of Financial Administration. This DBE program has been implemented in a wholly race-neutral fashion to conform with directives issued by the U.S. DOT related to the Ninth Circuit U.S. Court of Appeals (Ninth Circuit) decision in the Western States Paving Co. vs. Washington State Department of Transportation case. These directives prohibit any U.S. DOT recipient in the jurisdiction of the Ninth Circuit, including the Commission, from using race-conscious contract DBE goals on U.S. DOT-assisted contracts if the recipient does not possess evidence of discrimination in its transportation contracting program. The Commission does not possess such evidence of discrimination and for this reason has implemented a wholly race-neutral DBE program.

Under a wholly race-neutral DBE program, contracts let by the Commission will not include a DBE participation goal as a condition of award. Rather, in accordance with 49 CFR Part 26, the Commission performs extensive small business outreach efforts and uses other race-neutral measures when applicable.

The proposed FTA triennial overall DBE Program race-neutral goal is 6.4 percent. The goal is based on the relative availability of DBE firms in the Commission's geographic market area (defined as Riverside County, Orange County, and San Bernardino County). The established market area represents where the Commission anticipates a majority of contractors and subcontractors will be located. Data to determine this relative availability was extracted from the California Unified Certification Program DBE Directory of Certified Firms and the 2018 U.S. Census Bureau County Business Pattern database. The analysis, which is attached, details the methodology utilized in developing the triennial goal for anticipated Commission projects, which will be funded either in whole or in part with FTA funds. Anticipated projects include, but are not limited to:

- Riverside Downtown Pedestrian Safety Crossings;
- Moreno Valley March Field Bridge and Passenger Platform; and
- RCTC Station Rehabilitation.

Additionally, the Commission is the direct recipient of several FTA grants that are passed-through to Metrolink (Southern California Regional Rail Authority). The Commission is responsible for oversight of Metrolink's DBE program compliance related to those funds and entered into a memorandum of understanding with Metrolink to further define DBE roles and responsibilities. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE program when soliciting and awarding contracts that are partially or fully funded with the FTA funds passed-through by the Commission.

A Public Notice was issued on the RCTC website publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC would host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

Additionally, staff consulted with minority, women, local business associations, and community organizations, which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and staff's efforts to establish a level playing field for the participation of DBEs. Staff reached out to a total of 17 local minority, women, and community business organizations to provide them information on the RCTC DBE program and specifically the draft proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027. Each organization was contacted multiple times by telephone and email. Despite outreach efforts, no comments were received.

FISCAL IMPACT:

There is no financial impact to the Commission.

Attachments:

- 1) Resolution No. 24-007
- 2) Draft RCTC FTA Overall DBE Goal – Setting Methodology for FFY 2025 – FFY 2027

RESOLUTION NO. 24-007
RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ADOPTING ITS
TRIENNIAL OVERALL DISADVANTAGED BUSINESS ENTERPRISE PROGRAM GOAL
(49 CFR PART 26) AS IT APPLIES TO FUNDING RECEIVED
DIRECTLY FROM THE FEDERAL TRANSIT ADMINISTRATION

WHEREAS, the Riverside County Transportation Commission (Commission) adopted a Disadvantaged Business Enterprise (DBE) program which was last updated in 2021;

WHEREAS, the Ninth Circuit Court of Appeals, in a decision regarding the Washington State Department of Transportation, determined that sufficient evidence must exist to support the use of race-conscious measures on federal-aid contracts;

WHEREAS, the Commission does not currently have sufficient evidence of discrimination or its effects which would support the adoption or implementation of a race-conscious DBE goal;

WHEREAS, the Commission is still required, pursuant to 49 CFR Part 26, to adopt a DBE goal and implement its DBE program as applies to federal funding received by the Commission directly from the Federal Transit Administration (FTA);

WHEREAS, the methodology to determine the agency's DBE goal shall be in accordance with 49 CFR Part 26;

WHEREAS, the Commission is a direct recipient of FTA funds;

WHEREAS, in light of the Ninth Circuit ruling and the U.S. Department of Transportation directive, and in accordance with 49 CFR Part 26, the Commission has utilized an all race-neutral methodology in calculating the Triennial Overall DBE Program goal.

NOW, THEREFORE, the Commission hereby resolves as follows:

SECTION 1. The Commission submits its Triennial Overall DBE Program goal for Federal Fiscal Years (FFY) for the period October 1, 2024 – September 20, 2027 (FFY 2025-27).

SECTION 2. The Triennial Overall DBE Program goal shall be 6.4 percent.

SECTION 3. The Commission shall implement a race-neutral DBE program, and shall take affirmative steps to utilize race-neutral means of meeting its overall goal.

ADOPTED this 12th day of June, 2024.

Lloyd White, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RIVERSIDE COUNTY TRANSPORTATION COMMISSION



Federal Transit Administration (FTA) Overall DBE Goal-Setting Methodology

FFY 2025-FFY 2027

Submitted in fulfillment of:

Title 49 Code of Federal Regulations Part 26

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I. INTRODUCTION

The Riverside County Transportation Commission (RCTC) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2025-2027 (October 1, 2024 through September 30, 2027), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 “Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs.” The purpose of the DBE goal-setting process is to level the playing field to allow DBEs to compete fairly for Department of Transportation-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

II. BACKGROUND

RCTC is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, RCTC signed an assurance that it will comply with FTA’s DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, RCTC is required to develop and submit a Triennial Overall DBE Goal for its FTA-assisted projects. RCTC herein presents its Overall DBE Goal Methodology for FFY 2025-2027.

III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2025-2027

Market Area

The Federal DBE Program requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. RCTC’s local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

The RCTC bidder’s list was reviewed, and it was determined that the previously recognized market area should be updated to include Orange County, Riverside County, San Bernardino County, and Los Angeles County.

Anticipated Projects

RCTC has four (4) FTA-assisted projects that are anticipated to be awarded during the triennial period and which were considered in preparing this goal methodology. The projects, which include construction, professional services and materials/supplies contracting opportunities, are anticipated to be awarded during the triennial period and have potential subcontracting opportunities. These projects and their federal share are listed in Table 1.

TABLE 1: Anticipated Projects

PROJECT NAME/DESCRIPTION ¹	EST. TOTAL PROJECT COST ²	EST. FTA \$ SHARE ³	EST. FTA % SHARE ⁴
RCTC Riverside Downtown Pedestrian Safety Crossings	\$2,200,000	\$2,200,000	100%
Riverside Station Upgrades 2024	\$5,776,598	\$5,776,598	100%

¹ The name and brief description of each project.

² The total estimated cost of each project.

³ The estimated FTA dollar share for each project.

⁴ The estimated FTA percentage share for each project.

PROJECT NAME/DESCRIPTION ¹	EST. TOTAL PROJECT COST ²	EST. FTA \$ SHARE ³	EST. FTA % SHARE ⁴
RCTC MV/MF Field Bridge and Passenger Platform	\$34,093,000	\$32,256,682	95%
RCTC Station Rehabilitation	\$8,000,000	\$8,000,000	100%
Total	\$50,069,598	\$48,233,280	96%

Subrecipients

In addition to the above listed projects, RCTC has \$60 million in grants that will be reallocated to Metrolink (Southern California Regional Rail Authority). RCTC has executed a Memorandum of Understanding (MOU) with Metrolink, which details the responsibilities of both RCTC and Metrolink with respect to the DBE Program. Section III of the MOU details RCTC’s responsibilities for oversight and monitoring Metrolink’s obligations as a subrecipient of RCTC’s federal funds. Section IV of the MOU describes Metrolink’s obligations to comply with the requirements of 49 CFR Part 26 and all other FTA DBE rules, regulations and policies, and to implement a stand-alone DBE program that includes goal setting, outreach, monitoring, and reporting. Section IV also states that Metrolink shall create and maintain records of compliance with the DBE obligations and provide compliance information to RCTC upon request. Metrolink, as a direct recipient of other FTA funds, will adopt its own DBE Program when soliciting and awarding contracts that are partially or fully funded with the FTA funds reallocated by RCTC to Metrolink.

Categories of Work

RCTC reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for purposes of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.

TABLE 2: Project NAICS Codes
(amounts subject to rounding differences)

PROJECT NAME	EST. FTA \$ SHARE ⁵	NAICS CODE ⁶	NAICS TITLE ⁷	EST. FTA \$ SHARE NAICS ⁸
RCTC Riverside Downtown Pedestrian Safety Crossings	\$2,200,000	237990	Other heavy and civil engineering construction	\$660,000
		238190	Other foundation, structure, and building exterior contractors	\$110,000
		238210	Electrical contractors and other wiring installation contractors	\$649,000
		238910	Site preparation contractors	\$110,000
		484110	General freight trucking, local	\$11,000
		541330	Engineering services	\$660,000
	\$5,776,598	237310	Highway, street, and bridge construction	\$2,310,639

⁵ The estimated FTA dollar share for each project.

⁶ The category of work (NAICS) code for each project.

⁷ The category of work (NAICS) title.

⁸ The estimated FTA dollars for each NAICS code in each project.

PROJECT NAME	EST. FTA \$ SHARE ⁵	NAICS CODE ⁶	NAICS TITLE ⁷	EST. FTA \$ SHARE NAICS ⁸
Riverside Station Upgrades 2024		237990	Other heavy and civil engineering construction	\$577,660
		238210	Electrical contractors and other wiring installation contractors	\$1,155,320
		238290	Other building equipment contractors	\$577,660
		238990	All other specialty trade contractors	\$1,155,320
RCTC MV/MF Field Bridge and Passenger Platform	\$32,256,682	237310	Highway, street, and bridge construction	\$29,688,788
		238910	Site preparation contractors	\$89,886
		541310	Architectural services	\$193,018
		541330	Engineering services	\$2,284,990
RCTC Station Rehabilitation	\$8,000,000	237310	Highway, street, and bridge construction	\$3,200,000
		237990	Other heavy and civil engineering construction	\$800,000
		238210	Electrical contractors and other wiring installation contractors	\$1,600,000
		238290	Other building equipment contractors	\$800,000
		238990	All other specialty trade contractors	\$1,600,000
Total	\$48,033,280			\$48,233,280

Table 3 is a summary of each NAICS code and the total dollar values for each NAICS code based on the projects listed in Table 2.

TABLE 3: NAICS Code Summary
(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Dollars ⁹	NAICS Weight ¹⁰
237310	Highway, street, and bridge construction	\$35,199,427	73.0%
237990	Other heavy and civil engineering construction	\$1,740,767	4.2%
238190	Other foundation, structure, and building exterior contractors	\$44,245	0.2%
238210	Electrical contractors and other wiring installation contractors	\$2,755,320	7.1%
238290	Other building equipment contractors	\$1,377,660	2.9%
238910	Site preparation contractors	\$93,512	0.4%
238990	All other specialty trade contractors	\$2,755,320	5.7%
484110	General freight trucking, local	\$1,164,697	0.0%
541310	Architectural services	\$193,018	0.4%
541330	Engineering services	\$2,709,314	6.1%
Total		\$48,033,280	100%

⁹ The total dollars for each category of work (NAICS) that are summed from the values in Table 2.

¹⁰ The percentage of dollars for each category of work (NAICS) for all projects anticipated to be awarded.

IV. GOAL METHODOLOGY

Step 1: Determination of a Base Figure (26.45)¹¹

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on RCTC’s FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, RCTC followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the 2021 *U.S. Census Bureau County Business Patterns Database* within RCTC’s market area for each of the categories of work defined in Table 2.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} \times \text{Estimated NAICS \%}$$

- ⇒ For the numerator: CUCP DBE Database of Certified Firms
- ⇒ For the denominator: 2021 U.S. Census Bureau’s Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- a. Relative Availability: dividing the number of ready, willing and able DBE firms identified for each NAICS work category by the number of all firms identified within the market area for each corresponding work category,
- b. Weighted Relative Availability: weighting the relative availability for each work category by the corresponding work category weight from Table 2 (NAICS %) to determine the Weighted Ratio for each NAICS work category and adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

The relative availability of DBEs is calculated in Table 4 below.

TABLE 4: DBE Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	DBEs ¹²	ALL Firms ¹³	Rel. Aval. ¹⁴
237310	Highway, street, and bridge construction	25	250	10.0%
237990	Other heavy and civil engineering construction	69	134	51.5%
238190	Other foundation, structure, and building exterior contractors	23	315	7.3%
238210	Electrical contractors and other wiring installation contractors	92	4185	2.2%
238290	Other building equipment contractors	6	365	1.6%
238910	Site preparation contractors	82	934	8.8%
238990	All other specialty trade contractors	85	1377	6.2%

¹¹ 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

¹² The number of DBEs in the market area for each NAICS code from the CUCP DBE Database of Certified Firms.

¹³ The number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2021 U.S. Census Bureau County Business Patterns Database.

¹⁴ The number of DBEs divided by the number of all firms.

NAICS Code	Category of Work	DBEs ¹²	ALL Firms ¹³	Rel. Aval. ¹⁴
484110	General freight trucking, local	75	4376	1.7%
541310	Architectural services	55	1726	3.2%
541330	Engineering services	196	3524	5.6%
Total		708	17186	4.1%

The relative availability of DBEs from Table 4 is 4.1%. However, to make the Base Figure more accurate, RCTC used weighting to take into account the amount of work that is available for each category of work (NAICS).

The weighted relative availability of DBEs is calculated in Table 5 below.

TABLE 5: DBE Weighted Relative Availability
(amounts subject to rounding differences)

NAICS Code	Category of Work	NAICS Weight ¹⁵	Rel. Aval. ¹⁶	Weighted Ratio ¹⁷
237310	Highway, street, and bridge construction	73.3%	10.0%	7.3%
237990	Other heavy and civil engineering construction	3.6%	51.5%	1.9%
238190	Other foundation, structure, and building exterior contractors	0.1%	7.3%	0.0%
238210	Electrical contractors and other wiring installation contractors	5.7%	2.2%	0.1%
238290	Other building equipment contractors	2.9%	1.6%	0.0%
238910	Site preparation contractors	0.2%	8.8%	0.0%
238990	All other specialty trade contractors	5.7%	6.2%	0.4%
484110	General freight trucking, local	2.4%	1.7%	0.0%
541310	Architectural services	0.4%	3.2%	0.0%
541330	Engineering services	5.6%	5.6%	0.3%
Step 1 Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)				10.1%

The Step 1 base figure is the sum of the weighted ratios for each NAICS code, as shown in Table 5 above.

Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, RCTC reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

A. Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on RCTC projects. The projects anticipated to be awarded during the triennial period are substantially

¹⁵ From Table 2

¹⁶ From Table 4

¹⁷ The NAICS weight multiplied by the relative availability.

similar to those awarded in the recent past. RCTC calculated past DBE participation attainments for the three (3) FFY, for which DBE attainment data is available. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by RCTC within the last three (3) FFYs.

TABLE 6: Past Participation
(amounts subject to rounding differences)

FEDEAL FISCAL YEAR (FFY)	FTA DBE GOAL % ¹⁸	FTA DBE % ATTAINMENT ¹⁹
FFY 2021	11.0%	4.8%
FFY 2022	11.0%	0.0%
FFY 2023	11.0%	2.7%
Median DBE Attainment Within the Last 3 FFYs		2.7%

The median participation for the past three FFYs is lower than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on RCTC’s past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

TABLE 7: Adjusted Base Figure
(amounts subject to rounding differences)

Step 1 Base Figure ²⁰	10.1%
Median DBE Attainment ²¹	2.7%
Adjusted Base Figure²²	6.4%

B. Disparity Study

RCTC has not conducted a disparity study nor does it possess evidence on hand of discrimination in its transportation contracting program.

RCTC reviewed and evaluated disparity studies from the Orange County Transportation Authority (OCTA), the San Diego Association of Governments, and Caltrans as part of this goal setting process. RCTC has declined to apply the results of these disparity studies to the triennial goal methodology since the nature of procurements covered under these other studies include significantly different projects and market areas from the projects anticipated for RCTC during this triennial period. For this reason, RCTC will not be making an adjustment to the base figure using evidence from the other disparity studies. RCTC will continue to review other agency

¹⁸ The FTA DBE Goal percentage for each Federal Fiscal Year.

¹⁹ The percentage of DBE attainment on the FTA share from the RCTC Semi-Annual Uniform reports that were submitted to FTA.

²⁰ From Table 5.

²¹ From Table 6.

²² The average of the Base figure and the median DBE attainment $[(10.1\% + 2.7\%) \div 2]$.

disparity studies for similarities to their procurements. RCTC will also consider undergoing its own disparity study should additional FTA-funded projects be identified in the future.

C. Other Available Evidence

RCTC is not in possession of other information that would have an impact on the DBE goal assessment.

V. PROPOSED OVERALL DBE GOAL

Since the Ninth Circuit Court of Appeals decision regarding *Western States Paving v. Washington State Department of Transportation*, RCTC has set race neutral goals. RCTC will periodically re-evaluate its DBE Program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation RCTC believes a race-conscious program is necessary, as required by *Western States*, RCTC will gather evidence to determine if discrimination in the transportation contracting industry is present. RCTC will make a determination at that time what type of evidence gathering is appropriate, based on DOT regulations and case law.

The Final Proposed Overall DBE Goal for FFY 2025-2027 for RCTC’s FTA-assisted contracts is 6.4%.

RCTC will continue to have race-neutral DBE program for FFY 2025-2027. RCTC has been able to achieve moderate DBE participation by using only race-neutral methods and will continue to use the existing race-neutral measures as listed below and will consider new measures in order to achieve even greater participation over the triennial period. RCTC will carefully monitor participation during the course of the goal period. At the conclusion of each year during the goal period, RCTC will re-evaluate the effectiveness of the race-neutral methods and determine if it is necessary to institute a race-conscious portion and contract specific goals. If, in the future, as a result of this re-evaluation, RCTC decides to implement race-conscious means, RCTC will submit a revised DBE Goal methodology for FTA review and approval.

RCTC intends to use race-neutral methods, as shown below, to meet the overall DBE goal of 6.4% for FFY 2025-2027 in accordance with Title 49 CFR Part 26.51.

TABLE 8: Race-Conscious & Race-Neutral Projections

Adjusted Base Figure²³	6.4%
Race-Conscious Component ²⁴	0.0%
Race-Neutral Component	6.4%

VI. RACE-NEUTRAL IMPLEMENTATION MEASURES

The United States Department of Transportation (USDOT) regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall goal. RCTC is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in RCTC’s FTA-assisted contracting program. RCTC plans to continue or implement the following race-neutral measures for

²³ The Adjusted Base Figure from Table 7, which is the overall DBE goal for the triennial period.

²⁴ RCTC is operating a strictly race-neutral DBE program and is therefore unable to include race-conscious elements in their DBE program. Therefore, the race-conscious component projection is 0.0%.

FFY 2025-2027 and will continue to explore other options for consideration based on RCTC's success in meeting its overall DBE goals based on these efforts:

- RCTC will structure and present solicitations and schedules in ways that facilitate DBE and other small business participation with prospective prime contractors. RCTC will also participate in Small Business conferences, which may include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community.
- Holding pre-proposal meetings, invite DBE firms, and provide for networking at these meetings.
- RCTC will refer the DBE and Small Business contracting community to the SBA Bonding Assistance Program.
- RCTC will carry out a communications effort to inform DBEs and other Small Businesses of opportunities that may be available.
- RCTC will actively promote Small Business conferences, programs and supportive services currently offered by peer agencies which have mature DBE and Small Business Programs and are seeking increased DBE and Small Business participation in their programs as a supportive service to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses.
- RCTC will advise contractors about the online directory of certified DBEs, found at the California Department of Transportation (Caltrans) website: [California Unified Certification Program \(dbesystem.com\)](https://www.dbesystem.com).
- RCTC will advise the DBE and small business community to participate in Caltrans' DBE Supportive Services Program, which offers free training classes and one-on-one technical assistance.

Fostering Small Business Participation

RCTC has implemented several strategies to foster small business participation in its contracting process. These include the following:

- In multi-year design-build contracts or other large contracts (e.g., for "megaprojects"), requiring bidders on the prime contract to specify elements of the contract or specific subcontracts that are of a size that small businesses, including DBEs, can reasonably perform.
- On larger prime contracts, encouraging the prime contractor to consider subcontracting opportunities of a size that small businesses, including DBEs, can reasonably perform, rather than self-performing all the work involved.
- Identifying alternative acquisition strategies and structuring procurements to facilitate the ability of consortia or joint ventures consisting of small businesses, including DBEs, to compete for and perform prime contracts.
- Ensuring that a reasonable number of prime contracts are of a size that small businesses, including DBEs, can reasonably perform.
- Provide outreach to current RCTC contractors or past RCTC contractors who may qualify for DBE-certification by encouraging them to seek and obtain DBE-certification.

VII. PUBLIC PARTICIPATION AND FACILITATION

A Public Notice was issued on the RCTC website (Attachment 1), publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027. The notice informed the public that the proposed goal and rationale were available upon request, that RCTC will host a webinar to present the DBE goal and methodology, and that RCTC would accept comments on the proposed goal for 30 days from the date of the Public Notice.

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the market area were contacted and provided an opportunity to review the triennial goal analysis and provide input. RCTC reached out to 17 local minority, women, and community business organizations to provide them information on RCTC's DBE program and specifically the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2025-2027 and to solicit their comments. Each organization was contacted multiple times by email (Attachment 2) and telephone. Despite outreach efforts, no comments were received. The summary of all contact made in an attempt to receive input as part of this process can be found in Attachment 3. RCTC prepared a presentation for the public comment webinar (Attachment 4), however no individuals participated.

ATTACHMENT 1: Public Notice

Vendor Registration for Bid Opp: x +
https://www.rctc.org/doing-business/

RIVERSIDE COUNTY TRANSPORTATION PROPOSED FEDERAL TRANSIT ADMINISTRATION TRIENNIAL DBE GOAL FFY 2025-2027

In accordance with 49 CFR Part 26.45(g), the Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 6.4% for Federal Fiscal Years 2025-2027. This race-neutral goal represents the percentage of work anticipated to be performed by certified DBE firms on RCTC's FTA-assisted projects. The methodology used to determine the proposed goal will be available for public inspection for thirty (30) days from the date of this notice upon request.

RCTC will host a webinar on *April 16th from 10:00 am – 11:00 am PDT* to present the methodology for establishing the proposed DBE goal, provide an opportunity for public comment, and answer any questions about RCTC's DBE program and proposed DBE goal. **Click here to register for the webinar.**

RCTC and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice. Written comments to the RCTC DBE Liaison Officer, Matthew Wallace, may be emailed to mwallace@rctc.org or mailed to 4080 Lemon Street 3rd Floor, Riverside, CA 92501. Written comments can also be sent directly to the FTA, Karin Vosgueritchian, Region 9 Civil Rights Officer, 888 S. Figueroa St, Ste 440, Los Angeles, CA 90017. Written comments at both locations will be accepted until **Thursday, May 2, 2024.**

Mobility affects everyone and RCTC is the agency in Riverside County for transportation solutions that support our growing region and economy of the future.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
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ATTACHMENT 2: Sample Email





RCTC DBE Triennial Goal Methodology Webinar for FFY 2025-2027

The Riverside County Transportation Commission (RCTC), as a recipient of U.S. Department of Transportation assistance, and in compliance with 49 CFR Part 26.45(g) announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 6.4% for Federal Fiscal Years 2025-2027.

To gather public participation and input regarding the proposed DBE goal, RCTC will host a webinar on April 16th, 2024 from 10:00 am - 11:00 am PDT. We extend a warm invitation to all minority, women's and general contractor groups, community organizations, and other officials or organizations to attend and contribute their valuable insights and feedback. Your participation is highly encouraged and appreciated.

Click Here to Register!

If you have any questions about the proposed DBE goal for FFY 2025-2027 or the webinar, please contact Grace Turney at gturney@gcapsservices.com.

We look forward to hearing from you!

Unable to Attend?

RCTC and the U.S. Department of Transportation will accept comments on this proposed goal for 30 days from the date of this notice.

Written comments to the RCTC DBE Liaison Officer, Matthew Wallace, may be emailed to mwallace@rctc.org or mailed to 4080 Lemon Street 3rd Floor, Riverside, CA 92501.

Written comments can also be sent directly to the FTA, Karin Vosgueritchian, Region 9 Civil Rights Officer, 888 S. Figueroa St, Ste 440, Los Angeles, CA 90017.

Written comments at both locations will be accepted until Thursday, May 2, 2024.

ATTACHMENT 3: Email and Telephone Log

Organization	Outreach Activity	Comments Received
<p>American Indian Chamber of Commerce of California stateadmin@aicccal.org (213) 440-3232</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called, did not get her name but she requested an email with all the information be sent to Tracy(tracy@adproweb.com) as she does not attend the webinars. Sent an email with the information.</p>	<p>No comments received</p>
<p>Asian Business Association Dennis Huang, Executive Director/CEO dennis@abala.org (213) 628-1222 info@abala.org</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called, they were in a meeting and requested an email with the information be sent. Sent an email with the information.</p>	<p>No comments received</p>
<p>Asian Business League of Southern California admin@ablsocal.org (213) 290-3886</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called multiple times and received “user busy” notice.</p>	<p>No comments received</p>
<p>Black Chamber of Commerce Inland Empire (Inland Empire African American Chamber) Tammy Martin-Ryles/President-Chair info@bccinlandempire.com (844) 332-2243 ext. 902 (909) 888-0017</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called in the morning, asked to call back at 2:30 pm. Called back at 2:30 and left a message.</p>	<p>No comments received</p>
<p>Chinese Chamber of Commerce of Los Angeles info@lachinesechamber.org (213) 878-5418</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message.</p>	<p>No comments received</p>
<p>Greater Corona Hispanic Chamber of Commerce Nick Lopez, President info@GCHCC.com (951) 278-4755</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message</p>	<p>No comments received</p>
<p>Greater Riverside Hispanic Chamber of Commerce Carmen Lainez, Chairwoman clainez@bailhotline.net (562) 412-8214 info@grhcc.com (951) 965-9115</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message</p>	<p>No comments received</p>



Organization	Outreach Activity	Comments Received
<p>High Desert Hispanic Chamber of Commerce information@hdhccfoundation.org (760) 508-9120 Information@hdhcc.org</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and spoke with Iris Guitierrez (760-508-9120). This number is good for contacting for any events/upcoming items.</p>	<p>No comments received</p>
<p>National Association of Women Business Owners - Inland Empire Lavonne Shields, President lavonne@accountingstrong.com support@nawbo-ie.org (951) 703-2266</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message.</p>	<p>No comments received</p>
<p>National Association of Women in Construction-Los Angeles Barbara Kotsos, President barbarak@girouxglass.com marketing@nawicla.org Info@nawicla.org</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>Unable to locate phone number.</p>	<p>No comments received</p>
<p>National Association of Women in Construction-Orange County info@nawicoc.org (714) 446-8880</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and received the voicemail box for Mammoth Electric</p>	<p>No comments received</p>
<p>Ontario Hispanic Chamber of Commerce onthcc@gmail.com (909) 983-8810 (909) 286-3395 Info@onthcc.us</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called, someone picked up and when I began the conversation they hung up.</p>	<p>No comments received</p>
<p>Riverside County Black Chamber of Commerce Pepi Jackson, President pepi@riversidecountybcc.org (951) 823-0175 x 103 Marketing@RiversideCountyBCC.Org Info@riversidecountybcc.org</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message for Pepi.</p>	<p>No comments received</p>
<p>Southern California Black Chamber of Commerce 888-466-7408 info@blackchamberofcommerce.org</p>	<p>Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024.</p> <p>4/8/24 Called and left a message</p>	<p>No comments received</p>



Organization	Outreach Activity	Comments Received
Women in Transportation (WTS)- Orange County orangecountywts@gmail.com (714) 560-5717	Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024. 4/8/24 Called and left a message	No comments received
Women in Transportation (WTS)- Inland Empire contactwtsie@gmail.com	Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024. Unable to locate phone number.	No comments received
Hispanic Coalition of Small Businesses Frank Montes-Chairman (referred by Iris Gutierrez frankmitc@gmail.com	Emails sent on 4/1/2024, 4/3/2024, 4/5/2024, 4/9/2024, 4/12/2024, and 4/15/2024. 4/8/24 Sent email	No comments received

ATTACHMENT 4: Webinar Presentation



**FTA Overall DBE
Goal-Setting Methodology**


Federal Fiscal Years 2025-2027

Public Comment Webinar
April 16, 2024

John A. Brown

The slide features a white background with a blue geometric design on the left and a photograph of a modern building with a glass facade on the right. The building has a curved facade and a prominent entrance with columns.

1



Agenda

DBE Program Introduction

DBE Goal Development

DBE Goal & Next Steps

2

The slide has a dark blue background with a white and light blue geometric design on the right. The agenda items are presented in three chevron-shaped boxes: a green box for 'DBE Program Introduction', a teal box for 'DBE Goal Development', and a light blue box for 'DBE Goal & Next Steps'.

2

Introduction

Title 49 CFR Part 26

- DBE regulations require a triennial goal

Triennial Period

- Federal Fiscal Years 2025-2027
- October 1, 2024 through September 30, 2027



3

Triennial DBE Goal Development



- MARKET AREA
- ANTICIPATED PROJECTS
- CATEGORIZATION OF WORK
- DBE BASE FIGURE
- ADJUSTMENTS

4



5

Anticipated FTA-Assisted Projects

FOR FFY 2022-2024

Project Name/Description	Total Est. Project Cost	Est. FTA \$ Share	Est. FTA % Share
RCTC Riverside Downtown Pedestrian Safety Crossings	\$2,200,000	\$2,200,000	100%
Riverside Station Upgrades 2024	\$5,776,598	\$5,776,598	100%
RCTC MV/MF Field Bridge and Passenger Platform	\$34,093,000	\$32,256,682	95%
RCTC Station Rehabilitation	\$8,000,000	\$8,000,000	100%
Total	\$50,069,598	\$48,233,280	96%

6

Categorization of Work

NAICS CODES

CATEGORY OF WORK	EST. FTA \$ SHARE	EST. NAICS %
237310 Highway, street, and bridge construction	\$35,199,427	73.0%
237990 Other heavy and civil engineering construction	\$1,740,767	4.2%
238190 Other foundation, structure, and building exterior contractors	\$44,245	0.2%
238210 Electrical contractors and other wiring installation contractors	\$2,755,320	7.1%
238290 Other building equipment contractors	\$1,377,660	2.9%
238910 Site preparation contractors	\$93,512	0.4%
238990 All other specialty trade contractors	\$2,755,320	5.7%
484110 General freight trucking, local	\$1,164,697	0.0%
541310 Architectural services	\$193,018	0.4%
541330 Engineering services	\$2,709,314	6.1%
TOTAL	\$48,033,280	100.0%

7

BASE FIGURE = $\sum \frac{(\text{Number of DBEs})}{(\text{Number of All Firms})} \times \text{Est. NAICS \%}$

CATEGORY OF WORK	DBES	ALL FIRMS	RELATIVE AVAILABILITY (DBEs + All Firms)	NAICS %	WEIGHTED RATIO (Rel. Avail. x NAICS %)
237310 Highway, street, and bridge construction	25	250	10.0%	73.3%	7.3%
237990 Other heavy and civil engineering construction	69	134	51.5%	3.6%	1.9%
238190 Other foundation, structure, and building exterior contractors	23	315	7.3%	0.1%	0.0%
238210 Electrical contractors and other wiring installation contractors	92	4,185	2.2%	5.7%	0.1%
238910 Site preparation contractors	6	365	1.6%	2.9%	0.0%
238910 Site preparation contractors	82	934	8.8%	0.2%	0.0%
238990 All other specialty trade contractors	85	1,377	6.2%	5.7%	0.4%
484110 General freight trucking, local	75	4,376	1.7%	2.4%	0.0%
541310 Architectural services	55	1,726	3.2%	0.4%	0.0%
541330 Engineering services	196	3,524	5.6%	5.6%	0.3%
Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)					10.1%

8

Adjustments to the Base Figure

Federal Fiscal Year (FFY)	FTA DBE % Attainment
2021	4.8%
2022	0.0%
2023	2.7%
Median DBE Attainment	2.7%

Base Figure	10.1%
Median DBE Attainment	2.7%
Adjusted Base Figure	6.4%

9

RCTC Overall Triennial DBE Goal

6.4%

FFY 2025-2027

Next Steps:

1. Receive Comments Thru 5/2
2. Analyze Responses
3. Revise Goal, as needed
4. Finalize Goal
5. Submit Final Goal to FTA

10



Thank You.

-  Matthew Wallace, Deputy Director of Financial Administration, Finance, DBELO
-  951 787 7141
-  mwallace@rctc.org
-  www.rctc.org

AGENDA ITEM 7G

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Megan Kavand, Senior Financial Analyst Sergio Vidal, Chief Financial Officer
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Monthly Investment Report

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended April 30, 2024.

BACKGROUND INFORMATION:

The Commission’s investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments.

As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013, the I-15 ELP and 91 Project completion financing (2017 Financing) in July 2017 and the 2021 91 Project refinancing (2021 Financing) in October 2021. Consistent with financing expectations, the Commission expended all 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. In January 2024 the Commission fully expended the 2017 Financing bond proceeds for the I-15 ELP, except for the Ramp Up Fund which is required to be maintained until the second anniversary of the TIFIA debt service payment commencement date.

The monthly investment report for April 2024, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, 2021 Financing and available operating cash. As of April 30, 2024, the Commission’s cash and investments were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS ¹
Operating	\$ 907,563,574
Trust	323,652,666
Commission-managed	272,549,504
STAMP for 91 CIP	59,510,074
STAMP for 2017 Financing	16,068,776
Total	\$ 1,579,344,594
Note: ¹ Unreconciled and unaudited	

As of April 30, 2024, the Commission’s cash and investments are in compliance with both the Commission’s investment policy adopted on October 11, 2023, and permitted investments described in the indenture for the Commission’s sales tax revenue bonds and the master indentures for the Commission’s toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

FISCAL IMPACT:

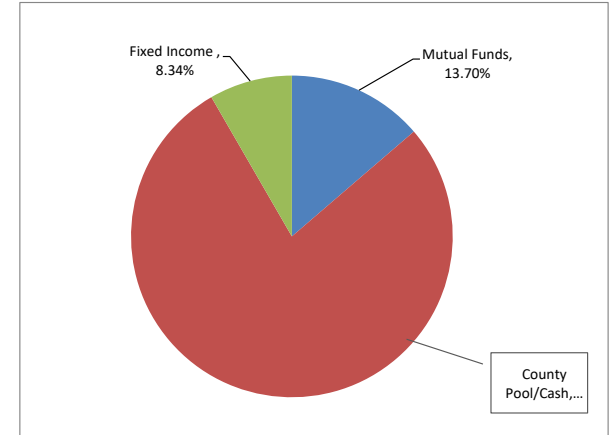
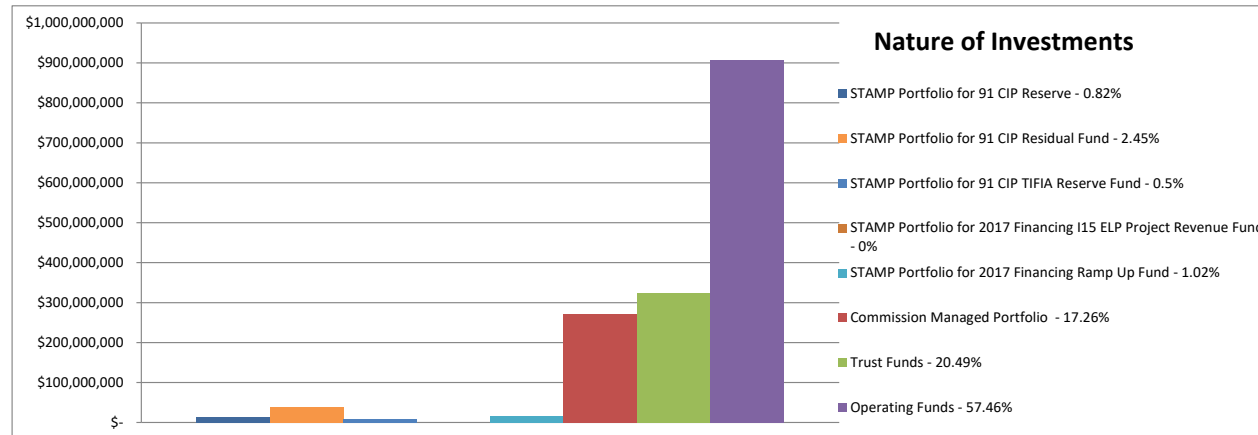
This is an information item. There is no fiscal impact.

Attachment: Investment Portfolio Report

Riverside County Transportation Commission
Investment Portfolio Report
Period Ended: April 30, 2024

	STATEMENT BALANCE ¹	FINANCIAL INSTUTION	STATEMENTS	RATING MOODY'S / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
OPERATING FUNDS												
City National Bank Deposits	14,162,671	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	893,400,903	County Treasurer	Available upon request					Available upon request				
Subtotal Operating Funds	907,563,574											
FUNDS HELD IN TRUST												
County Treasurer's Pooled Investment Fund: Local Transportation Fund	323,652,666	County Treasurer	Available upon request					Available upon request				
Subtotal Funds Held in Trust	323,652,666											
COMMISSION MANAGED PORTFOLIO												
US Bank Payden & Rygel Operating	56,167,385	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	216,382,118	US Bank	Available upon request	N/A	N/A				N/A			
Subtotal Commission Managed Portfolio	272,549,504											
STAMP PORTFOLIO for 91 CIP												
2013 Series A & Series B Reserve Fund	12,964,180	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	38,725,240	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,820,654	US Bank	Available upon request					Available upon request				
Subtotal STAMP Portfolio - 91 CIP	59,510,074											
STAMP PORTFOLIO for 2017 Financing												
Ramp Up Fund	16,068,776	US Bank	Available upon request					Available upon request				
Subtotal STAMP Portfolio - 2017 Financing	16,068,776											
TOTAL All Cash and Investments	\$ 1,579,344,594											

Notes:
¹ Unreconciled and unaudited



AGENDA ITEM 7H

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	John Tarascio, Senior Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Reporting of Contract Change Orders for Construction Contracts

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended March 31, 2024.

BACKGROUND INFORMATION:

During the past quarter, January through March 2024, the Commission has had the following projects under construction:

1. Mid County Parkway (MCP) Placentia project
2. SR-71 / SR-91 Interchange Project
3. MVMF Platform and Track Expansion
4. SR-60 Truck Lanes Project
5. 15/91 Express Lanes Connector

DISCUSSION:

At the direction of the Executive Committee at its March 2021 meeting, a report will be filed each quarter listing the construction contract change orders that were issued in the previous quarter. The following table summarizes the Contract Change Orders that occurred in the 1st quarter (3rd quarter of Fiscal Year 2023/24).

Contractor Change Orders executed in the 4th Quarter of CY 2023			
Project	CCO No.	Description	Amount
MCP Placentia Project	CCO 61	Irrigation System Vandalism	\$14,985.16
	CCO 62	Highway lighting Vandalism Repairs	\$16,026.05
SR-71 / SR-91 Interchange Project	CCO 15	Connector Bent 2 Cast-In-Drilled-Hole - Differing Site Condition	\$398,155.00
	CCO 16	Connector Bent 4 Cast-In-Drilled-Hole - Existing OH Sign Foundation	\$397,503.69
	CCO 20-S1	Drainage Change	\$79,247.00
	CCO 23	Connector Bent 4 Cast-In-Drilled-Hole - Differing Site Conditions	\$228,039.00
	CCO 29	Dust Palliative	\$207,700.00
MVMF Platform and Track Expansion	CCO 14	Ballast Remediation Alesandro to Eastridge (Phase 1)	\$650,000.00
	CCO 14-S1	Ballast Remediation Alesandro to Eastridge (Phase 2)	\$400,000.00
	CCO 20	Communications and Signals Markout Specification Change	\$0.00
	CCO 23	Ballast Remediation Pedestrian Crossing to Cactus	\$265,000.00
SR-60 Truck Lanes Project	CCO 68-S1	Additional Gates and Fencing	\$77,000.00
	CCO 81-S1	Plants and Watering	\$43,057.89
15/91 Express Lanes Connector	CCO 24	Installation of Route Shields	\$90,000.00
	CCO 25	Purchase of Spare 400 AMP Service Cabinet	\$17,236.00
	CCO 32	EB 2.0 Final Striping	\$150,004.00
	CCO 35	EB 2.0 Pavement Grinding and Spall Repair	\$245,000.00
	CCO 38	Saw Cut and Seal Work	\$33,738.95
	CCO 40	SB 16 -W 91 Gore Midwest Guardrail System	\$22,808.00
	CCO 42	Fiber Optic Splice Diagram	\$30,821.53

FISCAL IMPACT:

The Contract Change Orders were executed using available contingency authorized with the construction contract for each project.

AGENDA ITEM 71

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Martha Masters, Senior Management Analyst Jenny Chan, Planning and Programming Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans for the Local Streets and Roads Program

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Fiscal Years 2024/25 – 2028/29 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

BACKGROUND INFORMATION:

The 2009 Measure A provides local agencies with local funding for street maintenance and operations, street repairs, street improvements, and new infrastructure of their local streets and roads systems. As outlined in Ordinance No. 02-001, Measure A funds are allocated within three geographic areas: Western County, Coachella Valley, and Palo Verde Valley. LSR receives 29 percent of the Measure A distribution in Western County, 35 percent in Coachella Valley, and 100 percent in Palo Verde Valley.

In Western County and Palo Verde Valley, funds are distributed by a formula based on 75 percent of proportionate population from the State Department of Finance and 25 percent of Measure A sales tax revenues generated within each jurisdiction. In Coachella Valley, funds are distributed based on 50 percent of proportionate dwelling units and 50 percent of Measure A revenues within each jurisdiction.

Since the commencement of the 2009 Measure A, from July 2009 through April 2024, the cities in the three geographic areas and the county of Riverside have received approximately \$827 million.

Measure A imposes the following requirements on local agencies to receive LSR funds:

- Participation in the Western County or Coachella Valley Transportation Uniform Mitigation Fee (TUMF) Program, as applicable;
- Participation in the Western Riverside County Regional Conservation Authority’s Multiple Species Habitat Conservation Plan (MSHCP), as applicable;

- Annual submittal of a 5-Year CIP list of projects;
- Annual Maintenance of Effort certification; and
- Annual Project Status Report for the prior fiscal year CIP.

DISCUSSION:

On January 18, 2024, staff provided the local agencies with a Five-Year Measure A LSR revenue projection (Attachment 1) to assist in preparation of the required CIP. The required plans and supporting documentation have been received from all participating Measure A jurisdictions through the Commission’s programming database, RIVTrack. The plans have been reviewed by staff to ensure compliance with Measure A requirements and to confirm CIP Measure A LSR expenditures are consistent with the state’s guidelines for gas tax expenditures. Eligibility determinations related to participation in the TUMF and MSHCP programs, as applicable, have preliminarily been verified despite a few outstanding items. Eligibility is expected to be fully verified by the time FY 2024/25 Measure A LSR disbursements begin in September 2024. Staff recommends approval of the participating jurisdiction FYs 2024/25 – 2028/29 Measure A Five-Year CIPs (Attachment 2).

FISCAL IMPACT:

The FY 2024/25 Measure A LSR disbursements to eligible local agencies with a Commission-approved CIP have been included in the proposed FY 2024/25 Budget.

Attachments:

- 1) Measure A Local Streets and Roads Program Allocation (Projection) FY 2024/25
- 2) Cities and County FYs 2024/25 – 2028/29 CIPs ([Click on the Link](#))

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A LOCAL STREETS AND ROADS PROGRAM ALLOCATION (PROJECTION)
FY 2024/25 ORIGINAL (1/2024)

	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Western County					
Local Streets & Roads					
BANNING	\$ 896,000	\$ 914,000	\$ 932,000	\$ 951,000	\$ 970,000
BEAUMONT	918,000	936,000	955,000	974,000	993,000
CALIMESA	325,000	332,000	339,000	346,000	353,000
CANYON LAKE	284,000	290,000	296,000	302,000	308,000
CORONA	5,889,000	6,007,000	6,127,000	6,250,000	6,375,000
EASTVALE	3,268,000	3,333,000	3,400,000	3,468,000	3,537,000
HEMET	2,778,000	2,834,000	2,891,000	2,949,000	3,008,000
JURUPA VALLEY	3,353,000	3,420,000	3,488,000	3,558,000	3,629,000
LAKE ELSINORE	2,278,000	2,324,000	2,370,000	2,417,000	2,465,000
MENIFEE	3,132,000	3,195,000	3,259,000	3,324,000	3,390,000
MORENO VALLEY	6,367,000	6,494,000	6,624,000	6,756,000	6,891,000
MURRIETA	3,611,000	3,683,000	3,757,000	3,832,000	3,909,000
NORCO	987,000	1,007,000	1,027,000	1,048,000	1,069,000
PERRIS	2,898,000	2,956,000	3,015,000	3,075,000	3,137,000
RIVERSIDE	10,747,000	10,962,000	11,181,000	11,405,000	11,633,000
SAN JACINTO	1,497,000	1,527,000	1,558,000	1,589,000	1,621,000
TEMECULA	4,293,000	4,379,000	4,467,000	4,556,000	4,647,000
WILDOMAR	1,001,000	1,021,000	1,041,000	1,062,000	1,083,000
RIVERSIDE COUNTY	9,351,000	9,538,000	9,729,000	9,924,000	10,122,000
WRCOG	1,378,000	1,406,000	1,406,000	1,434,000	1,463,000
SUBTOTAL-Western County	65,251,000	66,558,000	67,862,000	69,220,000	70,603,000
Coachella Valley					
CATHEDRAL CITY	1,978,000	2,018,000	2,058,000	2,099,000	2,141,000
COACHELLA	834,000	851,000	868,000	885,000	903,000
DESERT HOT SPRINGS	601,000	613,000	625,000	638,000	651,000
INDIAN WELLS	344,000	351,000	358,000	365,000	372,000
INDIO	2,728,000	2,783,000	2,839,000	2,896,000	2,954,000
LA QUINTA	1,995,000	2,035,000	2,076,000	2,118,000	2,160,000
PALM DESERT	3,508,000	3,578,000	3,650,000	3,723,000	3,797,000
PALM SPRINGS	3,253,000	3,318,000	3,384,000	3,452,000	3,521,000
RANCHO MIRAGE	1,213,000	1,237,000	1,262,000	1,287,000	1,313,000
RIVERSIDE COUNTY	2,767,000	2,822,000	2,878,000	2,936,000	2,995,000
SUBTOTAL-Coachella Valley	19,221,000	19,606,000	19,998,000	20,399,000	20,807,000
Palo Verde Valley					
BLYTHE	805,000	821,000	837,000	854,000	871,000
RIVERSIDE COUNTY	243,000	248,000	253,000	258,000	263,000
SUBTOTAL-Palo Verde Valley	1,048,000	1,069,000	1,090,000	1,112,000	1,134,000
TOTAL ¹	\$ 85,520,000	\$ 87,233,000	\$ 88,950,000	\$ 90,731,000	\$ 92,544,000

¹ Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

Note: Estimate for planning purposes, subject to change and rounding differences.

AGENDA ITEM 7J

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Martha Masters, Senior Management Analyst Jenny Chan, Planning and Programming Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2024/25 Annual Local Transportation Fund Planning Allocations to Western Riverside Council of Governments and Coachella Valley Association of Governments

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$1,278,750 for Western Riverside Council of Governments (WRCOG) and \$697,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency’s Fiscal Year (FY) 2024/25 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

BACKGROUND INFORMATION:

The LTF established in state law by the Transportation Development Act (TDA) is funded through a quarter of one cent of the state’s 7.25 percent sales tax (based on point of sale and returned to source). LTF funds are used to fund transportation planning, operations, and capital projects. The action requested at this time is specifically to allocate the planning funds to the two councils of governments, WRCOG and CVAG. Other LTF allocations, such as those for transit and rail operations and capital projects are typically considered separately by the Commission in June of each year. Bicycle and pedestrian facilities are also funded by LTF and are part of the biennial SB 821 Call for Projects.

The LTF funding is distributed by the California Department of Tax and Fee Administration to counties on a pro rata basis, pursuant to Section 99233.2 of the TDA, providing up to 3 percent of annual revenues to fund transportation planning and programming efforts. The Commission, as the regional transportation planning agency, is legally responsible for apportioning the LTF funds. Based on the projected FY 2024/25 revenues of \$155 million, 3 percent of the projected revenue, or approximately \$4.65 million, is for planning and programming. By statute, the TDA also requires one half of these LTF funds, or \$2.3 million, be allocated for planning activities within the Western Riverside County and the Coachella Valley areas, as determined by the

Commission. The distribution formula, as confirmed by the Commission in October 2014, is as follows:

Planning Agency	Percentage	Apportionment/Allocation
CVAG	30	697,500
WRCOG	55	1,278,750
Total	85	\$1,976,250

WRCOG and CVAG submitted their respective FY 2024/25 Work Plans in accordance with existing guidelines.

WRCOG’s Work Plan is divided into two program areas and includes the following activities:

- 1) Planning Programs – including, but not limited, to:
 - Vehicle Miles Traveled Mitigation Assistance
 - Riverside County Transportation Analysis Model Maintenance and Updates
 - 2024 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Support
 - Geographic Information System/Modeling Services
 - Grant Writing Assistance Program
 - Research on demographics, travel and technology on the transportation system
 - Regional Early Action Planning 2.0 Activities Supplement
 - Transportation-related climate hazards and climate adaptation analyses and planning for the WRCOG subregion


- 2) Regional Transportation Programs
 - Transportation Uniform Mitigation Fee (TUMF) Program
 - Riverside County Transportation Commission Programs

CVAG’s Work Plan consists of the following program areas:

- 1) Project Management and Contract Administration;
- 2) Regional Coordination of Programs;
- 3) CV Link;
- 4) CV Sync;
- 5) Arts and Music Line;
- 6) ACCESS-Indian Canyon Project;
- 7) Broadband Strategic Plan;
- 8) Planning for Future Transportation Needs;
- 9) TUMF Program Implementation;
- 10) Congestion Management/Air Quality Programs; and
- 11) Seek Funding.

Staff reviewed the Work Plans and found them to be consistent with the Commission’s overall transportation programming and planning objectives and recommends approval. In addition to the program areas and activities, the Work Plans also benefit the respective geographic regions and are consistent with subregional and regional plans, including SCAG’s RTP/SCS. WRCOG and CVAG, in conjunction with SCAG, are responsible for subregional planning efforts that implement and are in conformance with the RTP/SCS.

Planning allocation distributions totaling \$1,976,250 will be made to the referenced planning agencies.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25	Amount:	\$1,976,250
Source of Funds:	LTF			Budget Adjustment:	No
GL/Project Accounting No.:	106 65 86205				
Fiscal Procedures Approved:				Date:	05/20/2024

Attachments:

- 1) WRCOG FY 2024/25 LTF Program Objectives/Work Plan
- 2) CVAG FY 2024/25 LTF Program Objectives/Work Plan

Western Riverside Council of Governments (WRCOG)

Fiscal Year 2024/2025 Local Transportation Funds Program Objectives

The Work Plan for FY 2024/2025 is divided into two Program areas: 1) Planning Programs and 2) Regional Transportation Programs.

1. Planning Programs

Local Jurisdictions within WRCOG subregion
Southern California Associations of Governments (SCAG)

Planning:

This program includes staff time to develop and work on 11 main projects/program areas. These are listed below and include a brief description.

A. Continue to assist agencies with Vehicle Miles Traveled (VMT) Mitigation

WRCOG will continue to develop a potential regional VMT Mitigation Program. This Program will conduct due diligence on the feasibility of a regional Mitigation Program to provide options for local agencies to mitigate VMT impacts as a result of project development. This due diligence will include development of a potential framework of the Program and Program structure, Program Guidance, administration and operations. This due diligence will be shared at working group meetings that consist of RCTC, RTA and local agencies. These meetings are utilized to gather input and discuss options for the potential Program. Participation in a potential Program will be on a voluntary basis.

B. Maintain and update the Riverside County Transportation Analysis Model (RIVCOM)

RIVCOM is the transportation analysis model completed in June 2021, and most recently updated in January 2024, that provides socio-economic forecasts to reflect SCAG's adopted growth forecasts, updated roadway network and utilizes data from SCAG's most recent Regional Travel Model to ensure consistency. This model is utilized by jurisdictions and consultants to produce roadway forecasts and other units of measurements, such as Vehicle Miles Traveled, needed for analyses. WRCOG will ensure that the model is disseminated to the appropriate parties in a timely fashion. RIVCOM will undergo a larger update consisting of updates to the socio-economic data and roadway networks to ensure consistency with SCAG's adopted growth forecasts and provide an opportunity for local agencies to update local data. These updates ensure the model accurately reflects existing and future conditions.

C. Support local jurisdictions with implementation of the 2024 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Staff will provide support to local jurisdictions as the SCAG 2024 RTP/SCS is implemented. Federal transportation funding, and most grant programs, utilize consistency with the RTP/SCS as a requirement. This assistance will ensure that local agencies can qualify for the grant programs that require consistency with the RTP/SCS. This also ensures that the WRCOG subregion is consistent with the long-range vision plan that aims to balance future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently.

D. GIS/Modeling Services

WRCOG will provide GIS and transportation modeling services to member agencies of WRCOG. This service is meant to provide GIS/modeling capabilities and products to WRCOG member agencies on an as-needed basis, to enhance GIS/Transportation modeling at agencies currently managing their own systems, and to provide quick, inexpensive services to members without need for additional staff, consultants, software licensing, hardware needs. Possible services include General Plan amendments, traffic volume maps, traffic model scenarios for new development, project mapping, demographics, service area analysis, and VMT metric implementation and analysis assistance.

WRCOG will update and improve the affordable housing pipeline tool that was developed in FY 2023/24. This tool was created to spatially locate current affordable housing projects with the goal to better compete for affordable housing funding opportunities. The pipeline will be updated on a quarterly basis to ensure the mapped inventory of known affordable housing projects in the subregion is current. Coordination amongst the jurisdictions in the subregion, the Housing Authority of the County of Riverside, and local transit agencies will need to be conducted. The tool will be improved by integrating the criteria of large grant programs, such as the Affordable Housing and Sustainable Communities (AHSC) and Transformative Climate Communities (TCC), to ensure a coordinated and strategic effort in identifying grant funding.

E. Grant Writing Assistance Program

WRCOG established the Grant Writing Assistance Program to assist WRCOG member agencies in grant writing assistance on an as-needed basis. The primary focus of this Program will be two-fold. First, WRCOG will prepare a bi-weekly summary of potential grant opportunities that are distributed to WRCOG member agencies and made available upon request. Second, WRCOG will provide technical assistance to WRCOG member agencies with the development of grant applications. WRCOG will limit the technical assistance to transportation and planning grant applications, such as the Active Transportation Program, Caltrans Sustainable Transportation Planning Grant Program and the SCAG

Sustainable Communities Program.

- F. Research on demographics, travel and technology and the impact on the transportation system

WRCOG will continue to conduct research on-behalf of jurisdictions in Western Riverside County, as requested, to help prepare and provide information on the various challenges faced in the subregion. WRCOG will continue to research changes in demographics as they will have an effect on how the subregion grows and how local agencies should plan, construct and invest in the future. WRCOG will continue to conduct research on travel behavior, especially as it relates to the changing economy, travel pattern and automation in order to highlight potential challenges the subregion may face and the opportunities jurisdictions should strategically be in position to leverage. WRCOG will continue to work to ensure this information is disseminated to jurisdictions and stakeholders through its Committee structure and is presented at forums, conferences, and panels where suitable.

- G. Regional Early Action Planning 2.0 Activities Supplement

The REAP 2.0 program is a flexible program that seeks to accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. Funding for this Program at the state-level is in flux so WRCOG will provide assistance to local agencies to support projects that meet the REAP 2.0 goals. All of the projects that WRCOG will provide support on will assist the subregion in reducing VMT. These projects may include: objective design standards that assist with streamlining the approval of housing for local agencies, development of a model ordinance to streamline affordable housing for local agencies, creating a model ordinance to assist local agencies with the implementation of Senate Bill 330, and creating a Good Neighbor Guidelines toolkit to assist local agencies in identifying ways to ensure air quality, noise and neighborhood character are considered as new industrial facilities are sited.

- H. Research, agenda preparation, and staffing for WRCOG Planning Directors Committee

The research, agenda preparation, and staffing for the WRCOG Planning Directors Committee will support WRCOG member agencies to obtain information, access to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to planning-related matters on a monthly basis.

- I. Research, agenda preparation, and staffing for WRCOG Public Works Committee

The research, agenda preparation, and staffing for the WRCOG Public Works Committee will support WRCOG member agencies to obtain information, access

to research, and awareness of applicable grant opportunities, as well as foster discussions between WRCOG member jurisdictions regarding the latest challenges and opportunities facing the WRCOG subregion, in order to achieve more cost effective and efficient solutions to public works or engineering-related matters on a monthly basis.

- J. Outreach for WRCOG Programs and activities and engagement with WRCOG members, partner agencies, and stakeholders

Outreach for WRCOG Programs and activities and partner agencies will include assisting local jurisdictions and education institutions on the various WRCOG Programs and subregional challenges faced. Housing challenges the subregion faces are topics discussed at the various WRCOG Committees so staff will focus on topics and issues related to housing. This focus will include conducting outreach to the subregion's legislatures and their staff to provide updates on the housing challenges that local jurisdictions and agencies are facing. Outreach will continue for the WRCOG Public Service Fellowship, which encourages students to seek careers in public policy and local government by gaining meaningful, hands-on experience at WRCOG member agencies. In addition, staff will continue to promote and attend member jurisdiction/agency events throughout the year. WRCOG will continue to participate in meetings and working groups with SCAG and coordinate with SCAG on a regular basis. WRCOG will continue to act as a liaison for the subregion and to disseminate relevant information at the appropriate times to local jurisdictions.

- K. Assistance to local jurisdictions on climate-related hazards and climate adaptation analyses and planning for the WRCOG subregion.

Continue overseeing studies and planning efforts to identify effects of climate change to the subregion and opportunities to mitigate these effects, particularly as it relates to transportation infrastructure. Grant funding to support climate-related activities is increasing and will become even more prominent as it is more of a focus for state and federal agencies; WRCOG will continue to assist local jurisdictions in attaining grant funding for these activities. Past WRCOG efforts, such as the risk assessments performed on a sample of vulnerable transportation assets in the subregion or identifying the needs of disadvantaged or vulnerable communities can be leveraged to attain the climate adaptation planning and implementation grant funding. The goal is to assist jurisdictions better plan for project prioritization and investment on the transportation system. Staff will also continue to participate in the Inland Southern California Climate Collaborative (ISC3). ISC3 is a diverse, cross-sectoral network of agencies, organizations, companies, and institutions working together to advance equitable solutions to create a resilient and thriving Inland Southern California in the face of climate related events.

2. Regional Transportation Programs

RCTC
Riverside Transit Agency
Caltrans
SCAG

This program includes staff time to develop and work on two main projects/program areas. These are listed below and include a brief description.

Transportation Uniform Mitigation Fee (TUMF) Program:

This Program includes staff time to administer the TUMF Program, which includes but is not limited to the following:

A. Program contract/agreement administration:

Review, coordinate, and finalize Reimbursement Agreements with member agencies for funding allocations based on five-year Zone Transportation Improvement Program (TIP).

B. Complete the TUMF Nexus Study

California Assembly Bill 1600 requires that all local agencies in California establish a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required. In accordance with this requirement, WRCOG plans to complete the analysis with the TUMF Program to ensure the adequacy of the developer impact fees and the projects included in the TUMF Network.

C. Public outreach/information:

Prepare the TUMF Annual Report detailing collections for fiscal year and projects being funded with collections. Develop Press Releases for the TUMF Program highlighting major milestones, groundbreakings, ribbon cuttings. Filming of groundbreakings and ribbon cuttings for TUMF funded projects. Develop and purchase of signage for TUMF funded projects.

D. TUMF Zone Transportation Improvement Program (TIP):

Preparation and approval of five-year Zone TIPs with programmed funding for delivery of TUMF projects. Convene meetings of the Zone at the request of member agencies for funding additions and adjustments. Review funding requests to ensure that allocations are within limits of the Nexus Study.

E. Preparation of annual adjustment for construction costs:

Per the TUMF Administrative Plan, annual review of the construction cost index adjustment to the TUMF for consideration by the WRCOG Executive Committee. Preparation of the adjustment to the TUMF Network and develop documents for review by the WRCOG Committee structure. If approved by the WRCOG Executive Committee, prepare TUMF Ordinance/Resolution for member agency approval and assist local jurisdictions and stakeholders with fee adjustment implementation.

F. Maintain TUMF payment portal:

WRCOG collects TUMF on behalf of agencies that have approved a TUMF Ordinance Amendment with the option to delegate fee collection responsibility to WRCOG. To provide efficient and effective calculation and collection of TUMF, WRCOG developed a portal for member agency staff to submit calculation requests and for developers to make payments that will require maintenance and revisions.

G. Work with developers on credit and reimbursement agreements:

Coordinate with member agencies Credit Agreements with developers to ensure all policies and procedures are in place prior to execution of agreements. If necessary, convene meetings with applicable stakeholders to memorialize eligible expenses, maximum allocations of the Nexus Study and reconciliation of projects costs.

H. Review available data for requests made by stakeholders regarding TUMF calculations:

At the request of a stakeholder, review available data specific to land uses that may generate trips that do not typically fall within the standard TUMF land uses.

RCTC Programs:

This Program includes staff time to administer and assist RCTC as it relates to transportation planning and air quality programs, which includes but is not limited to the following:

- a) Participation in TUMF Program tasks as needed to assist RCTC in the implementation of the Regional TUMF Program.
- b) Participate in evaluation committees as requested; outreach assistance with RCTC's Programs and goals, and other planning related tasks as determined in consultation with the RCTC Executive Director.

CVAG TRANSPORTATION WORK PLAN FISCAL YEAR 2024/25

BIG PICTURE

Improving the regional arterial network

Since 1989, CVAG has been responsible for regional transportation planning in the Coachella Valley, creating plans for all people of all ages using various modes of transportation. CVAG collaborates with its member jurisdictions to develop and manage a progressive regional road program and congestion mitigation program. Notable projects include the overhaul of six interchanges along the Interstate 10 Improvement Corridor. Priorities are regularly reviewed and included in the Transportation Project Prioritization Study (TPPS), the associated Regional Arterial Cost Estimate (RACE), and the Active Transportation Plan (ATP).

Recently, CVAG and member jurisdictions have celebrated numerous project completions. In the upcoming fiscal year, CVAG's Transportation Department will continue working with member jurisdictions to advance individual projects, including regional active transportation projects, and support efforts to secure external funding to lessen the impact on regional and local resources.

Transportation Uniform Mitigation Fee (TUMF) program

The TUMF program began in the fiscal year 1989/1990 to generate additional funds required for necessary improvements to the regional transportation system. Local jurisdictions may opt out of collecting TUMF; however, those not collecting forfeit their share of local Measure A funds to the regional arterial program. CVAG saw a steady increase in local Measure A funding received by its member jurisdictions until the Great Recession, which began in 2008 and led to significant downturns in revenue. TUMF, like all development impact fees, requires demonstrating a nexus between the proposed development and the impacts to be mitigated. The assessment is based on the number of vehicle trips that new developments or site improvements may generate.

CV Link

CVAG has been working on CV Link for the past decade. The major innovation in alternative transportation will provide a safe route for walking, running, biking or using low-speed electric vehicles, such as golf carts. CV Link is expected to offer significant environmental, health, and economic benefits to generations of current and future residents and visitors. It will span more than 40 miles across the Coachella Valley. To date, approximately ten miles have been constructed in the cities of Cathedral City, Palm Desert, and Palm Springs. Construction will continue this year in the cities of Palm Springs, Palm Desert, La Quinta, Indio, and Coachella, as well as in unincorporated Riverside County. This stage includes bridges and undercrossings—key safety features that allow CV Link users to avoid traditional vehicular traffic. The entire CV Link project is planned to be substantially completed in December 2024.

CV Sync

Synchronizing traffic signals across the Coachella Valley has been a longstanding goal at CVAG. Design and engineering of CV Sync began in 2016, with the scope later expanding to include upgrading all

traffic controllers to the same standard. The first phase of CV Sync — synchronizing signals on Highway 111, Washington Street, and Ramon Road — was completed last fiscal year. The second phase, which includes another 21 corridors, is currently under construction. CV Sync will feature technology that allows all cities to communicate and coordinate in real-time to manage traffic flow, particularly beneficial for large events that attract hundreds of thousands of tourists to the Coachella Valley. The project will also deploy fiber-optic broadband technology throughout the valley, potentially unlocking federal and state funding opportunities. The project spans the Coachella Valley but does not extend into the City of Rancho Mirage, which previously secured funding for its own signal synchronization project.

CORE PROGRAM AREAS

The Work Plan for Fiscal Year 2024/25 is divided into the following core program areas:

Project management and contract administration

The Transportation Department leads the implementation of the Transportation Project Prioritization Study (TPPS), Regional Arterial Cost Estimate (RACE) and Active Transportation Program (ATP). It also provides updates to the Capital Improvement Program (CIP) and other transportation plans in partnership with member jurisdictions. This role involves staff time for project oversight (design, environmental, construction and close-out), preparation of reimbursement agreements for regional arterial, interchange, and bridge projects, and review and approval of project billings in accordance with the project scope of work. Staff also participate in project development team meetings and prepare associated staff reports. In recent years, the department has conducted cash flow analyses for regional projects and provided recommendations to maximize the state and federal level opportunities.

Regional coordination of programs

CVAG works closely with partners, including the Riverside County Transportation Commission to support the Riverside County Congestion Management Program, analyze traffic patterns through the traffic count program, and advance regional transportation projects. Additionally, CVAG supports the RCTC Technical Advisory Committee and efforts for county-wide SB 821 and Local Streets & Roads funding. CVAG has also helped advance the Coachella Valley Passenger Rail Service Development Plan.

Staff time is used to support the State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP), assist in the implementation of the TPPS and monitor and examine the impacts of state policies. TPPS activities support the regional project construction program which includes staff time to develop an annual prioritized list of construction projects and required financial resources.

CVAG also provides support for the Southern California Association of Governments' programs, including input to the Federal and Regional Transportation Improvement Plans (FTIP and RTIP) and assisting with transportation modeling refinements.

CV Link

The largest segment of this 40-plus mile active transportation corridor is now under construction. Resources are dedicated to conducting project oversight of services needed for future phases (planning, environmental compliance, right-of-way, and phased construction of later segments).

CV Sync

Phase II of the valley-wide signal synchronization project is under construction, improving travel along an additional 19 corridors throughout the Coachella Valley. Phase III is in design and includes 22 miles along Varner Road. The project also includes a feasibility study to effectively design Varner Road as a bypass to Interstate 10. Staff time is allocated for project oversight of consultant services (environmental

compliance, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

Arts & Music Line

The Arts & Music Line is a 15-mile project primarily along Avenue 48 in the cities of La Quinta, Indio, and Coachella. It provides safe routes to local schools and features bold color schemes, innovative lighting, and artwork, creating not only a safe and inviting route but also a destination. The project includes two connections to CV Link and a connection to the polo grounds, home to the world-renowned Coachella and Stagecoach arts and music festivals. It also encompasses an education and awareness program to prepare residents, students, seniors, and visitors for safe and effective use upon completion. Staff time is dedicated to project oversight of consultant services (environmental compliance, design, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

ACCESS – Indian Canyon Project

The ACCESS–Indian Canyon project aims to protect at-risk transportation infrastructure, increase climate resiliency, enhance mobility, preserve the environment, and improve public health and safety for residents and visitors. It includes bridges at low-water crossings along the Whitewater River and a solar-shaded active transportation pathway connecting to CV Link. Staff time is used for project oversight of consultant services (environmental compliance, right-of-way, and phased construction plans); review of project billings; participation in project development team meetings; and preparation of associated reports.

Broadband Strategic Plan

The Broadband Strategic Plan involves planning, design, and engineering work to promote and implement a regional plan to increase access to broadband in unserved and underserved areas. The plan will utilize the fiber-optic backbone being installed as part of CVAG's signal synchronization program, connecting the signal synchronization programs sophisticated data gathering tools such as sensors and cameras to begin development of critical real-time traffic information. The plan will also identify needs, gaps, implementation options, challenges and opportunities to increase broadband access and will leverage middle-mile infrastructure being planned by the state in the Coachella Valley. Ultimately, the plan aims to facilitate the build of last-mile projects that provide symmetrical 100 Mbps download and upload speeds with a focus on underserved and unserved areas in the Coachella Valley per grant requirements. Staff time includes project oversight of consultant services; review of project billings; participation in project development team meetings; and preparation of associated reports.

Planning for future transportation needs

This area involves support for multiple programs focusing on key project areas, including staff time and project management for GIS Information Services, the countywide transportation demand model, the regional arterial traffic count program, and transportation legislation review and analysis. CVAG staff also provides regional land use information to CVAG jurisdictions, developers, SCAG and Caltrans. The countywide transportation model involves support for the RIVCOM transportation model for forecasting projected transportation system needs up to the year 2039.

Implementing the TUMF program

CVAG continues to dedicate staff time to support the TUMF program and the TUMF/GIS Interface program. TUMF program activities include updating the program, monitoring it's implementation of the TUMF program in member jurisdictions, performing annual fiscal reviews of building permits and monthly TUMF collections, researching, analyzing, and preparing reports for TUMF appeals, entering TUMF collections in the TUMF database, meeting with developers to review potential TUMF assessments, and to performing special TUMF analyses upon request. The TUMF/GIS Interface

program requires support for continuing the development of integrating the TUMF collection process with electronic transmission of new development information for land use coverages and coordinating with RCTC on TUMF compliance.

Congestion management and air quality programs

The Transportation Department supports air quality programs, including the regional street sweeping program. CVAG also helps ensure that regional projects conform to the State Implementation Plan (SIP).

Fighting for the region's fair share of funding

With project costs escalating, major revenue sources for many of CVAG's traditional transportation projects are diminishing. CVAG staff has recently provided committees with cash flow projections indicating declines in Measure A sales tax revenue and TUMF revenues. State and federal resources are not keeping pace with the demand. CVAG has been actively monitoring the transportation infrastructure funds being discussed at the state and federal levels and has recently engaged lobbying firms to help secure the region's fair share of funding.

ANTICIPATED MILESTONES FOR FY 24/25

Achieve substantial completion of the CV Link in the cities of Palm Springs, Cathedral City, Palm Desert, La Quinta, Indio, and Coachella.

Manage the construction of CV Sync Phase II and collaborate with member jurisdictions to fully implement the technologies installed in the project.

Oversee the design of CV Sync Phase III and the feasibility study of Varner Road as a bypass to Interstate 10, coordinating with member agencies and Caltrans.

Direct the design of the Arts & Music Line project and coordinate with member agencies and stakeholders.

Guide the design of the ACCESS – Indian Canyon project and coordinate with member agencies and Caltrans.

Initiate the process of updating the Transportation Project Prioritization Study (TPPS) to align with statewide trends and requirements, aiming for completion in FY 2025/26.

Partner with member jurisdictions to identify funding for, and advance, regional roadway, bridge, and interchange projects to improve travel and goods movement across the region.

AGENDA ITEM 7K

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Jonathan Marin, Senior Management Analyst Ariel Alcon Tapia, Public Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Quarterly Public Engagement Metrics Report, January - March 2024

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January - March 2024.

BACKGROUND INFORMATION:

Public Affairs staff collect, measure, and assess a wide range of public engagement activities and metrics to prepare the Quarterly Public Engagement Metrics Report for the Commission. These metrics include social media interactions, website sessions, public sentiment, and other forms of engagement originating from the Commission’s digital communication channels. Through these channels, staff highlight project milestones, publish important construction activity, emphasize partnerships, programs, and investments made through Measure A, and increase public awareness about the Traffic Relief Plan.

The quarterly report measures the Commission’s progress toward public engagement goals, provide transparency into how the Commission is utilizing resources to engage with members of the public, and guides future decision-making. This report covers the first quarter of 2024, from January to March.

The metrics presented in this report are compared against previous quarter data, which can produce varying comparative results based on the diverse level of activity in any one quarter.

This quarter’s report includes two sets of data:

- 1) Metrics for RCTC’s overall public engagement activities including public sentiment on social media; social media followers, engagement, and reach; newsletter activity and subscribers; website use and access; and top pages visited.
- 2) Metrics for RCTC’s 71/91 Interchange Project including subscribers, email activity, website sessions, and social media following.

RCTC Overall Public Engagement

1) **Social Media**

- a. Public sentiment during the first quarter of 2024 was mixed. Social media posts centered around RCTC's management of the Western Riverside County Regional Conservation Authority and construction progress on the 71/91 Interchange Project were positively received. Content highlighting the Traffic Relief Plan produced mixed results as users engaged in public discussions about the projects outlined in the plan.
- b. **Facebook:** A 1% increase in followers took place during the first quarter – increasing to 13,643 from 13,502. Engagement (likes, comments, video views, and shares) totaled 74,592 compared to 39,267 during the previous quarter, representing an 88% increase. Posts on the platform reached 927,231 unique users (followers and non-followers), representing a 181% increase from the previous quarter's mark of 330,304.
- c. **X:** Followers grew from 1,772 to 1,798 – a 1% increase. Engagement increased by 17%, from 520 to 608, and impressions increased 30%, from 10,923 to 14,172.
- d. **Instagram:** Followers on the platform continued to grow, with a 6% increase taking place during the first quarter, jumping up from 3,843 to 4,073. Engagement increased from 11,585 to 74,592, representing a 544% increase. Posts on this platform reached 429,198 users – representing an increase of 45% compared to last quarter's 296,973.
- e. Substantial increases in engagement and reach during this quarter were due to the significant amount of digital ad placements related to the Traffic Relief Plan.

- 2) **The Point E-Newsletter:** Public Affairs staff continue to draft and publish high-quality articles for RCTC's official blog, **The Point**. The monthly email newsletter features stories highlighting the Commission's successes, project milestones, and relevant community programs. During the first quarter of 2024, subscribers to the newsletter grew to 6,964 – a 4% increase from the previous mark of 6,685. Over 46% of subscribers opened **The Point** email, outpacing the industry (government) average, and 4.7% clicked on email links.

3) **Website**

- a. During this quarter, website sessions grew by 17%, from 123,33 to 144,542. 121,501 unique users visited the website, a 21% increase compared to the previous quarter's mark of 100,078.
- b. Direct site visits (typing in *rctc.org*) made up 59% of total sessions, while visitors using a search engine accounted for 16% of web traffic. Social media, including paid ads, were responsible for 14% of website visits during this quarter. Referrals from email links and external websites, such as The Patch, KESQ, and The Press-Enterprise websites, made up 9% of total sessions. Paid search ads through Google accounted for the remaining 2% of website visits.
- c. Website access by desktop made up 55% of sessions, while mobile (phones and tablets) made up 45%.

- d. The Traffic Relief Plan was the most visited webpage during the first quarter, proceeded by the 71/91 Interchange Project construction updates page, followed by the homepage (rctc.org).

71/91 Interchange Project Public Engagement

- 1) **Emails:** Construction update email subscribers totaled 2,777 during the first quarter, representing a 4% decrease in subscribers. This was due to a database review and cleanup of undeliverable accounts. The project team received 18 inquiries during this quarter.
- 2) **Texts:** 1,740 people registered to receive text message updates of the project – a 14% increase from the previous quarter.
- 3) **Webpage:** 34,399 visits to construction update, closures, and project-related webpages occurred during the first quarter.
- 4) **Social Media:** During the first quarter, followers on Facebook grew by 7%, up to 1,512. Instagram followers decreased slightly by 0.01%, to 1,980. Followers on X increased by 15%, up to 185.

FISCAL IMPACT:

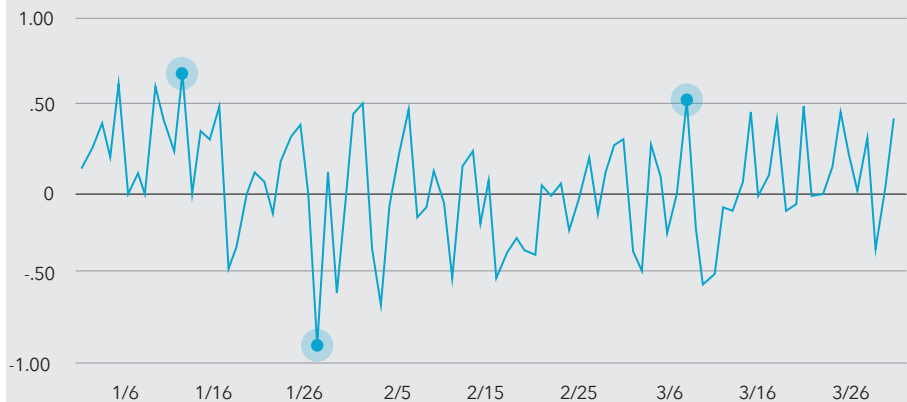
This is an informational item. There is no fiscal impact.

Attachments:

- 1) RCTC Overall Public Engagement Metrics
- 2) 71/91 Interchange Construction Public Engagement Metrics

RCTC Public Engagement Metrics: Q1

Overall Social Media Sentiment



Newsletter



Subscribers
6,964

Average Open
46%

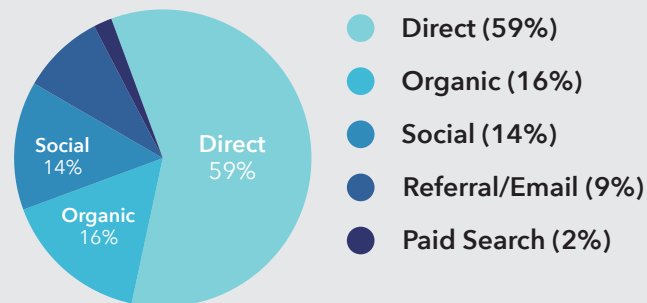
Average Click
4.7%

Web

144,542
Number of Sessions **+17%**

121,501
Number of Unique Users **+21%**

Top Channels



Differences

Social and paid search web traffic increased during the first quarter as a result of digital ad campaigns for the Traffic Relief Plan.

Social Media

Facebook

Followers
13,643 **+1%**

Engagement
74,592 **+88%**

Reach
927,231 **+181%**

X

Followers
1,798 **+1%**

Engagement
608 **+17%**

Impressions
14,172 **+30%**

Instagram

Followers
4,073 **+6%**

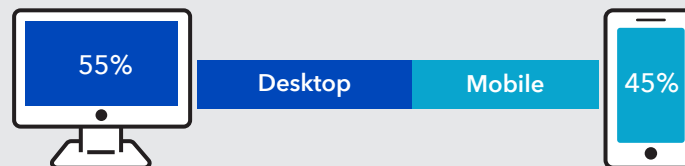
Engagement
43,601 **+276%**

Reach
429,198 **+45%**

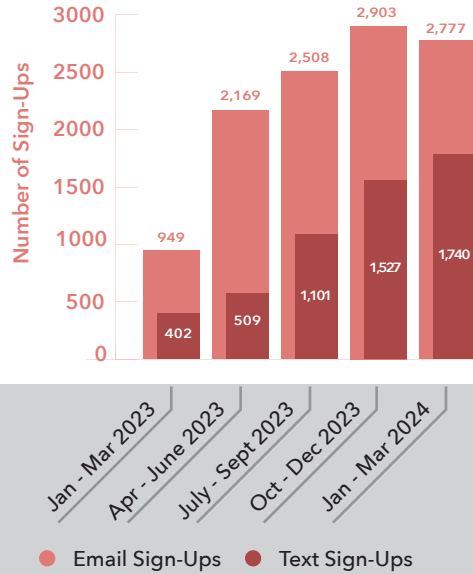
Top Pages Visited

- Traffic Relief Plan
- 71/91 Interchange Project - Construction Updates
- Home Page

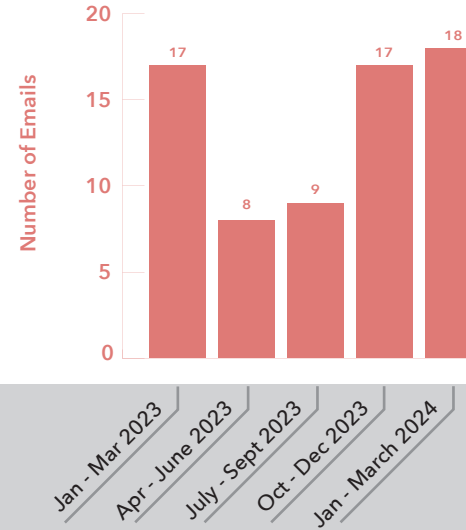
Desktop vs Mobile Users



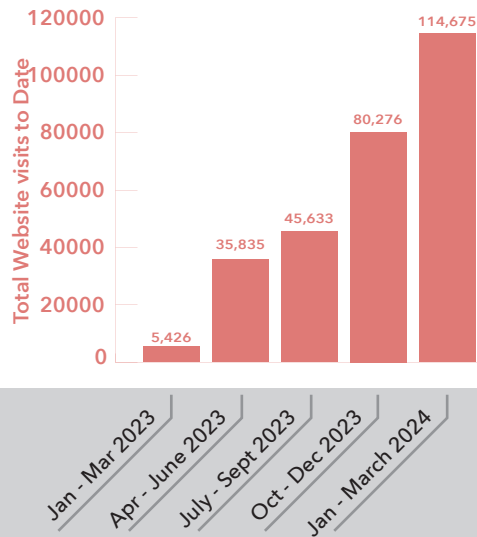
Email & Text Alert Sign-Ups



Emails & Calls to Project Team



Website Sessions



Social Media Followers



Includes blog posts and the project, construction update, and closures webpages

AGENDA ITEM 7L

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Sri Srirajan, Senior Capital Projects Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Amendment to Project and Construction Manager Services for the Interstate 15/State Route 91 Express Lanes Connector Project

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 15-31-001-15, Amendment No. 15 to Agreement No. 15-31-001-00, with Parsons Transportation Group, Inc. (Parsons) to provide additional project and construction management (PCM) services for the Interstate 15 (I-15)/State Route 91 (SR-91) Express Lanes project (15/91 ELC) in the amount of \$1,638,976, plus a contingency of \$163,898, for an additional amount of \$1,802,874;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director or designee to approve contingency work up to the total not to exceed amount as required for the Project.

BACKGROUND INFORMATION:

15/91 ELC

The 15/91 ELC provides tolled express lane connectors between the existing 91 Express Lanes and I-15 Express Lanes to the north of SR-91 (Figure 1 Vicinity Map). The 15/91 ELC was originally part of the SR-91 Corridor Improvement Project (91 CIP), which opened in March 2017 in the city of Corona. Due to the recession and budget constraints during the planning for the 91 CIP, the 15/91 ELC and other project elements were deferred as future phases.

In April 2017 Governor Brown signed Senate Bill 132 (SB 132) which appropriated \$427 million to the Riverside County Transportation Efficiency Corridor (RCTEC) for five projects. SB 132 allocated \$180 million to the 15/91 ELC allowing that deferred project element to be constructed much sooner than expected. In October 2017, the Commission approved an overall procurement strategy for the 15/91 ELC to secure all the services and construction needed to deliver the project. The approved strategy consisted of a series of contract

amendments to existing 91 CIP and I-15 Express Lanes Project (ELP) contracts with engineering companies, contractors, toll vendors, legal, and financial advisors.

The 15/91 ELC Project adds the following:

- 1) A single-lane tolled express lane connector from the eastbound 91 Express Lanes to the northbound 15 Express lanes; and
- 2) A single-lane tolled express lane connector from the southbound 15 Express Lanes to the westbound 91 Express Lanes.



Figure 1: 15/91 Express Lanes Connector Project Vicinity Map

Parsons and PCM Services

In April 2015, after a competitive procurement process, the Commission entered into an agreement with Parsons to provide PCM services for the I-15 ELP. PCM services for this design-build project included procurement services, project financing support, toll system and operations planning, engineering, design review/oversight, construction management/oversight, agency agreement support, and other necessary services.

In January 2018, the Commission approved an amendment to the Parsons agreement to add additional PCM services for the 15/91 ELC project. The scope of work included support to staff in its efforts to negotiate with the I-15 ELP Design-Build contractor to amend the I-15 ELP contract to include the 15/91 ELC work, as well as continuing the I-15 ELP construction management/oversight for the 15/91 ELC in the amount of \$14,787,573, plus a contingency amount of \$1,462,427, for a total amount not to exceed \$16,250,000. Negotiations with the

I-15 ELP contractor pursued however were unsuccessful and the Commission elected to take the “offramp” which required procuring a new design-build contractor. This additional effort and time extension required further amendment to the Parsons’ PCM services contract.

At its March 2020 meeting, the Commission approved an amendment to the Parsons agreement to provide PCM services for the 15/91 ELC in the amount of \$14,825,000, plus a contingency amount of \$1,482,000, for a total amount not to exceed \$16,307,000, and extend the term to June 30, 2024.

Consistent with the October 2017 Commission approved procurement strategy, several amendments to the Parsons’ agreement have been made to ensure that the 15/91 ELC project had the needed PCM resources to support the Commission’s delivery of this project within the stipulated SB 132 timelines as shown in the table below.

Summary of Previous Amendments for PCM Services

Amendment	Scope	Commission Authorized Amount	Commission Authorized Contingency	Contingency Utilized	Amendment Amount	Authorized Contingency Balance
Agreement No. 15-31-001-03 January 2018	ELC as added scope to the ELP	\$14,787,573	\$1,462,427	-	\$14,787,573	\$1,462,427
Agreement No. 15-31-001-07 March 2020	ELC as standalone project	\$14,825,000	\$1,482,000	-	\$14,825,000	\$2,944,427
Agreement No. 15-31-001-012 April 2023	Railroad flagging	-	-	\$1,000,000	\$1,000,000	\$1,944,427
Agreement No. 15-31-001-013 September 2023	EB Express Lane addition	-	-	\$1,742,202	\$1,742,202	\$202,225
Agreement No. 15-31-001-014 December 2023	Time Extension	\$2,330,533	\$233,053	\$202,225	\$2,532,758	\$233,053

DISCUSSION:

The project was opened to traffic on November 21, 2023, and substantial completion was formally issued on November 28, 2023. Due to delays in completing the required punch list work as well as other requirements, the project completion was extended from January 2024 to March 2024. Furthermore, project closeout activities are still ongoing and expected to extend into FY25. These time extensions require additional resources for the PCM services to complete the project. Accordingly, an amendment to Parson’s agreement is required for continued PCM services. Staff has reviewed and negotiated the revised budget including the appropriate level


of labor hours and cost to complete the delivery of the project. Accordingly, an amendment for an additional \$1,872,029 is required to provide the necessary support through the end of the project. The remaining contingency amount of \$233,053 will be utilized to reduce the additional Commission authorization amount to \$1,638,976. Staff is requesting that an additional contingency of 10 percent, or \$163,898, be allocated to account for any additional unforeseen issues that may arise.

STAFF RECOMMENDATION:

Staff recommends approval of Amendment No. 15 to Agreement No. 15-31-001-00 with Parsons to fund PCM services for the Project in the amount of \$1,638,976 plus a contingency of \$163,898, for an additional amount of \$1,802,874. Additionally, staff recommends authorization for the Chair or Executive Director to execute the amendment on behalf of the Commission, pursuant to legal counsel review and for the Executive Director or designee to approve contingency work that may be required to complete the Project.

FISCAL IMPACT:

Costs for this Amendment are funded as follows:

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2023/24 FY 2024/25+	Amount:	\$1,141,947 \$660,927
Source of Funds:	91 Toll Revenue			Budget Adjustment:	No
GLA No.:	003039 81601 00000 0000 605 31 81601				
Fiscal Procedures Approved:				Date:	05/21/2024

Attachment: Amendment No. 15 to Agreement No. 15-31-001-00 with Exhibits for Work Scope, Schedule, and summary of Cost

**AMENDMENT NO. 15 TO PROFESSIONAL SERVICES
AGREEMENT FOR PROJECT AND CONSTRUCTION
MANAGEMENT SERVICES FOR THE 1-15 CORRIDOR
IMPROVEMENT PROJECT**

1. PARTIES AND DATE

This Amendment No. 15 to the Agreement for project and construction management services is made and entered into as of this 12nd day of June, 2024, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and PARSONS TRANSPORTATION GROUP INC., an Illinois corporation ("Consultant").

2. RECITALS

- 2.1 The Commission and the Consultant entered into an agreement, dated April 8, 2015, for the purpose of providing project and construction management services for the Interstate 15 Corridor Improvement Project (the "Master Agreement") for a maximum not to exceed ("NTE") amount of \$50,625,807.
- 2.2 Senate Bill 132 was enacted on April 28, 2017, and provides, among other things, \$180 million for new tolled express lanes connectors from the 91 Express Lanes to the northern portion of the 1-15 (15/91 ELC). Funds under SB132 are available for encumbrance and liquidation only until June 30, 2023.
- 2.3 AB 115 was enacted on June 27, 2017, and provides additional project delivery authority to Commission to ensure cost-effective and timely delivery of the 15/91 ELC. Additional project delivery authority includes, but is not limited to, amendments to any existing 1-15 Express Lanes Project or 91 Express Lanes Project contract. This amendment is authorized pursuant to AB 115.
- 2.4 The Commission and the Consultant entered into Agreement No. 15-31- 001-02-A, an amendment to the Master Agreement, dated November 1, 2017, in order to provide additional engineering and environmental services to complete the Caltrans supplemental Project Report and Environmental Document revalidation for the 15/91 ELC.
- 2.5 The Commission and the Consultant entered into Amendment No. 3 to the Master Agreement, dated March 28, 2018, ("Amendment No. 3") in order to extend the term, to provide project and construction management services for the 15/91

ELC, to update the indemnification provision pursuant to SB 496, and to include certain additional standard federal provisions.

- 2.6 The Commission and the Consultant entered into Amendment No. 4 to the Master Agreement, dated January 29, 2019, to provide design refinement, including geometrical and structural changes, and additional soundwall studies and revisions mandated by Caltrans District 8 Noise Group to obtain environmental approval of the 15/91 ELC, and to provide additional funding therefor.
- 2.7 The Commission and the Consultant entered into Amendment No. 5 to the Master Agreement, dated June 26, 2019, to provide additional services required to obtain environmental approval of the 15/91 ELC, primarily related to unanticipated additional noise study work, and to provide additional funding for such services.
- 2.8 The Commission and the Consultant entered into Amendment No. 6 to the Master Agreement, dated July 26, 2019, to provide public information services and additional compensation for such services related to the 1-15 Express Lanes Project (1-15 ELP).
- 2.9 The Commission and the Consultant entered into Amendment No. 7 to the Master Agreement, dated October 9, 2020, to extend the term and provide additional project and construction management services required for the 15/91 ELC, and to provide additional funding for such services.
- 2.10 The Commission and the Consultant entered into Amendment No. 8 to the Master Agreement, dated February 28, 2022, to provide additional environmental studies, final design, and construction management services required for the 1-15 Interim Corridor Operations Project (1-15 ICOP), and to provide additional funding for such services.
- 2.11 The Commission and the Consultant entered into Amendment No. 9 to the Master Agreement, dated June 2, 2022, to update the cost for environmental services, to provide supplemental public outreach services, and to provide additional funding for construction support services required for the 1-15 ICOP.
- 2.12 The Commission and the Consultant entered into Amendment No. 10 to the Master Agreement, dated August

22, 2022, to provide planning and general oversight of the extension of the 1-15 Express Lanes to the San Bernardino County Line.

- 2.13 The Commission and the Consultant entered into Amendment No. 11 to the Master Agreement, dated March 14, 2023, to provide closeout services for the 1-15 ELP and to provide additional funding for such services.
- 2.14 The Commission and the Consultant entered into Amendment No. 12 to the Master Agreement, dated April 5, 2023, to provide railroad flagging services and to provide additional funding for such services.
- 2.15 The Commission and the Consultant entered into Amendment No. 13 to the Master Agreement, dated September 13, 2023, to provide additional services for the addition of the eastbound express lane between Main Street and Promenade Avenue on State Route 91 Express Lanes, hereinafter referred to as "EB 2.0".
- 2.16 The Commission and the Consultant entered into Amendment No. 14 to the Master Agreement, dated January 22, 2024, to provide continued project and construction management services for the extended duration of the 15/91 ELC, to extend the term of the Master Agreement to June 30, 2027 to provide support through the plant establishment period for the 15/91 ELC, and to provide additional funding for such services.
- 2.17 The Commission and the Consultant now desire to amend the Master Agreement in order to provide continued project and construction management services for the extended duration of the 15/91 ELC, and to provide additional funding for such services.

3. TERMS

- 3.1 The Services, as that term is defined in the Master Agreement, shall be amended to include the additional project and construction management services required for the 15/91 ELC, as further described in Exhibit "A" attached to this Amendment No. 15 and incorporated herein by reference.
- 3.2 The term of the Master Agreement, as set forth in Section 3.3 of the Master Agreement, is hereby extended through June 30, 2027.

3.3 Services under this Amendment No. 15 shall be compensated in accordance with the cost details included in Exhibit "B" attached to this Amendment No. 15 and incorporated herein by reference. An additional not exceed sum of One Million, Eight Hundred Seventy Two Thousand, Twenty Nine Dollars (\$1,872,029) shall be allocated under this Amendment No. 15 for such Services, as follows:

A. Two Hundred Two Thousand, Two Hundred Thirty Three Thousands Fifty Three Dollars (\$233,053) of remaining contingency funds previously authorized by the Commission is hereby allocated under this Amendment No. 15.

B. One Million, Six Hundred Thirty Eight Thousand, Nine Hundred Seventy Six Dollars (\$1,638,976) of additional funding is hereby authorized by the Commission and allocated under this Amendment No. 15.

3.4 Except as previously amended and as amended by this Amendment No. 15, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 15.

3.5 This Amendment No. 15 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.6 This Amendment No. 15 may be signed in counterparts, each of which shall constitute an original.

3.7 A manually signed copy of this Amendment No. 15 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 15 for all purposes. This Amendment No. 15 may be signed using an electronic signature.

[Signatures on following page]

**SIGNATURE PAGE TO AMENDMENT NO. 15
AGREEMENT NO. 15-31-001-15**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**PARSONS TRANSPORTATION
GROUP, INC.**

By: _____
Aaron Hake, Executive Director

By: _____
Signature

Name

Title

APPROVED AS TO FORM

ATTEST:

By: _____
Best Best & Krieger LLP
Counsel to Riverside County
Transportation Commission

By: _____

Its: _____

* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to the Commission.

EXHIBIT "A"

SCOPE OF WORK

Due to delays in completing the required punch list work as well as other requirements, the project completion was extended from January 2024 to March 2024. Furthermore, project closeout activities are still ongoing and expected to extend into FY25. As a result, additional Consultant project and construction management services are required for such extended period.

Consultant shall continue to furnish all Services, as that term is defined in the Master Agreement, as previously amended for the 15/91 ELC, including, but not limited to, all technical and professional services, labor, material, equipment, transportation, supervision and expertise, and incidental and customary work necessary to fully and adequately supply the professional project and construction management services necessary to oversee completion of the 15/91 ELC including, but not limited to, oversight of the 15/91 ELC plant establishment period.

DRAFT

**EXHIBIT "B"
COMPENSATION**

As used in the attached exhibits, "ETC" means Estimate to Complete.

[attached behind this page]

DRAFT

Exhibit "B"
COMPENSATION
COST SUMMARY

Cost Estimate Summary				
Budget Summary				
Firm	Cost	Escalation	Total	DBE
Parsons	\$ 1,721,374	\$ 28,368	\$ 1,749,741	0
TRC	\$ (100,501)	\$ -	\$ (100,501)	0
Arellano	\$ 8,305	\$ -	\$ 8,305	y
Group Delta	\$ 5,650	\$ 204	\$ 5,854	0
OPC	\$ 5,557	\$ -	\$ 5,557	0
Transytems	\$ -	\$ -	\$ -	0
Psomas	\$ 41,654	\$ -	\$ 41,654	0
Railpros	\$ 95,553	\$ -	\$ 95,553	0
WSP	\$ 93,641	\$ -	\$ 93,641	0
Larson Consulting	\$ (192,256)	\$ -	\$ (192,256)	y
GCAP	\$ (5,000)	\$ -	\$ (5,000)	y
Albert Risk Mgmt	\$ (10,888)	\$ -	\$ (10,888)	0
Fugro	\$ 28,008	\$ -	\$ 28,008	0
RT	\$ 260,277	\$ 10,848	\$ 271,125	y
SubTotal Cost	\$ 1,951,369	\$ 39,420	\$ 1,990,790	
Budget Adjustments			\$ (118,761)	
TOTAL COST			\$ 1,872,029	
% DBE (Based on Labor Only)			9.1%	

ELC Cost Estimate Detail

Exhibit "B2" Compensation
Cost Detail by WBS

ELC Cost Estimate Detail

WBS Number	Activity Description	Performing Party	DBE	Hours	Composite Rate	Labor	Overhead	Fixed Fee	Total Labor (ETC)	Total Cost (ETC Budget)
	TASK 100 - Project Management									
16001	Project Management	Parsons		855	\$ 147.25	\$ 125,910	\$ 158,294	\$ 28,420	\$ 312,624	\$ 312,624
16002	Project Administration	Parsons		168	\$ 38.51	\$ 6,474	\$ 8,139	\$ 1,461	\$ 16,074	\$ 16,074
16004	Project Safety	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16005	Project Quality Assurance	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16590	Public Outreach-TRC	TRC		-170	\$ 58.00	\$ (9,844)	\$ (14,737)	\$ (1,967)	\$ (26,548)	\$ (26,548)
16600	Public Outreach-Arellano	Arellano	Y	110	\$ 107.97	\$ 11,861	\$ -	\$ -	\$ 11,861	\$ 11,861
	TASK 200 - Design Management									
26001	Planning and Design Management	Parsons		330	\$ 105.00	\$ 34,698	\$ 43,623	\$ 7,832	\$ 86,153	\$ 86,153
26002	Design Support Activities	Parsons		-97	\$ 76.00	\$ (7,342)	\$ (9,230)	\$ (1,657)	\$ (18,229)	\$ (18,229)
26003	Structures	Parsons		-263	\$ 96.00	\$ (25,224)	\$ (31,711)	\$ (5,693)	\$ (62,628)	\$ (62,628)
26004	Civil Roadway & Drainage	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26005	Traffic, MOT	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26006	ITS, Electrical, Lighting	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26007	Landscape and Aesthetics	Parsons		15	\$ 85.00	\$ 1,288	\$ 1,619	\$ 291	\$ 3,198	\$ 3,198
26008	Pavement Evaluation / Design	Parsons		-8	\$ 120.00	\$ (994)	\$ (1,249)	\$ (224)	\$ (2,467)	\$ (2,467)
26009	Environmental and Permits	Parsons		401	\$ 67.20	\$ 26,945	\$ 33,876	\$ 6,082	\$ 66,903	\$ 66,903
26010	Railroad Coordination	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26011	Utility Coordination	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26020	Design MRJV Assistance	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26040	SR-91 EL Pavement Maint Strategy	Parsons		208	\$ 120.00	\$ 25,001	\$ 31,431	\$ 5,643	\$ 62,076	\$ 62,076
26530	Geotechnical	Group Delta		62	\$ 71.81	\$ 4,472	\$ 7,088	\$ 1,156	\$ 12,716	\$ 12,716
26540	ROW Acquisition	OPC		34	\$ 82.00	\$ 2,775	\$ 4,440	\$ 721	\$ 7,936	\$ 7,936
26580	ROW Acquisition	Transytems		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26550	Surveys	Psomas		248	\$ 80.00	\$ 19,876	\$ 34,206	\$ 5,408	\$ 59,490	\$ 59,490
26570	Railpros flaggers	Railpros		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
26575	Railpros construction coordinators	Railpros		715	\$ 180.00	\$ 128,727	\$ -	\$ -	\$ 128,727	\$ 128,727
26590	Fugro SR91 EL Maint Strategy	Fugro		160	\$ 250.00	\$ 40,000	\$ -	\$ -	\$ 40,000	\$ 40,000
	TASK 300 - Tolling and Operations									
36001	Tolling Design, Misc	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36511	Tolling System Planning-WSP	WSP		165	\$ 83.42	\$ 13,785	\$ 21,081	\$ 3,487	\$ 38,352	\$ 38,352
36515	Toll Design Oversight for SR91-WSP	WSP		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
36580	Toll Design Oversight for SR91-WSP	Larson Consulting	y	-767	\$ 231.00	\$ (177,256)	\$ -	\$ -	\$ (177,256)	\$ (177,256)

ELC Cost Estimate Detail

<u>TASK 400 - FINANCIAL SUPPORT</u>										
None	None									
WBS Number	Activity Description	Performing Party	DBE	Hours	Composite Rate	Labor	Overhead	Fixed Fee	Total Labor (ETC)	Total Cost (ETC Budget)
<u>TASK 500 - Contracts Management</u>										
56001	Contracts Management	Parsons		1096	\$ 90.20	\$ 98,814	\$ 124,229	\$ 22,304	\$ 245,348	\$ 245,348
56002	Contracts Administration	Parsons		8	\$ 84.00	\$ 643	\$ 809	\$ 145	\$ 1,597	\$ 1,597
56020	Contracts MRJV Assistance	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56520	Labor & DBE Compliance	GCAP	Y	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
56530	Risk Management	Albert Risk Mgmt		-25	\$ 380.00	\$ (9,388)	\$ -	\$ -	\$ (9,388)	\$ (9,388)
<u>TASK 600 - Project Controls</u>										
66001	Project Controls Management	Parsons		315	\$ 97.00	\$ 30,531	\$ 38,383	\$ 6,891	\$ 75,805	\$ 75,805
66002	Cost Control	Parsons		287	\$ 44.05	\$ 12,645	\$ 15,898	\$ 2,854	\$ 31,397	\$ 31,397
66003	Scheduling	Parsons		346	\$ 89.00	\$ 30,811	\$ 38,735	\$ 6,955	\$ 76,501	\$ 76,501
66004	Cost Estimate	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
66005	Document Control	Parsons		179	\$ 39.00	\$ 6,995	\$ 8,794	\$ 1,579	\$ 17,368	\$ 17,368
							\$ -			
<u>TASK 700 - Construction Management</u>										
76001	Construction Planning/ Management	Parsons		135	\$ 128.00	\$ 17,329	\$ 21,786	\$ 3,912	\$ 43,027	\$ 43,027
76002	Construction Services & Admin.	Parsons		-141	\$ 36.68	\$ (5,180)	\$ (6,513)	\$ (1,169)	\$ (12,862)	\$ (12,862)
76003	Office Engineering	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
76005	Structures IQA	Parsons		583	\$ 100.96	\$ 58,842	\$ 73,977	\$ 13,282	\$ 146,101	\$ 146,101
76007	Closeout	Parsons		582	\$ 79.71	\$ 46,393	\$ 58,326	\$ 10,472	\$ 115,191	\$ 115,191
76008	County line VTMS support	Parsons		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
76510	Construction support/IQA-WSP	WSP		343	\$ 100.00	\$ 34,284	\$ 52,430	\$ 8,671	\$ 95,385	\$ 95,385
76560	Construction Support IQA-RT	RT	Y	1938	\$ 80.00	\$ 155,073	\$ 170,580	\$ 32,565	\$ 358,218	\$ 358,218
76561	Plant Establishment-RT	RT	Y	80	\$ 73.00	\$ 5,847	\$ 6,431	\$ 1,228	\$ 13,506	\$ 13,506
TBD	DRB RR Flagging	Parsons		228	\$ 108.82	\$ 24,810	\$ 31,191	\$ 5,600	\$ 61,601	\$ 61,601
TBD	DRB 3 'Principle' Level Issues	Parsons		523	\$ 106.92	\$ 55,920	\$ 70,303	\$ 12,622	\$ 138,845	\$ 138,845
TBD	Cumulative Impact Claim	Parsons		1340	\$ 95.51	\$ 127,980	\$ 160,896	\$ 28,888	\$ 317,764	\$ 317,764
<u>TASK 800 - Other Direct Costs (ODC's)</u>										
86001	Parsons	Parsons								\$ 10,176
86590	TRC	TRC								\$ (73,953)
86600	Arellano	Arellano	y							\$ -
86530	Group Delta	Group Delta								\$ (4,647)
86540	OPC	OPC								\$ -
86541	Transytems	Transytems								\$ -
86550	Psomas	Psomas								\$ -
86670	Railpros	Railpros								\$ 7,740
86510	WSP	WSP								\$ -

ELC Cost Estimate Detail

86510	Larson Consulting	Larson Consulting	y							\$ (15,000)
86620	GCAP	GCAP	y							\$ (5,000)
86531	Albert Risk Mgmt	Albert Risk Mgmt								\$ (1,500)
86560	RT	RT	y							\$ -

WBS Number	Activity Description	Performing Party	DBE	Hours	Composite Rate	Labor	Overhead	Fixed Fee	Total Labor (ETC)	Total Cost (ETC Budget)
	TASK 900 - Holding accounts									
96014	Holding Account Subs	Various								\$ (230,641)
96105	Holding account Parsons Labor	Parsons								\$ (10,190)
	Parsons Total Cost	Parsons		7091	\$ 97.77	\$ 693,291.45	\$ 871,606	\$ 156,489.75	\$ 1,721,387	\$ 1,721,374
	TRC Total Cost	TRC		-170	\$ 58.00	\$ (9,843.99)	\$ (14,737)	\$ (1,966.51)	\$ (26,548)	\$ (100,501)
	Arellano Total Cost	Arellano	y	110	\$ 107.97	\$ 11,860.95	\$ -	\$ -	\$ 11,861	\$ 11,861
	Group Delta Total Cost	Group Delta		62		\$ 4,472.33	\$ 7,088	\$ 1,156.01	\$ 12,716	\$ 8,069
	OPC Total Cost	OPC		34	\$ 82.00	\$ 2,774.88	\$ 4,440	\$ 721.47	\$ 7,936	\$ 7,936
	Transytems Total Cost	Transytems		0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Psomas Total Cost	Psomas		248	\$ 80.00	\$ 19,875.68	\$ 34,206	\$ 5,408.17	\$ 59,490	\$ 59,490
	Railpros Total Cost	Railpros		715	\$ 180.00	\$ 128,727.00	\$ -	\$ -	\$ 128,727	\$ 136,467
	WSP Total Cost	WSP		508	\$ 94.61	\$ 48,068.20	\$ 73,511	\$ 12,157.89	\$ 133,737	\$ 133,737
	Larson Consulting Total Cost	Larson Consulting	y	-767		\$ (177,255.77)	\$ -	\$ -	\$ (177,256)	\$ (192,256)
	GCAP Total Cost	GCAP	y	0		\$ -	\$ -	\$ -	\$ -	\$ (5,000)
	Albert Risk Mgmt Total Cost	Albert Risk Mgmt		-25		\$ (9,387.90)	\$ -	\$ -	\$ (9,388)	\$ (10,888)
	Fugro Total Cost	Fugro		160		\$ 40,000.00	\$ -	\$ -	\$ 40,000	\$ 40,000
	RT Total Cost	RT	y	2019	\$ 79.72	\$ 160,919.51	\$ 177,011	\$ 33,793.10	\$ 371,724	\$ 371,724
	SubTotal Cost			9,985	\$ 91.48	\$ 913,502	\$ 1,153,124	\$ 207,760	\$ 2,274,387	\$ 1,951,369
	Escalation									\$ 39,420
	Budget Adjustments	SR-91 Pavement Rehabilitation								\$ (118,761)
	TOTAL COST									\$ 1,872,029
									DBE = \$ 206,329	
									DBE % = 9.07%	

Exhibit B-4

AGENDA ITEM 7M

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Mireya Jarquin, Senior Management Analyst Jennifer Crosson, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	15 Express Lanes Monthly Status Reports

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the 15 Express Lanes Monthly Reports for January, February and March 2024.

BACKGROUND INFORMATION:

The monthly 15 Express Lanes reports for January, February and March 2024 are attached. The monthly reports provide information about 15 Express Lanes performance and activity.

FISCAL IMPACT:

This item is for informational purposes only. There is no fiscal impact.

Attachments:

- 1) 15 Express Lanes Monthly Status Report for January 2024
- 2) 15 Express Lanes Monthly Status Report for February 2024
- 3) 15 Express Lanes Monthly Status Report for March 2024



RiversideExpress
15 ExpressLanes

Status Report
January 31, 2024

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for January 2024 was 2,409,223. This represents a daily average of 77,717 transactions. Potential toll revenue for January was \$2,602,147. Carpool percentage for January was 11.9%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of January 2024.

Current Month-to-Date as of January 31, 2024

Transactions	JAN-24 MTD	Stantec MTD Projected	# Variance	% Variance	JAN-23 MTD	Yr-to-Yr % Variance
SOV	2,122,993				1,731,556	22.6%
HOV3+	286,230				209,547	36.6%
Total Gross Transactions	2,409,223	2,516,472	(107,249)	(4.3%)	1,941,103	24.1%
Revenue						
SOV	\$2,602,147				\$2,125,213	22.4%
HOV3+	\$0				\$0	
Total Gross Revenue	\$2,602,147	\$2,473,029	\$129,118	5.2%	\$2,125,213	22.4%
Average Revenue per Transaction						
Average SOV	\$1.23				\$1.23	0.0%
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.08	\$0.98	\$0.10	10.2%	\$1.09	(0.9%)

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,040,778	138,436	1,179,214	48.9%	\$704,152	27.1%
Southbound	1,082,215	147,794	1,230,009	51.1%	\$1,897,995	72.9%
Totals	2,122,993	286,230	2,409,223	100.0%	\$2,602,147	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

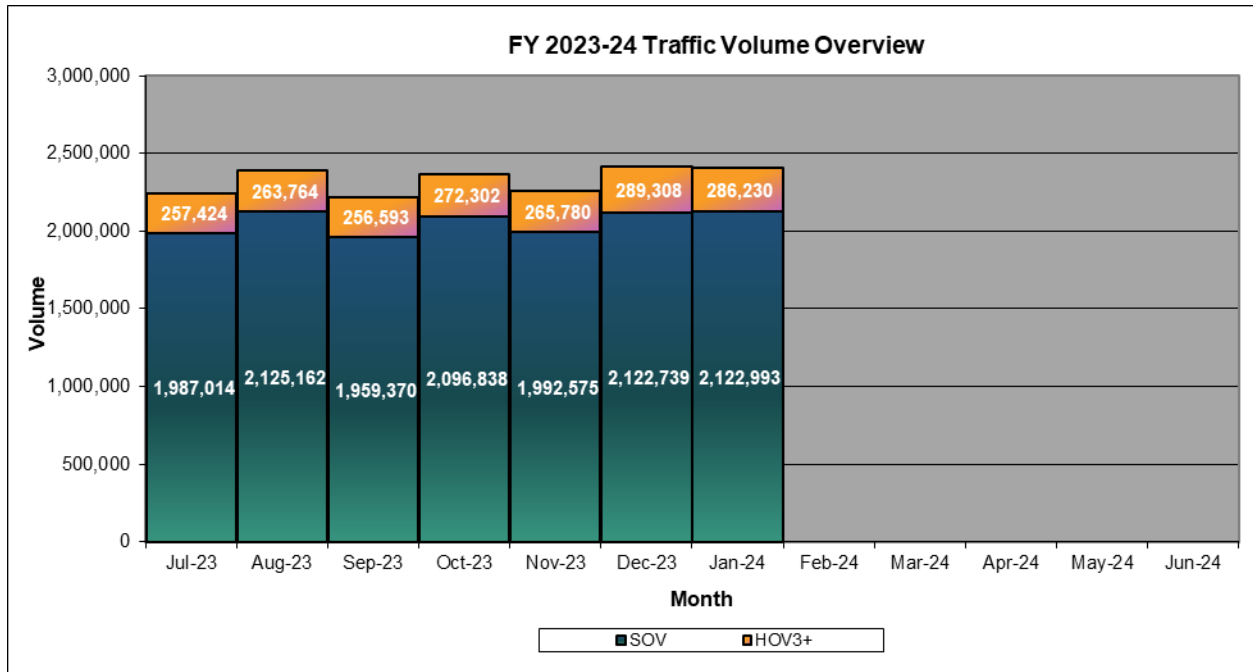
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2023 through January 2024. Year-to-date average revenue per-transaction is \$1.20.

FY 2023-24 Year-to-Date as of January 31, 2024

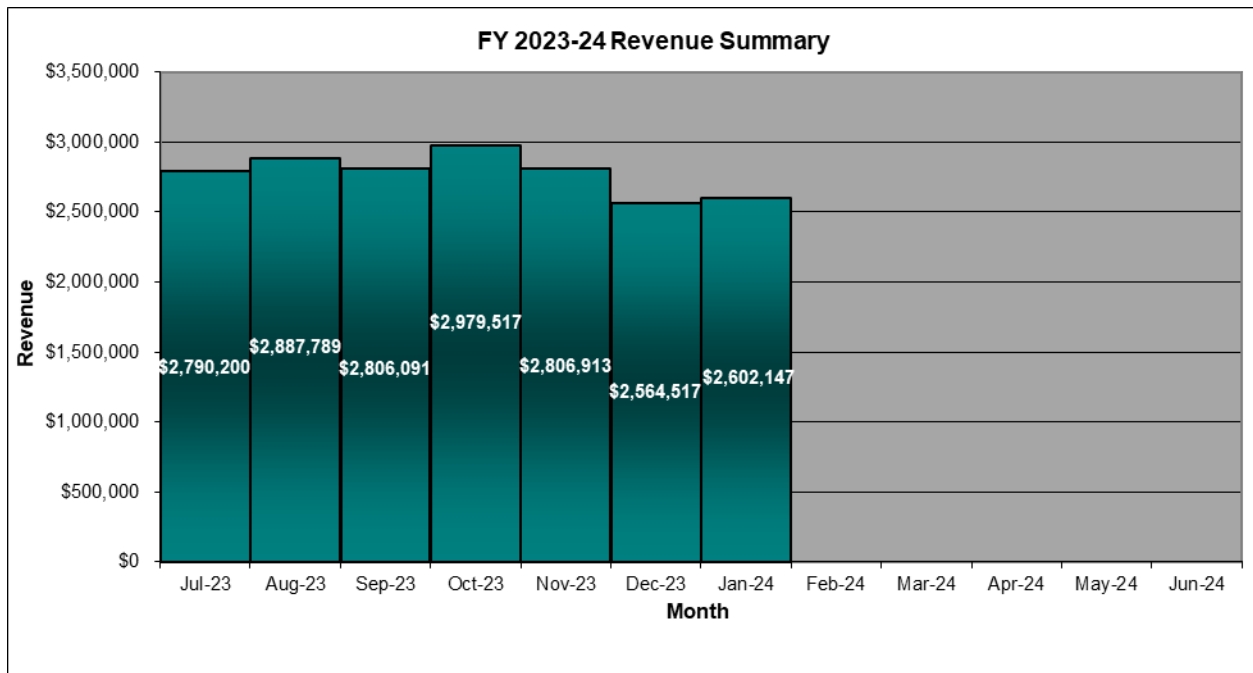
Transactions	FY 2023-24 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual	Yr-toYr % Variance
SOV	14,406,629				12,692,188	13.5%
HOV3+	1,888,270				1,533,043	23.2%
Total Gross Transactions	16,294,899	18,499,829	(2,204,930)	(11.9%)	14,225,231	14.5%
Revenue						
SOV	\$19,474,796				\$15,955,017	22.1%
HOV3+	\$0				\$0	
Total Gross Revenue	\$19,474,796	\$18,468,372	\$1,006,424	5.4%	\$15,955,017	22.1%
Average Revenue per Transaction						
Average SOV	\$1.35				\$1.26	7.1%
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.20	\$1.00	\$0.20	20.0%	\$1.12	7.1%

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2023-24 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

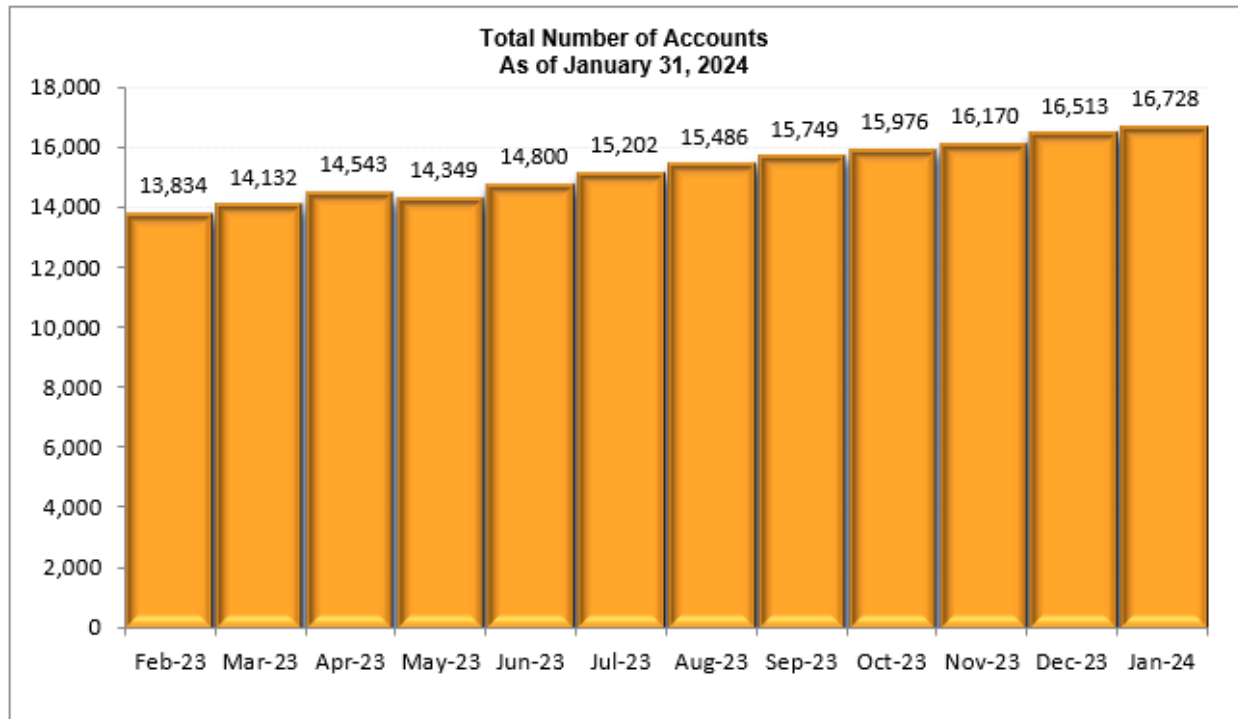
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	11.5%	12.3%
Highest Toll	\$2.35	\$14.00
Highest Traffic Hour	7AM, 15N Sixth /SR60 1,549 Transactions	3PM, 15S Magnolia/Cajalco 1,640 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	JANUARY 2024 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	100% within 2 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	17 seconds highest avg wait time
Abandon Rate	Less than 2%	0.7% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	97.88% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	100% within 1 business day
Mail Response	100% within 3 business days	100% within 2 business day

At the end of January 2024, Riverside Express had 16,728 customer accounts and 47,362 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During January, RiversideExpress.com was visited by 22,268 users and the Customer Service Center processed 1,527 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 88 calls during the month of January. Of those calls, 58 were to assist disabled vehicles, 12 call to remove debris, and 18 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of January mostly consisted of violations inquiries. Seventy-five customers visited the WIC during the month of January, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 19,295,295.46	\$ 15,786,166.67	\$ 3,509,128.79	22.2
Fee Revenue	4,778,737.78	3,410,458.33	1,368,279.45	40.1
Total operating revenues	24,074,033.24	19,196,625.00	4,877,408.24	25.4
Operating expenses:				
Salaries and Benefits	269,864.76	514,966.67	245,101.91	47.6
Legal Services	6,614.55	129,500.00	122,885.45	94.9
Advisory Services	20,336.36	35,583.33	15,246.97	42.8
Audit and Accounting Fees	27,964.00	17,500.00	(10,464.00)	(59.8)
Service Fees	10,102.14	12,833.33	2,731.19	21.3
Other Professional Services	158,650.27	548,916.67	390,266.40	71.1
Lease Expense	12,692.15	10,033.33	(2,658.82)	(26.5)
Operations	1,387,418.31	1,842,750.00	455,331.69	24.7
Utilities	108,742.20	78,808.33	(29,933.87)	(38.0)
Supplies and Materials	254.28	2,625.00	2,370.72	90.3
Membership and Subscription Fees	16,131.53	9,333.33	(6,798.20)	(72.8)
Office Equipment & Furniture (Non-Capital)	-	8,750.00	8,750.00	100.0
Maintenance/Repairs	180,017.60	298,200.00	118,182.40	39.6
Training Seminars and Conferences	725.00	4,666.67	3,941.67	84.5
Transportation Expenses	775.20	1,691.67	916.47	54.2
Lodging	999.09	1,458.33	459.24	31.5
Meals	362.78	291.67	(71.11)	(24.4)
Other Staff Expenses	209.45	291.67	82.22	28.2
Advertising	234,448.87	58,333.33	(176,115.54)	(301.9)
Program Management	29,633.90	44,858.33	15,224.43	33.9
Program Operations	2,705,392.25	5,140,741.67	2,435,349.42	47.4
Litigation Settlement	-	2,916.67	2,916.67	100.0
Furniture & Equipment	-	-	-	N/A
Improvements	-	17,500.00	17,500.00	100.0
Bad Debt Expense	124.64	875.00	750.36	85.8
Total operating expenses	5,171,459.33	8,783,425.00	3,611,965.67	41.1
Operating income (loss)	18,902,573.91	10,413,200.00	8,489,373.91	81.5
Nonoperating revenues (expenses):				
Interest Revenue	2,598,314.69	592,666.67	2,005,648.02	(338.4)
Other Miscellaneous Revenue	50,490.72	58,333.33	(7,842.61)	13.4
Interest Expense	(2,159,660.00)	-	(2,159,660.00)	N/A
Total nonoperating revenues (expenses)	489,145.41	651,000.00	(161,854.59)	24.9
Transfers In	203.86	180,833.33	(180,629.47)	99.9
Transfers Out	(201,500.00)	(172,900.00)	(28,600.00)	16.5
Net income (loss)	\$ 19,190,423.18	\$ 11,072,133.33	\$ 8,118,289.85	73.3

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
February 29, 2024

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for February 2024 was 2,346,360. This represents a daily average of 80,909 transactions. Potential toll revenue for February was \$2,307,536. Carpool percentage for February was 11.9%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of February 2024.

Current Month-to-Date as of February 29, 2024

Transactions	FEB-24 MTD	Stantec MTD Projected	# Variance	% Variance	FEB-23 MTD	Yr-to-Yr % Variance
SOV	2,067,230				1,746,766	18.3%
HOV3+	279,130				207,692	34.4%
Total Gross Transactions	2,346,360	2,676,642	(330,282)	(12.3%)	1,954,458	20.1%
Revenue						
SOV	\$2,307,536				\$2,271,368	1.6%
HOV3+	\$0				\$0	
Total Gross Revenue	\$2,307,536	\$2,581,114	(\$273,578)	(10.6%)	\$2,271,368	1.6%
Average Revenue per Transaction						
Average SOV	\$1.12				\$1.30	(13.8%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$0.98	\$0.96	\$0.02	2.1%	\$1.16	(15.5%)

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,008,865	135,155	1,144,020	48.8%	\$680,733	29.5%
Southbound	1,058,365	143,975	1,202,340	51.2%	\$1,626,803	70.5%
Totals	2,067,230	279,130	2,346,360	100.0%	\$2,307,536	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

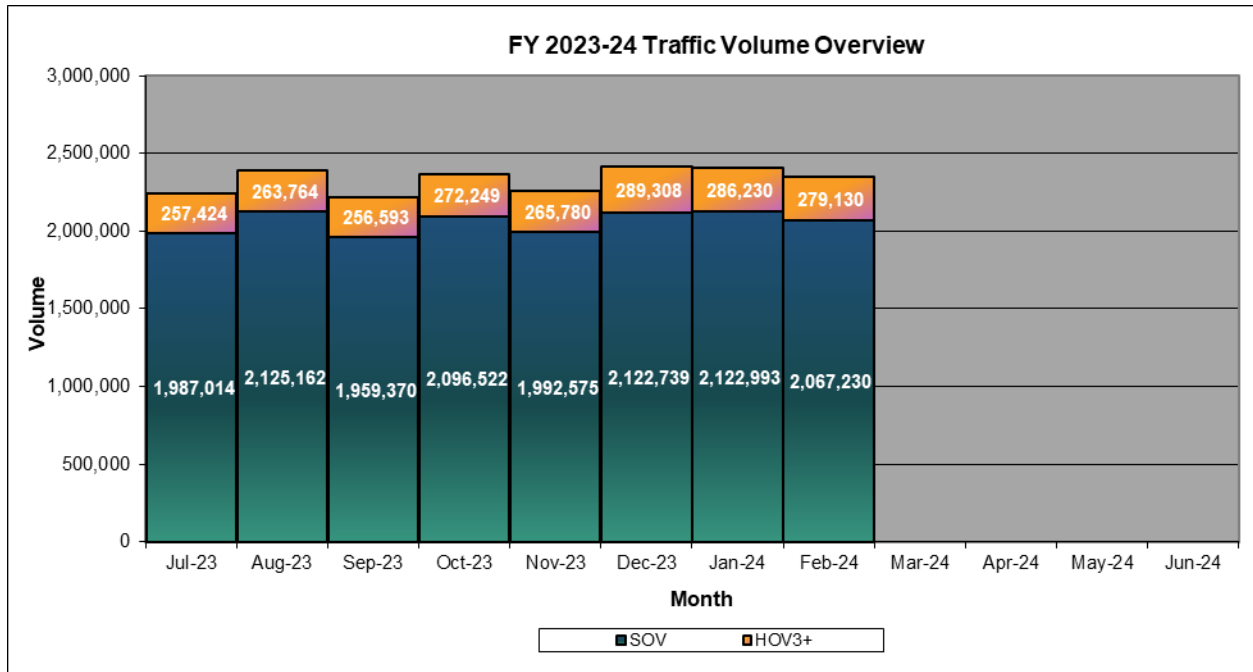
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2023 through February 2024. Year-to-date average revenue per-transaction is \$1.17.

FY 2023-24 Year-to-Date as of February 29, 2024

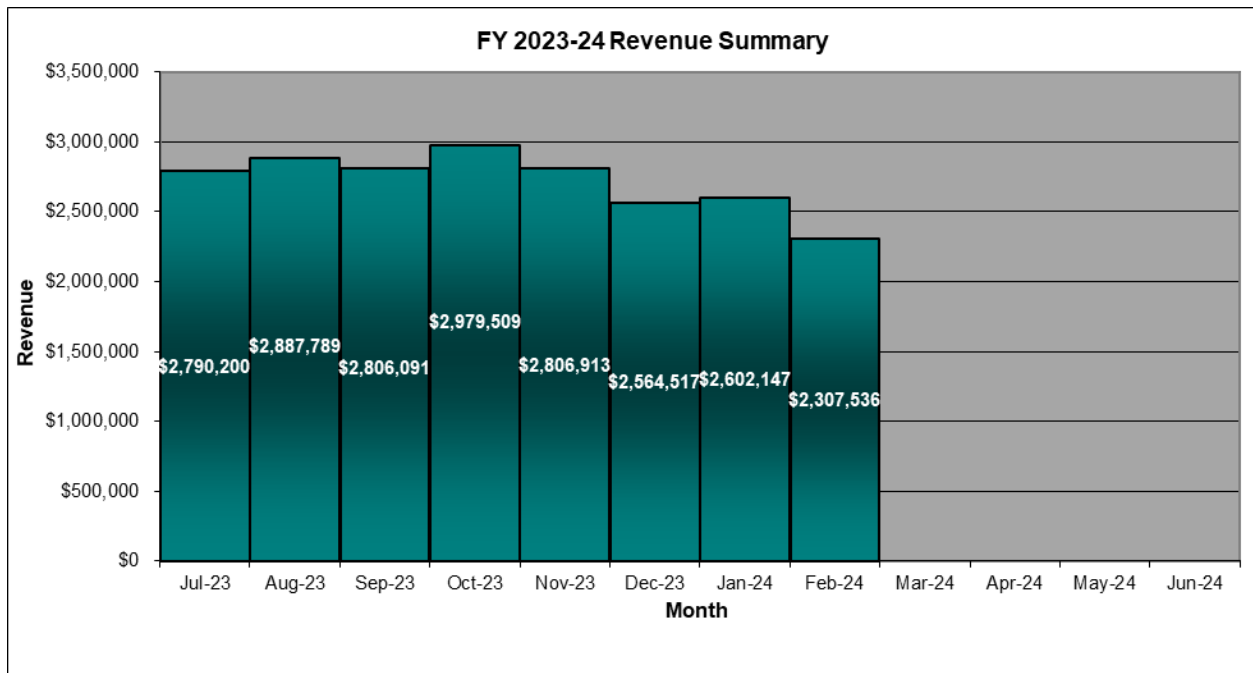
Transactions	FY 2023-24 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual	Yr-toYr % Variance
SOV	16,473,605				14,438,954	14.1%
HOV3+	2,170,478				1,740,735	24.7%
Total Gross Transactions	18,644,083	21,176,471	(2,532,388)	(12.0%)	16,179,689	15.2%
Revenue						
SOV	\$21,744,703				\$18,226,385	19.3%
HOV3+	\$0				\$0	
Total Gross Revenue	\$21,744,703	\$21,049,486	\$695,217	3.3%	\$18,226,385	19.3%
Average Revenue per Transaction						
Average SOV	\$1.32				\$1.26	4.8%
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.17	\$0.99	\$0.18	18.2%	\$1.13	3.5%

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2023-24 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

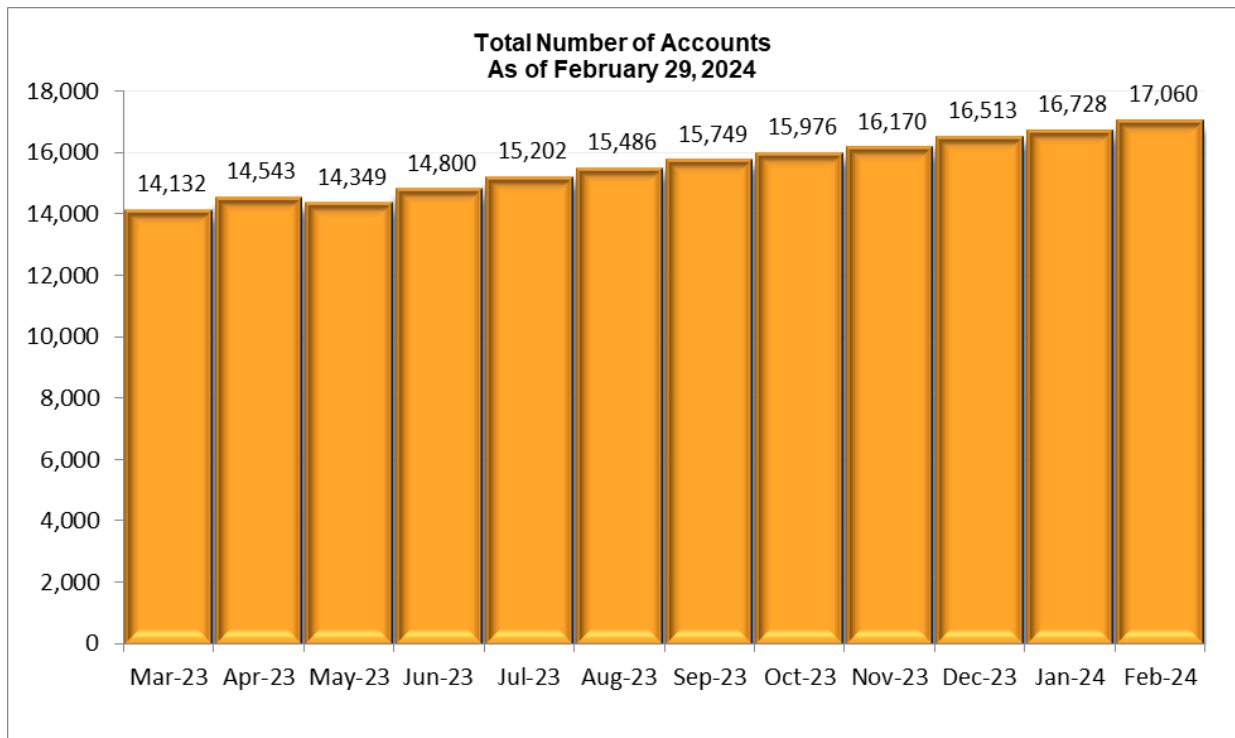
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	11.8%	12.3%
Highest Toll	\$2.30	\$14.00
Highest Traffic Hour	7AM, 15N Sixth/SR60 1,363 Transactions	4PM, 15S SR60/Sixth 1,736 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	FEBRUARY 2024 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	100% within 2 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	9 seconds highest avg wait time
Abandon Rate	Less than 2%	0.3% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	97.85% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	100% within 1 business day
Mail Response	100% within 3 business days	100% within 1 business day

At the end of February 2024, Riverside Express had 17,060 customer accounts and 48,354 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During February, RiversideExpress.com was visited by 19,119 users and the Customer Service Center processed 1,089 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 86 calls during the month of February. Of those calls, 48 were to assist disabled vehicles, 13 call to remove debris, and 25 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of February mostly consisted of violations inquiries. Eighty customers visited the WIC during the month of February, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 21,731,729.78	\$ 18,041,333.33	\$ 3,690,396.45	20.5
Fee Revenue	5,432,965.87	3,897,666.67	1,535,299.20	39.4
Total operating revenues	27,164,695.65	21,939,000.00	5,225,695.65	23.8
Operating expenses:				
Salaries and Benefits	311,732.92	588,533.33	276,800.41	47.0
Legal Services	9,636.30	148,000.00	138,363.70	93.5
Advisory Services	20,336.36	40,666.67	20,330.31	50.0
Audit and Accounting Fees	27,964.00	20,000.00	(7,964.00)	(39.8)
Service Fees	11,980.69	14,666.67	2,685.98	18.3
Other Professional Services	184,341.06	627,333.33	442,992.27	70.6
Lease Expense	16,811.79	11,466.67	(5,345.12)	(46.6)
Operations	1,569,772.18	2,106,000.00	536,227.82	25.5
Utilities	127,646.01	90,066.67	(37,579.34)	(41.7)
Supplies and Materials	254.28	3,000.00	2,745.72	91.5
Membership and Subscription Fees	16,271.53	10,666.67	(5,604.86)	(52.5)
Office Equipment & Furniture (Non-Capital)	-	10,000.00	10,000.00	100.0
Maintenance/Repairs	205,060.21	340,800.00	135,739.79	39.8
Training Seminars and Conferences	725.00	5,333.33	4,608.33	86.4
Transportation Expenses	775.20	1,933.33	1,158.13	59.9
Lodging	999.09	1,666.67	667.58	40.1
Meals	362.78	333.33	(29.45)	(8.8)
Other Staff Expenses	209.45	333.33	123.88	37.2
Advertising	-	66,666.67	66,666.67	100.0
Program Management	34,545.67	51,266.67	16,721.00	32.6
Program Operations	3,240,090.36	5,875,133.33	2,635,042.97	44.9
Litigation Settlement	-	3,333.33	3,333.33	100.0
Furniture & Equipment	-	-	-	N/A
Improvements	-	20,000.00	20,000.00	100.0
Bad Debt Expense	124.64	1,000.00	875.36	87.5
Total operating expenses	5,779,639.52	10,038,200.00	4,258,560.48	42.4
Operating income (loss)	21,385,056.13	11,900,800.00	9,484,256.13	79.7
Nonoperating revenues (expenses):				
Interest Revenue	2,928,524.89	677,333.33	2,251,191.56	(332.4)
Other Miscellaneous Revenue	50,490.72	66,666.67	(16,175.95)	24.3
Interest Expense	(2,159,660.00)	-	(2,159,660.00)	N/A
Total nonoperating revenues (expenses)	819,355.61	744,000.00	75,355.61	(10.1)
Transfers In	203.86	206,666.67	(206,462.81)	99.9
Transfers Out	(201,500.00)	(197,600.00)	(3,900.00)	2.0
Net income (loss)	\$ 22,003,115.60	\$ 12,653,866.67	\$ 9,349,248.93	73.9

¹ Unaudited



RiversideExpress
15 ExpressLanes

Status Report
March 31, 2024

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TRAFFIC AND REVENUE

Total toll transactions on the 15 Express Lanes for March 2024 was 2,713,692. This represents a daily average of 87,538 transactions. Potential toll revenue for March was \$2,757,704. Carpool percentage for March was 12.1%.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following transactions and revenue statistics tables represent all transactions on the 15 Express Lanes and associated potential revenue for the month of March 2024.

Current Month-to-Date as of March 31, 2024

Transactions	MAR-24 MTD	Stantec MTD Projected	# Variance	% Variance	MAR-23 MTD	Yr-to-Yr % Variance
SOV	2,385,474				1,977,001	20.7%
HOV3+	328,218				241,983	35.6%
Total Gross Transactions	2,713,692	2,940,743	(227,051)	(7.7%)	2,218,984	22.3%
Revenue						
SOV	\$2,757,704				\$2,609,073	5.7%
HOV3+	\$0				\$0	
Total Gross Revenue	\$2,757,704	\$2,822,271	(\$64,567)	(2.3%)	\$2,609,073	5.7%
Average Revenue per Transaction						
Average SOV	\$1.16				\$1.32	(12.1%)
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.02	\$0.96	\$0.06	6.3%	\$1.18	(13.6%)

Direction	SOV	HOV3+	Transactions	% Total Transactions	Expected Revenue	% Expected Revenue
Northbound	1,154,210	157,317	1,311,527	48.3%	\$814,678	29.5%
Southbound	1,231,264	170,901	1,402,165	51.7%	\$1,943,026	70.5%
Totals	2,385,474	328,218	2,713,692	100.0%	\$2,757,704	100.0%

SOV: Single Occupancy Vehicle
HOV3+: High Occupancy Vehicle

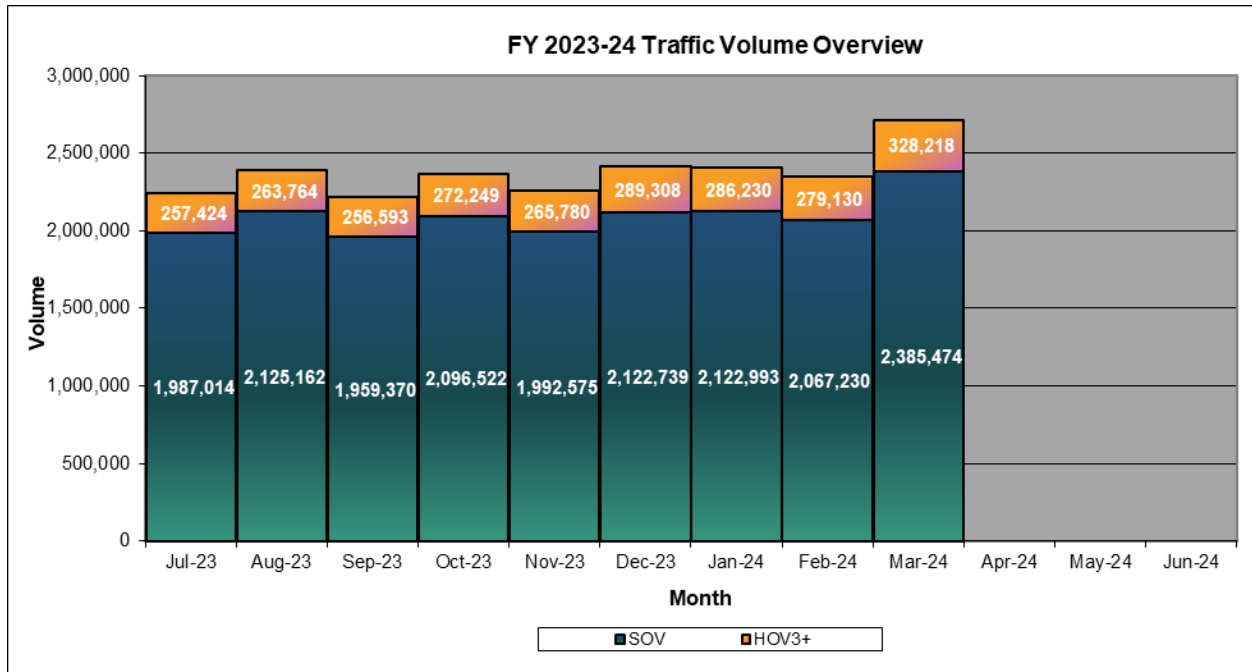
Fiscal year-to-date (YTD) traffic and revenue data are summarized in the table below. The following transaction and revenue statistics represent all transactions on the 15 Express Lanes and associated potential revenue for the months of July 2023 through March 2024. Year-to-date average revenue per-transaction is \$1.15.

FY 2023-24 Year-to-Date as of March 31, 2024

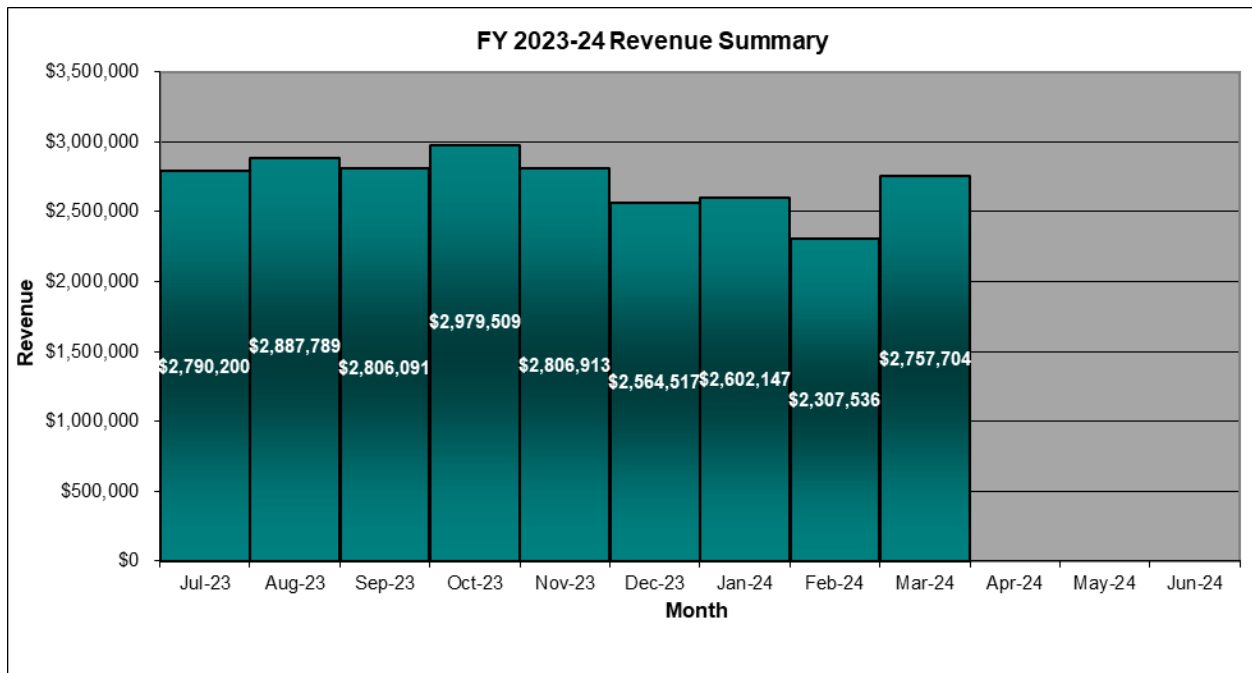
Transactions	FY 2023-24 YTD Actual	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual	Yr-toYr % Variance
SOV	18,859,079				16,415,955	14.9%
HOV3+	2,498,696				1,982,718	26.0%
Total Gross Transactions	21,357,775	24,117,214	(2,759,439)	(11.4%)	18,398,673	16.1%
Revenue						
SOV	\$24,502,406				\$20,835,457	17.6%
HOV3+	\$0				\$0	
Total Gross Revenue	\$24,502,406	\$23,871,757	\$630,649	2.6%	\$20,835,457	17.6%
Average Revenue per Transaction						
Average SOV	\$1.30				\$1.27	2.4%
Average HOV3+	\$0.00				\$0.00	
Average Gross Revenue	\$1.15	\$0.99	\$0.16	16.2%	\$1.13	1.8%

TRAFFIC AND REVENUE SUMMARY

The chart below reflects the total transactions breakdown between SOV and HOV3+ for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue for FY 2023-24 on a monthly basis.



PEAK-HOUR VOLUMES

The 15 Express Lanes features dynamic pricing, which adjusts toll rates based on traffic volumes and to maintain a free-flowing trip.

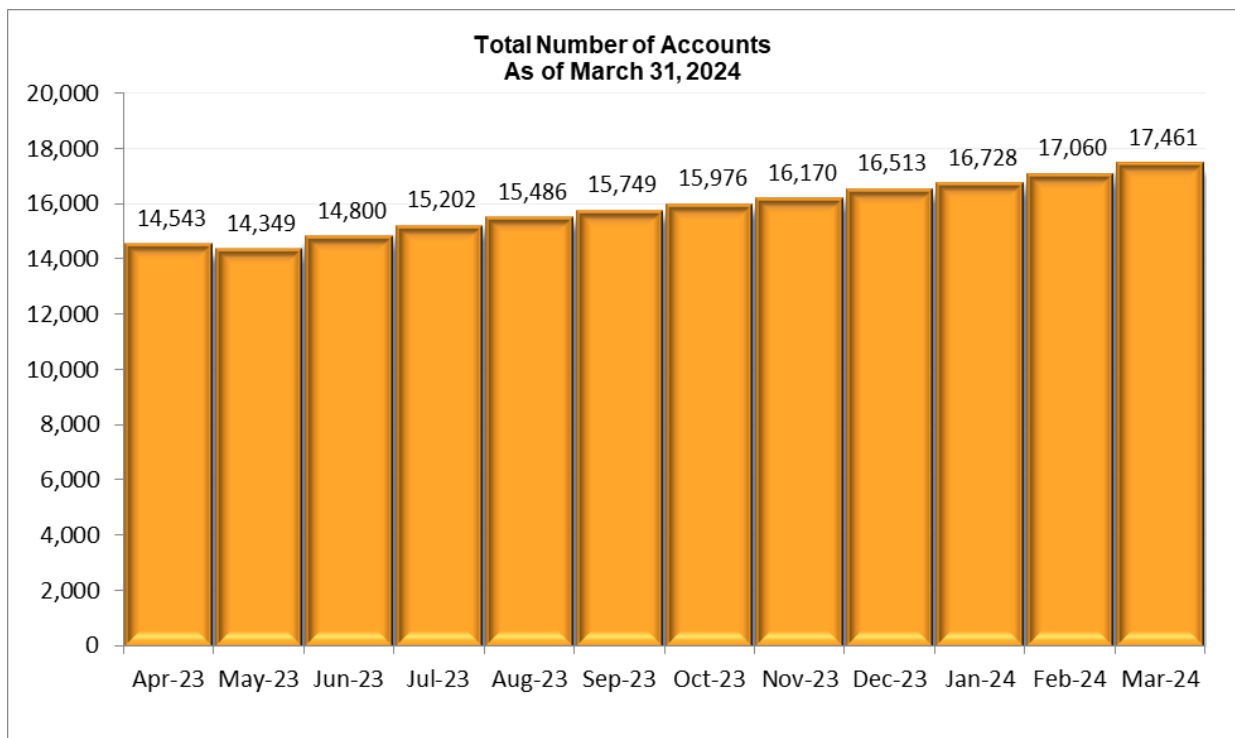
	Morning Peak Northbound 4:00 - 10:00 AM	Afternoon Peak Southbound 2:00 - 8:00 PM
HOV3+	11.8%	12.2%
Highest Toll	\$2.50	\$14.00
Highest Traffic Hour	7AM, 15N Sixth/SR60 1,323 Transactions	3PM, 15S Magnolia/Cajalco 1,734 Transactions

CUSTOMER SERVICE

PERFORMANCE MEASURES

REPORTING REQUIREMENT	PERFORMANCE STANDARD	MARCH 2024 PERFORMANCE
CUSTOMER ACCOUNTS		
Transponder Fulfillment	100% within 2 business days	100% within 2 business days
Payment Posting	100% within 1 business day	100% within 1 business day
CUSTOMER CALLS		
Average Wait Time	Less than 150 seconds avg per week	9 seconds highest avg wait time
Abandon Rate	Less than 2%	0.5% abandon rate
Customer Satisfaction	90% minimum satisfaction rate	97.23% satisfaction rate
CORRESPONDENCE		
Email Response	100% within 2 business days	100% within 1 business day
Mail Response	100% within 3 business days	100% within 1 business day

At the end of March 2024, Riverside Express had 17,461 customer accounts and 49,591 transponders classified as assigned.



CUSTOMER CONTACT ACTIVITY

During March, RiversideExpress.com was visited by 24,460 users and the Customer Service Center processed 1,067 pieces of correspondence.

OPERATIONAL HIGHLIGHTS

ON-ROAD OPERATIONS

Freeway Service Patrol responded to 109 calls during the month of March. Of those calls, 82 were to assist disabled vehicles, 16 call to remove debris, and 11 were in response to an accident that affected the Express Lanes.

OPERATIONAL ACTIVITY

The Customer Service Center (CSC) and Walk-In Center (WIC) located in Corona are open and assisting 15 Express Lanes customers. Calls received by the CSC during the month of March mostly consisted of violations inquiries. Eighty-one customers visited the WIC during the month of March, most were violations customers. Operational activities on the roadway and in the CSC continue to function, including aiding stranded motorists, providing incident management services, dispatching emergency vehicles through the traffic operations center, and responding to customer service and violation calls.

FINANCIAL HIGHLIGHTS

RCTC 15 Express Lanes Operating Statement

Description	YTD as of : 3/31/2024		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 24,799,007.94	\$ 20,296,500.00	\$ 4,502,507.94	22.2
Fee Revenue	6,139,802.62	4,384,875.00	1,754,927.62	40.0
Total operating revenues	30,938,810.56	24,681,375.00	6,257,435.56	25.4
Operating expenses:				
Salaries and Benefits	360,894.34	662,100.00	301,205.66	45.5
Legal Services	12,677.80	166,500.00	153,822.20	92.4
Advisory Services	20,336.36	45,750.00	25,413.64	55.5
Audit and Accounting Fees	27,964.00	22,500.00	(5,464.00)	(24.3)
Service Fees	13,707.34	16,500.00	2,792.66	16.9
Other Professional Services	229,974.68	705,750.00	475,775.32	67.4
Lease Expense	16,811.79	12,900.00	(3,911.79)	(30.3)
Operations	1,713,071.83	2,369,250.00	656,178.17	27.7
Utilities	138,887.34	101,325.00	(37,562.34)	(37.1)
Supplies and Materials	254.28	3,375.00	3,120.72	92.5
Membership and Subscription Fees	16,271.53	12,000.00	(4,271.53)	(35.6)
Office Equipment & Furniture (Non-Capital)	-	11,250.00	11,250.00	100.0
Maintenance/Repairs	267,787.39	383,400.00	115,612.61	30.2
Training Seminars and Conferences	725.00	6,000.00	5,275.00	87.9
Transportation Expenses	775.20	2,175.00	1,399.80	64.4
Lodging	999.09	1,875.00	875.91	46.7
Meals	435.07	375.00	(60.07)	(16.0)
Other Staff Expenses	209.45	375.00	165.55	44.1
Advertising	-	75,000.00	75,000.00	100.0
Program Management	40,241.60	57,675.00	17,433.40	30.2
Program Operations	3,762,473.65	6,609,525.00	2,847,051.35	43.1
Litigation Settlement	-	3,750.00	3,750.00	100.0
Furniture & Equipment	-	-	-	N/A
Improvements	-	22,500.00	22,500.00	100.0
Bad Debt Expense	253.44	1,125.00	871.56	77.5
Total operating expenses	6,624,751.18	11,292,975.00	4,668,223.82	41.3
Operating income (loss)	24,314,059.38	13,388,400.00	10,925,659.38	81.6
Nonoperating revenues (expenses):				
Interest Revenue	2,955,292.99	762,000.00	2,193,292.99	(287.8)
Other Miscellaneous Revenue	776,728.97	75,000.00	701,728.97	(935.6)
Interest Expense	(3,355,890.00)	-	(3,355,890.00)	N/A
Total nonoperating revenues (expenses)	376,131.96	837,000.00	(460,868.04)	55.1
Transfers In	203.86	232,500.00	(232,296.14)	99.9
Transfers Out	(201,500.00)	(222,300.00)	20,800.00	(9.4)
Net income (loss)	\$ 24,488,895.20	\$ 14,235,600.00	\$ 10,253,295.20	72.0

¹ Unaudited

AGENDA ITEM 7N

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Mireya Jarquin, Senior Management Analyst Jennifer Crosson, Toll Operations Director
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	91 Express Lanes Monthly Status Reports

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file the 91 Express Lanes monthly reports for January, February and March 2024.

BACKGROUND INFORMATION:

The monthly 91 Express Lanes reports for January, February and March 2024 are attached. The monthly reports provide information about 91 Express Lanes performance and activity. The monthly reports include information for both segments of the 91 Express Lanes in Orange and Riverside Counties.

FISCAL IMPACT:

This item is for informational purposes only. There is no fiscal impact.

Attachments:

- 1) 91 Express Lanes Monthly Status Report for January 2024
- 2) 91 Express Lanes Monthly Status Report for February 2024
- 3) 91 Express Lanes Monthly Status Report for March 2024



**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
January 2024

As of January 31, 2024

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes (91 EL) for January 2024 was 1,647,896. This represents a daily average of 53,158 vehicles. This is a 10.9 percent increase in total traffic volume from the same period last year, which totaled 1,485,596. Potential toll revenue for January was \$5,307,327, which represents an increase of 11.2 percent from the prior year's total of \$4,773,187. Carpool percentage for January was 24.9 percent as compared to the previous year's rate of 23.8 percent.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 EL and associated potential revenue for the month of January 2024.

Current MTD as of January 31, 2024

	JAN-24 MTD Actual	JAN-23 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,237,892	1,132,390	9.3%
3+ Lanes	410,004	353,206	16.1%
Total Gross Trips	1,647,896	1,485,596	10.9%
Revenue			
Full Toll Lanes	\$5,232,885	\$4,714,450	11.0%
3+ Lanes	\$74,442	\$58,737	26.7%
Total Gross Revenue	\$5,307,327	\$4,773,187	11.2%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.23	\$4.16	1.7%
Average 3+ Lanes	\$0.18	\$0.17	5.9%
Average Gross Revenue	\$3.22	\$3.21	0.3%

The 2024 fiscal year-to-date (YTD) traffic volume increased by 8.2 percent, and potential toll revenue increased by 8.1 percent when compared with the same period the prior year. YTD average revenue per trip is \$3.17.

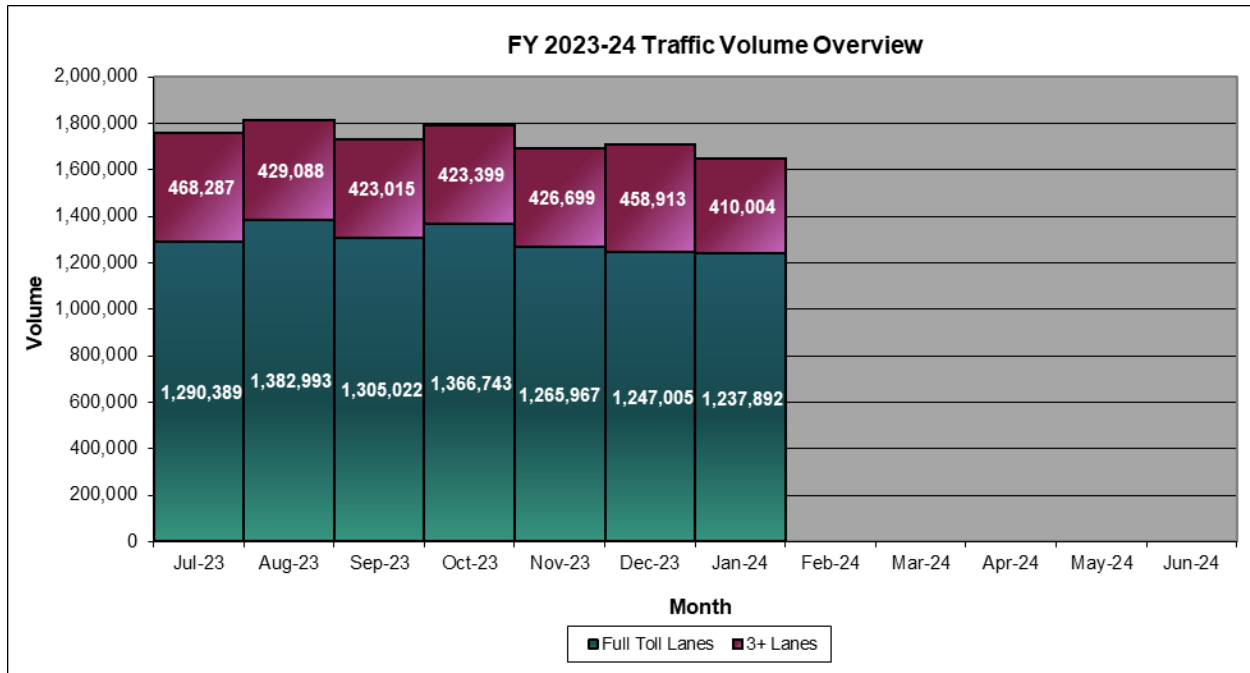
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2023 through January 2024.

Fiscal Year (FY) 2023-24 YTD as of January 31, 2024

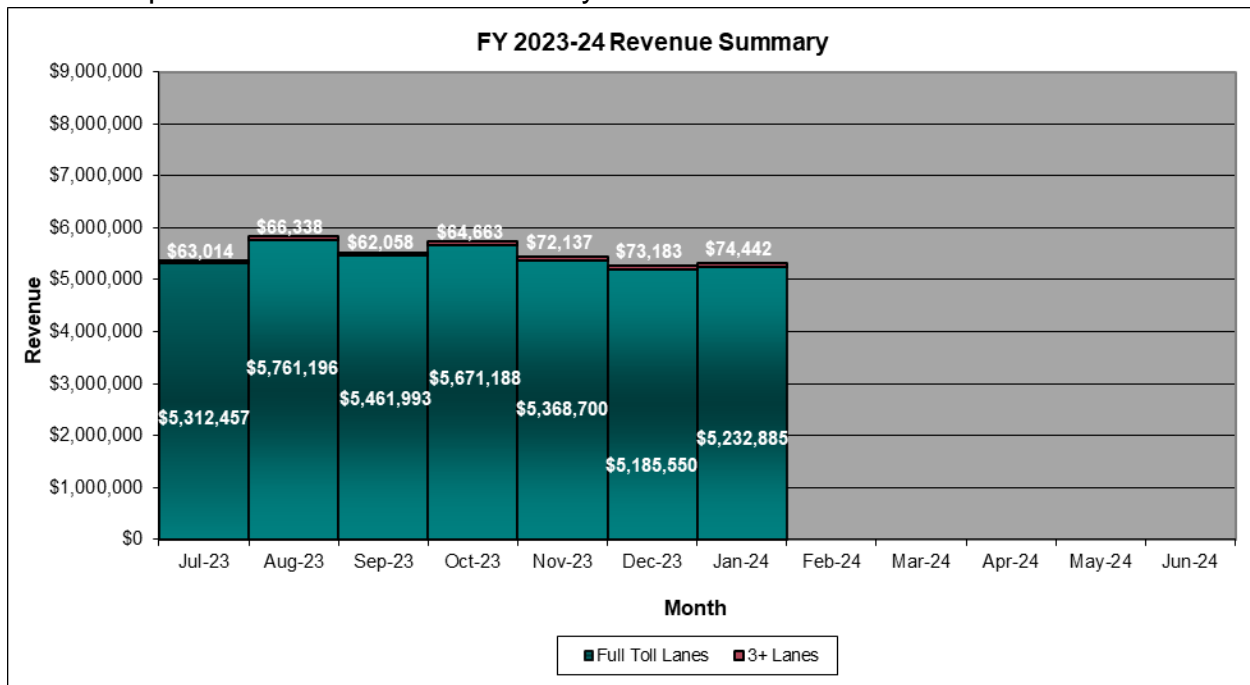
	FY 2023-24 YTD Actual (7/2023-1/2024)	FY 2022-23 YTD Actual (7/2022-1/2023)	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	9,096,011	8,533,598	6.6%
3+ Lanes	3,039,405	2,685,905	13.2%
Total Gross Trips	12,135,416	11,219,503	8.2%
Revenue			
Full Toll Lanes	\$37,993,968	\$35,166,355	8.0%
3+ Lanes	\$475,834	\$427,384	11.3%
Total Gross Revenue	\$38,469,802	\$35,593,739	8.1%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.18	\$4.12	1.5%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.17	\$3.17	0.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2023-24 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of defined capacity eleven times during the month of January 2024. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 99 percent of defined capacity. This is closely monitored since toll adjustments are made based upon capacity percentages per the OCTA Toll Policy for the 91 EL. If capacity is at 92 percent on a consistent basis (over six times during the prior 12 weeks), then an adjustment may be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 01/01/24				Tuesday 01/02/24				Wednesday 01/03/24				Thursday 01/04/24				Friday 01/05/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	383	939	28%	\$5.60	552	2,820	83%	\$5.60	537	2,753	81%	\$8.20	593	3,017	89%	\$8.85	571	2,885	85%
1500 - 1600	\$5.60	427	985	29%	\$5.90	551	2,868	84%	\$7.90	539	2,956	87%	\$7.90	481	2,432	72%	\$8.40	499	2,841	84%
1600 - 1700	\$5.60	445	982	29%	\$4.75	468	2,729	80%	\$6.90	465	2,811	83%	\$7.40	503	2,863	84%	\$6.45	520	2,792	82%
1700 - 1800	\$5.60	463	955	28%	\$5.05	616	2,908	86%	\$5.70	573	2,871	84%	\$7.10	630	2,943	87%	\$7.15	613	2,796	82%
1800 - 1900	\$5.60	493	1,037	31%	\$4.25	621	2,121	62%	\$4.25	614	2,383	70%	\$4.15	737	2,998	88%	\$7.15	705	2,558	75%
1900 - 2000	\$5.10	498	884	26%	\$4.15	449	1,374	40%	\$4.15	466	1,495	44%	\$6.10	651	2,148	63%	\$6.65	665	2,104	62%

PM Time	Monday 01/08/24				Tuesday 01/09/24				Wednesday 01/10/24				Thursday 01/11/24				Friday 01/12/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	488	2,882	85%	\$5.60	466	2,991	88%	\$5.60	413	2,926	86%	\$8.20	478	2,843	84%	\$8.85	582	2,943	87%
1500 - 1600	\$5.95	531	2,896	85%	\$5.90	486	2,938	86%	\$7.90	529	3,080	91%	\$7.90	493	2,940	86%	\$8.40	547	2,847	84%
1600 - 1700	\$5.25	476	2,906	85%	\$4.75	491	3,021	89%	\$6.90	486	3,061	90%	\$7.40	490	2,832	83%	\$6.45	553	2,789	82%
1700 - 1800	\$5.10	593	2,971	87%	\$5.05	538	2,981	88%	\$5.70	593	2,877	85%	\$7.10	567	2,831	83%	\$7.15	527	2,505	74%
1800 - 1900	\$5.95	807	3,055	90%	\$4.25	723	2,931	86%	\$4.25	686	2,876	85%	\$4.15	650	2,791	82%	\$7.15	739	2,769	81%
1900 - 2000	\$4.15	600	1,852	54%	\$4.15	659	2,480	73%	\$4.15	665	2,485	73%	\$6.10	766	2,743	81%	\$6.65	901	2,716	80%

PM Time	Monday 01/15/24				Tuesday 01/16/24				Wednesday 01/17/24				Thursday 01/18/24				Friday 01/19/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	664	2,861	84%	\$5.60	383	2,946	87%	\$5.60	470	3,072	90%	\$8.20	498	2,957	87%	\$8.85	557	3,000	88%
1500 - 1600	\$5.95	648	2,902	85%	\$5.90	502	2,855	84%	\$7.90	529	3,005	88%	\$7.90	523	3,011	89%	\$8.40	563	2,969	87%
1600 - 1700	\$5.25	629	2,748	81%	\$4.75	458	2,744	81%	\$6.90	506	3,025	89%	\$7.40	525	3,088	91%	\$6.45	567	2,956	87%
1700 - 1800	\$5.10	675	2,664	78%	\$5.05	527	2,865	84%	\$5.70	500	2,930	86%	\$7.10	609	3,005	88%	\$7.15	633	2,891	85%
1800 - 1900	\$5.95	684	2,011	59%	\$4.25	594	2,495	73%	\$4.25	646	2,794	82%	\$4.15	700	2,936	86%	\$7.15	752	2,829	83%
1900 - 2000	\$4.15	614	1,450	43%	\$4.15	747	2,836	83%	\$4.15	687	2,424	71%	\$6.10	694	2,518	74%	\$6.65	752	2,351	69%

PM Time	Monday 01/22/24				Tuesday 01/23/24				Wednesday 01/24/24				Thursday 01/25/24				Friday 01/26/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	408	2,466	73%	\$5.60	456	2,981	88%	\$5.60	439	2,830	83%	\$8.20	477	2,890	85%	\$8.85	521	2,895	85%
1500 - 1600	\$5.95	509	2,743	81%	\$5.90	506	2,929	86%	\$7.90	518	3,054	90%	\$7.90	520	3,040	89%	\$8.40	581	2,880	85%
1600 - 1700	\$5.25	417	2,576	76%	\$4.75	469	2,924	86%	\$6.90	522	2,928	86%	\$7.40	514	2,919	86%	\$6.45	558	2,870	84%
1700 - 1800	\$5.10	531	2,568	76%	\$5.05	547	2,946	87%	\$5.70	550	2,952	87%	\$7.10	586	2,929	86%	\$7.15	643	3,001	88%
1800 - 1900	\$5.95	591	2,168	64%	\$4.25	695	2,979	88%	\$4.25	734	2,997	88%	\$4.15	719	2,936	86%	\$7.15	727	2,836	83%
1900 - 2000	\$4.15	350	1,168	34%	\$4.15	644	2,504	74%	\$4.15	694	2,533	75%	\$6.10	729	2,742	81%	\$6.65	643	2,182	64%

PM Time	Monday 01/29/24				Tuesday 01/30/24				Wednesday 01/31/24				Thursday 02/01/24				Friday 02/02/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$6.60	442	2,897	85%	\$5.60	477	3,030	89%	\$5.60	501	3,090	91%								
1500 - 1600	\$6.60	539	2,875	85%	\$5.90	493	3,043	90%	\$7.90	502	2,962	87%								
1600 - 1700	\$6.60	499	2,912	86%	\$4.75	478	2,956	87%	\$6.90	510	2,877	85%								
1700 - 1800	\$6.60	544	2,952	87%	\$5.05	499	2,812	83%	\$5.70	540	2,830	83%								
1800 - 1900	\$6.60	701	2,920	86%	\$4.25	652	2,792	82%	\$4.25	673	2,781	82%								
1900 - 2000	\$6.60	617	2,206	65%	\$4.15	694	2,774	82%	\$4.15	738	2,782	82%								

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 01/01/24				Tuesday 01/02/24				Wednesday 01/03/24				Thursday 01/04/24				Friday 01/05/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$1.85	36	85	3%	\$3.35	412	1,179	35%	\$3.35	441	1,237	36%	\$3.35	475	1,268	37%	\$3.35	434	1,125	33%
0500 - 0600	\$1.85	49	135	4%	\$5.40	773	2,510	74%	\$5.40	813	2,524	74%	\$5.40	849	2,681	79%	\$5.15	700	2,360	69%
0600 - 0700	\$1.85	44	140	4%	\$5.60	489	2,234	66%	\$5.60	626	2,518	74%	\$5.60	597	2,507	74%	\$5.40	547	2,322	68%
0700 - 0800	\$1.85	60	149	4%	\$6.15	316	1,758	52%	\$6.15	402	2,118	62%	\$6.15	386	1,937	57%	\$5.95	302	1,738	51%
0800 - 0900	\$1.85	81	260	8%	\$5.60	314	1,783	52%	\$5.60	393	2,198	65%	\$5.60	326	2,043	60%	\$5.40	318	1,817	53%
0900 - 1000	\$3.35	187	549	16%	\$4.50	364	1,636	48%	\$4.50	327	1,830	54%	\$4.50	408	1,979	58%	\$4.50	444	1,947	57%

AM Time	Monday 01/08/24				Tuesday 01/09/24				Wednesday 01/10/24				Thursday 01/11/24				Friday 01/12/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	499	1,365	40%	\$3.35	479	1,338	39%	\$3.35	458	1,267	37%	\$3.35	505	1,383	41%	\$3.35	399	1,119	33%
0500 - 0600	\$5.40	735	2,424	71%	\$5.40	880	2,836	83%	\$5.40	565	1,667	49%	\$5.40	912	2,887	85%	\$5.15	813	2,617	77%
0600 - 0700	\$5.60	688	2,793	82%	\$5.60	687	2,936	86%	\$5.60	703	2,679	79%	\$5.60	693	2,760	81%	\$5.40	689	2,657	78%
0700 - 0800	\$6.15	615	2,852	84%	\$6.15	638	2,780	82%	\$6.15	805	3,370	99%	\$6.15	702	2,971	87%	\$5.95	567	2,380	70%
0800 - 0900	\$5.60	407	2,570	76%	\$5.60	347	2,781	82%	\$5.60	456	2,703	80%	\$5.60	409	2,755	81%	\$5.40	335	2,136	63%
0900 - 1000	\$4.50	327	1,883	55%	\$4.50	405	2,803	82%	\$4.50	470	2,578	76%	\$4.50	354	2,346	69%	\$4.50	303	1,844	54%

AM Time	Monday 01/15/24				Tuesday 01/16/24				Wednesday 01/17/24				Thursday 01/18/24				Friday 01/19/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	370	1,004	30%	\$3.35	481	1,348	40%	\$3.35	516	1,396	41%	\$3.35	481	1,302	38%	\$3.35	435	1,232	36%
0500 - 0600	\$5.40	592	2,063	61%	\$5.40	822	2,885	85%	\$5.40	878	2,948	87%	\$5.40	933	3,009	89%	\$5.15	807	2,612	77%
0600 - 0700	\$5.60	414	1,792	53%	\$5.60	622	2,783	82%	\$5.60	538	1,878	55%	\$5.60	697	2,878	85%	\$5.40	695	2,780	82%
0700 - 0800	\$6.15	298	1,414	42%	\$6.15	695	2,914	86%	\$6.15	583	2,290	67%	\$6.15	711	2,852	84%	\$5.95	580	2,466	73%
0800 - 0900	\$5.60	371	1,583	47%	\$5.60	419	2,913	86%	\$5.60	478	3,073	90%	\$5.60	407	2,681	79%	\$5.40	372	2,241	66%
0900 - 1000	\$4.50	571	1,849	54%	\$4.50	377	2,830	83%	\$4.50	329	2,475	73%	\$4.50	348	2,483	73%	\$4.50	322	2,014	59%

AM Time	Monday 01/22/24				Tuesday 01/23/24				Wednesday 01/24/24				Thursday 01/25/24				Friday 01/26/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	463	1,216	36%	\$3.35	496	1,351	40%	\$3.35	522	1,410	41%	\$3.35	514	1,366	40%	\$3.35	421	1,181	35%
0500 - 0600	\$5.40	808	2,563	75%	\$5.40	884	3,030	89%	\$5.40	919	2,975	88%	\$5.40	865	2,982	88%	\$5.15	769	2,511	74%
0600 - 0700	\$5.60	613	2,466	73%	\$5.60	658	2,845	84%	\$5.60	651	2,923	86%	\$5.60	700	2,923	86%	\$5.40	720	2,727	80%
0700 - 0800	\$6.15	553	2,265	67%	\$6.15	604	2,715	80%	\$6.15	670	2,937	86%	\$6.15	710	2,995	88%	\$5.95	552	2,405	71%
0800 - 0900	\$5.60	320	1,955	58%	\$5.60	356	2,511	74%	\$5.60	434	2,856	84%	\$5.60	386	2,839	84%	\$5.40	337	2,151	63%
0900 - 1000	\$4.50	282	1,727	51%	\$4.50	341	2,664	78%	\$4.50	275	1,949	57%	\$4.50	373	2,643	78%	\$4.50	354	2,222	65%

AM Time	Monday 01/29/24				Tuesday 01/30/24				Wednesday 01/31/24				Thursday 02/01/24				Friday 02/02/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$1.85	456	1,342	39%	\$3.35	502	1,390	41%	\$3.35	499	1,360	40%								
0500 - 0600	\$1.85	848	3,016	89%	\$5.40	888	3,019	89%	\$5.40	898	2,994	88%								
0600 - 0700	\$1.85	657	2,908	86%	\$5.60	701	2,922	86%	\$5.60	669	2,893	85%								
0700 - 0800	\$1.85	702	2,951	87%	\$6.15	700	3,030	89%	\$6.15	716	3,082	91%								
0800 - 0900	\$3.35	414	2,729	80%	\$5.60	356	2,871	84%	\$5.60	421	3,000	88%								
0900 - 1000	\$3.50	371	2,390	70%	\$4.50	392	2,811	83%	\$4.50	332	2,419	71%								

OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 101 calls during the month of January. Of those calls, 37 were to assist disabled vehicles, 28 were to tow vehicles, and 36 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 1/31/2024		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 34,384,330	\$ 28,688,303	\$ 5,696,027	19.9
Fee Revenue	\$ 5,262,613	\$ 2,627,023	\$ 2,635,590	100.3
Total operating revenues	\$ 39,646,942	\$ 31,315,326	\$ 8,331,616	26.6
Operating expenses:				
Contracted Services	\$ 3,226,537	\$ 4,276,958	\$ 1,050,421	24.6
Administrative Fee	\$ 2,207,534	\$ 2,685,732	\$ 478,198	17.8
Other Professional Services	\$ 553,527	\$ 817,654	\$ 264,127	32.3
Credit Card Processing Fees	\$ 706,341	\$ 762,511	\$ 56,170	7.4
Toll Road Account Servicing	\$ 74,916	\$ 583,331	\$ 508,416	87.2
Other Insurance Expense	\$ 348,729	\$ 150,000	\$ (198,729)	(132.5)
Toll Road Maintenance Supply Repairs	\$ 296,721	\$ 430,712	\$ 133,991	31.1
Patrol Services	\$ 567,938	\$ 466,481	\$ (101,457)	(21.7)
Building Equipment Repairs and Maint	\$ 313,343	\$ 423,760	\$ 110,417	26.1
6C Transponders	\$ -	\$ -	\$ -	N/A
Other Services	\$ 20,500	\$ 58,331	\$ 37,831	64.9
Utilities	\$ 51,505	\$ 73,412	\$ 21,907	29.8
Office Expense	\$ 9,686	\$ 21,844	\$ 12,158	55.7
Bad Debt Expense	\$ 90,712	\$ -	\$ (90,712)	N/A
Miscellaneous ⁽²⁾	\$ 39,486	\$ 75,024	\$ 35,538	47.4
Leases	\$ 299,966	\$ 312,081	\$ 12,115	3.9
Total operating expenses	\$ 8,807,441	\$ 11,137,831	\$ 2,330,390	20.9
Depreciation and Amortization ⁽³⁾	\$ 2,726,100	\$ -	\$ (2,726,100)	N/A
Operating income (loss)	\$ 28,113,402	\$ 20,177,495	\$ 7,935,907	39.3
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 124,304	\$ 210,000	\$ (85,696)	(40.8)
Interest Income	\$ 3,702,337	\$ 3,997,098	\$ (294,761)	(7.4)
Interest Expense	\$ (1,066,000)	\$ (1,815,784)	\$ 749,784	41.3
Other	\$ 541	\$ -	\$ 541	N/A
Total nonoperating revenues (expenses)	\$ 2,761,182	\$ 2,391,314	\$ 369,868	(15.5)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (2,018,466)	\$ (519,077)	\$ (1,499,389)	(288.9)
Net income (loss)	\$ 28,856,118	\$ 22,049,732	\$ 6,806,386	30.9

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials, Subscriptions.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the seven months ending January 31, 2024, capital asset activities included payments of \$475,742 attributed to the back-office system implementation project.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 EL for January 2024 was 1,513,889. This represents a daily average of 48,835 vehicles. This is a 24.3 percent increase in gross trips from the same period last year, which totaled 1,217,553. Potential toll revenue for January was \$7,694,194, which represents an increase of 51.8 percent from the prior year's total of \$5,069,760. Carpool percentage for January was 23.7 percent as compared to the previous year's rate of 22.9 percent.

MTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 EL and associated potential revenue for the month of January 2024.

Current MTD as of January 31, 2024

Trips	JAN-24 MTD Actual	Stantec MTD Projected	# Variance	% Variance	JAN-23 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,154,716	839,000	315,716	37.6%	938,470	23.0%
3+ Lanes	359,173	313,857	45,316	14.4%	279,083	28.7%
Total Gross Trips	1,513,889	1,152,857	361,032	31.3%	1,217,553	24.3%
Revenue						
Full Toll Lanes	\$7,621,246	\$3,963,857	\$3,657,389	92.3%	\$5,026,823	51.6%
3+ Lanes	\$72,948	\$0	\$72,948		\$42,937	69.9%
Total Gross Revenue	\$7,694,194	\$3,963,857	\$3,730,337	94.1%	\$5,069,760	51.8%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.60	\$4.72	\$1.88	39.8%	\$5.36	23.1%
Average 3+ Lanes	\$0.20	\$0.00	\$0.20		\$0.15	33.3%
Average Gross Revenue	\$5.08	\$3.44	\$1.64	47.7%	\$4.16	22.1%

The 2024 fiscal YTD traffic volume increased by 11.6 percent, and potential toll revenue increased by 31.5 percent when compared with the same period the prior year. YTD average revenue per trip is \$4.71.

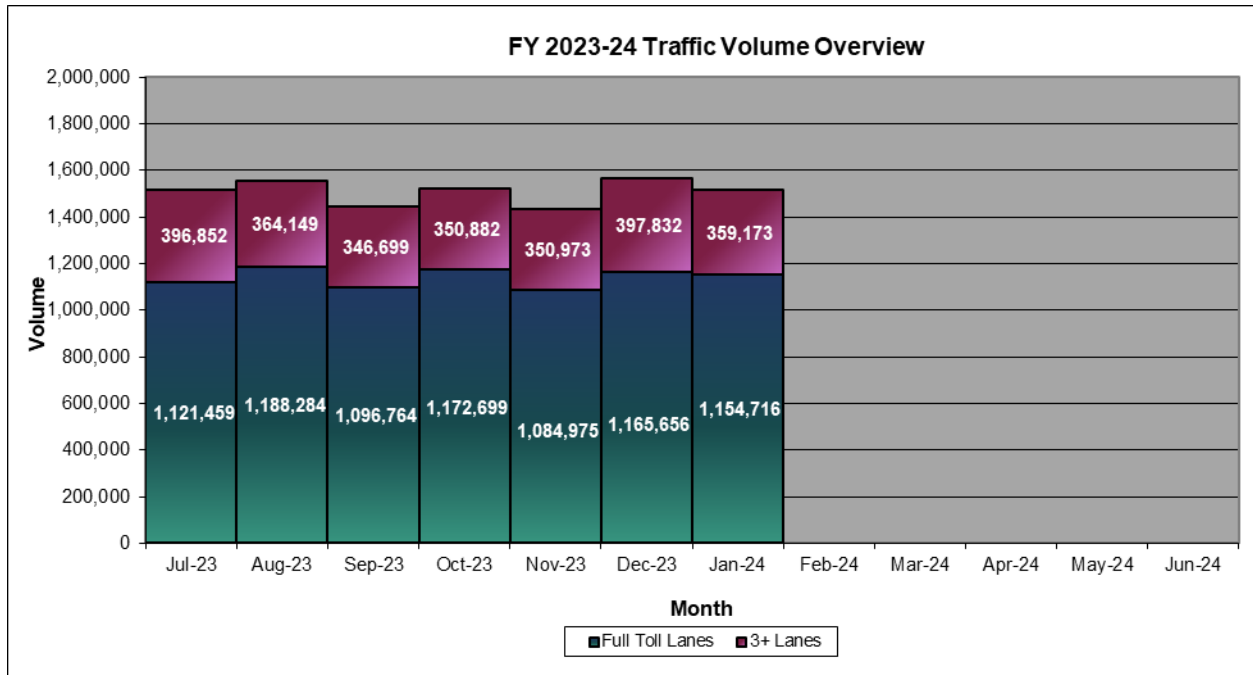
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2023 through January 2024.

FY 2023-24 YTD as of January 31, 2024

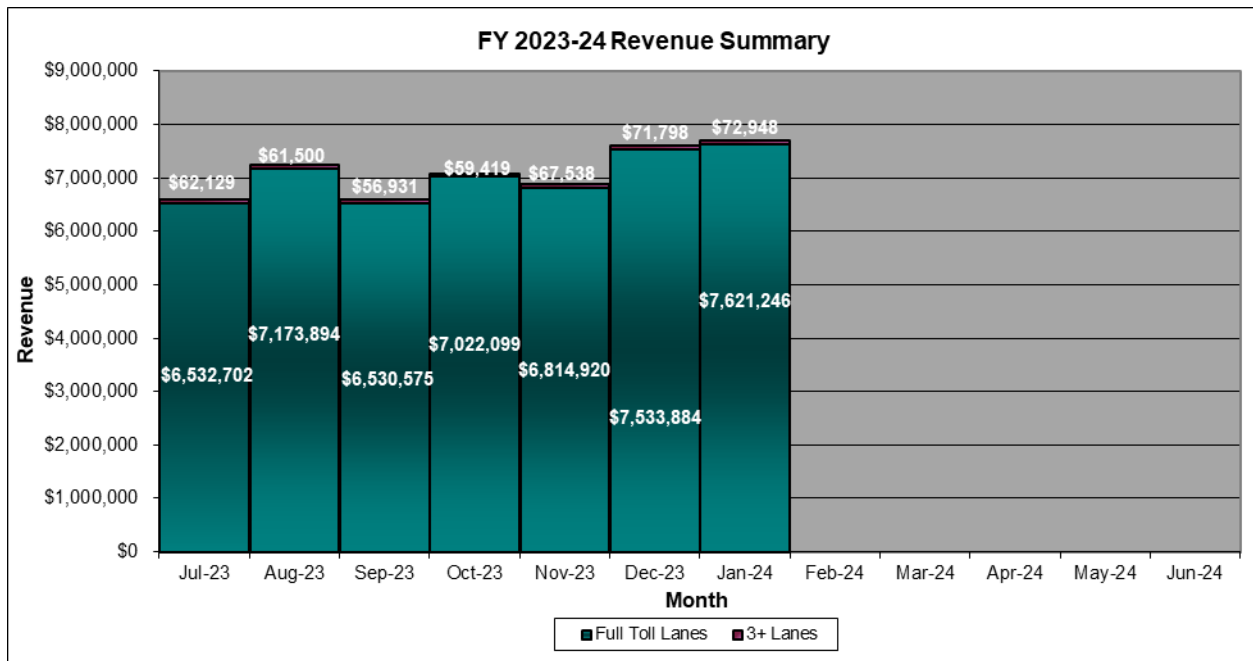
Trips	FY 2023-24 YTD Actual (7/2023-1/2024)	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual (7/2022-1/2023)	Yr-to-Yr % Variance
Full Toll Lanes	7,984,553	6,446,571	1,537,982	23.9%	7,281,726	9.7%
3+ Lanes	2,566,560	2,406,143	160,417	6.7%	2,172,570	18.1%
Total Gross Trips	10,551,113	8,852,714	1,698,399	19.2%	9,454,296	11.6%
Revenue						
Full Toll Lanes	\$49,229,321	\$31,206,571	\$18,022,750	57.8%	\$37,460,919	31.4%
3+ Lanes	\$452,263	\$0	\$452,263		\$326,758	38.4%
Total Gross Revenue	\$49,681,584	\$31,206,571	\$18,475,013	59.2%	\$37,787,677	31.5%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.17	\$4.84	\$1.33	27.5%	\$5.14	20.0%
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.15	20.0%
Average Gross Revenue	\$4.71	\$3.53	\$1.18	33.4%	\$4.00	17.8%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

On November 20, 2023, the RCTC 91 EL transitioned to dynamic pricing, which adjusts toll rates based on traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 Express Lanes Toll Policy and Toll Schedule. The dynamic pricing is being closely monitored.

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 198 calls during the month of January. Of those calls, 126 were to assist disabled vehicles, 24 calls to remove debris, and 48 were in response to accidents that affected the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	1/31/2024 Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 45,436,519.36	\$ 34,537,708.33	\$ 10,898,811.03	31.6
Fee Revenue	4,159,616.68	3,425,916.67	733,700.01	21.4
Total operating revenues	49,596,136.04	37,963,625.00	11,632,511.04	30.6
Operating expenses:				
Salaries and Benefits	572,791.91	525,583.33	(47,208.58)	(9.0)
Legal Services	8,763.59	119,583.33	110,819.74	92.7
Advisory Services	35,662.91	43,166.67	7,503.76	17.4
Audit and Accounting Fees	34,454.00	22,166.67	(12,287.33)	(55.4)
Service Fees	10,892.23	7,583.33	(3,308.90)	(43.6)
Other Professional Services	323,886.66	730,625.00	406,738.34	55.7
Lease Expense	181,854.24	205,100.00	23,245.76	11.3
Operations	2,170,395.56	3,070,608.33	900,212.77	29.3
Utilities	35,776.59	98,350.00	62,573.41	63.6
Supplies and Materials	2,294.45	2,333.33	38.88	1.7
Membership and Subscription Fees	33,769.46	15,166.67	(18,602.79)	(122.7)
Office Equipment & Furniture (Non-Capital)	-	23,333.33	23,333.33	100.0
Maintenance/Repairs	176,735.37	292,833.33	116,097.96	39.6
Training Seminars and Conferences	725.00	4,666.67	3,941.67	84.5
Transportation Expenses	817.36	1,691.67	874.31	51.7
Lodging	999.10	1,750.00	750.90	42.9
Meals	337.99	1,750.00	1,412.01	80.7
Other Staff Expenses	209.46	291.67	82.21	28.2
Advertising	234,448.88	116,666.67	(117,782.21)	(101.0)
Program Management	44,559.37	50,808.33	6,248.96	12.3
Program Operations	2,206,345.55	6,091,050.00	3,884,704.45	63.8
Litigation Settlement	1,017.97	2,916.67	1,898.70	65.1
Furniture & Equipment	-	14,583.33	14,583.33	100.0
Improvements	-	17,500.00	17,500.00	100.0
Bad Debt Expense	90,681.50	40,833.33	(49,848.17)	(122.1)
Total operating expenses	6,167,419.15	11,500,941.67	5,333,522.52	46.4
Operating income (loss)	43,428,716.89	26,462,683.33	16,966,033.56	64.1
Nonoperating revenues (expenses):				
Interest Revenue	4,081,105.25	746,958.33	3,334,146.92	(446.4)
Other Miscellaneous Revenue	6,402.51	-	6,402.51	N/A
Loss on Refunding	-	-	-	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(12,477,117.64)	(12,950,583.33)	473,465.69	(3.7)
Total nonoperating revenues (expenses)	(8,389,609.88)	(12,203,625.00)	3,814,015.12	31.3
Transfers In	-	-	-	N/A
Transfers Out	(424,300.00)	(597,100.00)	172,800.00	(28.9)
Net income (loss)	\$ 34,614,807.01	\$ 13,661,958.33	\$ 20,952,848.68	153.4

¹ Unaudited



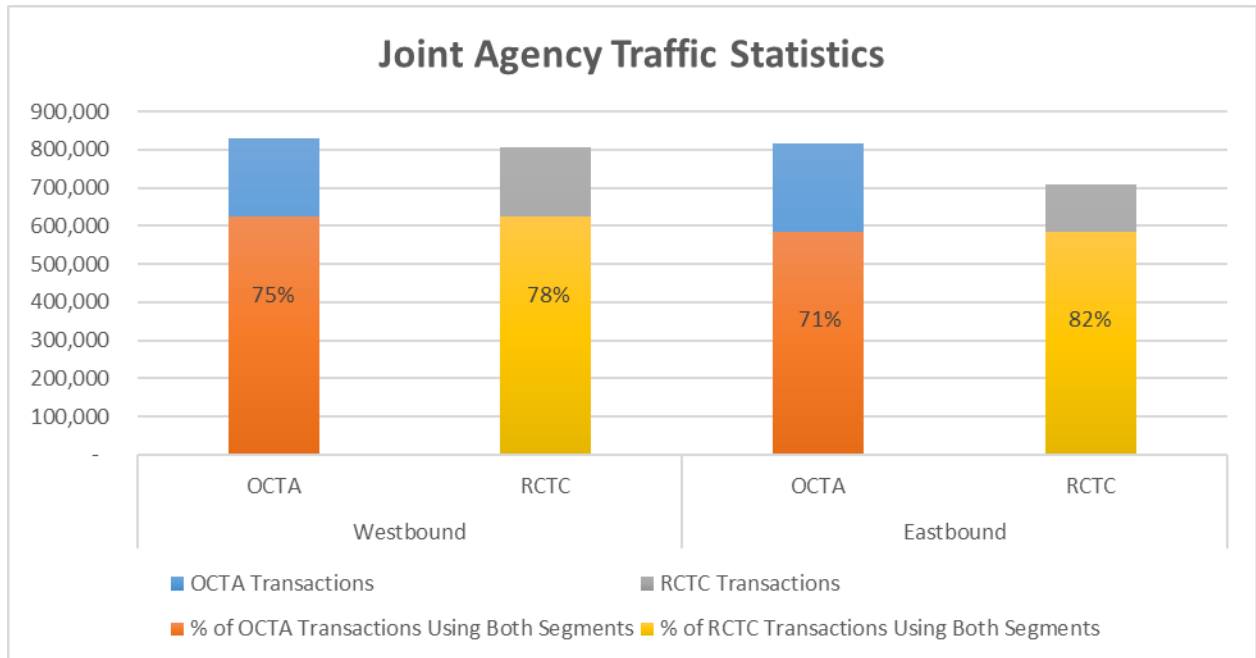
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING January 31, 2024

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	830,425	624,496	75%	\$2,410,955
RCTC	804,169	624,496	78%	\$4,503,774
Eastbound				
OCTA	817,471	582,528	71%	\$2,896,372
RCTC	709,720	582,528	82%	\$3,190,420

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

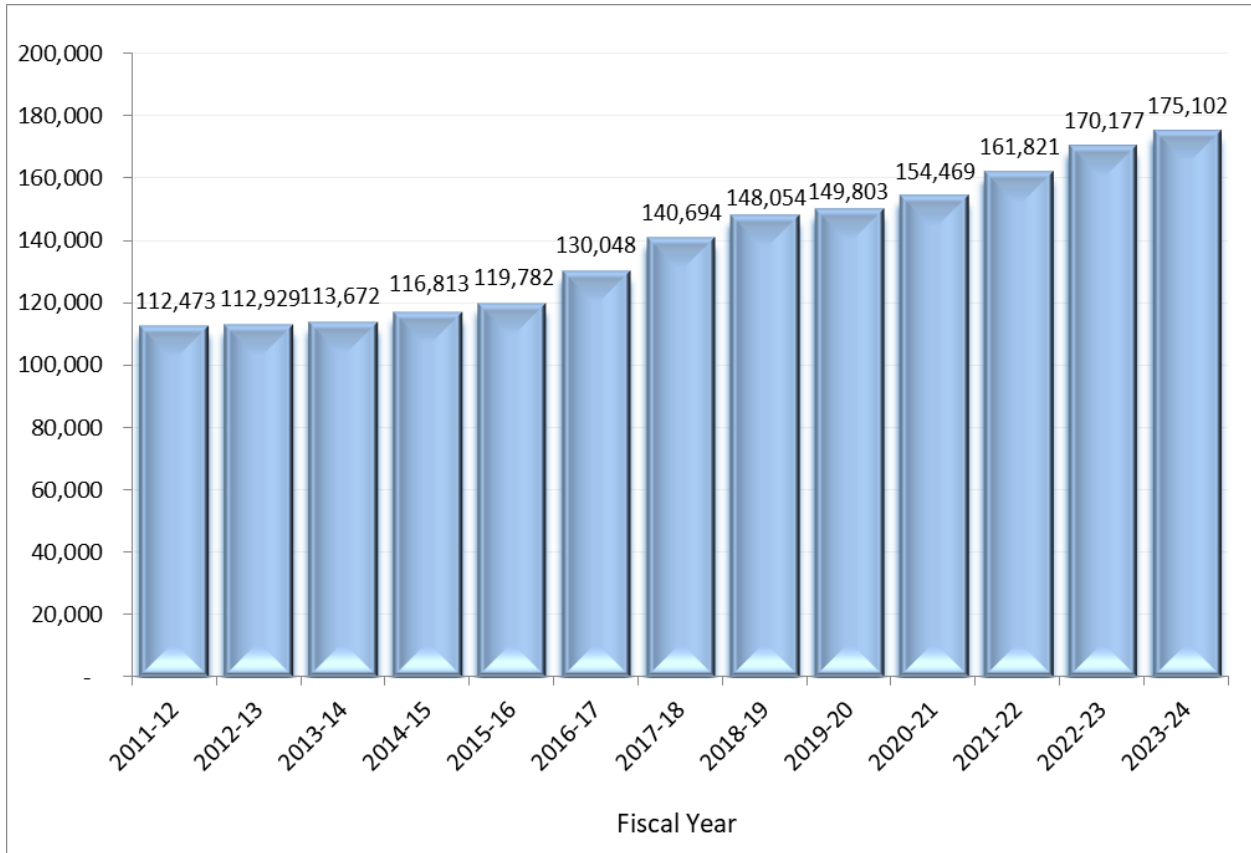
REPORTING REQUIREMENT	REPORTING PERIOD	PERFORMANCE STANDARD	JANUARY 2024 PERFORMANCE
Customer Service			
Service Level /Speed of Answer	Monthly	80% answered within 60 seconds	81% answered within 60 seconds
Abandon Percentage	Monthly	4% <	2%
Customer Satisfaction Score	Monthly	4.5 =>	4.84
First Contact Resolution	Monthly	85% of calls resolved on the first contact	93%
Timeliness of Case Resolution			
	Monthly	90% of cases resolved in one (1) business day	97%
	Monthly	98% of cases resolved within five (5) business days	99.1%
Mail Performance			
Processing Returned Mail	Monthly	Per business day in which 90% of returned mail is processed within three (3) business days	100%
	Monthly	Per business day in which 100% of returned mail is processed within five (5) business days	100%
Research and resolve unidentified Payments	Monthly	100% of all unidentified payments are completely and accurately resolved within five (5) business days	100%
Payment Processing	Monthly	Per business day in which 100% of payments are processed within two (2) business days	100%
Accounting			
Customer Refunds Processed	Monthly	Per business day in which 100% of all refunds are completely and accurately issued within five (5) business days	100%

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	January 24		December 23		FY 2023-24	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,944		1,689	23.7%	1,816	23%
Additional Tags to Existing Accounts	6,518		5,301	74.3%	5,909	75%
Replacement Transponders	172		136	2%	150	2%
Total Issued	8,634		7,126		7,875	

At the end of January 2024, the 91 EL had 175,102 active customer accounts and 687,756 transponders classified as assigned.

Number of Accounts by FY
As of January 31, 2024





**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
February 2024

As of February 29, 2024

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes (91 EL) for February 2024 was 1,632,397. This represents a daily average of 56,290 vehicles. This is a 9 percent increase in total traffic volume from the same period last year, which totaled 1,498,268. Potential toll revenue for February was \$5,200,534, which represents an increase of 8.7 percent from the prior year's total of \$4,782,204. Carpool percentage for February was 24.7 percent as compared to the previous year's rate of 23.2 percent.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 EL and associated potential revenue for the month of February 2024.

Current MTD as of February 29, 2024

	FEB-24 MTD Actual	FEB-23 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,229,161	1,150,676	6.8%
3+ Lanes	403,236	347,592	16.0%
Total Gross Trips	1,632,397	1,498,268	9.0%
Revenue			
Full Toll Lanes	\$5,134,472	\$4,725,359	8.7%
3+ Lanes	\$66,062	\$56,845	16.2%
Total Gross Revenue	\$5,200,534	\$4,782,204	8.7%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.18	\$4.11	1.7%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.19	\$3.19	0.0%

The 2024 fiscal year-to-date (YTD) traffic volume increased by 8.3 percent, and potential toll revenue increased by 8.2 percent when compared with the same period the prior year. YTD average revenue per trip is \$3.17.

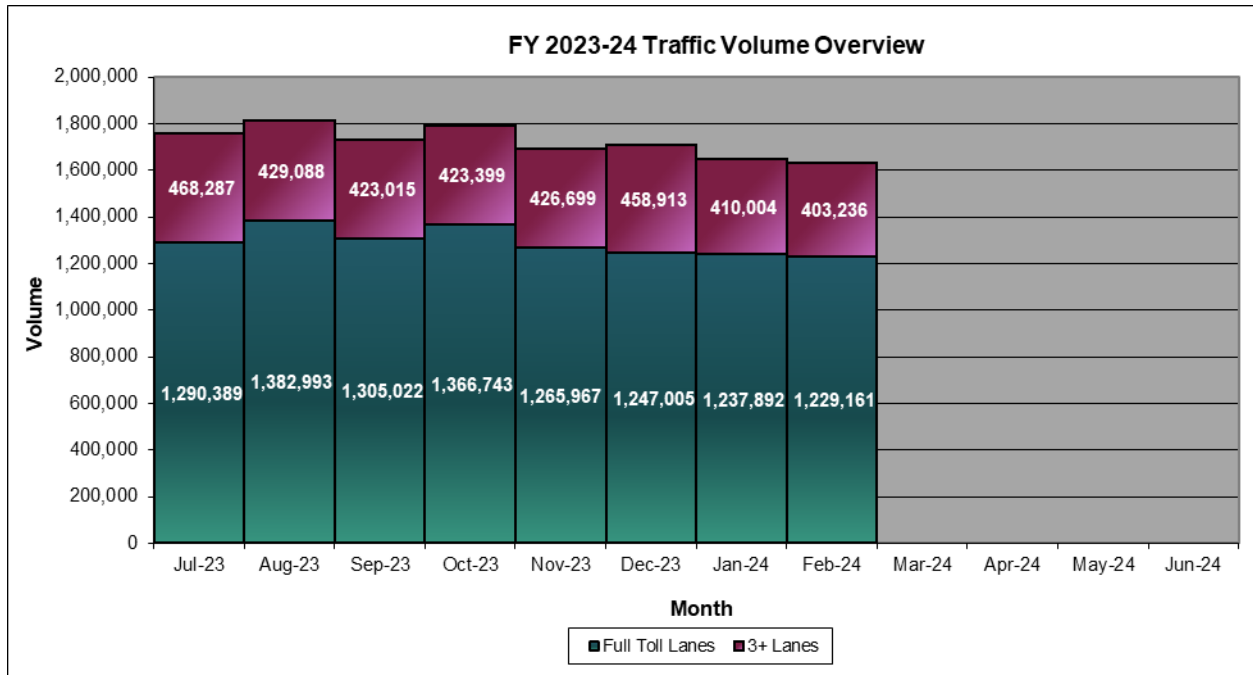
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2023 through February 2024.

Fiscal Year (FY) 2023-24 YTD as of February 29, 2024

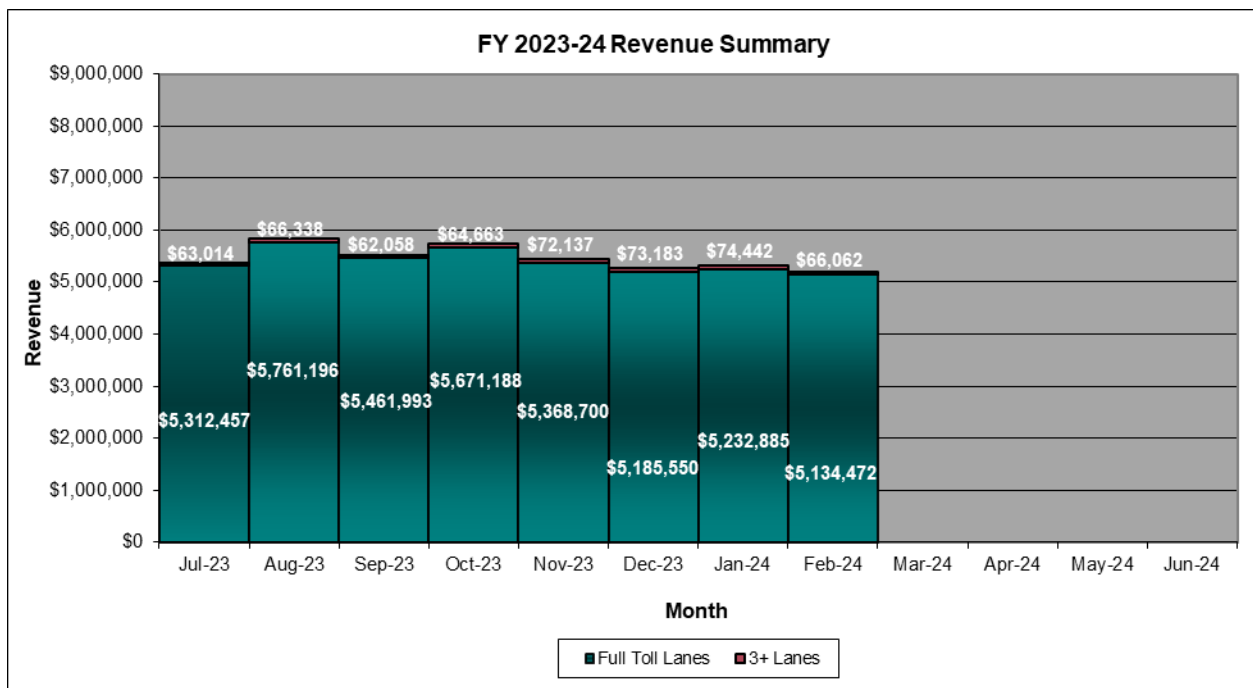
Trips	FY 2023-24 YTD Actual (7/2023-2/2024)	FY 2022-23 YTD Actual (7/2022-2/2023)	Yr-to-Yr % Variance
Full Toll Lanes	10,325,172	9,684,274	6.6%
3+ Lanes	3,442,641	3,033,497	13.5%
Total Gross Trips	13,767,813	12,717,771	8.3%
Revenue			
Full Toll Lanes	\$43,128,440	\$39,891,714	8.1%
3+ Lanes	\$541,897	\$484,229	11.9%
Total Gross Revenue	\$43,670,336	\$40,375,943	8.2%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.18	\$4.12	1.5%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.17	\$3.17	0.0%

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2023-24 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of defined capacity nine times during the month of February 2024. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 93 percent of defined capacity. This is closely monitored since toll adjustments are made based upon capacity percentages per the OCTA Toll Policy for the 91 EL. If capacity is at 92 percent on a consistent basis (over six times during the prior 12 weeks), then an adjustment may be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 01/29/24				Tuesday 01/30/24				Wednesday 01/31/24				Thursday 02/01/24				Friday 02/02/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	442	2,898	85%	\$5.60	477	3,030	89%	\$5.60	501	3,090	91%	\$8.20	435	2,579	76%	\$8.85	531	3,099	91%
1500 - 1600	\$5.95	539	2,875	85%	\$5.90	493	3,043	90%	\$7.90	502	2,962	87%	\$7.90	486	2,756	81%	\$8.40	576	2,941	87%
1600 - 1700	\$5.25	499	2,912	86%	\$4.75	478	2,956	87%	\$6.90	510	2,877	85%	\$7.40	443	2,550	75%	\$6.45	620	2,939	86%
1700 - 1800	\$5.10	544	2,952	87%	\$5.05	499	2,812	83%	\$5.70	540	2,830	83%	\$7.10	509	2,422	71%	\$7.15	619	2,954	87%
1800 - 1900	\$5.95	701	2,920	86%	\$4.25	652	2,792	82%	\$4.25	673	2,781	82%	\$4.15	500	1,912	56%	\$7.15	727	2,775	82%
1900 - 2000	\$4.15	617	2,206	65%	\$4.15	694	2,774	82%	\$4.15	738	2,782	82%	\$6.10	401	1,380	41%	\$6.65	708	2,180	64%

PM Time	Monday 02/05/24				Tuesday 02/06/24				Wednesday 02/07/24				Thursday 02/08/24				Friday 02/09/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	396	2,016	59%	\$5.60	456	2,465	73%	\$5.60	535	2,994	88%	\$8.20	490	2,861	84%	\$8.85	522	2,852	84%
1500 - 1600	\$5.95	467	2,510	74%	\$5.90	455	2,563	75%	\$7.90	518	2,860	84%	\$7.90	487	2,987	88%	\$8.40	566	2,857	84%
1600 - 1700	\$5.25	472	2,322	68%	\$4.75	459	2,547	75%	\$6.90	473	2,881	85%	\$7.40	461	2,896	85%	\$6.45	547	2,847	84%
1700 - 1800	\$5.10	476	2,035	60%	\$5.05	487	2,510	74%	\$5.70	505	2,963	87%	\$7.10	543	2,804	82%	\$7.15	547	2,570	76%
1800 - 1900	\$5.95	469	1,624	48%	\$4.25	572	2,176	64%	\$4.25	733	2,926	86%	\$4.15	641	2,800	82%	\$7.15	705	2,719	80%
1900 - 2000	\$4.15	285	912	27%	\$4.15	388	1,250	37%	\$4.15	641	2,268	67%	\$6.10	652	2,540	75%	\$6.65	826	2,715	80%

PM Time	Monday 02/12/24				Tuesday 02/13/24				Wednesday 02/14/24				Thursday 02/15/24				Friday 02/16/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	487	2,890	85%	\$5.60	433	3,014	89%	\$5.60	513	3,147	93%	\$8.20	497	2,936	86%	\$8.85	636	3,003	88%
1500 - 1600	\$5.95	526	2,813	83%	\$5.90	509	3,021	89%	\$7.90	474	2,917	86%	\$7.90	545	2,851	84%	\$8.40	666	3,120	92%
1600 - 1700	\$5.25	487	2,729	80%	\$4.75	500	2,873	85%	\$6.90	466	2,811	83%	\$7.40	493	2,621	77%	\$6.45	620	2,921	86%
1700 - 1800	\$5.10	539	2,727	80%	\$5.05	485	2,824	83%	\$5.70	509	2,830	83%	\$7.10	516	2,856	84%	\$7.15	668	2,841	84%
1800 - 1900	\$5.95	759	2,970	87%	\$4.25	674	2,822	83%	\$4.25	685	3,021	89%	\$4.15	675	2,816	83%	\$7.15	737	2,733	80%
1900 - 2000	\$4.15	618	2,106	62%	\$4.15	671	2,713	80%	\$4.15	720	2,761	81%	\$6.10	725	2,747	81%	\$6.65	854	2,695	79%

PM Time	Monday 02/19/24				Tuesday 02/20/24				Wednesday 02/21/24				Thursday 02/22/24				Friday 02/23/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	531	2,407	71%	\$5.60	453	2,508	74%	\$5.60	507	2,893	85%	\$8.20	475	2,896	85%	\$8.85	527	2,923	86%
1500 - 1600	\$5.95	467	2,215	65%	\$5.90	496	2,699	79%	\$7.90	562	2,963	87%	\$7.90	517	2,894	85%	\$8.40	594	2,905	85%
1600 - 1700	\$5.25	464	1,961	58%	\$4.75	489	2,593	76%	\$6.90	487	2,928	86%	\$7.40	489	2,699	79%	\$6.45	571	2,622	77%
1700 - 1800	\$5.10	469	1,737	51%	\$5.05	510	2,607	77%	\$5.70	488	2,707	80%	\$7.10	559	2,946	87%	\$7.15	613	2,841	84%
1800 - 1900	\$5.95	485	1,452	43%	\$4.25	631	2,648	78%	\$4.25	672	2,810	83%	\$4.15	631	2,779	82%	\$7.15	726	2,735	80%
1900 - 2000	\$4.15	419	1,134	33%	\$4.15	469	1,713	50%	\$4.15	737	2,647	78%	\$6.10	792	2,898	85%	\$6.65	853	2,730	80%

PM Time	Monday 02/26/24				Tuesday 02/27/24				Wednesday 02/28/24				Thursday 02/29/24				Friday 03/01/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	464	2,910	86%	\$5.60	461	3,006	88%	\$5.60	442	2,894	85%	\$8.20	433	2,857	84%				
1500 - 1600	\$5.95	479	2,691	79%	\$5.90	524	2,951	87%	\$7.90	519	3,019	89%	\$7.90	454	2,742	81%				
1600 - 1700	\$5.25	507	2,842	84%	\$4.75	416	2,438	72%	\$6.90	484	2,881	85%	\$7.40	467	2,763	81%				
1700 - 1800	\$5.10	499	2,748	81%	\$5.05	524	2,954	87%	\$5.70	460	2,808	83%	\$7.10	482	2,659	78%				
1800 - 1900	\$5.95	678	2,783	82%	\$4.25	660	2,975	88%	\$4.25	634	2,788	82%	\$4.15	557	2,545	75%				
1900 - 2000	\$4.15	642	2,322	68%	\$4.15	716	2,764	81%	\$4.15	690	2,601	77%	\$6.10	688	2,561	75%				

OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 01/29/24				Tuesday 01/30/24				Wednesday 01/31/24				Thursday 02/01/24				Friday 02/02/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	456	1,342	39%	\$3.35	502	1,390	41%	\$3.35	499	1,360	40%	\$3.35	452	1,181	35%	\$3.35	418	1,118	33%
0500 - 0600	\$5.40	848	3,016	89%	\$5.40	888	3,019	89%	\$5.40	898	2,994	88%	\$5.40	876	2,590	76%	\$5.15	738	2,379	70%
0600 - 0700	\$5.60	657	2,908	86%	\$5.60	701	2,922	86%	\$5.60	669	2,893	85%	\$5.60	742	2,654	78%	\$5.40	604	2,581	76%
0700 - 0800	\$6.15	702	2,951	87%	\$6.15	700	3,030	89%	\$6.15	716	3,082	91%	\$6.15	552	2,309	68%	\$5.95	528	2,231	66%
0800 - 0900	\$5.60	414	2,729	80%	\$5.60	356	2,871	84%	\$5.60	421	3,000	88%	\$5.60	381	2,183	64%	\$5.40	294	1,974	58%
0900 - 1000	\$4.50	371	2,390	70%	\$4.50	392	2,811	83%	\$4.50	332	2,419	71%	\$4.50	345	2,161	64%	\$4.50	336	2,004	59%

AM Time	Monday 02/05/24				Tuesday 02/06/24				Wednesday 02/07/24				Thursday 02/08/24				Friday 02/09/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	409	1,073	32%	\$3.35	422	1,120	33%	\$3.35	451	1,247	37%	\$3.35	458	1,241	37%	\$3.35	414	1,121	33%
0500 - 0600	\$5.40	745	2,321	68%	\$5.40	722	2,227	66%	\$5.40	910	2,886	85%	\$5.40	902	2,861	84%	\$5.15	733	2,292	67%
0600 - 0700	\$5.60	600	2,333	69%	\$5.60	649	2,612	77%	\$5.60	738	3,002	88%	\$5.60	724	2,925	86%	\$5.40	662	2,604	77%
0700 - 0800	\$6.15	531	2,136	63%	\$6.15	590	2,450	72%	\$6.15	621	2,717	80%	\$6.15	627	2,773	82%	\$5.95	578	2,477	73%
0800 - 0900	\$5.60	269	1,651	49%	\$5.60	326	2,161	64%	\$5.60	368	2,650	78%	\$5.60	369	2,702	79%	\$5.40	346	2,325	68%
0900 - 1000	\$4.50	256	1,443	42%	\$4.50	282	1,784	52%	\$4.50	360	2,601	77%	\$4.50	352	2,556	75%	\$4.50	323	2,142	63%

AM Time	Monday 02/12/24				Tuesday 02/13/24				Wednesday 02/14/24				Thursday 02/15/24				Friday 02/16/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	455	1,255	37%	\$3.35	534	1,422	42%	\$3.35	506	1,369	40%	\$3.35	465	1,333	39%	\$3.35	439	1,228	36%
0500 - 0600	\$5.40	748	2,709	80%	\$5.40	901	2,975	88%	\$5.40	937	3,015	89%	\$5.40	895	2,907	86%	\$5.15	703	2,365	70%
0600 - 0700	\$5.60	587	2,816	83%	\$5.60	672	2,850	84%	\$5.60	711	2,976	88%	\$5.60	745	2,981	88%	\$5.40	667	2,688	79%
0700 - 0800	\$6.15	518	2,450	72%	\$6.15	659	3,007	88%	\$6.15	668	2,974	87%	\$6.15	671	3,135	92%	\$5.95	544	2,699	79%
0800 - 0900	\$5.60	417	2,398	71%	\$5.60	392	2,924	86%	\$5.60	362	2,881	85%	\$5.60	442	2,908	86%	\$5.40	393	2,472	73%
0900 - 1000	\$4.50	417	2,284	67%	\$4.50	439	3,037	89%	\$4.50	328	2,688	79%	\$4.50	423	3,092	91%	\$4.50	501	2,541	75%

AM Time	Monday 02/19/24				Tuesday 02/20/24				Wednesday 02/21/24				Thursday 02/22/24				Friday 02/23/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	318	791	23%	\$3.35	428	1,165	34%	\$3.35	527	1,411	42%	\$3.35	516	1,390	41%	\$3.35	437	1,169	34%
0500 - 0600	\$5.40	456	1,472	43%	\$5.40	867	2,636	78%	\$5.40	913	2,969	87%	\$5.40	909	2,902	85%	\$5.15	812	2,606	77%
0600 - 0700	\$5.60	302	1,424	42%	\$5.60	635	2,547	75%	\$5.60	717	2,902	85%	\$5.60	609	2,411	71%	\$5.40	734	2,748	81%
0700 - 0800	\$6.15	221	1,291	38%	\$6.15	662	2,530	74%	\$6.15	597	2,705	80%	\$6.15	804	3,174	93%	\$5.95	586	2,518	74%
0800 - 0900	\$5.60	329	1,383	41%	\$5.60	403	2,505	74%	\$5.60	445	2,960	87%	\$5.60	431	2,835	83%	\$5.40	345	2,154	63%
0900 - 1000	\$4.50	401	1,676	49%	\$4.50	434	2,700	79%	\$4.50	415	2,735	80%	\$4.50	443	2,999	88%	\$4.50	321	2,100	62%

AM Time	Monday 02/26/24				Tuesday 02/27/24				Wednesday 02/28/24				Thursday 02/29/24				Friday 03/01/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	447	1,332	39%	\$3.35	510	1,407	41%	\$3.35	535	1,448	43%	\$3.35	476	1,345	40%				
0500 - 0600	\$5.40	877	2,976	88%	\$5.40	878	2,947	87%	\$5.40	952	3,015	89%	\$5.40	842	2,803	82%				
0600 - 0700	\$5.60	686	2,997	88%	\$5.60	692	3,013	89%	\$5.60	686	3,025	89%	\$5.60	608	2,809	83%				
0700 - 0800	\$6.15	677	2,948	87%	\$6.15	725	3,175	93%	\$6.15	685	3,042	89%	\$6.15	669	2,747	81%				
0800 - 0900	\$5.60	405	2,649	78%	\$5.60	434	3,018	89%	\$5.60	463	2,950	87%	\$5.60	380	2,297	68%				
0900 - 1000	\$4.50	348	2,339	69%	\$4.50	410	2,859	84%	\$4.50	452	3,036	89%	\$4.50	415	2,798	82%				



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 80 calls during the month of February. Of those calls, one was to remove debris, 34 were to assist disabled vehicles, 25 were to tow vehicles, and 20 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 2/29/2024		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 38,908,023	\$ 32,786,632	\$ 6,121,391	18.7
Fee Revenue	\$ 6,221,275	\$ 3,002,312	\$ 3,218,963	107.2
Total operating revenues	\$ 45,129,298	\$ 35,788,944	\$ 9,340,354	26.1
Operating expenses:				
Contracted Services	\$ 3,821,577	\$ 5,006,256	\$ 1,184,679	23.7
Administrative Fee	\$ 2,522,896	\$ 3,069,408	\$ 546,512	17.8
Other Professional Services	\$ 607,539	\$ 1,236,145	\$ 628,606	50.9
Credit Card Processing Fees	\$ 803,420	\$ 877,344	\$ 73,924	8.4
Toll Road Account Servicing	\$ 117,895	\$ 666,664	\$ 548,769	82.3
Other Insurance Expense	\$ 398,547	\$ 150,000	\$ (248,547)	(165.7)
Toll Road Maintenance Supply Repairs	\$ 335,773	\$ 558,346	\$ 222,573	39.9
Patrol Services	\$ 608,470	\$ 558,690	\$ (49,780)	(8.9)
Building Equipment Repairs and Maint	\$ 410,421	\$ 536,956	\$ 126,535	23.6
6C Transponders	\$ -	\$ -	\$ -	N/A
Other Services	\$ 20,500	\$ 66,664	\$ 46,164	69.2
Utilities	\$ 59,743	\$ 84,328	\$ 24,585	29.2
Office Expense	\$ 84,667	\$ 36,736	\$ (47,931)	(130.5)
Bad Debt Expense	\$ 95,923	\$ -	\$ (95,923)	N/A
Miscellaneous ⁽²⁾	\$ 39,933	\$ 88,172	\$ 48,239	54.7
Leases	\$ 343,806	\$ 356,664	\$ 12,858	3.6
Total operating expenses	\$ 10,271,110	\$ 13,292,373	\$ 3,021,263	22.7
Depreciation and Amortization ⁽³⁾	\$ 3,114,239	\$ -	\$ (3,114,239)	N/A
Operating income (loss)	\$ 31,743,948	\$ 22,496,571	\$ 9,247,377	41.1
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 144,120	\$ 240,000	\$ (95,880)	(39.9)
Interest Income	\$ 4,001,439	\$ 4,568,112	\$ (566,673)	(12.4)
Interest Expense	\$ (1,214,710)	\$ (2,119,792)	\$ 905,082	42.7
Other	\$ 541	\$ -	\$ 541	N/A
Total nonoperating revenues (expenses)	\$ 2,931,390	\$ 2,688,320	\$ 243,070	(9.0)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (2,548,834)	\$ (519,077)	\$ (2,029,757)	(391.0)
Net income (loss)	\$ 32,126,504	\$ 24,665,814	\$ 7,460,690	30.2

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials, Subscriptions.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the eight months ending February 29, 2024, capital asset activities included payments of \$655,918 attributed to the Electronic Toll and Traffic Management system project and \$475,742 attributed to the back-office system implementation project.



OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 EL for February 2024 was 1,509,823. This represents a daily average of 48,704 vehicles. This is a 21 percent increase in gross trips from the same period last year, which totaled 1,247,474. Potential toll revenue for February was \$7,670,846, which represents an increase of 46.7 percent from the prior year's total of \$5,230,712. Carpool percentage for February was 23.5 percent as compared to the previous year's rate of 22.6 percent.

MTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 EL and associated potential revenue for the month of February 2024.

Current MTD as of February 29, 2024

Trips	FEB-24 MTD Actual	Stantec MTD Projected	# Variance	% Variance	FEB-23 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,155,176	870,714	284,462	32.7%	965,755	19.6%
3+ Lanes	354,647	326,000	28,647	8.8%	281,719	25.9%
Total Gross Trips	1,509,823	1,196,714	313,109	26.2%	1,247,474	21.0%
Revenue						
Full Toll Lanes	\$7,605,476	\$4,119,715	\$3,485,761	84.6%	\$5,187,206	46.6%
3+ Lanes	\$65,370	\$0	\$65,370		\$43,506	50.3%
Total Gross Revenue	\$7,670,846	\$4,119,715	\$3,551,131	86.2%	\$5,230,712	46.7%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.58	\$4.73	\$1.85	39.2%	\$5.37	22.6%
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.15	20.0%
Average Gross Revenue	\$5.08	\$3.44	\$1.64	47.7%	\$4.19	21.2%

The 2024 fiscal YTD traffic volume increased by 12.7 percent, and potential toll revenue increased by 33.3 percent when compared with the same period the prior year. YTD average revenue per trip is \$4.76.

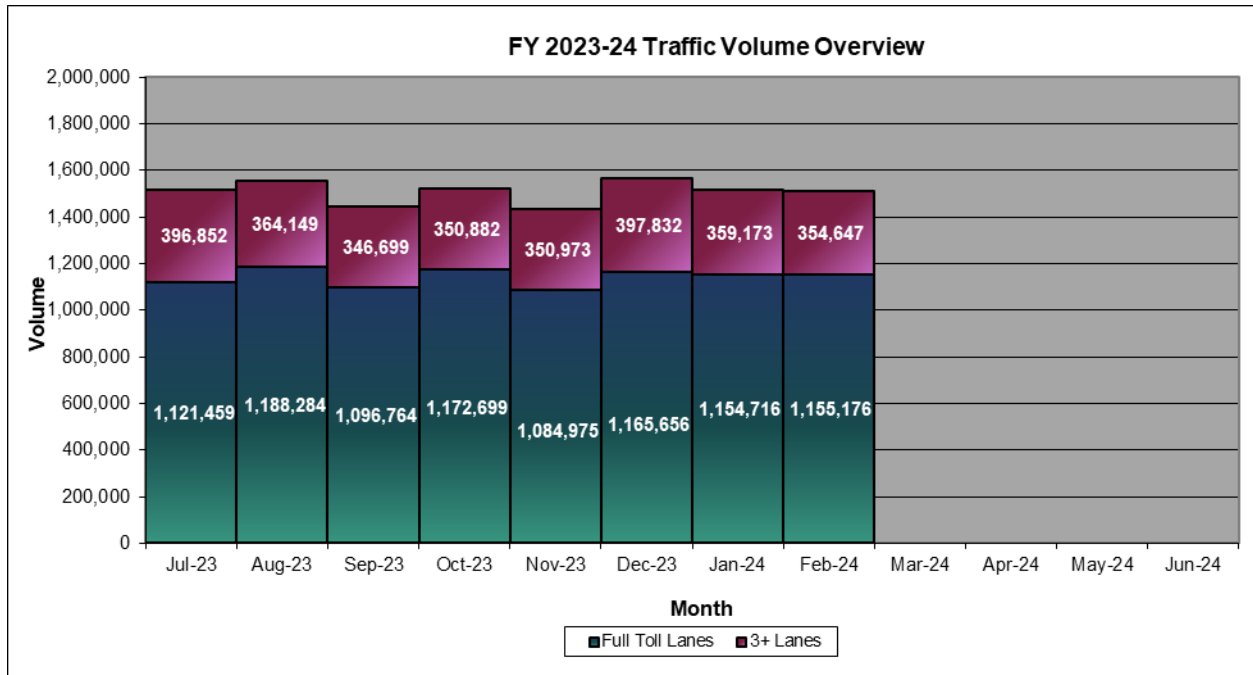
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2023 through February 2024.

FY 2023-24 YTD as of February 29, 2024

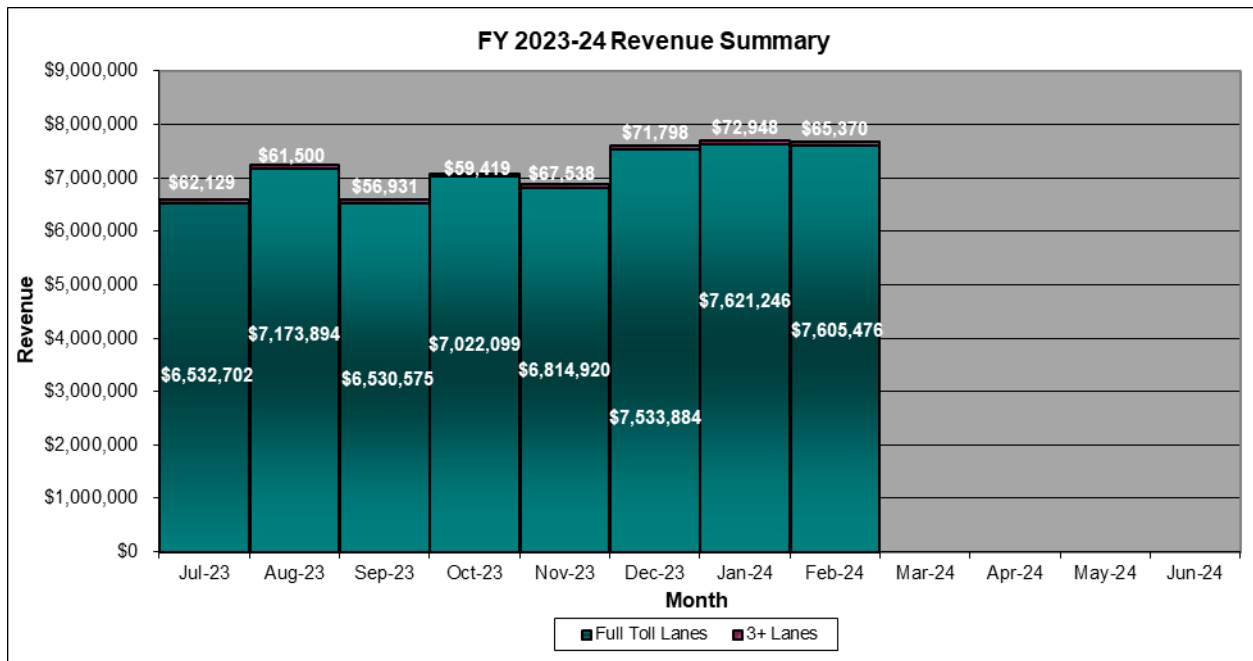
Trips	FY 2023-24 YTD Actual (7/2023-2/2024)	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual (7/2022-2/2023)	Yr-to-Yr % Variance
Full Toll Lanes	9,139,729	7,317,286	1,822,443	24.9%	8,247,481	10.8%
3+ Lanes	2,921,207	2,732,143	189,064	6.9%	2,454,289	19.0%
Total Gross Trips	12,060,936	10,049,429	2,011,507	20.0%	10,701,770	12.7%
Revenue						
Full Toll Lanes	\$56,834,797	\$35,326,286	\$21,508,511	60.9%	\$42,648,125	33.3%
3+ Lanes	\$517,633	\$0	\$517,633		\$370,264	39.8%
Total Gross Revenue	\$57,352,430	\$35,326,286	\$22,026,145	62.4%	\$43,018,389	33.3%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.22	\$4.83	\$1.39	28.8%	\$5.17	20.3%
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.15	20.0%
Average Gross Revenue	\$4.76	\$3.52	\$1.24	35.2%	\$4.02	18.4%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

On November 20, 2023, the RCTC 91 EL transitioned to dynamic pricing, which adjusts toll rates based on traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 Express Lanes Toll Policy and Toll Schedule. The dynamic pricing is being closely monitored.

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 112 calls during the month of February. Of those calls, 73 were to assist disabled vehicles, 9 calls to remove debris, and 30 were in response to accidents that affected the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of :		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 52,325,653.93	\$ 39,471,666.67	\$ 12,853,987.26	32.6
Fee Revenue	5,027,251.02	3,915,333.33	1,111,917.69	28.4
Total operating revenues	57,352,904.95	43,387,000.00	13,965,904.95	32.2
Operating expenses:				
Salaries and Benefits	632,584.60	600,666.67	(31,917.93)	(5.3)
Legal Services	10,205.34	136,666.67	126,461.33	92.5
Advisory Services	35,723.91	49,333.33	13,609.42	27.6
Audit and Accounting Fees	34,454.00	25,333.33	(9,120.67)	(36.0)
Service Fees	10,892.23	8,666.67	(2,225.56)	(25.7)
Other Professional Services	345,647.47	835,000.00	489,352.53	58.6
Lease Expense	185,973.88	234,400.00	48,426.12	20.7
Operations	2,577,182.37	3,509,266.67	932,084.30	26.6
Utilities	41,699.84	112,400.00	70,700.16	62.9
Supplies and Materials	2,374.37	2,666.67	292.30	11.0
Membership and Subscription Fees	33,909.46	17,333.33	(16,576.13)	(95.6)
Office Equipment & Furniture (Non-Capital)	-	26,666.67	26,666.67	100.0
Maintenance/Repairs	186,588.07	334,666.67	148,078.60	44.2
Training Seminars and Conferences	725.00	5,333.33	4,608.33	86.4
Transportation Expenses	817.36	1,933.33	1,115.97	57.7
Lodging	999.10	2,000.00	1,000.90	50.0
Meals	337.99	2,000.00	1,662.01	83.1
Other Staff Expenses	209.46	333.33	123.87	37.2
Advertising	-	133,333.33	133,333.33	100.0
Program Management	49,607.57	58,066.67	8,459.10	14.6
Program Operations	3,226,272.56	6,961,200.00	3,734,927.44	53.7
Litigation Settlement	1,017.97	3,333.33	2,315.36	69.5
Furniture & Equipment	-	16,666.67	16,666.67	100.0
Improvements	-	20,000.00	20,000.00	100.0
Bad Debt Expense	95,891.89	46,666.67	(49,225.22)	(105.5)
Total operating expenses	7,473,114.44	13,143,933.33	5,670,818.89	43.1
Operating income (loss)	49,879,790.51	30,243,066.67	19,636,723.84	64.9
Nonoperating revenues (expenses):				
Interest Revenue	4,282,981.78	853,666.67	3,429,315.11	(401.7)
Other Miscellaneous Revenue	6,403.43	-	6,403.43	N/A
Loss on Refunding	-	-	-	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(12,477,117.64)	(14,800,666.67)	2,323,549.03	(15.7)
Total nonoperating revenues (expenses)	(8,187,732.43)	(13,947,000.00)	5,759,267.57	41.3
Transfers In	-	-	-	N/A
Transfers Out	(424,300.00)	(682,400.00)	258,100.00	(37.8)
Net income (loss)	\$ 41,267,758.08	\$ 15,613,666.67	\$ 25,654,091.41	164.3

¹ Unaudited

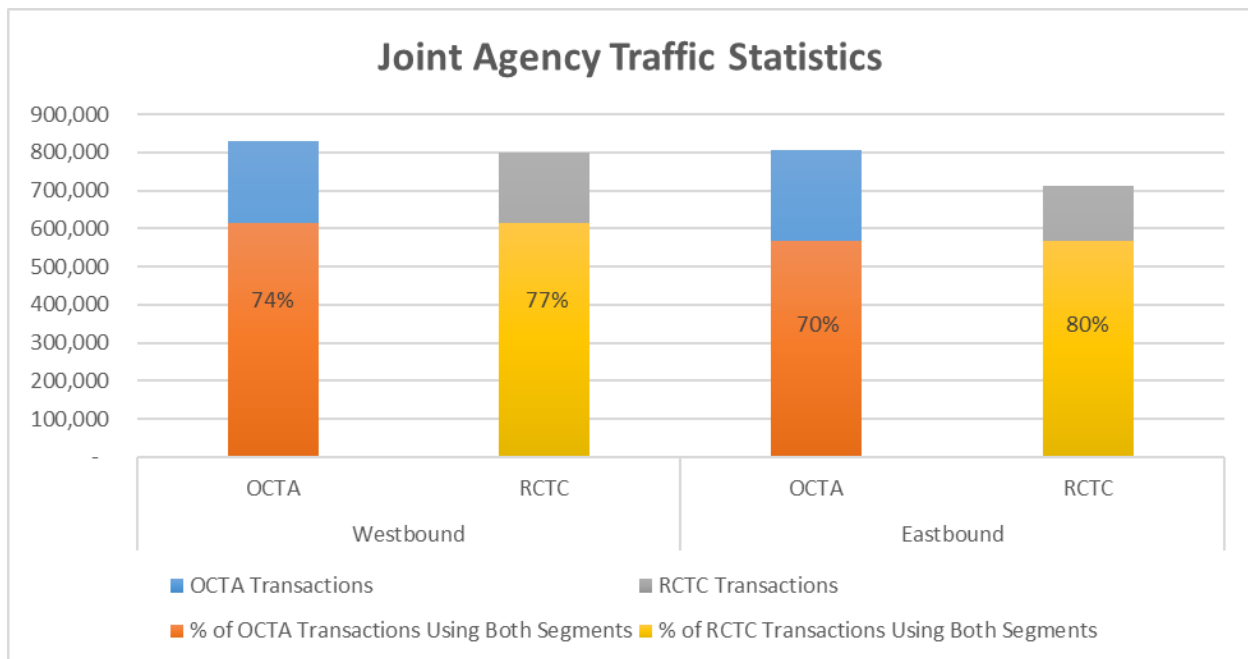
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING February 29, 2024

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	827,844	615,802	74%	\$2,386,131
RCTC	799,444	615,802	77%	\$4,566,127
Eastbound				
OCTA	804,553	565,838	70%	\$2,814,402
RCTC	710,379	565,838	80%	\$3,104,719

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	REPORTING PERIOD	PERFORMANCE STANDARD	FEBRUARY 2024 PERFORMANCE
Customer Service			
Service Level/Speed of Answer	Monthly	80% answered within 60 seconds	60% answered within 60 seconds
Abandon Percentage	Monthly	4% <	4%
Customer Satisfaction Score	Monthly	4.5 =>	4.86
First Contact Resolution	Monthly	85% of calls resolved on the first contact	94%
Timeliness of Case Resolution			
	Monthly	90% of cases resolved in one(1) business day	97%
	Monthly	98% of cases resolved within five (5) business days	99.8%
Mail Performance			
Processing Returned Mail	Monthly	Per business day in which 90% of returned mail is processed within three (3) business days	100%
	Monthly	Per business day in which 100% of returned mail is processed within five (5) business days	100%
Research and resolve unidentified Payments	Monthly	100% of all unidentified payments are completely and accurately resolved within five (5) business days	100%
Payment Processing	Monthly	Per business day in which 100% of payments are processed within two (2) business days	100%
Accounting			
Customer Refunds Processed	Monthly	Per business day in which 100% of all refunds are completely and accurately issued within five (5) business days	100%

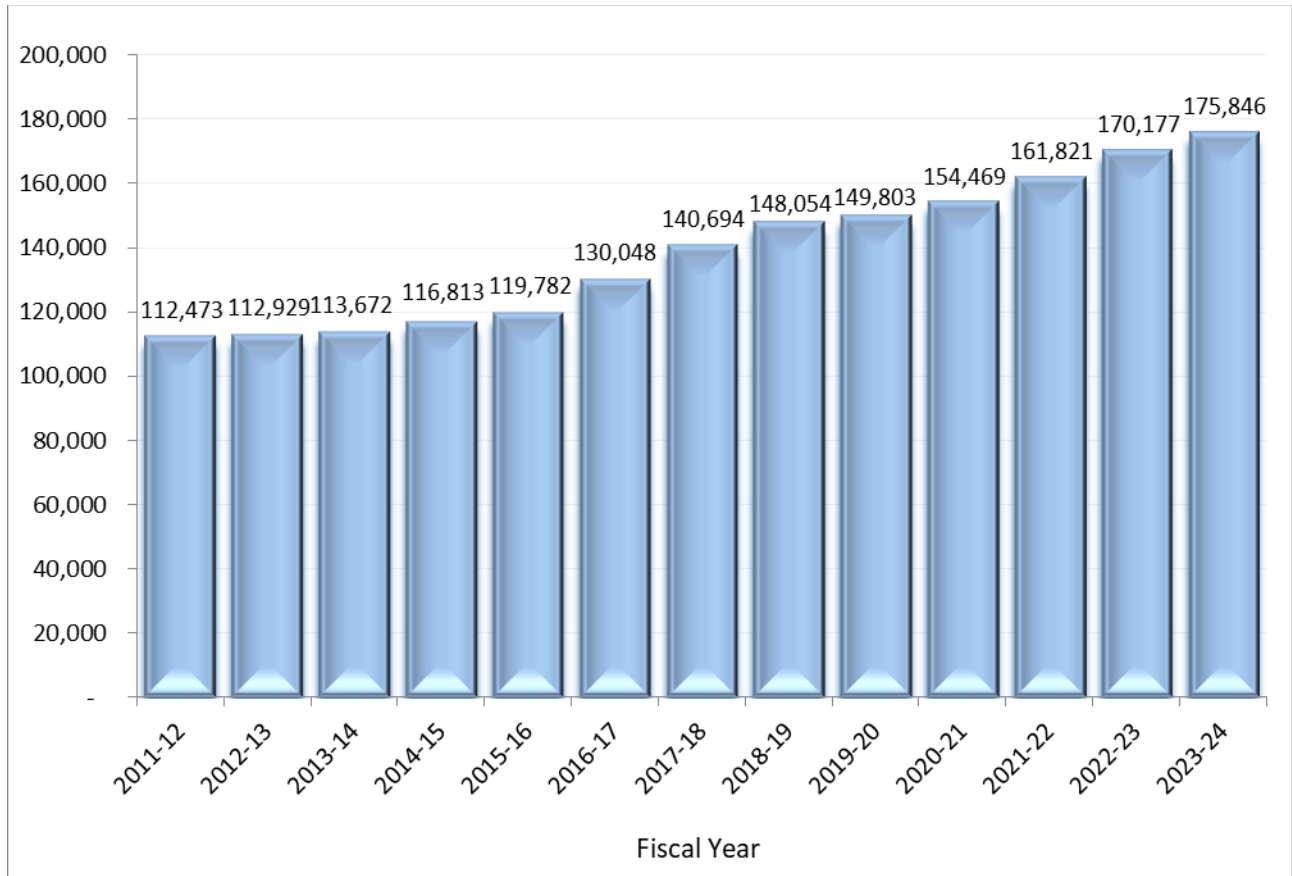
Key Performance Indicator for service level/speed of answer was not achieved due to increased violation calls. These calls were the result of collections efforts and took longer to resolve. ViaPlus is recruiting more customer service representatives to improve service levels.

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	February- 24		January- 24		FY 2023-24	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	1,664	23%	1,944	23%	1,766	23%
Additional Tags to Existing Accounts	5,365	75%	6,518	75%	5,728	75%
Replacement Transponders	167	2%	172	2%	158	2%
Total Issued	7,196		8,634		7,652	

At the end of February 2024, the 91 EL had 175,846 active customer accounts and 701,907 transponders classified as assigned.

**Number of Accounts by FY
As of February 29, 2024**





**Orange County Transportation Authority
Riverside County Transportation Commission**



Status Report
March 2024

As of March 31, 2024

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OPERATIONS OVERVIEW OCTA

TRAFFIC AND REVENUE STATISTICS FOR OCTA

Total traffic volume on the 91 Express Lanes (91 EL) for March 2024 was 1,820,745. This represents a daily average of 58,734 vehicles. This is a 6.9 percent increase in total traffic volume from the same period last year, which totaled 1,703,261. Potential toll revenue for March was \$5,752,800, which represents an increase of 4.9 percent from the prior year's total of \$5,486,531. Carpool percentage for March was 25 percent as compared to the previous year's rate of 22.7 percent.

Month-to-date (MTD) traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Orange County Transportation Authority (OCTA) 91 EL and associated potential revenue for the month of March 2024.

Current MTD as of March 31, 2024

	MAR-24 MTD Actual	MAR-23 MTD Actual	Yr-to-Yr % Variance
Trips			
Full Toll Lanes	1,364,664	1,316,675	3.6%
3+ Lanes	456,081	386,586	18.0%
Total Gross Trips	1,820,745	1,703,261	6.9%
Revenue			
Full Toll Lanes	\$5,682,888	\$5,421,934	4.8%
3+ Lanes	\$69,912	\$64,597	8.2%
Total Gross Revenue	\$5,752,800	\$5,486,531	4.9%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.16	\$4.12	1.0%
Average 3+ Lanes	\$0.15	\$0.17	(11.8%)
Average Gross Revenue	\$3.16	\$3.22	(1.9%)

The 2024 fiscal year-to-date (YTD) traffic volume increased by 8.1 percent, and potential toll revenue increased by 7.8 percent when compared with the same period the prior year. YTD average revenue per trip is \$3.17.

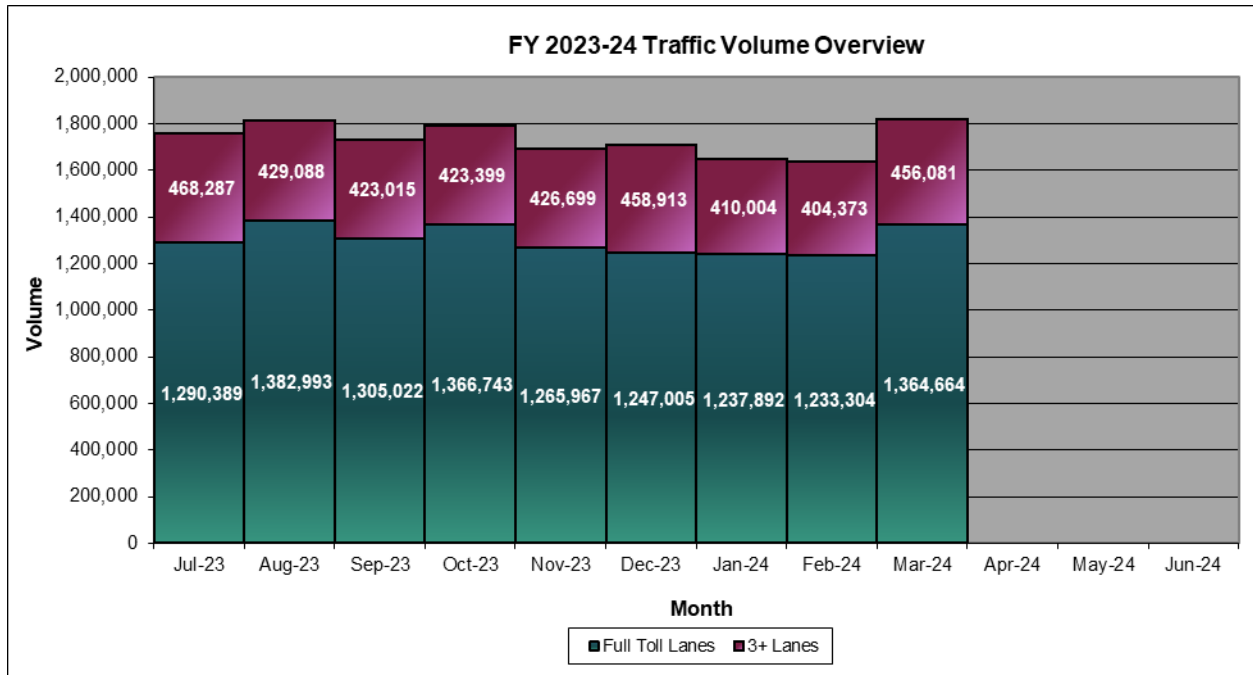
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the OCTA 91 EL and associated potential revenue for the months of July 2023 through March 2024.

Fiscal Year (FY) 2023-24 YTD as of March 31, 2024

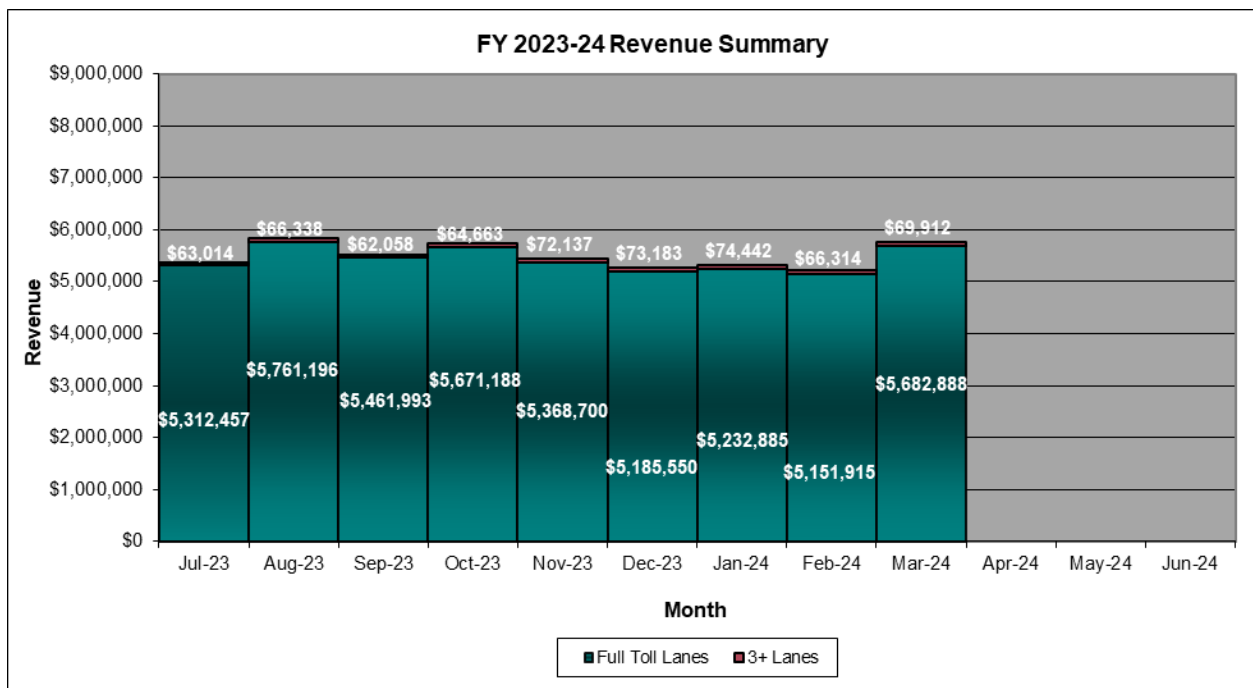
Trips	FY 2023-24 YTD Actual (7/2023-3/2024)	FY 2022-23 YTD Actual (7/2022-3/2023)	Yr-to-Yr % Variance
Full Toll Lanes	11,693,979	11,000,949	6.3%
3+ Lanes	3,899,859	3,420,083	14.0%
Total Gross Trips	15,593,838	14,421,032	8.1%
Revenue			
Full Toll Lanes	\$48,828,771	\$45,313,648	7.8%
3+ Lanes	\$612,061	\$548,826	11.5%
Total Gross Revenue	\$49,440,832	\$45,862,474	7.8%
Average Revenue per Trip			
Average Full Toll Lanes	\$4.18	\$4.12	1.5%
Average 3+ Lanes	\$0.16	\$0.16	0.0%
Average Gross Revenue	\$3.17	\$3.18	(0.3%)

OCTA Traffic and Revenue Summary

The chart below reflects the total trips breakdown between full toll trips and high-occupancy vehicle (HOV3+) trips for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll trips and HOV3+ trips for FY 2023-24 on a monthly basis.



OCTA PEAK-HOUR VOLUMES

Peak-hour traffic in the eastbound and westbound directions reached or exceeded 90 percent of defined capacity 18 times during the month of March 2024. As demonstrated on the next chart, westbound peak-hour traffic volumes top out at 93 percent of defined capacity. This is closely monitored since toll adjustments are made based upon capacity percentages per the OCTA Toll Policy for the 91 EL. If capacity is at 92 percent on a consistent basis (over six times during the prior 12 weeks), then an adjustment may be made to toll rates for that particular hour and day.

OCTA EASTBOUND PEAK-HOUR VOLUMES

PM Time	Monday 02/26/24				Tuesday 02/27/24				Wednesday 02/28/24				Thursday 02/29/24				Friday 03/01/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500																	\$8.85	515	2,862	84%
1500 - 1600																	\$8.40	566	2,880	85%
1600 - 1700																	\$6.45	590	2,925	86%
1700 - 1800																	\$7.15	609	2,843	84%
1800 - 1900																	\$7.15	736	2,829	83%
1900 - 2000																	\$6.65	711	2,347	69%

PM Time	Monday 03/04/24				Tuesday 03/05/24				Wednesday 03/06/24				Thursday 03/07/24				Friday 03/08/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	485	2,887	85%	\$5.60	423	2,824	83%	\$5.60	471	2,755	81%	\$8.20	541	3,223	95%	\$8.85	506	2,972	87%
1500 - 1600	\$5.95	488	2,818	83%	\$5.90	488	2,951	87%	\$7.90	496	2,868	84%	\$7.90	571	3,072	90%	\$8.40	517	2,870	84%
1600 - 1700	\$5.25	494	2,985	88%	\$4.75	498	2,915	86%	\$6.90	482	2,585	76%	\$7.40	557	3,048	90%	\$6.45	628	2,883	85%
1700 - 1800	\$5.10	505	2,885	85%	\$5.05	504	2,814	83%	\$5.70	533	2,694	79%	\$7.10	518	3,006	88%	\$7.15	608	2,832	83%
1800 - 1900	\$5.95	709	3,019	89%	\$4.25	600	2,771	82%	\$4.25	479	2,022	59%	\$4.15	613	2,732	80%	\$7.15	722	2,806	83%
1900 - 2000	\$4.15	541	1,808	53%	\$4.15	733	2,786	82%	\$4.15	661	2,419	71%	\$6.10	735	2,738	81%	\$6.65	807	2,685	79%

PM Time	Monday 03/11/24				Tuesday 03/12/24				Wednesday 03/13/24				Thursday 03/14/24				Friday 03/15/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	534	2,961	87%	\$5.60	538	3,052	90%	\$5.60	469	2,951	87%	\$8.20	500	3,095	91%	\$8.85	509	2,932	86%
1500 - 1600	\$5.95	524	2,900	85%	\$5.90	537	3,002	88%	\$7.90	507	2,981	88%	\$7.90	532	2,923	86%	\$8.40	606	3,028	89%
1600 - 1700	\$5.25	531	2,819	83%	\$4.75	483	2,863	84%	\$6.90	503	2,887	85%	\$7.40	512	2,798	82%	\$6.45	567	2,822	83%
1700 - 1800	\$5.10	508	2,812	83%	\$5.05	525	3,019	89%	\$5.70	510	2,974	87%	\$7.10	502	2,920	86%	\$7.15	546	2,599	76%
1800 - 1900	\$5.95	667	2,958	87%	\$4.25	568	2,965	87%	\$4.25	573	2,859	84%	\$4.15	579	2,723	80%	\$7.15	714	2,903	85%
1900 - 2000	\$4.15	659	2,256	66%	\$4.15	594	2,596	76%	\$4.15	728	2,904	85%	\$6.10	722	2,928	86%	\$6.65	732	2,456	72%

PM Time	Monday 03/18/24				Tuesday 03/19/24				Wednesday 03/20/24				Thursday 03/21/24				Friday 03/22/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	506	2,987	88%	\$5.60	446	2,843	84%	\$5.60	470	2,850	84%	\$8.20	506	2,947	87%	\$8.85	587	2,901	85%
1500 - 1600	\$5.95	439	2,327	68%	\$5.90	505	2,906	85%	\$7.90	519	2,993	88%	\$7.90	542	2,942	87%	\$8.40	595	2,893	85%
1600 - 1700	\$5.25	519	2,833	83%	\$4.75	511	2,901	85%	\$6.90	427	2,130	63%	\$7.40	522	2,944	87%	\$6.45	618	3,017	89%
1700 - 1800	\$5.10	478	2,709	80%	\$5.05	493	2,889	85%	\$5.70	551	3,032	89%	\$7.10	550	2,952	87%	\$7.15	641	3,028	89%
1800 - 1900	\$5.95	589	2,709	80%	\$4.25	567	2,710	80%	\$4.25	620	3,074	90%	\$4.15	590	2,846	84%	\$7.15	627	2,558	75%
1900 - 2000	\$4.15	663	2,405	71%	\$4.15	707	2,819	83%	\$4.15	709	2,845	84%	\$6.10	718	2,869	84%	\$6.65	756	2,624	77%

PM Time	Monday 03/25/24				Tuesday 03/26/24				Wednesday 03/27/24				Thursday 03/28/24				Friday 03/29/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
1400 - 1500	\$5.60	492	2,817	83%	\$5.60	552	3,159	93%	\$5.60	534	3,026	89%	\$8.20	509	3,001	88%	\$8.85	526	2,591	76%
1500 - 1600	\$5.95	503	2,529	74%	\$5.90	520	3,056	90%	\$7.90	542	2,986	88%	\$7.90	465	2,888	85%	\$8.40	674	2,904	85%
1600 - 1700	\$5.25	505	2,746	81%	\$4.75	583	3,243	95%	\$6.90	575	2,995	88%	\$7.40	597	2,925	86%	\$6.45	602	2,815	83%
1700 - 1800	\$5.10	604	3,111	92%	\$5.05	567	3,023	89%	\$5.70	470	2,473	73%	\$7.10	534	2,945	87%	\$7.15	691	2,988	88%
1800 - 1900	\$5.95	632	2,862	84%	\$4.25	596	2,900	85%	\$4.25	507	2,356	69%	\$4.15	655	2,917	86%	\$7.15	697	2,316	68%
1900 - 2000	\$4.15	647	2,187	64%	\$4.15	625	2,489	73%	\$4.15	754	2,833	83%	\$6.10	863	2,956	87%	\$6.65	646	1,971	58%



OCTA WESTBOUND PEAK-HOUR VOLUMES

AM Time	Monday 02/26/24				Tuesday 02/27/24				Wednesday 02/28/24				Thursday 02/29/24				Friday 03/01/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500																	\$3.35	440	1,227	36%
0500 - 0600																	\$5.15	797	2,681	79%
0600 - 0700																	\$5.40	687	2,906	85%
0700 - 0800																	\$5.95	561	2,631	77%
0800 - 0900																	\$5.40	354	2,306	68%
0900 - 1000																	\$4.50	320	1,961	58%

AM Time	Monday 03/04/24				Tuesday 03/05/24				Wednesday 03/06/24				Thursday 03/07/24				Friday 03/08/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	494	1,461	43%	\$3.35	520	1,512	44%	\$3.35	483	1,376	40%	\$3.35	496	1,385	41%	\$3.35	451	1,228	36%
0500 - 0600	\$5.40	879	2,958	87%	\$5.40	914	3,004	88%	\$5.40	907	2,859	84%	\$5.40	890	2,904	85%	\$5.15	801	2,637	78%
0600 - 0700	\$5.60	755	3,088	91%	\$5.60	686	2,952	87%	\$5.60	692	2,929	86%	\$5.60	585	2,524	74%	\$5.40	655	2,870	84%
0700 - 0800	\$6.15	680	2,959	87%	\$6.15	680	3,050	90%	\$6.15	657	3,014	89%	\$6.15	555	2,346	69%	\$5.95	608	2,705	80%
0800 - 0900	\$5.60	430	2,792	82%	\$5.60	394	2,549	75%	\$5.60	442	2,769	81%	\$5.60	442	2,916	86%	\$5.40	385	2,342	69%
0900 - 1000	\$4.50	378	2,388	70%	\$4.50	419	2,995	88%	\$4.50	323	2,453	72%	\$4.50	364	2,538	75%	\$4.50	382	2,251	66%

AM Time	Monday 03/11/24				Tuesday 03/12/24				Wednesday 03/13/24				Thursday 03/14/24				Friday 03/15/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	507	1,410	41%	\$3.35	512	1,404	41%	\$3.35	491	1,375	40%	\$3.35	544	1,438	42%	\$3.35	409	1,175	35%
0500 - 0600	\$5.40	875	2,972	87%	\$5.40	892	2,900	85%	\$5.40	890	2,829	83%	\$5.40	936	3,020	89%	\$5.15	808	2,621	77%
0600 - 0700	\$5.60	706	2,839	84%	\$5.60	681	2,871	84%	\$5.60	759	2,875	85%	\$5.60	757	2,917	86%	\$5.40	726	2,711	80%
0700 - 0800	\$6.15	669	2,893	85%	\$6.15	675	3,016	89%	\$6.15	751	3,151	93%	\$6.15	670	2,978	88%	\$5.95	559	2,503	74%
0800 - 0900	\$5.60	452	2,879	85%	\$5.60	424	2,952	87%	\$5.60	373	2,672	79%	\$5.60	445	2,969	87%	\$5.40	355	2,262	67%
0900 - 1000	\$4.50	439	2,406	71%	\$4.50	383	2,857	84%	\$4.50	386	2,676	79%	\$4.50	392	2,593	76%	\$4.50	342	2,093	62%

AM Time	Monday 03/18/24				Tuesday 03/19/24				Wednesday 03/20/24				Thursday 03/21/24				Friday 03/22/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	473	1,434	42%	\$3.35	549	1,446	43%	\$3.35	529	1,472	43%	\$3.35	497	1,409	41%	\$3.35	425	1,193	35%
0500 - 0600	\$5.40	865	2,859	84%	\$5.40	872	2,988	88%	\$5.40	946	3,043	90%	\$5.40	945	2,985	88%	\$5.15	818	2,647	78%
0600 - 0700	\$5.60	693	2,873	85%	\$5.60	739	3,012	89%	\$5.60	767	3,088	91%	\$5.60	737	3,034	89%	\$5.40	671	2,647	78%
0700 - 0800	\$6.15	631	2,921	86%	\$6.15	687	2,952	87%	\$6.15	681	3,013	89%	\$6.15	691	3,078	91%	\$5.95	516	2,475	73%
0800 - 0900	\$5.60	412	2,736	80%	\$5.60	401	2,412	71%	\$5.60	431	2,805	83%	\$5.60	439	2,914	86%	\$5.40	383	2,262	67%
0900 - 1000	\$4.50	457	2,603	77%	\$4.50	403	3,136	92%	\$4.50	445	2,943	87%	\$4.50	473	2,885	85%	\$4.50	396	2,087	61%

AM Time	Monday 03/25/24				Tuesday 03/26/24				Wednesday 03/27/24				Thursday 03/28/24				Friday 03/29/24			
	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.	Price	HOV	Vol.	Cap.
0400 - 0500	\$3.35	488	1,383	41%	\$3.35	472	1,399	41%	\$3.35	492	1,444	42%	\$3.35	488	1,327	39%	\$3.35	373	1,035	30%
0500 - 0600	\$5.40	892	2,936	86%	\$5.40	998	3,118	92%	\$5.40	949	2,940	86%	\$5.40	938	2,987	88%	\$5.15	757	2,416	71%
0600 - 0700	\$5.60	687	2,868	84%	\$5.60	726	2,919	86%	\$5.60	691	2,896	85%	\$5.60	757	2,960	87%	\$5.40	610	2,398	71%
0700 - 0800	\$6.15	626	2,767	81%	\$6.15	631	2,952	87%	\$6.15	609	2,942	87%	\$6.15	672	2,984	88%	\$5.95	435	2,027	60%
0800 - 0900	\$5.60	401	2,458	72%	\$5.60	438	2,705	80%	\$5.60	462	2,886	85%	\$5.60	425	2,538	75%	\$5.40	315	1,898	56%
0900 - 1000	\$4.50	483	2,531	74%	\$4.50	535	2,943	87%	\$4.50	524	2,856	84%	\$4.50	550	2,741	81%	\$4.50	419	1,997	59%



OCTA OPERATIONAL HIGHLIGHTS

On-Road Operations

OCTA Freeway Service Patrol responded to 93 calls during the month of March. Of those calls, two were to remove debris, 25 were to assist disabled vehicles, 31 were to tow vehicles, and 35 were to aid motorists in the 91 EL.

FINANCIAL HIGHLIGHTS OCTA

91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2024		YTD Variance	
	Actual ⁽¹⁾	Budget ⁽¹⁾	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 44,278,008	\$ 38,884,961	\$ 7,393,045	20.0
Fee Revenue	\$ 7,715,309	\$ 3,377,601	\$ 4,337,708	128.4
Total operating revenues	\$ 51,993,316	\$ 40,262,562	\$ 11,730,754	29.1
Operating expenses:				
Contracted Services	\$ 4,374,727	\$ 5,743,920	\$ 1,369,193	23.8
Administrative Fee	\$ 2,838,258	\$ 3,453,084	\$ 614,826	17.8
Other Professional Services	\$ 695,128	\$ 1,833,716	\$ 1,138,588	62.1
Credit Card Processing Fees	\$ 910,447	\$ 992,177	\$ 81,730	8.2
Toll Road Account Servicing	\$ 146,844	\$ 749,997	\$ 603,353	80.4
Other Insurance Expense	\$ 448,365	\$ 150,000	\$ (298,365)	(198.9)
Toll Road Maintenance Supply Repairs	\$ 360,929	\$ 689,242	\$ 328,313	47.6
Patrol Services	\$ 687,994	\$ 650,899	\$ (37,095)	(5.7)
Building Equipment Repairs and Maint	\$ 410,860	\$ 650,152	\$ 239,292	36.8
6C Transponders	\$ -	\$ -	\$ -	N/A
Other Services	\$ 20,500	\$ 74,997	\$ 54,497	72.7
Utilities	\$ 67,381	\$ 95,244	\$ 27,863	29.3
Office Expense	\$ 89,228	\$ 51,628	\$ (37,598)	(72.8)
Bad Debt Expense	\$ 102,079	\$ -	\$ (102,079)	N/A
Miscellaneous ⁽²⁾	\$ 45,133	\$ 101,320	\$ 56,187	55.5
Leases	\$ 395,829	\$ 401,247	\$ 5,618	1.4
Total operating expenses	\$ 11,593,299	\$ 15,637,623	\$ 4,044,324	25.9
Depreciation and Amortization ⁽³⁾	\$ 3,501,650	\$ -	\$ (3,501,650)	N/A
Operating income (loss)	\$ 36,898,367	\$ 24,624,939	\$ 12,273,428	49.8
Nonoperating revenues (expenses):				
Reimbursement from Other Agencies	\$ 204,946	\$ 270,000	\$ (65,054)	(24.1)
Interest Income	\$ 4,682,781	\$ 5,139,126	\$ (456,345)	(8.9)
Interest Expense	\$ (1,363,420)	\$ (2,423,800)	\$ 1,060,380	43.7
Other	\$ 541	\$ -	\$ 541	N/A
Total nonoperating revenues (expenses)	\$ 3,524,848	\$ 2,985,326	\$ 539,522	(18.1)
Transfers In	\$ -	\$ -	\$ -	N/A
Transfers Out ⁽⁴⁾	\$ (2,960,715)	\$ (2,369,077)	\$ (591,638)	(25.0)
Net income (loss)	\$ 37,462,500	\$ 25,241,188	\$ 12,221,312	48.4

¹Actual amounts are accounted for on the accrual basis of accounting in an enterprise fund. Budget amounts are accounted for on a modified accrual basis of accounting.

²Miscellaneous expenses include: Bond Insurance Costs, Bank Service Charge, Transponder Materials, Subscriptions.

³Depreciation and amortization are not budgeted items.

⁴Transfers Out: For M2 Project I and Project J expense reimbursements.

Capital Asset Activity

During the nine months ending March 31, 2024, capital asset activities included payments of \$655,918 attributed to the Electronic Toll and Traffic Management system project and \$475,742 attributed to the back-office system implementation project.

OPERATIONS OVERVIEW RCTC

TRAFFIC AND REVENUE STATISTICS FOR RCTC

Total traffic volume on the 91 EL for March 2024 was 1,705,717. This represents a daily average of 55,023 vehicles. This is a 17.8 percent increase in gross trips from the same period last year, which totaled 1,448,513. Potential toll revenue for March was \$8,460,129, which represents an increase of 38.6 percent from the prior year's total of \$6,102,946. Carpool percentage for March was 23.7 percent as compared to the previous year's rate of 22.3 percent.

MTD traffic and revenue data is summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the Riverside County Transportation Commission (RCTC) 91 EL and associated potential revenue for the month of March 2024.

Current MTD as of March 31, 2024

Trips	MAR-24 MTD Actual	Stantec MTD Projected	# Variance	% Variance	MAR-23 MTD Actual	Yr-to-Yr % Variance
Full Toll Lanes	1,300,747	984,714	316,033	32.1%	1,126,110	15.5%
3+ Lanes	404,970	370,857	34,113	9.2%	322,403	25.6%
Total Gross Trips	1,705,717	1,355,571	350,146	25.8%	1,448,513	17.8%
Revenue						
Full Toll Lanes	\$8,391,932	\$4,678,143	\$3,713,789	79.4%	\$6,049,623	38.7%
3+ Lanes	\$68,197	\$0	\$68,197		\$53,322	27.9%
Total Gross Revenue	\$8,460,129	\$4,678,143	\$3,781,986	80.8%	\$6,102,946	38.6%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.45	\$4.75	\$1.70	35.8%	\$5.37	20.1%
Average 3+ Lanes	\$0.17	\$0.00	\$0.17		\$0.17	0.0%
Average Gross Revenue	\$4.96	\$3.45	\$1.51	43.8%	\$4.21	17.8%

The 2024 fiscal YTD traffic volume increased by 13.3 percent, and potential toll revenue increased by 34 percent when compared with the same period the prior year. YTD average revenue per trip is \$4.78.

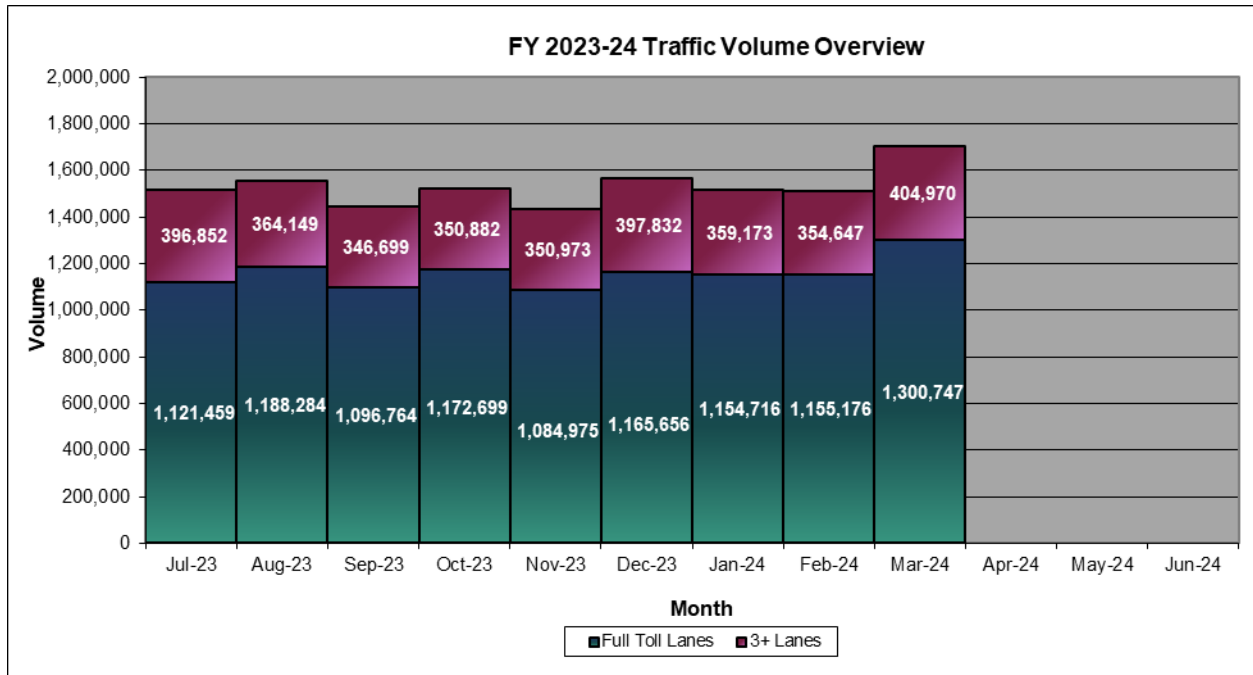
Fiscal YTD traffic and revenue data are summarized in the table below. The following trip and revenue statistics tables represent all trips taken on the RCTC 91 EL and associated potential revenue for the months of July 2023 through March 2024.

FY 2023-24 YTD as of March 31, 2024

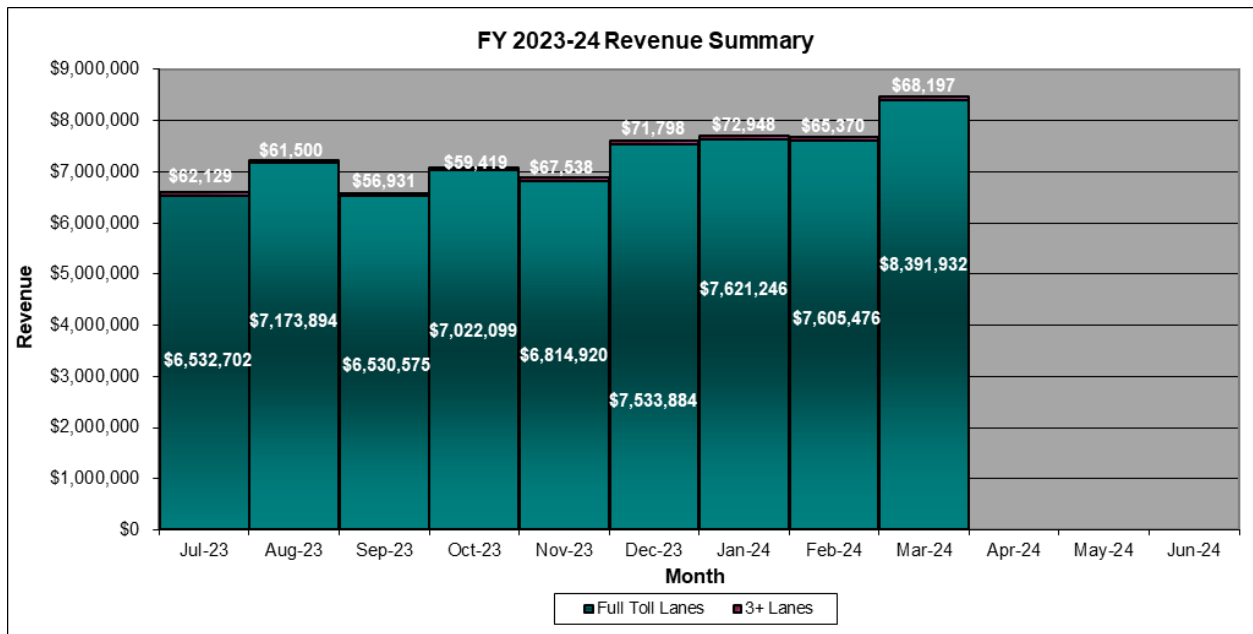
Trips	FY 2023-24 YTD Actual (7/2023-3/2024)	Stantec YTD Projected	# Variance	% Variance	FY 2022-23 YTD Actual (7/2022-3/2023)	Yr-to-Yr % Variance
Full Toll Lanes	10,440,476	8,302,000	2,138,476	25.8%	9,373,591	11.4%
3+ Lanes	3,326,177	3,103,000	223,177	7.2%	2,776,692	19.8%
Total Gross Trips	13,766,653	11,405,000	2,361,653	20.7%	12,150,283	13.3%
Revenue						
Full Toll Lanes	\$65,226,729	\$40,004,429	\$25,222,300	63.0%	\$48,697,748	33.9%
3+ Lanes	\$585,830	\$0	\$585,830		\$423,587	38.3%
Total Gross Revenue	\$65,812,559	\$40,004,429	\$25,808,130	64.5%	\$49,121,335	34.0%
Average Revenue per Trip						
Average Full Toll Lanes	\$6.25	\$4.82	\$1.43	29.7%	\$5.20	20.2%
Average 3+ Lanes	\$0.18	\$0.00	\$0.18		\$0.15	20.0%
Average Gross Revenue	\$4.78	\$3.51	\$1.27	36.2%	\$4.04	18.3%

RCTC Traffic and Revenue Summary

The chart below reflects the total trips broken down between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



The chart below reflects the gross potential revenue breakdown between full toll lanes and HOV3+ lanes for FY 2023-24 on a monthly basis.



RCTC PEAK-HOUR VOLUMES

On November 20, 2023, the RCTC 91 EL transitioned to dynamic pricing, which adjusts toll rates based on traffic volumes to maintain free-flowing trips in accordance with RCTC's 91 Express Lanes Toll Policy and Toll Schedule. The dynamic pricing is being closely monitored.

RCTC OPERATIONAL HIGHLIGHTS

On-Road Operations

RCTC Freeway Service Patrol responded to 115 calls during the month of March. Of those calls, 85 were to assist disabled vehicles, 12 calls to remove debris, and 18 were in response to accidents that affected the 91 EL.

FINANCIAL HIGHLIGHTS RCTC

RCTC 91 Express Lanes Operating Statement

Description	YTD as of : 3/31/2024		YTD Variance	
	Actual ¹	Budget	Dollar \$	Percent (%)
Operating revenues:				
Toll Revenue	\$ 60,183,439.73	\$ 44,405,625.00	\$ 15,777,814.73	35.5
Fee Revenue	5,948,137.68	4,404,750.00	1,543,387.68	35.0
Total operating revenues	66,131,577.41	48,810,375.00	17,321,202.41	35.5
Operating expenses:				
Salaries and Benefits	694,985.05	675,750.00	(19,235.05)	(2.8)
Legal Services	11,994.84	153,750.00	141,755.16	92.2
Advisory Services	35,723.91	55,500.00	19,776.09	35.6
Audit and Accounting Fees	34,454.00	28,500.00	(5,954.00)	(20.9)
Service Fees	11,937.02	9,750.00	(2,187.02)	(22.4)
Other Professional Services	401,649.45	939,375.00	537,725.55	57.2
Lease Expense	205,789.74	263,700.00	57,910.26	22.0
Operations	2,776,669.57	3,947,925.00	1,171,255.43	29.7
Utilities	61,883.07	126,450.00	64,566.93	51.1
Supplies and Materials	2,454.29	3,000.00	545.71	18.2
Membership and Subscription Fees	33,909.46	19,500.00	(14,409.46)	(73.9)
Office Equipment & Furniture (Non-Capital)	-	30,000.00	30,000.00	100.0
Maintenance/Repairs	239,834.65	376,500.00	136,665.35	36.3
Training Seminars and Conferences	725.00	6,000.00	5,275.00	87.9
Transportation Expenses	817.36	2,175.00	1,357.64	62.4
Lodging	999.10	2,250.00	1,250.90	55.6
Meals	410.28	2,250.00	1,839.72	81.8
Other Staff Expenses	209.46	375.00	165.54	44.1
Advertising	-	150,000.00	150,000.00	100.0
Program Management	55,038.58	65,325.00	10,286.42	15.7
Program Operations	4,200,770.76	7,831,350.00	3,630,579.24	46.4
Litigation Settlement	1,017.97	3,750.00	2,732.03	72.9
Furniture & Equipment	-	18,750.00	18,750.00	100.0
Improvements	-	22,500.00	22,500.00	100.0
Bad Debt Expense	102,046.66	52,500.00	(49,546.66)	(94.4)
Total operating expenses	8,873,320.22	14,786,925.00	5,913,604.78	40.0
Operating income (loss)	57,258,257.19	34,023,450.00	23,234,807.19	68.3
Nonoperating revenues (expenses):				
Interest Revenue	4,668,246.60	960,375.00	3,707,871.60	(386.1)
Other Miscellaneous Revenue	508,275.66	-	508,275.66	N/A
Loss on Refunding	-	-	-	N/A
Principal Expense	-	-	-	N/A
Interest Expense	(18,694,039.09)	(16,650,750.00)	(2,043,289.09)	12.3
Total nonoperating revenues (expenses)	(13,517,516.83)	(15,690,375.00)	2,172,858.17	13.8
Transfers In	-	-	-	N/A
Transfers Out	(424,300.00)	(767,700.00)	343,400.00	(44.7)
Net income (loss)	\$ 43,316,440.36	\$ 17,565,375.00	\$ 25,751,065.36	146.6

¹ Unaudited

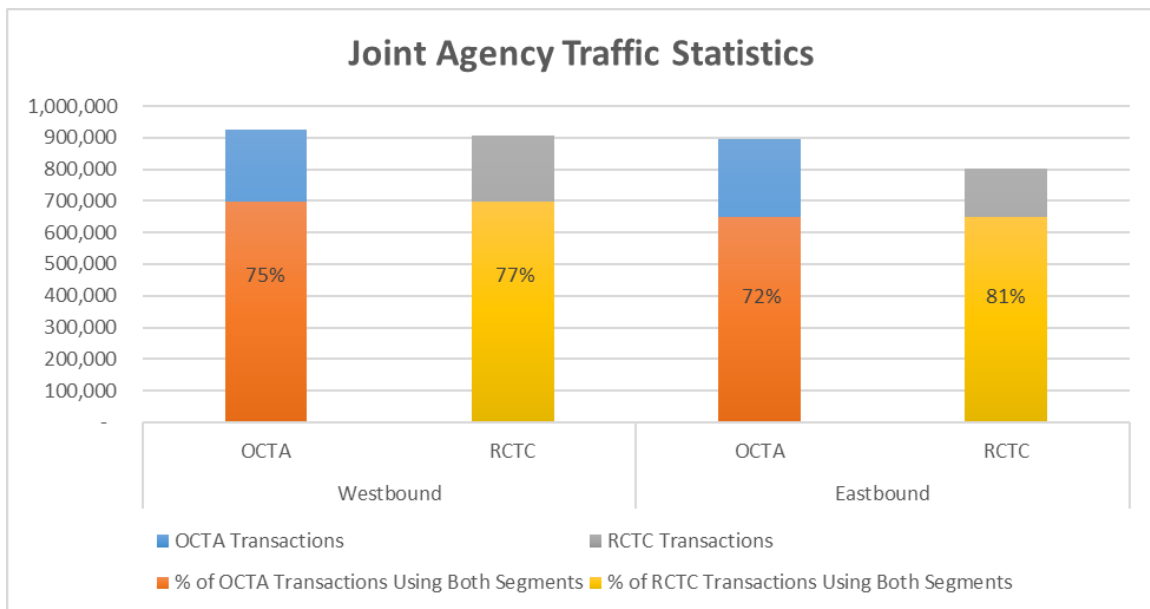
JOINT AGENCY TRIP AND REVENUE STATISTICS

MULTI AGENCY TRIP AND REVENUE STATISTICS

MONTH ENDING **March 31, 2024**

MTD	Transactions by Agency	Transactions Using Both Segments	% Using Both Segments	Revenue
Westbound				
OCTA	925,107	696,418	75%	\$2,647,758.35
RCTC	905,196	696,418	77%	\$5,054,253.90
Eastbound				
OCTA	895,638	648,035	72%	\$3,105,041.66
RCTC	800,521	648,035	81%	\$3,405,874.92

JOINT AGENCY TRAFFIC STATISTICS



JOINT AGENCY PERFORMANCE MEASURES

REPORTING REQUIREMENT	REPORTING PERIOD	PERFORMANCE STANDARD	MARCH 2024 PERFORMANCE
Customer Service			
Service Level /Speed of Answer	Monthly	80% answered within 60 seconds	47% answered within 60 seconds
Abandon Percentage	Monthly	4% <	8%
Customer Satisfaction Score	Monthly	4.5 =>	4.89
First Contact Resolution	Monthly	85% of calls resolved on the first contact	93%
Timeliness of Case Resolution			
	Monthly	90% of cases resolved in one (1) business day	97%
	Monthly	98% of cases resolved within five (5) business days	100%
Mail Performance			
Processing Returned Mail	Monthly	Per business day in which 90% of returned mail is processed within three (3) business days	100%
	Monthly	Per business day in which 100% of returned mail is processed within five (5) business days	100%
Research and resolve unidentified Payments	Monthly	100% of all unidentified payments are completely and accurately resolved within five (5) business days	100%
Payment Processing	Monthly	Per business day in which 100% of payments are processed within two (2) business days	100%
Accounting			
Customer Refunds Processed	Monthly	Per business day in which 100% of all refunds are completely and accurately issued within five (5) business days	100%

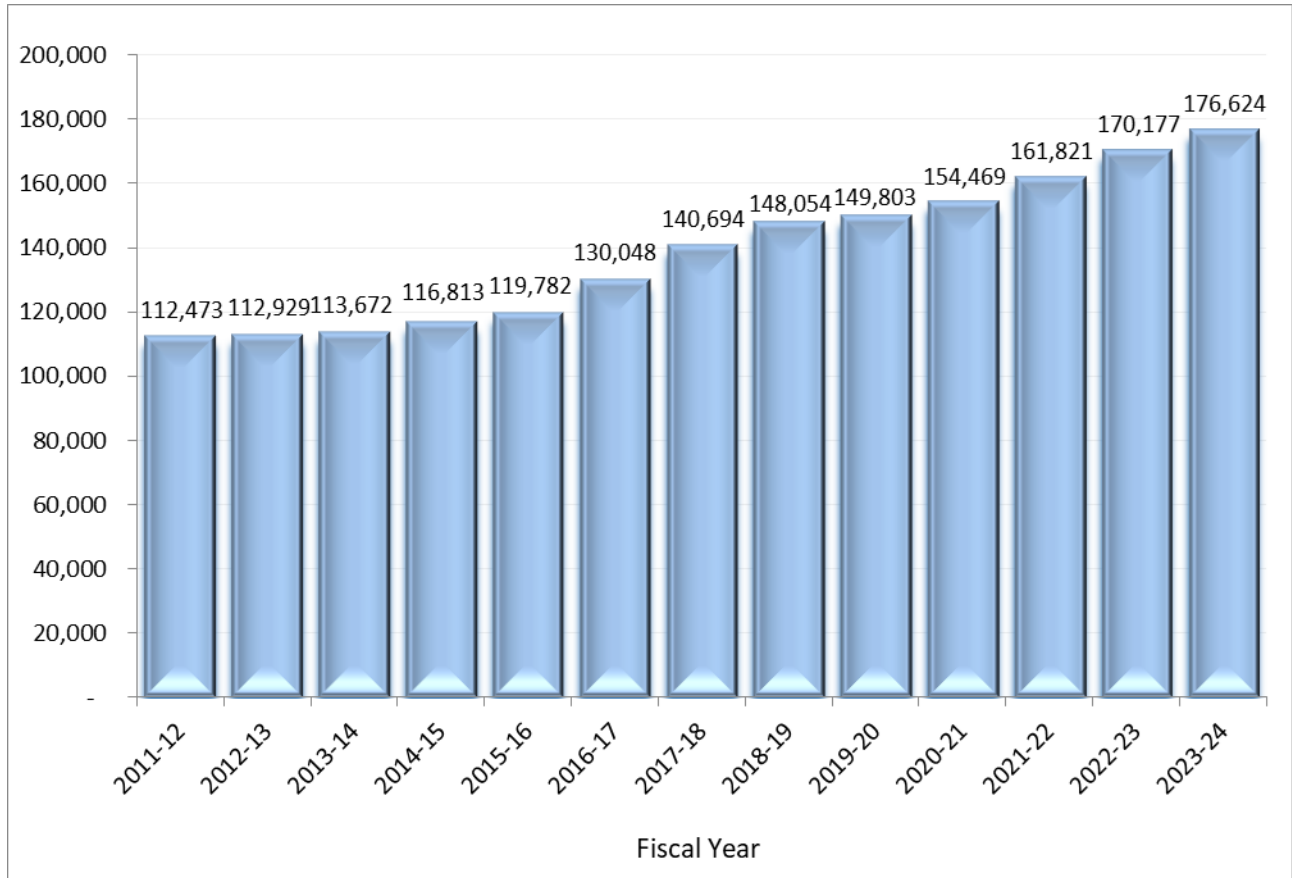
Key Performance Indicators for service level/speed of answer and abandon percentage were not achieved due to increased calls. ViaPlus has hired four additional phone representatives and is currently in the process of recruiting an additional eight to ten representatives to manage higher call volumes.

JOINT AGENCY TRANSPONDER DISTRIBUTION

6C TRANSPONDER DISTRIBUTION	March -24		February- 24		FY 2023-24	
	Tags	% of Total	Tags	% of Total	Average To-Date	
Issued						
To New Accounts	2,078	23%	1,664	23%	1,843	23%
Additional Tags to Existing Accounts	6,714	74%	5,365	75%	5,974	75%
Replacement Transponders	246	3%	167	2%	180	2%
Total Issued	9,038		7,196		7,997	

At the end of March 2024, the 91 EL had 176,624 active customer accounts and 705,816 transponders classified as assigned.

Number of Accounts by FY
As of March 31, 2024



AGENDA ITEM 70

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2024/25 Short Range Transit Plan Updates and Transit Funding Allocations

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Fiscal Years (FY) 2024/25 – FY 2026/27 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA), Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine) and the FY 2024/25 – 2028/29 SRTP for the Commission’s Rail and Vanpool Programs;
- 2) Approve FY 2024/25 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), State of Good Repair (SGR), and Senate Bill (SB) 125 funds for the cities of Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission’s Rail and Vanpool Programs aggregating \$330,741,781;
- 3) Adopt Resolution No. 24-006, *“Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2024/25”*;
- 4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County and other federal funds as detailed in the respective transit operators’ SRTP aggregating \$62,286,111; and
- 5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

BACKGROUND INFORMATION:

The SRTPs serve as the county’s primary justification for federal and state grants for transit operations and capital and provides a short-term vision of public transportation for the county including strategies that will help guide transportation decisions over the next three (3) to five (5) years. In Riverside County, there are seven (7) public bus transit operators (cities of Banning, Beaumont, Corona, and Riverside; RTA; SunLine; and PVVTA), and the Commission as a commuter rail and vanpool operator – a total of eight (8) transit operators. The seven (7) public bus transit operators typically submit a three-year SRTP, and the Commission completes a five-year SRTP.

Under state law, the Commission is tasked with the responsibility to identify, analyze, and recommend potential productivity improvements to ensure transportation funds are allocated to transit operators to provide needed transit services for county residents. An annual SRTTP update is a mechanism to meet this obligation and coordinate transit services throughout the county. The core components of each agency's SRTTP includes the operating and capital plans and project justifications that are utilized as the basis for receiving transit funding. The SRTTPs also document each operator's system and route performance data, which provide the basis for the Commission's oversight activities to ensure compliance with the Transportation Development Act (TDA), federal regulations, state law, and Commission-adopted policies and guidelines.

DISCUSSION:

Transit operators are continuing to work through a recovery period following the pandemic and the FY 2024/25 service plans reflect a return towards pre-COVID levels under fiscally conservative economic conditions. For FY 2024/25, it is estimated that countywide ridership (excluding Metrolink data which is unavailable at this time) will reach just over 10.1 million, which is an increase of about 16.2 percent from planned ridership for FY 2023/24. These proposed service plans also provide flexibility to adapt quickly to market changes. Following are service and capital program highlights for FY 2024/25 by operator.

Banning – Banning Connect (Attachment 1)

Banning provides both Dial-A-Ride and two (2) fixed route services, primarily covering the areas of Banning and Cabazon, and provides connections to the Morongo Indian Reservation and Walmart in Beaumont. Banning estimates a total of \$2.7 million in operating and \$7.1 million in capital assistance needs, a combined increase of about \$4.6 million from FY 2023/24 primarily due to increases in capital needs, such as power and facility upgrades for zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Replacement of four (4) fixed route buses;
- Conducting an Operating and Capital Needs Analysis;
- Rehabilitation of the current compressed natural gas (CNG) station;
- Upgrading bus stops and adding new shelters to highly used stops;
- Continuation of its reduced and free fare program; and
- Power and facility upgrades for zero-emission technology

Beaumont – Beaumont Transit (Attachment 2)

Beaumont provides both Dial-A-Ride and eight (8) fixed route services. It primarily operates in Beaumont with connections in Banning. Beaumont estimates a total of \$3.3 million in operating and \$10.7 million in capital assistance needs, a combined increase of about \$4.5 million from FY 2023/24 primarily due to capital assistance needs to accommodate zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Continuation of its free-fare promotion for all passengers;
- Increasing advertising and passenger outreach;
- Increasing community involvement and visibility;
- Increasing trips in the travel training program;
- Updating its Comprehensive Operational Analysis with microtransit feasibility;
- Implementing route changes; and
- Implementing many needed capital projects such as the new vehicle lists and begin design of the Beaumont City and Transit Yard to accommodate zero-emission technology.

Corona – Corona Cruiser (Attachment 3)

Corona operates two (2) fixed routes and a Dial-A-Ride program for seniors and persons with disabilities within the city limits and neighboring communities of Coronita, El Cerrito, Home Gardens, and Norco. Corona estimates a total of \$3.8 million in operating and \$12.5 million in capital assistance needs, a combined increase of about \$10.4 million from FY 2023/24 primarily due to an increase in capital assistance needs, such upgrading fueling infrastructure to accommodate zero-emission vehicles.

Planned services and projects in FY 2024/25 include:

- Plan for implementation of financially feasible recommendations from the comprehensive operational analysis;
- Improving fixed route service schedule adjustments for better connections, particularly for morning peak service;
- Continuation of the reduced and free fare program;
- Improving Dial-A-Ride services by reviewing the feasibility of establishing an Americans with Disabilities Act (ADA) subscription services policy;
- Working with the City's contract transportation operator to improve on-time performance, bus maintenance and cleanliness, and maintenance of bus stops;
- Continuing bi-weekly, monthly, and quarterly inspections of contractual requirements, bus stops, and buses to ensure state of good repair; and
- Implementation of many needed capital projects such as the Intelligent Transportation System, Bus Stop Improvement Project, purchase of an ADA accessible van, implementation of a Digital Mobile Land Communication System, installation of a canopy/roof structure for the bus parking area, replacement of buses, and upgrade fueling infrastructure to accommodate zero-emission vehicles.

City of Riverside – Riverside Connect (Attachment 4)

Riverside Connect (RC) operates a 24-hour advance reservation Dial-A-Ride for seniors and persons with disabilities within the Riverside city limits. RC serves as the primary paratransit provider for those eligible within the city of Riverside. RC differs from RTA's Dial-A-Ride by providing service only within Riverside city limits and serves seniors 60 years and older, as

compared to RTA’s Dial-A-Ride which serves seniors 65 years and older. RC estimates a total of \$5.8 million in operating and \$8.7 million in capital assistance needs, a combined increase of about \$9.2 million from FY 2023/24 primarily due to replacement vehicles and infrastructure planning to accommodate zero-emission technology.

Planned services and projects for FY 2024/25 include:

- Marketing campaigns with advertisements with printed materials and social media;
- Upgrading the radio communications system;
- Upgrading computer and software systems;
- Replacement of 12 vehicles; and
- Begin infrastructure planning to accommodate zero-emission vehicles.

PVVTA (Attachment 5)

PVVTA, recently rebranded as “RidePV,” provides six (6) fixed route/deviated fixed routes services, a micro transit ADA paratransit service, and a transportation reimbursement program for individuals who are unable to access fixed route services. The fixed route service can deviate up to three-quarters of a mile away from the actual fixed route. Service is provided within the city of Blythe and surrounding unincorporated areas in the Palo Verde Valley. PVVTA estimates a total of \$2.4 million in operating and \$16.3 million in capital assistance needs, a combined increase of about \$16.5 million from FY 2023/24 primarily due to its new maintenance facility and hydrogen fueling station.

Planned services and projects for FY 2024/25 include:

- Exploring options for RidePV Express to five (5) days a week;
- Updating bus stop amenities;
- Minor upgrades to the CNG station; and
- Beginning work on the new maintenance facility and hydrogen fueling station.

RTA (Attachment 6)

RTA operates 32 local, intercity, and regional fixed routes; three (3) CommuterLink express routes; one (1) Micortransit Service; and Dial-A-Ride services. RTA estimates a total of \$106.6 million in operating and \$42.8 million in capital assistance needs, a combined increase of about \$28.3 million from FY 2023/24. This is attributable to the realignments and reinstatement of routes, significant fleet replacement, and zero-emission infrastructure needs.

Planned services and projects for FY 2024/25 include:

- Implementing the sustainable service plan recommendations in September 2024;
 - Reinstatement of the discontinued weekend service resulting in improved frequencies on routes 1, 11, 13, 14, 16, 19, 22, 27 and 28;

- Route 8: Improve frequency to every 60 minutes and implement a new transfer location with Route 9 at Walmart at Central & Cambern;
- Route 9: Discontinue service to the Lake Elsinore Outlet Mall and improve frequency from every 70 minutes to every 60 minutes;
- Provide timed connections with Route 8 at Walmart at Central & Cambern; and
- Route 200: Add one roundtrip in the morning due to high demand.
- Planned January 2025 service changes:
 - Route 1: Increase service to the Vine Street Mobility Hub to connect to Metrolink trains;
 - Routes 16 and 19: Improve weekday frequency to every 15 minutes from 6 a.m. to 6 p.m.;
 - Route 28: Improve weekday frequency from every 35-40 minutes to every 30 minutes; and
 - Route 44: Improve frequency on San Jacinto Ave. from every 60 to 70 minutes to every 40 minutes.
- Implementing various capital projects including funding for new zero-emission vehicles, facilities and equipment improvements, information technology improvements and capital maintenance programs.

SunLine (Attachment 7)

SunLine operates 10 local and regional fixed routes, one (1) Commuter Link express route, demand response service branded as “SunDial,” and microtransit service known as “SunRide.” SunLine estimates a total of \$49.4 million in operating and \$21.8 million in capital assistance needs, for a combined decrease about \$12.0 million from FY 2023/24. This is primarily due to a reduction in capital programming from federal and state competitive programs.

Planned services and projects for FY 2024/25 include:

- Improving route frequencies gradually to regular pre-COVID 19 service levels;
- To improve ridership on Commuter Link service, SunLine proposes off-peak fares for reverse commute trips and during off-season when California State University is not in general session. The local fare structure will apply to morning reverse commute trips from San Bernardino to Indio and afternoon trips from Indio to San Bernardino and to all trips when California State University is not in general session;
- Develop service options north of the Interstate 10 freeway;
- Implementation of many needed capital projects such as complete construction of the Coachella Mobility Hub, update bus stop and amenities to enhance customer service, optimize trip planning technologies, and improve communication with passengers, vehicle replacements including hydrogen buses, paratransit vehicles, trolleys and microtransit vehicles, rehabilitation of buses, tools and equipment upgrades, and hydrogen station and facility improvements; and
- Continue to implement the Innovative Clean Transit plan.

RCTC Rail and Vanpool Programs (Attachment 8)

Western County Commuter Rail

The Commission is a member agency of the Southern California Regional Rail Authority (SCRRA) that operates the Metrolink Commuter Rail system. Of the 57 stations on the Metrolink system, the Commission owns and maintains nine (9) stations that are located in Western Riverside County. The Western County Commuter Rail program reflects the Commission's share of Metrolink operating and capital subsidies, station operations and maintenance, right of way maintenance, and program administration and support. Total operating costs are estimated at \$57.6 million and capital of \$39.4 million, a combined increase of about \$26.2 million, primarily due to additional Metrolink capital needs and competitive funds for the Perris Valley Line Double Track Project.

Planned services and projects for FY 2024/25 include:

- SCRRA's continued focus is on improving operational efficiency and regaining riders and will be implementing a major schedule optimization effort that will offer more midday trips and timed connectivity at major transfer locations;
- Completion of station rehabilitation projects such as elevator replacements, pavement rehabilitation, station painting, bike and pedestrian improvements, improved station amenities, drought tolerant landscaping, and upgraded lighting, electrical, solar and security systems;
- Completion of the Moreno Valley/March Field station upgrade project; And
- Final design for the Perris-South Station Improvement Project and Perris Valley Line Double Track Project from Moreno Valley to Downtown Perris.

Coachella Valley Rail Corridor

The proposed 144-mile long rail corridor service in Coachella Valley will run from Los Angeles to Indio through the four (4) Southern California counties of Los Angeles, Orange, Riverside, and San Bernardino to provide a convenient scheduled link to the communities in the fast-growing Coachella Valley and San Gorgonio Pass areas. Financial support for project development will come primarily from federal and state grant funds received and maintained in the Coachella Valley Rail Fund.

Major planning highlights for FY 2024/25 include the Tier 2 Project-level Environmental Documentation and Engineering. The total capital funds programmed for FY 2024/25 is \$41.8 million for the initiation of this planning effort.

VanClub

The Commission’s vanpool program known as VanClub is the newest transit program in the county and was launched in May 2018. VanClub is a valuable transportation alternative option in areas that are hard to serve by transit and supports long-distance commuters by offering a subsidy which reduces the cost of the vanpool lease. The total operating request for FY 2023/25 is \$1.7 million, a decrease of approximately 6.4 percent from FY 2023/24 due to unrealized vanpool growth.

Planned service enhancements for FY 2024/25 will include:

- Furthering outreach efforts with the transition from a locally provisioned Inland Empire-based rideshare and vanpool system to a regional platform solution which expands the commuter database and improves ride matching potential;
- Maximizing employer partnerships through the provision of in person/worksites rideshare support and value-added services, along with turn-key marketing campaigns from IE Commuter, to assist employers with developing and continuing employer-based rideshare programs;
- Expanding rideshare and vanpool program reach beyond traditional large employer markets to include more small/medium business markets and direct end-user engagement; and
- Continuing to leverage new incentives such as the \$5/Day Rideshare Incentive to assist with vanpool recovery efforts throughout the region.

SRTP Financial Overview

Approximately \$434.3 million in total funding is required to support the FY 2024/25 operating and capital requests for the provision of transit services in Riverside County. To implement the SRTPs for FY 2024/25, the programming plan is to utilize available funding of approximately \$233.2 million for operating and \$201.1 million for capital purposes. Table 1 below provides a comparative overview of the total operating and capital costs from the prior year. Systemwide, this represents a 42.1 percent increase compared to FY 2023/24 funding levels. The capital costs more than doubled due to formula SB 125 funding for the Coachella Valley Rail project and projects that accommodate zero-emission technology vehicles.

Table 1: FY 2023/24 and FY 2024/25 Operating and Capital Costs

Fiscal Year	Operating	Capital	Total
FY 2023/24*	\$ 220,546,471	\$ 85,139,938	\$ 305,686,409
FY 2024/25	\$ 233,207,490	\$ 201,104,974	\$ 434,312,464
% Change	5.7%	136.2%	42.1%

*FY 2023/24 budget was amended due to various programs needs

Table 2 below provides an overview of the operating and capital costs by funding source required to support the County’s transit operations. State funds, primarily LTF, STA and SB 125 funds, make up the largest share of operating and capital funds. For federal FTA funds (FTA Sections

5307) provide the majority of capital funding. This fiscal year, there are only small amounts of federal stimulus funds remaining from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act of 2021 (ARPA). CARES and ARPA still provide some operational funding but should be phased out over the next year. State funds will account for about \$324.1 million (74.6 percent) of revenues, followed by federal funds totaling approximately \$62.3 million (14.3 percent), and local revenues representing about \$47.9 million (11 percent).

Table 2: FY 2024/25 Funding Source Breakdown

Fund Type	Fund Name	Amount	Percent of Total Funding
Federal	FTA ARPA	\$ 120,000	0.0%
	FTA CARES	213,800	0.0%
	FTA 5307	43,217,558	10.0%
	FTA 5310	300,000	0.1%
	FTA 5311	1,732,557	0.4%
	FTA 5337	13,357,102	3.1%
	FTA 5339	1,617,171	0.4%
	CMAQ	727,923	0.2%
	Other Federal Funds	1,000,000	0.2%
	Federal Subtotal	62,286,111	14.3%
State	LCTOP	6,681,413	1.5%
	LTF	149,156,606	34.3%
	SGR	4,573,788	1.1%
	STA	30,471,211	7.0%
	SB 125 Funds	117,419,776	27.0%
	TIRCP	15,500,000	3.6%
	Other State Funds	334,800	0.1%
		State Subtotal	324,137,594
Local	AB 2766	5,000	0.0%
	Interest	1,542,500	0.4%
	Measure A	29,120,400	6.7%
	Other Local Funds	6,342,866	1.5%
	Passenger Fares	10,877,993	2.5%
		Local Subtotal	47,888,759
Total for Federal, State and Local Funding		\$ 434,312,464	100%

Transit operators may experience potential delays in receiving federal reimbursements. Potential delays in federal funds can be attributed from federal processes, federal budget discussions or continuing resolutions, or legal challenges to grants. Staff will continue to work with operators such as PVVTA, RTA, and SunLine to offer a modification of the LTF disbursements to advance as much in the first three quarters up to the approved amount in this item to address potential cash flow issues, pending cash receipts throughout the year.

Funding allocations by operator for FY 2024/25 are based on *Table 4.0: Summary of Funds Requested* in each SRTP. This table is used as the primary basis for allocating operating and capital revenues under the Commission’s authority. Future funding needs described in the SRTP beyond FY 2024/25 are solely for projection and planning purposes.


Staff has reviewed the transit operators’ funding requests for farebox ratio compliance and other eligibility requirements and recommends the approval of the FY 2024/25 SRTP updates (Attachments 1 – 8) and funding allocations for Measure A, LTF, STA, SGR, and SB 125 totaling \$330,741,781 as shown in Attachment 9.

In accordance with TDA, allocations to claimants (transit operators) shall be made and take effect by resolution adopted by the regional transportation planning agency. As such, Resolution No. 24-006, “*Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds for the Fiscal Year 2024/25*” is required for adoption (Attachment 10).

The Commission also approves the allocation of FTA formula funds Sections 5307, 5311, 5337, and 5339 for each urbanized area in coordination with SCAG for submittal into the FTIP and publication of the FTA POP. Subsequently, SCAG will follow its public participation process to satisfy FTA POP requirements. Staff has reviewed the funding requests for FTA Sections 5307, 5311, 5337, 5339 funds as presented in the SRTPs for the cities of Corona and Riverside, RTA, SunLine, PVVTA, RCTC, and SCRRA (Attachments 3-8) for the total amounts shown in Attachment 9 and recommends approval and allocation of the FTA funds for the projects.

FISCAL IMPACT:

The funding in the proposed FY 2024/25 SRTPs for LTF, STA, SGR, Measure A, SB 125 and Low Carbon Transit Operations Program for rail are included in the Commission’s proposed FY 2024/25 budget. The presented FY 2024/25 SRTPs do not include prior year allocations for capital projects that require Commission reimbursement; however, expenditures for those allocations are also included in the Commission’s proposed FY 2024/25 budget. Various other federal, state, and local funds such as FTA, CMAQ, AB 2766, and passenger revenues that are received directly by the transit operators are also not included in the Commission’s budget. Should any funding revenue projections change, or transit operators require additional funds, staff will return to the Commission with amendments as necessary.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25	Amount:	\$149,156,606 (LTF) \$30,471,211 (STA) \$29,120,400 (Measure A) \$4,573,788 (SGR) \$117,419,776 (SB 125)
Source of Funds:	LTF and STA; Measure A; SGR and SB 125		Budget Adjustment:	No	
GLA No.:	LOCAL TRANSPORTATION FUND			STATE TRANSIT ASSISTANCE	
	<u>Western County Bus</u>			<u>Western County Bus</u>	
	002210 86101 601 62 86101	\$77,856,033		002201 86102 241 62 86102	\$16,478,658
	002210 86102 601 62 86102	\$6,500,000		002201 86101 241 62 86101	\$550,000
	<u>Western County Rail</u>			<u>Western County Rail</u>	
	002213 97001 601 62 97001	\$32,092,800		002204 97001 241 62 97001	\$6,100,000
	254199 86101 103 25 86101	\$1,366,400		<u>Coachella Valley Bus</u>	
	<u>Coachella Valley Bus</u>			002202 86102 241 62 86102	
	002211 86101 601 62 86101	\$28,829,900		\$6,433,054	
	002211 86102 601 62 86102	\$781,473		<u>Coachella Valley Rail</u>	
	<u>Palo Verde Valley</u>			002202 97001 241 62 97001	
	002212 86101 601 62 86101	\$1,730,000		\$632,499	
	<u>MEASURE A</u>			<u>Palo Verde Valley</u>	
	<u>Western County Bus</u>			002203 86102 241 62 86102	
	269-62-86101	\$1,199,000		\$277,000	
	270-26-86101	\$1,000,000		STATE OF GOOD REPAIR	
	<u>Western Commuter Rail and Vanpool Operating</u>			<u>Western Riverside Bus</u>	
	Various 265-33-various	\$10,595,600		002221 86102 242 62 86102	\$2,413,788
	Various 265-24-various	\$8,049,400		<u>Western Riverside Rail</u>	
	002187 6XXXX 263 41 6XXXX	\$38,400		002224 86102 242 62 97001	\$1,000,000
	<u>Coachella Valley Specialized Transit</u>			<u>Coachella Valley Bus</u>	
	258-26-86101	\$8,238,000		002222 86102 242 62 86102	\$1,100,000
	SENATE BILL 125 FUNDS			<u>Palo Verde Valley</u>	
	<u>Western County Bus</u>			002223 86102 242 62 86102	
	002231 86102 243 62 86102	\$45,409,776		\$60,000	
	<u>Coachella Valley Bus</u>				
	002231 86102 243 62 86102	\$16,000,000			
	<u>Coachella Valley Rail</u>				
	002233 97001 243 62 002233	\$40,000,000			
	<u>Palo Verde Valley</u>				
	002231 86102 243 62 86102	\$16,010,000			
Fiscal Procedures Approved:				Date:	05/22/2024

Attachments ([Click on the Link](#)):

- 1) City of Banning, FY 2024/25 – FY 2026/27 SRTP
- 2) City of Beaumont, FY 2024/25 – FY 2026/27 SRTP
- 3) City of Corona, FY 2024/25 – FY 2026/27 SRTP
- 4) City of Riverside, FY 2024/25 – FY 2026/27 SRTP
- 5) PVVTA, FY 2024/25 – FY 2026/27 SRTP
- 6) RTA, FY 2024/25 – FY 2026/27 SRTP
- 7) SunLine, FY 2024/25 – FY 2026/27 SRTP
- 8) RCTC, FY 2024/25 – FY 2028/29 SRTP
- 9) FY 2024/25 Transit Operator Funding Allocations
- 10) LTF and STA Resolution No. 24-006

AGENDA ITEM 7P

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Fiscal Year 2023/24 Low Carbon Transit Operations Program Allocations

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the allocation of \$6,460,992 related to Fiscal Year (FY) 2023/24 Low Carbon Transit Operations Program (LCTOP) funds to eligible Riverside County transit operators;
- 2) Authorize the Executive Director, or designee, to review the transit operators’ projects to ensure consistency with the LCTOP guidelines and to execute and submit required documents for LCTOP; and
- 3) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2024/25 Short Range Transit Plans (SRTPs) for incorporation of the LCTOP funds, as necessary.

BACKGROUND INFORMATION:

The LCTOP program was established through Senate Bill 862 in 2014. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). LCTOP supports new or expanded transit services and expansion of intermodal transit facilities, with each project reducing greenhouse gas emissions. Agencies whose service areas include DACs, at least 50 percent of the total money received shall be expended on projects that will benefit these communities. Since FY 2015/16, SB 862 has continuously appropriated one percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP.

LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Funds are apportioned similar to the State Transit Assistance program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are discretionary for regional transportation planning agencies (RTPAs) such as RCTC to distribute

and fall under Public Utilities Code (PUC) 99313, and apportionments based on transit operator revenues are non-discretionary and fall under PUC 99314. Apportionments for both PUC 99313 and 99314 are determined by the SCO.

DISCUSSION:

The total estimated amount of LCTOP funds available to Riverside County for FY 2023/24 is \$7,510,953 (Attachment 1). Of this amount, \$6,460,992 is apportioned by population under PUC 99313, and are to be sub-allocated by the Commission. PUC 99314 provides \$1,049,961 directly to the transit operators as determined by the SCO.

As the RTPA for Riverside County, the Commission has the following responsibilities related to LCTOP:

- Receive and allocate PUC 99313 population based LCTOP amounts published by the SCO;
- Provide a contributing sponsor letter to Caltrans for the PUC 99313 funds, which provides the list of LCTOP projects that will be submitted by the public transit operators and ensure funds are expended on LCTOP-eligible activities; and
- Verify and approve amendments to a transit operator’s projects that requires the RTPA signature.

The SCO provides the estimate for LCTOP funds in February of each year and project applications are due to Caltrans in April with the RTPA contributing sponsor letter for PUC 99313 funds. Due to the application deadline constraints, the Commission provided the contributing sponsor letter identifying the proposed projects (Attachment 2).

FISCAL IMPACT:

There is no financial impact this year for the allocation of these funds. LCTOP funds are distributed directly from the SCO to transit operators for their respective projects. RCTC-led projects are included in the FY 2024/25 budget. Transit operators may not program all of the LCTOP funds in the upcoming SRTPs, so new amounts for this upcoming funding will be included in future SRTPs.

Attachments:

- 1) February FY 2023/24 Estimates
- 2) LCTOP FY 2023/24 Recommended Allocations by Operator



MALIA M. COHEN
CALIFORNIA STATE CONTROLLER

February 29, 2024

County Auditors
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Low Carbon Transit Operations Program

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2023-24 Low Carbon Transit Operations Program.

Please contact Lucas Rasmussen by telephone at (916) 323-1374 or by email at LRasmussen@sco.ca.gov with any questions or for additional information.

Sincerely,

Melma Dizon
Manager, Local Apportionments Section

Enclosure

**STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
ELIGIBLE ALLOCATION FISCAL YEAR 2023-24 SUMMARY**

Regional Entity	PUC 99313 Fiscal Year 2023-24 Eligible Allocation	PUC 99314 Fiscal Year 2023-24 Eligible Allocation	Total Fiscal Year 2023-24 Eligible Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 19,995,082	\$ 55,269,315	\$ 75,264,397
Sacramento Area Council of Governments	5,231,238	1,787,558	7,018,796
San Diego Association of Governments	2,532,890	614,399	3,147,289
San Diego Metropolitan Transit System	6,127,969	2,529,595	8,657,564
Tahoe Regional Planning Agency	285,740	16,299	302,039
Alpine County Transportation Commission	3,136	232	3,368
Amador County Transportation Commission	105,519	3,695	109,214
Butte County Association of Governments	544,568	29,404	573,972
Calaveras County Local Transportation Commission	118,904	1,438	120,342
Colusa County Local Transportation Commission	57,667	2,551	60,218
Del Norte County Local Transportation Commission	70,455	3,703	74,158
El Dorado County Local Transportation Commission	460,358	31,332	491,690
Fresno County Council of Governments	2,679,237	482,302	3,161,539
Glenn County Local Transportation Commission	75,850	2,156	78,006
Humboldt County Association of Governments	355,061	59,327	414,388
Imperial County Transportation Commission	475,392	44,961	520,353
Inyo County Local Transportation Commission	50,051	0	50,051
Kern Council of Governments	2,403,703	146,553	2,550,256
Kings County Association of Governments	400,013	16,032	416,045
Lake County/City Council of Governments	176,938	9,033	185,971
Lassen County Local Transportation Commission	74,894	3,384	78,278
Los Angeles County Metropolitan Transportation Authority	25,855,289	34,166,273	60,021,562
Madera County Local Transportation Commission	418,901	13,789	432,690
Mariposa County Local Transportation Commission	44,857	1,322	46,179
Mendocino Council of Governments	236,176	17,341	253,517
Merced County Association of Governments	755,795	35,924	791,719
Modoc County Local Transportation Commission	22,586	1,949	24,535
Mono County Local Transportation Commission	34,847	51,137	85,984
Transportation Agency for Monterey County	1,139,950	355,571	1,495,521
Nevada County Local Transportation Commission	266,785	12,533	279,318
Orange County Transportation Authority	8,309,654	2,983,864	11,293,518
Placer County Transportation Planning Agency	841,345	119,646	960,991
Plumas County Local Transportation Commission	50,316	7,732	58,048
Riverside County Transportation Commission	6,460,992	1,049,961	7,510,953
Council of San Benito County Governments	173,935	2,741	176,676
San Bernardino County Transportation Authority	5,779,784	1,217,672	6,997,456
San Joaquin Council of Governments	2,082,324	467,292	2,549,616
San Luis Obispo Area Council of Governments	737,282	50,793	788,075
Santa Barbara County Association of Governments	1,166,938	295,605	1,462,543
Santa Cruz County Transportation Commission	694,115	631,662	1,325,777
Shasta Regional Transportation Agency	475,286	24,587	499,873
Sierra County Local Transportation Commission	8,458	322	8,780
Siskiyou County Local Transportation Commission	115,349	4,913	120,262
Stanislaus Council of Governments	1,446,072	82,169	1,528,241
Tehama County Transportation Commission	170,240	3,523	173,763
Trinity County Transportation Commission	42,219	1,380	43,599
Tulare County Association of Governments	1,258,340	132,333	1,390,673
Tuolumne County Transportation Council	144,597	3,680	148,277
Ventura County Transportation Commission	2,186,972	355,085	2,542,057
State Totals	\$ 103,144,069	\$ 103,144,068	\$ 206,288,137

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 80,673
Santa Clara Valley Transportation Authority	NA	46,542
San Joaquin Regional Rail Commission	NA	260,635
Regional Entity Totals	0	387,850
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	36,801,344
Central Contra Costa Transit Authority	12,684,408	229,673
City of Dixon	123,850	2,243
Eastern Contra Costa Transit Authority	6,132,724	111,044
City of Fairfield	2,250,751	40,754
Golden Gate Bridge Highway and Transportation District	138,827,667	2,513,717
Livermore-Amador Valley Transit Authority	6,084,421	110,169
Marin County Transit District	23,726,064	429,602
Napa Valley Transportation Authority	1,722,522	31,189
Peninsula Corridor Joint Powers Board	144,681,126	2,619,704
City of Petaluma	739,065	13,382
City of Rio Vista	39,373	713
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	39,452,081	714,349
San Mateo County Transit District	145,105,738	2,627,393
Santa Clara Valley Transportation Authority	439,800,215	7,963,350
City of Santa Rosa	2,483,478	44,968
Solano County Transit (SOLTRANS)	5,290,076	95,786
County of Sonoma	3,459,517	62,641
Sonoma-Marín Area Rail Transit District	29,993,581	543,086
City of Union City	1,879,467	34,031
City of Vacaville	402,817	7,294
Western Contra Costa Transit Authority	8,044,931	145,668
Regional Entity Subtotals	3,045,389,776	55,142,100
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	80,673
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	46,542
Regional Entity Totals	3,045,389,776	55,269,315
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	53,553
County of Sacramento	1,189,071	21,530
Sacramento Regional Transit System	88,543,261	1,603,231
Yolo County Transportation District	4,689,895	84,919
Yuba Sutter Transit Authority	1,343,449	24,325
Regional Entity Totals	98,723,306	1,787,558

* The estimated available amounts to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

** The estimated available amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
San Diego Association of Governments		
North County Transit District	33,932,036	614,399
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	614,872
San Diego Transit Corporation	62,951,421	1,139,845
San Diego Trolley, Inc.	<u>42,794,978</u>	<u>774,878</u>
Regional Entity Totals	139,704,540	2,529,595
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	2,149,581
Orange County Transportation Authority	NA	943,980
Riverside County Transportation Commission	NA	480,353
San Bernardino County Transportation Authority	NA	485,071
Ventura County Transportation Commission	<u>NA</u>	<u>229,883</u>
Regional Entity Totals	0	4,288,868
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	16,299
Alpine County Transportation Commission		
County of Alpine	12,816	232
Amador County Transportation Commission		
Amador Transit	204,076	3,695
Butte County Association of Governments		
Butte Regional Transit	1,601,714	29,001
City of Gridley - Specialized Service	<u>22,232</u>	<u>403</u>
Regional Entity Totals	1,623,946	29,404
Calaveras County Local Transportation Commission		
Calaveras Transit Agency	79,417	1,438
Colusa County Local Transportation Commission		
County of Colusa	140,877	2,551
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	204,530	3,703
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,730,379	31,332

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
LOW CARBON TRANSIT OPERATIONS PROGRAM
FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Fresno County Council of Governments		
City of Clovis	1,770,328	32,055
City of Fresno	22,991,076	416,293
Fresno County Rural Transit Agency	<u>1,875,194</u>	<u>33,954</u>
Regional Entity Totals	26,636,598	482,302
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	2,156
Humboldt County Association of Governments		
City of Arcata	213,054	3,858
Humboldt Transit Authority	<u>3,063,481</u>	<u>55,469</u>
Regional Entity Totals	3,276,535	59,327
Imperial County Transportation Commission		
Imperial County Transportation Commission (ICTC)	2,462,028	44,579
Quechan Indian Tribe	<u>21,107</u>	<u>382</u>
Regional Entity Totals	2,483,135	44,961
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	1,125
City of California City	25,760	466
City of Delano	279,451	5,060
Golden Empire Transit District	5,882,508	106,514
County of Kern	1,194,767	21,633
City of McFarland	12,106	219
City of Ridgecrest	159,250	2,884
City of Shafter	57,568	1,042
City of Taft	360,169	6,521
City of Tehachapi	28,252	512
City of Wasco	<u>31,839</u>	<u>577</u>
Regional Entity Totals	8,093,822	146,553
Kings County Association of Governments		
City of Corcoran	122,620	2,220
Kings County Area Public Transit Agency	<u>762,823</u>	<u>13,812</u>
Regional Entity Totals	885,443	16,032
Lake County/City Council of Governments		
Lake Transit Authority	498,852	9,033
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	3,384

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	368,054
City of Arcadia	1,607,131	29,100
City of Burbank	3,769,842	68,260
City of Claremont	456,234	8,261
City of Commerce	4,235,696	76,695
City of Culver City	15,278,536	276,645
Foothill Transit	67,815,955	1,227,926
City of Gardena	13,772,242	249,371
City of Glendale	8,225,171	148,931
City of La Mirada	874,670	15,837
Long Beach Public Transportation Company	60,542,189	1,096,222
City of Los Angeles	98,801,791	1,788,979
County of Los Angeles	6,316,927	114,379
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	24,123,136
City of Montebello	20,096,742	363,887
City of Norwalk	9,188,277	166,370
City of Pasadena	7,704,457	139,503
City of Redondo Beach	2,905,619	52,611
City of Santa Clarita	26,010,198	470,960
City of Santa Monica	47,544,183	860,870
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	370,695
Regional Entity Subtotals	2,005,084,609	32,016,692
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA***	NA	2,149,581
Regional Entity Totals	2,005,084,609	34,166,273
Madera County Local Transportation Commission		
City of Chowchilla	524,476	9,497
City of Madera	169,785	3,074
County of Madera	67,286	1,218
Regional Entity Totals	761,547	13,789
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	1,322
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	17,341
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	18,561
Yosemite Area Regional Transportation System (YARTS)	958,913	17,363
Regional Entity Totals	1,984,038	35,924

*** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	1,949
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	51,137
Transportation Agency for Monterey County		
Monterey-Salinas Transit	19,637,486	355,571
Nevada County Local Transportation Commission		
County of Nevada	369,077	6,683
City of Truckee	323,083	5,850
Regional Entity Totals	692,160	12,533
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	34,589
Orange County Transportation Authority	110,748,483	2,005,295
Regional Entity Subtotals	112,658,754	2,039,884
Orange County Transportation Authority - Corresponding to SCRRA**	NA	943,980
Regional Entity Totals	112,658,754	2,983,864
Placer County Transportation Planning Agency		
City of Auburn	21,830	395
County of Placer	5,410,141	97,961
City of Roseville	1,175,827	21,290
Regional Entity Totals	6,607,798	119,646
Plumas County Local Transportation Commission		
County of Plumas	346,829	6,280
County Service Area 12 - Specialized Service	80,198	1,452
Regional Entity Totals	427,027	7,732
Riverside County Transportation Commission		
City of Banning	208,349	3,773
City of Beaumont	318,557	5,768
City of Corona	426,555	7,724
Palo Verde Valley Transit Agency	175,762	3,182
City of Riverside - Specialized Service	493,635	8,938
Riverside Transit Agency	18,329,390	331,885
Sunline Transit Agency	11,506,078	208,338
Regional Entity Subtotals	31,458,326	569,608
Riverside County Transportation Commission - Corresponding to SCRRA**	NA	480,353
Regional Entity Totals	31,458,326	1,049,961

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	2,741
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	18,610
Mountain Area Regional Transit Authority	564,732	10,225
City of Needles	58,190	1,054
Omnitrans	34,279,207	620,685
Victor Valley Transit Authority	4,530,204	82,027
Regional Entity Subtotals	40,460,120	732,601
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	485,071
Regional Entity Totals	40,460,120	1,217,672
San Joaquin Council of Governments		
Altamont Corridor Express (ACE)*	21,420,132	NA
City of Escalon	51,911	940
City of Lodi	887,825	16,076
City of Manteca	77,826	1,409
City of Ripon	44,345	803
San Joaquin Regional Transit District	10,156,807	183,907
City of Tracy	194,489	3,522
Regional Entity Subtotals	32,833,335	206,657
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	260,635
Regional Entity Totals	32,833,335	467,292
San Luis Obispo Area Council of Governments		
City of Atascadero	37,783	684
City of Morro Bay	42,401	768
City of San Luis Obispo Transit	821,105	14,868
San Luis Obispo Regional Transit Authority	1,903,882	34,473
Regional Entity Totals	2,805,171	50,793
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	1,259
City of Lompoc	136,501	2,472
County of Santa Barbara	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	29,341
Santa Barbara Metropolitan Transit District	13,488,703	244,235
City of Santa Maria	906,214	16,409
City of Solvang	104,313	1,889
Regional Entity Totals	16,325,709	295,605

* The amounts allocated to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE
 LOW CARBON TRANSIT OPERATIONS PROGRAM
 FISCAL YEAR 2023-24 PUC 99314 ALLOCATION DETAIL

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2023-24 Eligible Allocation
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	631,662
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	24,587
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	322
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	4,913
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	76,852
City of Turlock	293,666	5,317
Regional Entity Totals	4,538,011	82,169
Tehama County Transportation Commission		
County of Tehama	194,589	3,523
Trinity County Transportation Commission		
County of Trinity	76,212	1,380
Tulare County Association of Governments		
City of Porterville	846,792	15,333
City of Tulare	589,094	10,667
County of Tulare	1,191,032	21,565
Tulare County Regional Transit Agency	290,035	5,252
City of Visalia	4,391,535	79,516
Regional Entity Totals	7,308,488	132,333
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	3,680
Ventura County Transportation Commission		
City of Camarillo	751,079	13,600
Gold Coast Transit District	4,272,461	77,359
City of Moorpark	299,991	5,432
City of Simi Valley	1,167,392	21,138
City of Thousand Oaks	423,749	7,673
Regional Entity Subtotals	6,914,672	125,202
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	229,883
Regional Entity Totals	6,914,672	355,085
STATE TOTALS	\$ 5,696,443,829	\$ 103,144,068

 *** The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



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April 10, 2024

Wendy King
Program Manager
Low Carbon Transit Operations Program
Department of Transportation
1120 N Street, Sacramento CA 95814

Subject: LCTOP's Contributing Sponsor Allocations

Dear Program Manager King:

The following table below includes the FY 2023/24 LCTOP proposed project listings within Riverside County:

Agency	PUC 99313 Funds	PUC 99314 Funds	Total LCTOP Allocation	Proposed Project Description
City of Banning	\$140,000	\$3,773	\$143,773	Discounted Fare Program for seniors, disabled, students, veterans and Banning residents.
City of Beaumont	\$-	\$-	\$-	99314 funds \$5,768 provided to RTA
City of Corona	\$-	\$-	\$	99314 funds \$7,724 provided to RTA
City of Riverside	\$31,062	\$8,938	\$40,000	Discounted Fares for new patrons
Palo Verde Valley Transit Agency	\$-	\$-	\$-	99314 funds \$3,182 provided to RTA
RCTC Commuter Rail Program	\$1,507,200	\$-	\$1,507,200	SCRRA Service Optimization
SCRRA	\$330,800	\$480,353	\$811,153	Student Adventure Pass Program
Riverside Transit Agency	\$2,668,115	\$348,559	\$3,016,674	Implementation of Fare Promotions
SunLine Transit Agency	\$66,000	\$-	\$66,000	Countywide Free Fare Days
SunLine Transit Agency	\$1,717,815	\$208,338	\$1,926,153	Service Improvements
Total	\$6,460,992	\$1,049,961	\$7,510,953	

The Riverside County Transportation Commission (RCTC) is the contributing sponsor for all 99313 funds and is anticipating that the allocations will be approved by the Commission on June 12, 2024. RCTC has also coordinated with the transit operators that receive 99314 funds directly and was notified by three agencies in the county that would be opting out.

If you have any questions, please feel free to contact Eric DeHate at (951) 787-7989 or at edehate@rctc.org.

Sincerely,

Anne Mayer
Executive Director

AGENDA ITEM 7Q

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter & Motorist Assistance Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Commuter Assistance Program Contracts

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve Agreement No. 24-41-092-00 with the San Bernardino County Transportation Authority (SBCTA) for a two-year term to reimburse the Commission in an amount not to exceed \$4,500,000 for commuter/employer rideshare and vanpool programs administered by the Commission, on behalf of both agencies;
- 2) Approve Agreement No. 24-41-096-00 between the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), the Commission, SBCTA, and the Ventura County Transportation Commission (VCTC) for a total amount of \$2,355,826 and a total not to exceed amount of \$436,694 for the Commission for regional rideshare and vanpool software/database services;
- 3) Approve Agreement No. 18-45-063-05, Amendment No. 05 to Agreement No. 18-45-063-00, with Commute with Enterprise (Enterprise) for vanpool vehicle leasing services for an additional amount of \$427,800, and a total amount not to exceed \$1,783,800;
- 4) Approve Amended and Restated CalVans' Agreement to Form Joint Powers Authority for continued CalVans' vanpool services in Riverside County; and
- 5) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

BACKGROUND INFORMATION:

The Commission's Commuter Assistance Program (CAP) works to increase the awareness and consideration of all commute options and incentives available to commuter constituents and to increase consideration for more sustainable forms of transportation. This includes riding a bus or train, carpooling, vanpooling, walking, bicycling, or teleworking. As such, the Commission implemented the CAP as a specific requirement under the 2009 Measure A Western County Public Transit program to address congestion mitigation. In addition to improving mobility overall, commuter assistance or ridesharing helps improve the quality of life on the commuter front, helps to lower costs and increase productivity on the employer front, and has a positive impact on the environment.

Inland Empire Commuter Programs

High volumes of intercounty travel and proximity between Riverside and San Bernardino counties serve as the foundation for bi-county commuter programs between the Commission and SBCTA. SBCTA has contracted with the Commission to develop, implement, and manage a CAP for San Bernardino County since 1993. The programs include a comprehensive rideshare program, IE Commuter (IECommuter.org) and two county-based vanpool subsidy programs: the Commission's VanClub (VanClub.net) and SBCTA's SB Loop (RideTheLoop.com).

Rideshare Program Administration

Administration and outreach for this bi-county effort is coordinated and funded between Commission and SBCTA staff and ultimately performed through consultant services. In May 2015, following a competitive bid, the Commission awarded an agreement to WSP for CAP administration and marketing. In 2018, the contract was amended to include the implementation and ongoing operation of the Commission's vanpool program, VanClub. Subsequent amendments were executed that rolled in administration of SB Loop and extended ongoing CAP operations through Fiscal Year 2024 as a recurring contract. WSP's program administration and outreach scope includes:

- ***Program Outreach*** – Outreach targeting employers to establish rideshare programs at worksites throughout southern California with employees commuting from Riverside or San Bernardino Counties. Marketing campaigns are provided to employer partners and distributed to their respective employee base. Online advertising, social media, events, and regional promotions such as Rideshare Week engage commuters directly.
- ***Employer Services*** – Provide turnkey marketing promotions, rideshare incentives, workshops, and event support to local employers. Special support is provided to large Inland Empire employers needing to comply with South Coast AQMD Rule 2202 requirements.
- ***Rideshare Incentives*** – Incentives focused on increasing consideration for sustainable commute options including a \$5/Day Rideshare Incentive for rideshare participants that rideshare to work for a continuous three-month period.
- ***Guaranteed Ride Home*** – A guaranteed ride home at no cost to employees who rideshare to work in the event of an emergency or unexpected overtime by them or the driver of their rideshare arrangement.
- ***Ridematching and Information Services*** – Commuter and employer access to online tools and resources, call center (866-RIDESHARE) and chat services during business hours with ridematching or transit options and to address general rideshare questions.
- ***IE Commuter*** – The online system and brand launched in FY 2014/15 under which employer and commuter rideshare services are provided in western Riverside County and San Bernardino County.

- Vanpool Subsidy Program – The Commission’s and SBCTA’s programs, VanClub and SBLoop respectively, subsidize eligible vanpools destined for worksites in Riverside County and San Bernardino Counties up to \$600 per month.
- Telework Employer Assistance – Provision of telework resources and incentives.

This suite of commuter incentives, employer programs, and outreach is designed to reduce the number of single-occupant vehicle miles related to work commutes and to help improve regional mobility and air quality. Based purely on IE Commuter rideshare incentive participation alone, it is estimated that WSP’s efforts to date have translated into approximately 45.6 million miles reduced and 60.5 million pounds of pollutant emissions reduced.

Vanpool Program Administration

Vanpools are effective in providing cost saving transportation options for commuters with destinations and/or schedules that are harder to serve efficiently with traditional transit service. Since its inception in 2018, the Commission’s vanpool program, VanClub has provided subsidies to eligible vanpools and helped reduce 5.6 million vehicle miles and 5.7 tons of pollutants.

Several contracts are required to maintain vanpool operations. In addition to the WSP rideshare contract which includes program administration for both VanClub and SBLoop, the Commission competitively procures for third-party vendors, that provide leased vehicles for vanpool groups in VanClub. Currently, the Commission contracts with two types of vanpool vendors who provide vanpool vehicles to VanClub participants: private sector vendors, AVR Vanpool and Enterprise, and a public transit agency/vendor, CalVans.

Regional Rideshare/Vanpool Software and Database

A critical component of the CAP is the web-based system that hosts the commuter/employer database and provides a variety of features and tools to commuters, employer partners, and consultant staff to support rideshare and vanpool program efforts and administration. This regional rideshare and vanpool software/database (“regional system”) supports the consolidated commuter database, commuter ride-matching, trip planning, Average Vehicle Ridership (AVR) survey and reporting, commute tracking logs, incentives fulfillment, gamification features, expanded reporting including National Transit Database reporting, vanpool subsidy fulfillment, commuter and trend dashboards, customer facing interfaces, and employer and administrator portals.

The regional system in Southern California is a collaborative effort involving a five-county rideshare partnership between Metro, OCTA, the Commission, SBCTA, and VCTC. This partnership operates through two public-facing websites: IECommuter.org for Riverside and San Bernardino County employers and commuters, and RideMatch.info for those in Los Angeles, Orange, and Ventura counties.

Despite having two separate websites, there is one centralized database on the backend. This regionalized approach enhances service quality for the significant number of intercounty commuters in Southern California. Additionally, this partnership allows the county transportation commissions to save money through cost sharing for the development, implementation, and maintenance of the regional system.

DISCUSSION

Several contracts need to be renewed and/or have funding added for continued CAP operations.

Recommendation for Rideshare Program Administration

Program administration and outreach for a bi-county rideshare program is coordinated and funded between Commission and SBCTA staff and ultimately performed through consultant services from WSP. The current WSP contract is expiring at the end of this fiscal year and an additional two-year contract extension is part of the Commissions recurring contract's recommendation package.

In order to reimburse the Commission for SBCTA's share, staff recommends approval of a two-year (FYs 2024/25 – 2025/26) agreement with SBCTA in the amount of \$4.5 million to be reimbursed by SBCTA to the Commission for the provision of a rideshare and vanpool program in San Bernardino County. The proposed agreement between SBCTA and the Commission was approved by SBCTA's May Transit Committee and is anticipated to be approved at its Board of Directors meeting in June.

Recommendation for Vanpool Program Administration

Two vanpool subsidy programs have been available to Riverside County employers and commuters – the Commission's VanClub program for western county worksites and SunLine's SolVan program for eastern county worksites. Effective, June 30, 2024, SunLine will be sunsetting its SolVan program and transitioning its existing vanpools to VanClub. To support ongoing vanpool operations, staff is recommending approval of an amendment with Commute with Enterprise to add additional funding in the amount of \$427,800 to continue to provide subsidies through the contract's end date of March 31, 2025.

CalVans, which the Commission is a member of, is updating its Joint Powers Authority agreement with all of its member agencies. The new agreement seeks to provide additional flexibility regarding its service area, ability to conduct business via teleconference or video meetings given its statewide jurisdictional reach, require supermajority votes when borrowing funds or incurring debt, and other housekeeping updates. For continued CalVans vanpool services staff is recommending approval of the new JPA agreement.


Recommendation for Regional Rideshare/Vanpool Software and Database

Staff is recommending approval of a five-year agreement between Metro, OCTA, RCTC, SBCTA, and VCTC for continued operation of the regional system for a total amount of \$2,355,826. This amount includes the Commission’s portion of \$436,694 for operations, maintenance, planned enhancements as well as contingency for future enhancements and/or special projects.

FISCAL IMPACT:

All revenue and expenses pertaining to the recommendations are reflected in the CAP approved FY 2024/25 budget.

REVENUE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Contingency	TOTAL
SBCTA Rideshare Reimbursement Agreement	\$ 2,500,000	\$ 2,000,000	N/A	N/A	N/A	N/A	\$ 4,500,000
EXPENDITURES	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Contingency	TOTAL
Regional Software Agreement (RCTC's Share)	\$ 115,500	\$ 67,773	\$ 70,933	\$ 74,254	\$ 77,722	\$ 30,512	\$ 436,694
Commute with Enterprise Amendment	\$ 427,800	N/A	N/A	N/A	N/A	N/A	\$ 427,800

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25 FY 2025/26+	Amount:	Revenues - \$4,500,000 Expenses - \$864,494
Source of Funds:	SBCTA reimbursements, MSRC, CMAQ, 2009 Measure A Western County Commuter Assistance			Budget Adjustment:	No
GL/Project Accounting No.:	Revenues 002111/002112/632113/002127/002139/002182/002191 41608 00000 0000 263 41 41203 Expenditures 002126 65520 00000 0000 263 41 65520 002187 65520 00000 0000 263 41 65520 632107 65520 00000 0000 263 41 65520 002187 81030 00000 0000 263 41 81030				
Fiscal Procedures Approved:				Date:	05/22/2024

Attachments:

- 1) SBCTA Rideshare Agreement No. 24-41-092-00 (draft)
- 2) Regional System Agreement No. 24-41-096-00 (draft)
- 3) Enterprise Amendment No. 18-45-063-04 (draft)
- 4) CalVans' Amended and Restated Agreement to Form Joint Powers Authority (draft)

COOPERATIVE AGREEMENT NO. 24-1003126
BY AND BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND RIVERSIDE COUNTY TRANSPORTATION COMMISSION
FOR
THE PROVISION OF RIDESHARE, VANPOOL AND MULTI-MODAL PROGRAMS
PROGRAM IMPLEMENTATION

This Cooperative Agreement (“Agreement”) is made and entered into as of July 1, 2024 by and between the San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Riverside County Transportation Commission (“RCTC”), located at 4080 Lemon St, Riverside, California 92501. SBCTA and RCTC are each a “Party” and collectively the “Parties”.

RECITALS:

1. **WHEREAS**, the Parties operate a bi-county Rideshare program and Vanpool subsidy programs and jointly implement Transit and Multi-modal programs that reduce vehicle miles travelled (all of which together are hereinafter referred to as “PROJECT”); and
2. **WHEREAS**, RCTC has engaged and has the necessary resources to manage a Professional Services Consultant (“SERVICES CONTRACTOR”) as set forth in Exhibit A, RCTC Services Contractor, to render services for the administration of the Parties’ PROJECT; and
3. **WHEREAS**, RCTC has engaged and has the necessary resources to manage contractors providing miscellaneous Rideshare, Vanpool, Transit and Multi-modal specialty services, including but not limited to technical assistance related to General Transit Feed Specification, air quality and environmental emissions, and National Transit Database (“MISCELLANEOUS SERVICES CONTRACTORS”) for the PROJECT; and
4. **WHEREAS**, the Parties will share costs equally for common services rendered through the PROJECT, while SBCTA will be solely responsible for services performed within San Bernardino County, and RCTC will be solely responsible for services performed within Riverside County; and
5. **WHEREAS**, SBCTA uses Congestion Mitigation and Air Quality (“CMAQ”) funds for the PROJECT and may use these funds to reimburse RCTC; and
6. **WHEREAS**, RCTC will comply with the applicable federal requirements as set forth in Exhibit B, Federal Flow Down Provisions; and
7. **WHEREAS**, the Code of Federal Regulations encourages grantees and subgrantees of federal funds, such as CMAQ funds, to enter into local intergovernmental agreements for procurement or use of common goods or services; and
8. **WHEREAS**, for the avoidance of doubt, the Parties to this Agreement acknowledge and agree

that RCTC is not a subrecipient of federal funds from SBCTA, but is entering into a local intergovernmental agreement with SBCTA for procurement or use of common goods or services; and

9. **WHEREAS**, this Agreement defines the specific terms and conditions between the Parties only as they may relate to the subject matters and no other purpose; and
10. **WHEREAS**, the Parties will protect the Confidential Information received or accessible through the PROJECT, as described in Article 7 of this Agreement.

NOW THEREFORE, the Parties agree as follows:

ARTICLE 1. CONTRACT SERVICES

- 1.1 RCTC will manage work performed by the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTORS for the Parties' PROJECT.
- 1.2 RCTC shall assure that the SERVICES CONTRACTOR performs their required work within the Parties' budget set forth in Article 2 of this Agreement and Exhibit A, RCTC Services Contractor.
- 1.3 RCTC shall assure that the MISCELLANEOUS SERVICES CONTRACTORS perform their work within the Parties' budget set forth in Article 2 of this Agreement for work as agreed to in writing between the Parties'.
- 1.4 RCTC will notify SBCTA in writing and work collaboratively with SBCTA regarding changes to the contracts with the SERVICES CONTRACTOR and/or MISCELLANEOUS SERVICES CONTRACTORS that impact the PROJECT, including but not limited to changes to the Scope of Work, key personnel or pricing.
- 1.5 Each Party shall timely respond to the other Party on matters requiring coordination as set forth in this Agreement, or in the exhibits hereto. All references in exhibits to "SANBAG" or "San Bernardino Associated Governments" shall mean SBCTA.

ARTICLE 2. COMPENSATION

- 2.1 SBCTA shall pay RCTC on a cost-reimbursement basis, based upon invoices which delineate charges based on tasks identified in the scope of work for the SERVICES CONTRACTOR, as set forth in Exhibit A, RCTC Services Contractor, and for work as agreed to in writing between the Parties for MISCELLANEOUS SERVICES CONTRACTORS. All invoices shall be provided to SBCTA on a quarterly basis. All invoices will be delivered to and received by SBCTA no later than 60 days after the end of the calendar year quarter. SBCTA shall, within 30 days of receiving an invoice from RCTC, review the invoice and pay all approved charges thereon.
- 2.2 The Parties agree that SBCTA's total obligation to RCTC shall not exceed Four Million, Five Hundred Thousand Dollars (\$4,500,000) for the services rendered through the SERVICES CONTRACTOR and MISCELLANEOUS SERVICES CONTRACTOR.
- 2.3 It is agreed that in the event that either Party does not have sufficient funds to implement the PROJECT, either Party may terminate this Agreement as provided in Section 3.2 below. The terminating Party shall be responsible for any amounts required to cover its share of the costs of this Agreement in accordance with this Article 2 existing as of the date of Agreement termination.
- 2.4 SBCTA shall be responsible for obtaining cost reimbursements of CMAQ funds. SBCTA shall

ensure that the CMAQ funds are used for authorized purposes in compliance with laws, regulations, and the provision of the terms in this agreement, and that performance goals are achieved.

- 2.5 RCTC shall maintain during the term of this Agreement and for three years from its expiration, or until the conclusion of all litigation, appeals or claims related to this Contract, whichever is longer, accounting records which cover the receipt and disbursement of all funds provided for the programs administered and implemented under this Agreement by RCTC. Such records shall be made available for inspection during normal business hours by duly authorized representatives of SBCTA, SBCTA's auditors, Caltrans, Federal Highway Administration, and the United States Department of Transportation, so that SBCTA can comply with the Single Audit Act and OMB Circular No. A-133. In addition, the federal provisions set forth in Exhibit B, Federal Provisions, shall apply to this Agreement.

ARTICLE 3. TERM

- 3.1 This Agreement shall commence on July 1, 2024, and terminate on June 30, 2026, unless it is extended by a written amendment approved and signed by the Parties.
- 3.2 Either Party may terminate this Agreement by giving thirty (30) days written notice to the other for no or any reason. Said termination shall become effective on the 30th day following provision of such written notice. Pursuant to Article 2 of this Agreement, each Party shall compensate the other Party for work performed up to the effective date of the termination.
- 3.3. The Executive Directors of both SBCTA and RCTC shall have the authority in their sole discretion to give notice of termination on behalf of their respective agencies.

ARTICLE 4. INDEMNIFICATION AND INSURANCE

- 4.1 It is understood and agreed that neither SBCTA nor any officer, official, employee, director, consultant, agent, member or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by RCTC under or in connection with any work authority or jurisdiction delegated to RCTC under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, RCTC shall fully defend, indemnify and save harmless SBCTA, and all its officers, officials, employees, directors, consultants, agents or volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RCTC or its contractors under or in connection with any work, authority or jurisdiction delegated to RCTC under this Agreement.

It is understood and agreed that neither RCTC nor any officer, official, employee, director, consultant, agent, or volunteer thereof is responsible for any damage or liability occurring by reasons of anything done or omitted to be done by SBCTA under or in connection with any work authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless RCTC, and all its officers, officials, employees, directors, consultants, agents and volunteers from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement.

These indemnification obligations shall survive expiration or termination of this Agreement.

4.2 Without in any way affecting the indemnity provisions identified in this Agreement, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this Agreement and shall be written with at least the following limits of liability:

4.2.1 Professional Liability - Shall be provided in an amount not less than \$1,000,000, per claim and \$2,000,000 in the aggregate. The Parties shall secure and maintain this insurance or “tail” coverage provided throughout the term of this Agreement and for a minimum of three (3) years after Agreement completion.

4.2.2 Workers' Compensation - Worker's Compensation insurance shall be provided in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with \$1,000,000 limits, covering all persons providing services on behalf of the respective Party and all risks to such persons under this Agreement.

4.2.3 Commercial General Liability - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than \$5,000,000 per occurrence, combined single limit, and \$5,000,000 in the aggregate written on an occurrence form.

4.2.4 Automobile Liability - To include owned, non-owned and hired automobiles, in an amount of not less than \$5,000,000 per occurrence, combined single limit, and in the aggregate written on an occurrence form.

4.2.5 Network and Privacy Insurance (Cyber Liability) – Each Party shall carry, or shall cause its contractors to carry, Network and Privacy (Errors and Omissions) insurance in an amount of not less than \$1,000,000 per claim and \$1,000,000 in the annual aggregate, protecting itself and the other Party from the following exposures relating to the insuring Party or any of its contractors performance under the Agreement:

(i) the theft, dissemination and/or unauthorized disclosure or use of Confidential Information and personally identifiable information (not to be limited to bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and

(ii) the introduction of a computer virus into, or otherwise causing damage to, a computer, computer system, network or similar computer-related property and the data, software, and programs used herein.

If such insurance is maintained on an occurrence basis, the Parties or their contractors shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties or their contractors shall maintain such insurance for an additional period of three years following the end of the applicable Term.

4.2.6 Proof of Coverage – The Parties shall furnish certificates of insurance to each other

evidencing the insurance coverage required above, prior to the commencement of performance of services hereunder, and such certificates shall include the other Party as an additional insured on all insurances except Workers' Compensation, Cyber Liability and Professional Liability. Prior to commencing any work, each Party shall furnish the other Party with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days' notice of such cancellation or nonrenewal to the other Party. If a Party's policy is cancelled for nonpayment of premium, the applicable Party shall provide the other Party ten (10) days' notice. The Parties shall maintain such insurance from the time each Party commences performance of services hereunder until the completion of such Services. All certificates of insurance are to include the contract number and Project Manager's name.

4.2.7 Additional Insured - All policies of each Party, except for Workers Compensation, Cyber Liability and Professional Liability policies, shall contain endorsements naming the other Party and its officers, employees, agents, and volunteers as additional insureds with respect to liabilities arising out to the performance of Services hereunder. The additional insured endorsements shall not limit the scope of coverage for a Party to vicarious liability but shall allow coverage for the Party to the full extent provided by the policy.

4.2.8 Waiver of Subrogation Rights – Each Party shall require the carriers of the above required coverages to waive all rights of subrogation against the other Party, its officers, employees, agents, volunteers, contractors, and subcontractors. All general auto liability insurance coverage provided shall not prohibit a Party or its contractors, employees or agents from waiving the right of subrogation prior to a loss or claim. Each Party hereby waives all rights of subrogation against the other Party.

4.2.9 All policies required to be carried by a Party herein are to be primary and non-contributory with any insurance carried or administered by the other Party.

4.2.10 Certificates/Insurer Rating/Cancellation Notice -

(i) The Parties shall maintain and shall require their contractors to maintain such insurance from the time the Project commences until the Project is completed, except as may be otherwise required by this Section.

(ii) The Parties may legally self-insure, but shall require their contractors to place insurance with insurers having an A.M. Best Company rating of no less than A:VIII and licensed to do business in California.

(iii) The Parties and their consultants shall replace certificates, policies and endorsements for any insurance expiring prior to completion of the Project.

ARTICLE 5. RIGHTS OF SBCTA AND RCTC

The Executive Directors of both SBCTA and RCTC shall have full authority to exercise their respective entities' rights under this Agreement, subject to all applicable agency policies.

ARTICLE 6. OWNERSHIP OF MATERIALS/CONFIDENTIALITY/USE OF DATA

6.1 Ownership. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions,

computer program data, input record data, written information, and other materials developed, either created by or provided to the Parties in connection with the performance of this Agreement, (“Documents and Data”) shall become the common property of SBCTA and RCTC in both electronic and hard copy formats. SBCTA and RCTC shall comply with all applicable state and federal law with regard to use of such data, but shall not otherwise be limited in any way in their use of such data at any time, provided that any such use not within the purposes intended by this Agreement shall be at the respective Party’s sole risk and provided that said Party shall hold harmless and indemnify the other Party against any damages resulting from such use, including the release of this material to third parties for a use not intended by this Agreement. Neither Party to this Agreement shall sell the data or other materials prepared under this Agreement without the written permission of both Parties.

- 6.2 Confidentiality. All Documents and Data not developed for the purpose of public disclosure or otherwise subject to public disclosure required by law, shall be held confidential by the Parties and shall not, without the prior written consent of the Parties, be used by either Party for any purposes other than the performance or operation of the PROJECT. Nor shall such materials be disclosed to any person or entity not connected with the performance or operation of the PROJECT. Nothing furnished to the Parties that is otherwise known to the Parties or is generally known, or has become known, to other rideshare agencies, organizations or businesses shall be deemed confidential. The Parties shall not use the other Party’s name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of the other Party, except as otherwise part of the regular operation and advertisement of the PROJECT.
- 6.3 Use of Data. All Documents and Data, as defined above, shall be provided to the other Party in electronic media. Documents and Data in electronic media shall be provided in a form that will allow each Party to use, access, and manipulate the data to prepare reports and perform other PROJECT activities contemplated by this Agreement. Documents and Data shall be provided to each Party within 30 days, upon written notice of request.

ARTICLE 7. CONFIDENTIAL INFORMATION/NON-DISCLOSURE.

- 7.1 Confidential Information. “Confidential Information” shall include: all user names, passwords, or other log-in credentials used, provided, or accessible in connection with the PROJECT; all data or information accessible in connection with the PROJECT; all source code, work product, proprietary information, server logs, technical information, trade secrets, and proprietary systems related to the PROJECT; all personal information of rideshare and/or vanpool commuters, employers and their employees and others who participate in the PROJECT, including but not limited to a person’s residence address, employment address or hours of employment used for the purpose of assisting private entities in the establishment or implementation of carpooling or ridesharing programs and subject to California Penal Code Section 637.6, as well as names, biographical information, demographic information, use data, contact information, or similar personal information of participants; and any and all data, content, materials, documents and/or other information related to the PROJECT designated, from time to time, in writing by the Parties as Confidential Information.
- 7.2 Non-Disclosure. Except as required by law, both Parties shall hold the Confidential Information in confidence, shall take reasonable precaution to protect and keep the Confidential Information confidential, shall not disclose the Confidential Information to any person or party not specifically authorized in writing by the affected Party to receive the Confidential Information, and shall not

use the Confidential Information for any purpose other than as necessary to operate the PROJECT. Further, neither Party shall disclose a participant's personal information, including but not limited to a participant's residence address, employment address or hours of employment, used for the purpose of assisting private entities in the establishment or implementation of ridesharing programs, to any other person or use such information for purposes other than as necessary to operate the PROJECT, without the prior written consent of the participant, as required by California Penal Code section 637.6. Parties shall limit access to the Confidential Information only to individuals who are directly involved in operation of the PROJECT, and shall further ensure that such individuals are legally bound to maintain the confidentiality of the Confidential Information on substantially the same terms as set forth herein. The foregoing restrictions on disclosure shall not apply to Confidential Information which is (a) already known by the recipient, (b) becomes, through no act or fault of the recipient, publicly known, (c) received by recipient from a third party without a restriction on disclosure or use, (d) independently developed by recipient without reference to the Confidential Information, or (e) is required by law, or process of law, to be disclosed.

- 7.3 Expiration. Immediately upon (a) the expiration of this Agreement, or (b) a request for termination by a Party, the other Party shall turn over to requesting Party all Confidential Information of or directly pertaining to the requesting Party, as identified in Articles 6.1 and 7.1, and all documents or media containing any such Confidential Information, and any and all copies or extracts thereof. The foregoing shall not be interpreted to require the Parties to remove Confidential Information from PROJECT databases to which each Party may be entitled a copy, nor to cease use of such information on termination of this Agreement, provided that such use is for operation of the Rideshare and/or Vanpool Programs.

The Parties recognize that, pursuant to this provision, a Party may request copies of or export files from PROJECT databases containing Confidential Information of commuters and employers participating in the PROJECT. The requesting Party shall be solely responsible for maintaining the confidentiality and security of such data, and shall indemnify the other Party, pursuant to Article 6.1 of this Agreement, for any claims arising out of use or retention of such data.

- 7.4 Key Personnel. The Parties shall designate key personnel ("Key Personnel") requiring web based access to the PROJECT. Key Personnel shall use the log-in information provided by SBCTA and/or RCTC and all Confidential Information only and strictly for the operation of the PROJECT, and shall not disclose or share such log-in information, or any other Confidential Information, whether or not employed by or in any way associated with either Party, who has not been specifically approved in writing to receive such log-in information or other Confidential Information.

- 7.5 This Article 7 and all of its subparagraphs shall survive expiration or termination of the Agreement.

ARTICLE 8 INDEPENDENT CONTRACTOR

Nothing in this Agreement shall create an employment relationship between the Parties or between the Parties and any contractors contemplated by this Agreement. The contractors and subcontractors performing the PROJECT under this Agreement on behalf of RCTC shall at all times be under RCTC's exclusive direction and control.

ARTICLE 9 ATTORNEYS' FEES AND COSTS

If any legal action is instituted to enforce or declare any Party's rights hereunder, each Party, including the

prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under Article 4, Indemnification and Insurance.

ARTICLE 10 CONSENT

Whenever consent or approval of any Party is required under this Agreement, that Party shall neither unreasonably withhold nor delay such consent or approval.

ARTICLE 11 INCORPORATION OF RECITALS

The recitals set forth above are true and correct and are incorporated by reference as though fully set forth herein.

-----SIGNATURES ARE ON THE FOLLOWING PAGE-----

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Dawn M. Rowe,
President, Board of Directors

Date: _____
APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

By: _____
Aaron Hake,
Executive Director

Date: _____
APPROVED AS TO FORM

By: _____
Best, Best & Krieger, LLP,
General Counsel

Date: _____

AGREEMENT NO. 24-1003066**REGIONAL RIDESHARE SOFTWARE AGREEMENT**

This Agreement for Services (“AGREEMENT”) is entered into between the Los Angeles County Metropolitan Transportation Authority (“LACMTA”), Orange County Transportation Authority (“OCTA”), Riverside County Transportation Commission (“RCTC”), San Bernardino County Transportation Authority (“SBCTA”) and the Ventura County Transportation Commission (“VCTC”) (each individually a “Party” and collectively the “Parties”) for the Provision of the Regional Rideshare Software (the “Project”).

1. **WHEREAS**, SBCTA has entered into Contract No. 19-1002203 with Trapeze Software Group, Inc. (“Trapeze”), whereby Trapeze provides services and licenses software to support a regional rideshare database (“Regional Rideshare Software”); and
2. **WHEREAS**, the Parties desire to enter into this AGREEMENT for SBCTA’s provision of the Regional Rideshare Software as part of the effort to continue coordination of regional rideshare services; and
3. **WHEREAS**, the goal of the Project is to maintain and enhance the Regional Rideshare Software, which is necessary to encourage commuters to carpool, vanpool, take bus and rail, telecommute, bike and walk to Southern California worksites; and
4. **WHEREAS**, the Parties under a separate Memorandum of Understanding have consolidated their rideshare databases into a single, 5-county regional rideshare database (“Consolidated Database”) to better serve the traveling population of the region; and
5. **WHEREAS**, SBCTA has agreed to perform services necessary to implement the Project on the terms and conditions contained herein;

NOW, THEREFORE, the Parties to this AGREEMENT agree to the following terms and conditions:

1. SCOPE OF SERVICES

- A. The Parties understand and agree that LACMTA, OCTA, RCTC and VCTC are intended third-party beneficiaries of the Regional Rideshare and Vanpool Program Online System Agreement dated September 5, 2019 (Contract No. 19-1002203), as amended, between SBCTA and Trapeze Software Group, Inc. (“Trapeze”). The foregoing referenced Agreement, attached as Attachment A, is referred to herein as the ‘Software Agreement.’ The Parties agree to comply with Attachment 1, Software License and Maintenance Agreement, to the Software Agreement. SBCTA and its subcontractors shall furnish all technical and professional services necessary to fully and adequately perform the tasks set forth in Exhibit C of the Software Agreement (the “Services”).
- B. SBCTA shall perform the Services in accordance with the Budget attached as Attachment

B to this AGREEMENT. A Party(s) may request a modification to the Regional Rideshare Software as further outlined in Section 10 and SBCTA may release contingency funds as allocated in the budget, provided the Party requesting the modification provides written approval of such release of contingency, and further provided the total budget amount is not exceeded.

- C. SBCTA understands that some Party(s) may utilize Congestion Mitigation & Air Quality (“CMAQ”) Funding for this Project and will administer the Project in accordance with CMAQ Guidelines, as adopted or amended.

2. TERM

- A. This AGREEMENT shall commence upon execution by SBCTA, and terminate on June 30, 2029, or until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity obligations hereunder shall survive termination of this AGREEMENT.
- B. All eligible Project expenses as outlined in this AGREEMENT shall be reimbursed in accordance with the terms and conditions of this AGREEMENT unless otherwise agreed to by the Parties in writing.
- C. Should a Party(s) determine there are insufficient Funds available for the Project or wish to terminate this AGREEMENT for convenience, the terminating Party(s) may terminate their participation in the AGREEMENT by giving written notice to each Party by April 1st of each year. The termination date will be effective as of July 1st of the same year the written notice was provided. If a Party terminates its participation in the AGREEMENT pursuant to this section, the terminating Party(s) will not reimburse SBCTA any costs incurred after the termination date, except Trapeze Work Orders approved by the terminating Party(s) prior to the termination notice, for which work has commenced by Trapeze. The terminating Party(s) share of these costs will be consistent with the established funding percentages outlined in the AGREEMENT.

3. PAYMENT OF COMPENSATION

LACMTA, OCTA, RCTC and VCTC shall reimburse SBCTA for the amounts set forth below (the “Funds”) and as further identified in Attachment B, for the Project:

- A. LACMTA shall reimburse SBCTA an amount not to exceed ONE MILLION, ONE HUNDRED TWENTY-THREE THOUSAND, NINE HUNDRED EIGHTY-SIX DOLLARS (\$1,123,986) for the actual costs of the Services provided under this AGREEMENT, subject to the terms and conditions contained herein.
- B. OCTA shall reimburse SBCTA an amount not to exceed THREE HUNDRED SIXTY-NINE THOUSAND, THIRTY-SEVEN DOLLARS (\$369,037) for the actual costs of the Services provided under this AGREEMENT, subject to the terms and conditions contained herein.

- C. RCTC shall reimburse SBCTA FOUR HUNDRED THIRTY-SIX THOUSAND, SIX HUNDRED NINETY-FOUR DOLLARS (\$436,694) for the actual costs of the Services provided under this AGREEMENT, subject to the terms and conditions contained herein.
- D. SBCTA shall be responsible for an amount not to exceed THREE HUNDRED SIXTEEN THOUSAND, FOUR HUNDRED SEVENTY-THREE DOLLARS (\$316,473) for the actual costs of the Services provided under this AGREEMENT, subject to the terms and conditions contained herein.
- E. VCTC shall reimburse SBCTA an amount not to exceed ONE HUNDRED NINE THOUSAND, SIX HUNDRED THIRTY-SIX DOLLARS (\$109,636) for the actual costs of the Services provided under this AGREEMENT, subject to the terms and conditions contained herein.
- F. All costs, if any, associated with the initial implementation of the Consolidated Database will be at no cost to LACMTA, OCTA and VCTC. RCTC and SBCTA will share the initial costs associated with the Consolidated Database as outlined in this AGREEMENT.
- G. The Parties shall jointly fund the Project and contribute their share of the Project as outlined in Attachment B.
- H. All disbursements of Funds shall be on a reimbursement basis only. Such disbursements of Funds shall be considered an estimate subject to adjustment based on any Party's audit results.
- I. Under no circumstances will the total amount of money paid to SBCTA for the Services exceed the Funds, unless otherwise agreed to by the Party(s) in writing.

4. INVOICING

- A. All invoices will be provided to LACMTA, OCTA, RCTC and VCTC on a quarterly basis for only those quarters in which Services have been rendered. The quarterly invoice shall include all appropriate documentation (such as contractor invoices, receipts, etc.). All supporting documents must include a clear justification and explanation of their relevance to the Project.
- B. LACMTA, OCTA, RCTC and VCTC shall make payment to SBCTA within forty-five (45) calendar days after receipt of SBCTA's invoice prepared in accordance with instructions above.

Invoices shall be addressed to:

LACMTA

Accounts Payable
P.O. Box 512296
Los Angeles, CA 90051-0296
AccountsPayable@metro.net
Re: AGREEMENT 24-1003066

OCTA

Accounts Payable
P.O. Box 14184
Orange, CA 92863-1584
vendorinvoices@octa.net
Re: AGREEMENT 24-1003066

RCTC

Accounts Payable
PO BOX 12008
Riverside, CA 92502-2208
ap@rctc.org
Re: AGREEMENT 24-1003066

VCTC

Commuter Services
751 E. Daily Drive #420
Camarillo 93010
cgrasty@goventura.org
Re: AGREEMENT 24-1003066

Payments shall be addressed to:

SBCTA

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

5. AUDIT REQUIREMENTS/PAYMENT ADJUSTMENTS

- A. LACMTA, OCTA, RCTC and VCTC, and/or their designee(s), shall have the right to conduct audits of the Project, as deemed appropriate. LACMTA, OCTA, RCTC and VCTC may commence a final audit within six months of receipt of acceptable final invoice. SBCTA agrees to establish and maintain proper accounting and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). SBCTA shall reimburse LACMTA, OCTA, RCTC and VCTC for any expenditure not in compliance with the Scope of Services and/or not in compliance with other terms and conditions as defined by this AGREEMENT. SBCTA's expenditures submitted to LACMTA, OCTA, RCTC and VCTC for this project shall be in compliance with 2 CFR Subtitle A, Chapter II Part 225 Cost Principles for State, Local and Indian Tribal Governments (OMB Circular A87).
- B. SBCTA's records shall include, without limitation, accounting records, written policies and procedures, contract files, original estimates, correspondence, change order files (including documentation covering negotiated settlements) and invoices (all collectively referred to as "Records"), which Records shall be open to inspection and subject to audit and reproduction by LACMTA, OCTA, RCTC and VCTC auditors or authorized representatives to the extent deemed necessary by LACMTA, OCTA, RCTC and VCTC to adequately permit evaluation of expended costs. These records must be retained by SBCTA for three years following final payment under this AGREEMENT.

6. DEFAULT

A Default under this AGREEMENT is defined as failure of a Party(s) to comply with the terms and conditions contained herein including but not limited to: (i) A Party(s) fails to comply with Attachment 1 to the Software Agreement; (ii) A Party(s) authorizes a Trapeze Work Order as noted in Section 10 without SBCTA participation; (iii) SBCTA authorizes a Trapeze Work Order as noted in Section 10 prior to obtaining written approval from the Party(s).

A waiver by a Party(s) of one default of another Party(s) shall not be considered to be a waiver of any subsequent default of the other Party(s), or of any other Party(s), of the same or any other provision, nor be deemed to waive, amend, or modify this AGREEMENT.

7. REMEDIES

A. In the event of a Default by a Party(s), the non-Defaulting Party(s) shall provide written notice of such Default to the Defaulting Party(s) identifying the Default and providing a 30-day period in which to cure the Default. In the event the Defaulting Party(s) fails to cure the Default or commit to cure the Default and commence the same within such 30-day period to the satisfaction of the non-Defaulting Party(s), the following shall apply:

1. If SBCTA is the Defaulting Party: (i) The non-Defaulting Party(s) may terminate their participation in this AGREEMENT; (ii) the non-Defaulting Party(s) may cease making disbursements of Funds to SBCTA, except that the non-Defaulting Party(s) shall reimburse SBCTA for Services provided prior to the event constituting the Default; and/or (iii) the non-Defaulting Party(s) may recover damages and/or expenses from SBCTA's default to the extent allowed by law or in equity.
2. If LACMTA, OCTA, RCTC or VCTC is the Defaulting Party: (i) SBCTA may cease the provision of the Services to the Defaulting Party(s); and /or (ii) SBCTA may recover damages and/or expenses resulting from the Defaulting Party(s) to the extent allowed by law or in equity.

B. The remedies described herein are non-exclusive. The Party(s) shall have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

8. COMMUNICATIONS

A. The Parties shall ensure that all Communication Materials (as defined in 8.B.) contain recognition of the Parties' contribution to the Project. The Parties shall ensure that at a minimum, all Communications Materials shall include (i) the phrase "This project was partially funded by LACMTA, OCTA, RCTC, SBCTA and VCTC" or alternative acceptable minimum language as approved in writing by the Parties; and (ii) the Parties' logos, with the exception of press releases, which do not require the Parties' logos. Prior to use in Communications Materials, each Party shall verify and approve, in writing, the correct logo.

- B. For purposes of this AGREEMENT, “Communications Materials” include, but are not limited to, literature, newsletters, publications, websites, advertisements, brochures, maps, information materials, video, radio and public service announcements, press releases, press event advisories, and all other related materials.
- C. The Parties shall ensure that any subcontractor, including, without limitation, public relations, public affairs, and/or marketing firms hired by a Party(s) to produce Communications Materials related to this Project will comply with the requirements contained in this Section.

9. OWNERSHIP OF MATERIALS/EQUIPMENT/CONFIDENTIALITY/USE OF DATA

- A. Ownership and Use Rights. Ownership and the right to use all documents, Data, Software or Successor Software (as defined in Section 10), and materials shall be in accordance with the Software Agreement. This AGREEMENT does not confer upon any Party any right or interest in any other Party’s collected or owned technical data.
- B. Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials, either created by or provided to a Party in connection with the performance of this AGREEMENT, shall be held confidential by that Party. No other Party shall use such materials for any purposes, other than the performance of the Services, without the prior written consent of the Party from which the materials were obtained. Nor shall such materials be disclosed to any person or entity for any purpose other than the performance of the Services. Nothing furnished to a Party which is otherwise known to another Party or is generally known, or has become known, to the related industry shall be deemed confidential. Except as required by Section 8 of this AGREEMENT, the Parties shall not use any other Party’s name or insignia, photographs of the project, or any publicity pertaining to the Services in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of that Party.

10. SOFTWARE LICENSING AGREEMENT AND PROVISIONS FOR USE

- A. Software Licensing for the Regional Rideshare Software and products required under this AGREEMENT shall be in accordance with the Software Agreement; in the event of a conflict between the provisions of this AGREEMENT and the Software Agreement, the provisions of the Software Agreement shall control. For the purposes of this AGREEMENT, the below terms are defined as follows:
 - 1. Software: The software programs and products or, if the Regional Rideshare Software is replaced, the successor software programs and products, provided such successor software at a minimum performs the same functions as the Regional Rideshare Software, that are licensed to the Parties or to be developed per the Software or Successor Software Module Enhancements noted in the paragraph below and delivered by SBCTA or its subcontractors to the Parties under the AGREEMENT.
 - 2. Software or Successor Software Enhancements: Enhancements or modifications

including but not limited to adding features or modules that are not provided under the Software Agreement and that are made to Software or the Successor Software modules by SBCTA or its subcontractors that are funded by a Party(s) or collectively the Parties hereunder for the Project.

3. Data: The information, whether in hard copy, database, keypunch or other formats, which is used as input to the Software or Successor Software or which is or has been generated, collected, analyzed, created, prepared or developed by SBCTA, or its respective subcontractors for the performance of the Project which is funded hereunder.

B. A Party(s) may request that SBCTA's subcontractors generate Software or Successor Software Enhancements using contingency funds identified in the Budget, Attachment B. The requesting Party(s) may work directly with SBCTA's subcontractors to develop a Work Order for the requested modification(s), but the Work Order provided by SBCTA's subcontractors shall be approved and signed by SBCTA to ensure there is sufficient budget for the enhancement(s). The cost share of the Work Order will be determined based on the number of participating Party(s). If there is only one participating Party, the cost will be the sole responsibility of that Party. If multiple Party(s) participate, the cost will be shared by population share of the participating Party(s) or as otherwise agreed by the participating Party(s). The cost share for each Work Order will be outlined and attached to the Work Order, along with the written approval of all participating Parties, including SBCTA.

The following shall apply for the Software or Successor Software and when any Enhancements (Software or Successor Software) developed for the Project:

1. SBCTA's subcontractors shall deliver the Software or Successor Software and Software or Successor Software Enhancements electronically to the Party(s)' online websites. The Party(s) shall hold the Software or Successor Software and Software or Successor Software Enhancements, and other written or electronic materials provided by SBCTA's subcontractors, in confidence, shall use and disclose them only as expressly authorized herein and only to its employees, consultants, agents or sublicensees to whom disclosure is necessary for the performance and exercise of its rights hereunder, or as otherwise required by law, and shall take reasonable steps to ensure that unauthorized persons will have no access to them.

2. The Party(s) shall not sell, license or otherwise transfer any interest in the Data, Software or Successor Software, Software or Successor Software Enhancements, or other materials developed for utilization in the Project, without the prior written permission of each of the Party(s).

11. SUBCONTRACTORS

SBCTA shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of the Parties. The Parties understand and agree that Trapeze will be a subcontractor for services under this AGREEMENT, unless the Software is at some time replaced with Successor Software. If SBCTA desires to extend or enter

a new agreement with Trapeze beyond the terms identified in Section 2 of this AGREEMENT, written approval of the Parties is required.

12. INDEMNIFICATION

- A. No Party, nor any officers, directors, employees or agents thereof, is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by any other Party under or in connection with any work, authority or jurisdiction delegated to any other Party under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, each Party shall fully defend, indemnify and save harmless all other Parties, and their officers, directors, employees and agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by the indemnifying Party under or in connection with any work, authority or jurisdiction delegated to the indemnifying Party under this AGREEMENT. This provision shall survive termination of this contract.

13. INSURANCE

- A. Without in any way affecting the indemnity provisions identified in this AGREEMENT, the Parties shall, at their own sole expense, and prior to the commencement of any work, procure and maintain in full force, insurance through the entire term of this AGREEMENT and shall be in coverage types and no less than amounts identified below in this section. Any Party that is a self-insured public entity for purposes of the liabilities identified in this section warrants that through its program of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT.

SBCTA agrees to require Trapeze to add LACMTA, OCTA, RCTC, SBCTA and VCTC as additional insureds to all insurance coverages required under SBCTA Contract No. 19-1002203, to the extent not prohibited by the California Insurance Code or any other law. Should SBCTA enter a new contract for Successor Software, said contract shall contain, at the minimum, the same insurance requirements.

1. *Commercial General Liability* - To include coverage for Premises and Operations, Contractual Liability, Personal Injury Liability, Products/Completed Operations Liability, Broad-Form Property Damage and Independent Contractors' Liability, in an amount of not less than \$1,000,000 per occurrence, combined single limit, and \$2,000,000 in the aggregate written on an occurrence form. For products and completed operations a \$2,000,000 aggregate shall be provided.
2. *Network and Privacy Insurance* – Each of the Parties shall carry Network and Privacy (Errors and Omissions) insurance in an amount of not less than \$1,000,000 per claim and \$1,000,000 in the annual aggregate, protecting itself and each Party from the following exposures related to this Agreement:

- (i) the theft, dissemination and/or unauthorized disclosure or use of confidential information and personally identifiable information (not to be limited to bank information, social security numbers, health information, credit card account information, and confidential corporate information). Such insurance shall also include coverage for credit monitoring, notification expenses and other related costs associated with mitigating a data security or privacy breach; and
- (ii) the introduction of a computer virus into, or otherwise causing damage to, a computer, computer system, network or similar computer-related property and the data, software, and programs used herein.
- (iii) If such insurance is maintained on an occurrence basis, the Parties shall maintain such insurance for an additional period of one year following the end of the applicable Term. If such insurance is maintained on a claims-made basis, the Parties shall maintain such insurance for an additional period of three years following the end of the applicable Term.

B. Proof of Coverage – SBCTA shall furnish certificates of insurance or letters of self-insurance to the other Parties, and the other Parties shall furnish certificates of insurance or letters of self-insurance to SBCTA evidencing the insurance coverage, or acknowledging self-insurance, as required above prior to the commencement of performance of service hereunder, and such certificates shall include the other Party as an additional insured on all insurances. The Parties agree that any self-insurance shall provide the same levels of coverage as a commercial insurance policy. The self insured Party is agreeing to step in and act as the insurer. The certificates of insurance must be executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth in this Article. Any letter of self-insurance must be signed by an executive level employee who possesses the appropriate authority to make such representation. If the insurance company elects to cancel or non-renew coverage for any reason, the responsible Party will provide 30 days’ notice of such cancellation or nonrenewal to the other Party. If a Party’s policy is cancelled for nonpayment of premium, the applicable Party shall provide the other Party ten (10) days’ notice. All certificates of insurance are to include the contract number and Program Manager’s name.

14. KEY PERSONNEL AND NOTICES

A. The Parties have designated the following as key personnel for the Project and will provide written email notice of any key Project staffing changes or other notifications required in this AGREEMENT.

<p>LACMTA: Martin Buford Sr. Manager, Transportation Planning Shared Mobility & Implementation BufordM@metro.net</p>	<p>OCTA: Kristopher Hewkin Marketing Specialist – Vanpool khewkin@octa.net</p>
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<p>RCTC: Brian Cunanan Program Manager, Commuter & Motorist Assistance bcunanan@rctc.org</p>	<p>SBCTA: Nicole Soto Multimodal Mobility Programs Administrator, Transit & Rail nsoto@gosbcta.com</p>
<p>VCTC: Claire Grasty Director of Transit, Regional Planning, Rail and TDA Programs cgrasty@goventura.org</p>	

- B. Any and all notices permitted or required to be given hereunder shall be deemed duly given and received (a) upon actual delivery, if delivery is personally made or if made by email during regular business hours, or (b) the first business day following delivery by email when not made during regular business hours. Each such notice shall be sent to the respective Party(s) at the email address indicated above or to any other email address as the respective Party(s) may designate from time to time by a notice given in accordance with this Section. A Party shall notify all other Parties of any contact information changes within five (5) business days of the change.

15. OTHER TERMS AND CONDITIONS

- A. This AGREEMENT shall not be amended, nor any provisions or breach hereof waived, except by written Amendment signed by the Parties.
- B. In the event that there is any court (e.g., Superior Court of the State of California or U.S. District Court for the Central District of California) proceeding between the Parties to enforce or interpret this AGREEMENT or to protect or establish any rights or remedies hereunder, the prevailing party shall be entitled to its costs and expenses, including reasonable attorney’s fees.
- C. No Party(s) hereto shall be considered in default in the performance of its obligation hereunder to the extent that the performance of any such obligation is prevented or delayed by unforeseen causes including acts of God, acts of a public enemy, pandemics, and government acts beyond the control and without fault or negligence of the affected Party. Each Party hereto shall give notice promptly to the other Parties of the nature and extent of any such circumstances claimed to delay, hinder, or prevent performance of any obligations under this AGREEMENT.
- D. SBCTA shall comply with and ensure that work performed under this AGREEMENT is done in compliance with Generally Accepted Accounting Principles (GAAP), all applicable provisions of federal, state, and local laws, statutes, ordinances, rules, regulations, and procedural requirements including Federal Acquisition Regulations (FAR).

- E. No Party shall assign this AGREEMENT, or any part hereof, without prior written approval of all other Parties, and any assignment without said consent shall be void and unenforceable.
- F. This AGREEMENT shall be governed by California law. If any provision of this AGREEMENT is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.
- G. The covenants and agreements of this AGREEMENT shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assigns.
- H. In the performance of the work described in this AGREEMENT, SBCTA is not a contractor nor an agent or employee of LACMTA, OCTA, RCTC or VCTC. SBCTA attests to no organizational or personal conflicts of interest and agrees to notify LACMTA, OCTA, RCTC and VCTC immediately in the event that a conflict, or the appearance thereof, arises. SBCTA shall not represent itself as an agent or employee of LACMTA, OCTA, RCTC or VCTC and shall have no powers to bind LACMTA, OCTA, RCTC or VCTC in contract or otherwise.
- I. This AGREEMENT may be executed in counterparts, each of which shall constitute an original. A manually signed copy of this AGREEMENT which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this AGREEMENT for all purposes. This AGREEMENT may be signed using an electronic signature so long as the signature complies with Government Code § 16.5 and the Uniform Electronic Transactions Act, Civil Code §§ 1633.1 et seq.

IN WITNESS WHEREOF, the parties have caused this AGREEMENT to be executed by their duly authorized representatives as of the dates indicated below:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie Wiggins Date
Chief Executive Officer

APPROVED AS TO FORM:

By: _____
Dawyn R. Harrison Date
County Counsel

IN WITNESS WHEREOF, the parties have caused this AGREEMENT to be executed by their duly authorized representatives as of the dates indicated below:

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

By: _____
Anne Mayer Date
Executive Director

APPROVED AS TO FORM:

By: _____
Best Best & Krieger, LLP Date

ATTACHMENT A – SOFTWARE AGREEMENT

ATTACHMENT B - BUDGET

**AMENDMENT NO. 5 TO
VANPOOL SUBSIDY PROGRAM AGREEMENT
WITH ENTERPRISE**

1. PARTIES AND DATE

This Amendment No. 5 to the Vanpool Subsidy Program Agreement is entered into as of June 1, 2024 by and between the Riverside County Transportation Commission (“Commission”) and Enterprise Rent-A-Car Company of Los Angeles, LLC, a Delaware limited liability company, DBA Enterprise Rideshare (“Contractor”).

2. RECITALS

- 2.1 The Commission and Contractor have entered into an agreement dated March 7, 2018, for the purpose of engaging Contractor as a provider of qualified vehicles to be leased under the RCTC Vanpool Subsidy Program by participants, and to provide such other services as detailed therein (the “Master Agreement”).
- 2.2 The Commission and the Contractor have entered into Amendment No. 1 to the Master Agreement, dated March 24, 2021, for the purpose of extending the term for continued qualified vehicle provider services.
- 2.3 The Commission and the Contractor have entered into Amendment No. 2 to the Master Agreement, dated March 31, 2022, for the purpose of extending the term for continued qualified vehicle provider services and to replace “Exhibit B” of the Master Agreement.
- 2.4 The Commission and the Contractor have entered into Amendment No. 3 to the Master Agreement, dated March 2, 2023, for the purpose of extending the term for continued qualified vehicle provider services.
- 2.5 The Commission and the Contractor have entered into Amendment No. 4 to the Master Agreement, dated June 1, 2023, for the purpose of amending “Exhibit A” and replacing “Exhibit B” of the Master Agreement.
- 2.6 The Commission and the Contractor now desire to further amend the Master Agreement in order to provide additional compensation for continued qualified vehicle provider services.

3. TERMS

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 5 shall be Four Hundred Twenty-Seven Thousand Eight Hundred Dollars (\$427,800).

- 3.2 The maximum value of the Master Agreement, as amended by this Amendment No. 5, shall not exceed One Million Seven Hundred Eighty-Three Thousand Eight Hundred Dollars (\$1,783,800).
- 3.3 Except as amended by this Amendment No. 5, all provisions of the Master Agreement, as previously amended, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment No. 5.
- 3.4 This Amendment No. 5 shall be governed by the laws of the State of California. Venue shall be in Riverside County.
- 3.5 A manually signed copy of this Amendment No. 5 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 5 for all purposes. This Amendment No. 5 may be signed using an electronic signature.
- 3.6 This Amendment No. 5 may be signed in counterparts, each of which shall constitute an original.

[Signatures on following page]

**SIGNATURE PAGE TO
AMENDMENT NO. 5 TO
VANPOOL SUBSIDY PROGRAM AGREEMENT
WITH ENTERPRISE**

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date first herein above written.

**RIVERSIDE COUNTY
TRANSPORTATION COMMISSION**

**ENTERPRISE RENT-A-CAR
COMPANY OF LOS ANGELES,
LLC DBA ENTERPRISE
RIDESHARE**

Signature

Aaron Hake, Executive Director

Name

Title

APPROVED AS TO FORM

ATTEST:

By: _____

Best Best & Krieger
General Counsel

Its: _____

* A corporation requires the signature of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to the Commission.

**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

by and between the

- Association of Monterey Bay Area Governments
- Fresno Council of Governments
- Imperial County Transportation Commission
- Madera County Transportation Commission
- Merced County Association of Governments
- Riverside County Transportation Commission
- San Joaquin Council of Governments
- Santa Barbara County Association of Governments
- Stanislaus Council of Governments
- Tulare County Association of Governments
- Ventura County Transportation Commission

Effective: _____, 2024

**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

THIS AMENDED AND RESTATED AGREEMENT TO FORM JOINT POWERS AUTHORITY (“Agreement”) is made effective this ____ day of _____, 2024, by and between the ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS, FRESNO COUNCIL OF GOVERNMENTS, IMPERIAL COUNTY TRANSPORTATION COMMISSION, MADERA COUNTY TRANSPORTATION COMMISSION, MERCED COUNTY ASSOCIATION OF GOVERNMENTS, RIVERSIDE COUNTY TRANSPORTATION COMMISSION, SAN JOAQUIN COUNCIL OF GOVERNMENTS, SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS, STANISLAUS COUNCIL OF GOVERNMENTS, TULARE COUNTY ASSOCIATION OF GOVERNMENTS and VENTURA COUNTY TRANSPORTATION COMMISSION (hereinafter sometimes referred to individually as “Member Agency” and collectively as “Member Agencies”).

W I T N E S S E T H:

WHEREAS, each Member Agency has an interest in and is authorized to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans and other related purposes; and

WHEREAS, Federal Transit Administration and State matching funds have provided for the establishment of the “Agricultural Industries Transportation Services” and “RideShare” demonstration programs to help workers have an efficient and safe means of commuting to work within the southern San Joaquin Valley; and

WHEREAS, pursuant to the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, the Member Agencies identified herein and Kings County formed a joint powers authority as an entity that will allow them to share resources in order to further their common interest in or about _____, _____; and

WHEREAS, in or about July 24, 2023, Kings County Association of Governments withdrew from the Authority; and

WHEREAS, the Member Agencies identified herein desire to share resources in order to continue their above-described interest by operating a public entity to handle such matters in locations and jurisdictions collectively agreed to by the Member Agencies; and

WHEREAS, the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, authorizes the Member Agencies to form and operate a joint powers authority as an entity that will allow them to share resources in order to further their common interest,

NOW, THEREFORE, the Member Agencies agree as set forth below.

Article I

General Provisions

1. Name.

The legal name of the joint powers authority shall be the “California Vanpool Authority,” which shall also be known as “CalVans” (hereinafter called “Transit Authority”).

2. Boundaries.

The boundaries of the Transit Authority shall be the same as the collective geographic boundaries of the Member Agencies, however, nothing herein shall prevent or prohibit the Transit Authority from operating or providing its services outside of Transit Authority boundaries.

3. Purposes and Functions.

The purposes and functions of the Transit Authority shall be to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans, and other related purposes as determined from time to time by the Member Agencies.

4. General Powers.

The Transit Authority shall have such powers as may be necessary for the accomplishment of the purposes and functions described above in Section 3 of Article I of this Agreement and as may be determined from time to time by the Member Agencies, including, but not limited to, the power in its own name to make and enter into contracts in its own name; to contract with Member Agencies; to acquire and maintain insurance of all types; to employ agents and employees; to acquire, lease, construct, manage, maintain and operate any real property including building, works or improvements; to acquire, lease, hold or dispose of any personal property; to accept, hold, invest (pursuant to law, including, without limitation, California Government Code Section 6509.5), manage, and expend monies; to incur debts, liabilities or obligations; to obtain and secure funding from all available public and private sources, including local, state and federal government, including but not limited to, lease purchase agreements, public grants, private contributions, public and private loans, and other funds; and to sue and be sued in its own name. The Transit Authority may accept grants, gifts, donations of monies, equipment, vehicles or personal property, and other monies made in the public interest to carry out the purposes and functions as provided in this Agreement. To the extent budgeted, and as provided by law, the Board is authorized to pay expenses reasonably and necessarily incurred in the conduct of business, including travel expenses to attend meetings and conferences relating to the business of the Transit Authority. The Transit Authority may, but shall not be required to, adopt written policies and procedures by Majority Vote of the Board of Directors related to exercising its General Powers. Such written policies and procedures, if any, shall not conflict with this Agreement, as may be amended from time to time.

5. Limitations.

Pursuant to California Government Code Section 6509, the powers of the Transit Authority are subject to the restrictions upon the manner of exercising such powers of one of the Member Agencies so designated, the designee to be determined by the Board of Directors from time to time (“Host County”), which is a transportation planning

agency as defined in paragraph (a) of California Public Utilities Code Section 99214 and paragraph (b) of California Government Code Section 29532 and, therefore, governed by California Public Utilities Code Sections 99200 through 99420, or any statutes superseding the same.

6. Separate Legal Entity.

The Transit Authority shall be a public entity duly formed under the laws of the State of California. It shall be a legal entity that is separate and distinct from Member Agencies. The debts, liabilities, and obligations of the Transit Authority shall be the sole responsibility of the Transit Authority and not of its officers, employees, agents or Member Agencies.

7. Term.

This Agreement will continue in full force and effect and the Transit Authority will continue to exist as a separate entity, until such time as this Agreement is rescinded or terminated by a vote in accordance with Section 7 of Article II of this Agreement.

Article II

Organization

1. Board of Directors.

The powers of the Transit Authority are vested in its Board of Directors (“Board”). The Board shall be composed of representatives from the Member Agencies. Each Member Agency shall appoint one voting member of the Board and one alternate member. Each appointed and alternate Board member shall serve at the pleasure of the Member Agency. Each Member Agency shall have one vote. Each Member Agency shall notify the Transit Authority in writing upon making an appointment or change thereof.

2. Officers.

The officers of the Transit Authority shall be elected, appointed and serve as hereinafter set forth.

- (a) The Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Chair of the Board shall be elected annually at the

last regular meeting in each calendar year and shall begin serving as Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Chair shall be filled at the next regular meeting of the Board. Any member of the Board may be authorized to represent the Board upon approval by the Board.

(b) The Vice Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Vice Chair of the Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Vice Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Vice Chair shall be filled at the next regular meeting of the Board. The Vice-Chair will have all the powers and act in the place of the Chair in the absence of the Chair.

(c) The Executive Director of the Transit Authority shall serve as Secretary. The Secretary will keep a public record of the Board's resolutions, transactions, findings, and determinations, and the preparation of minutes of every meeting. The Executive Director shall also fulfill all other tasks that may be determined from time to time by the Board.

(d) The Board may, by resolution, appoint any other officers as they may deem appropriate from time to time, including but not necessarily limited to a Chief Operating Officer and Chief Finance Officer. Such additional officers shall fulfill all other tasks and duties as may be determined from time to time by the Board.

3. Quorum.

A simple majority of the Board must be present to constitute a quorum for action on the business of the Board.

4. Ex Officio Members.

The California Department of Transportation and the San Joaquin Valley Air Pollution Control District may each designate one non-voting representative to serve as an ex officio member of the Board.

5. Meetings.

The Board shall by resolution establish the date, time, and place for regular meetings. Special meetings may be called by either the Chair of the Board or the Executive Director and as otherwise allowed by law. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code Sections 64950, *et seq.*), as will meetings of its committees, if any, to the extent required by law. The Board may hold meetings in any fashion and utilizing any technology, including but not limited to telephone, video conference, or other permissible technology under the Ralph M. Brown Act. The Board of Directors may establish from time-to-time compensation, reimbursement or a fee to be paid to those Directors who appear at any meeting of the Board or any committee.

6. Executive Director.

The Board shall appoint an Executive Director (hereinafter referred to as “Executive Director”), who shall be charged with managing the operations of the Transit Authority, subject to the authority and direction of the Board.

7. Voting.

Except as otherwise specified herein, all actions, decisions, resolutions, rules, and minute orders of the Board shall be approved by a majority vote of the Board members present at any meeting at which a quorum, meaning a simple majority of the Board, is present.

8. Supermajority Vote.

Notwithstanding Article II, Section 7, the following matters require a Supermajority Vote. A Supermajority Vote means 2/3 vote of the Board members present at any meeting at which a quorum is present:

- The borrowing of funds or otherwise incurring any debt on behalf of the Transit Authority outside the everyday operations of the Transit Agency.
- Voluntarily permitting a lien to be placed on any equipment, assets, or property of the Transit Authority.

9. Bylaws.

The Board may adopt, by resolution, bylaws or rules of procedure to govern the organization and operations of the Board and the Transit Authority and to govern the conduct of the Board's meetings. The bylaws may include rules for the establishment of committees of the Board and may also provide for the establishment of a technical advisory committee to provide program recommendations to the Board. Any bylaws adopted by the Board shall be approved by a unanimous vote of the entire Board.

10. Committees.

Notwithstanding Article II, Section 9 above, The Board of Directors may establish, from time to time, an Executive Committee, a Legislative Committee, and a Nominating Committee. These committees may be established by a majority vote of the Board, and any rules, procedures, and direction shall be provided by the Board to such committees.

Article III

Finances

1. Contributions, Payments, and Advances.

As allowed by California Government Code Section 6504, funding for the Transit Authority may include, but shall not be limited to, the following:

- (a) Contributions may be made from the treasuries of one or more of the Member Agencies for the purposes outlined in this Agreement;
- (b) Payments may be made directly by one or more of the Member Agencies to defray the costs of achieving the purposes of the Transit Authority;
- (c) Member Agencies may contract with or assist the Transit Authority with obtaining federal, state, or other public funds or payments, as may be available;
- (d) Public funds may be advanced by one or more Member Agencies, with the understanding that such advances will be repaid as provided in this Agreement; and

- (e) Personnel, technology, equipment or property of one or more of the Member Agencies may be used in lieu of other contributions or advances.

Any advance made in accordance with paragraph (c) of this Section 1 shall be repaid in the manner agreed to by the advancing Member Agency and the Board, at the time the advance is made. Nothing herein shall prohibit the receipt or acceptance of donations by or from non-Member Agencies as determined from time to time by the Board.

2. Limitation of Financial Commitment.

The Board shall not obligate the Transit Authority to expenditures of funds not appropriated by the legislative bodies of the Member Agencies or received directly from the State or federal government.

3. Approval of Funding Applications.

The Transit Authority shall receive approval from a Member Agency prior to applying for federal, state or local funds within the jurisdiction of said Member Agency.

4. Treasurer.

Pursuant to California Government Code Section 6505.5, the Transit Authority designates the Treasurer of the **Tulare** to be the depository and have custody of all money of the Transit Authority, from whatever source. The Treasurer of the County of **Tulare** shall comply with the provisions of paragraphs (a) through (e) of Government Code Section 6505.5 and otherwise act in accordance with Government Code Section 6505.5 and other applicable law. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Treasurer.

5. Auditor.

The Auditor shall draw warrants to pay demands against the Transit Authority when approved by the Treasurer. The Transit Authority shall use the Auditor of the County of **Tulare**, who shall comply with all of the applicable provisions of California Government Code Section 6505.5. The Auditor shall provide for strict accountability of all funds and report all receipts and disbursements pursuant to California Government

Code Section 6505. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Auditor.

6. Budget.

The Board shall adopt a budget no later than sixty (60) days after the first meeting of the Board, and no later than June 30th of each year thereafter. Each budget shall be adopted by a majority vote of the entire Board.

7. Disposition of Assets.

Upon termination of this Agreement, after the payment of all obligations of the Transit Authority, any surplus money or other assets remaining shall be distributed to the Member Agencies in proportion to the contributions made.

8. Liability of Transit Authority.

Funds of the Transit Authority shall be used to defend, indemnify, and hold harmless the Transit Authority, any Member Agency, any member of the Board or alternate, and any employee or officer of the Transit Authority for their actions taken within the scope of their duties while acting on behalf of the Transit Authority.

9. Liability of Individuals.

All of the privileges and immunities from liability, exemptions from laws, ordinances, and rules, all pension, relief, disability, workmen's compensation, and other benefits that apply to the activity of officers, agents, or employees of any such public agency when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties extraterritorially for the Transit Authority.

10. Transit Equipment.

At the option of the Board, California Government Code Section 6518 shall apply to the Transit Authority.

11. Audit.

To the extent required by law, the Transit Authority shall comply with the audit and other requirements outlined in paragraphs (a) through (e) of California Government

Code Section 6505. The Transit Authority shall promptly deliver copies of the annual audit report to the Board and the Member Agencies.

12. Accounts and Records.

The Board shall establish and maintain such funds and accounts of the Transit Authority as may be required by good accounting practice. The books and records of the Transit Authority shall be open to inspection at all reasonable times to the Member Agencies and their respective representatives.

13. Insurance.

Within thirty (30) days after the execution of this Agreement by the Member Agencies, Transit Authority shall obtain and continuously maintain general liability insurance with limits of at least Ten Million and No/100 Dollars (\$10,000,000.00). Coverage shall be placed with a carrier with an A.M. Best rating of no less than A-:VII, or equivalent.

Article IV

Miscellaneous

1. Custodians of Transit Authority Property.

The Executive Director of the Transit Authority shall have charge of, handle, and have access to, all property of the Transit Authority. Pursuant to California Government Code Section 6505.1, the Executive Director shall file an official bond in an amount determined by the Member Agencies through the Board. To the extent permitted by law, this requirement may be satisfied by the Executive Director filing an official bond obtained in connection with another public office or by the Transit Authority obtaining a fidelity bond or bonds covering all officers and staff of the Transit Authority who have charge of, handle, or have access to any property of the Transit Authority.

2. Severability.

Should any part, term, or provision of this Agreement be decided by the courts to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms or provisions hereof shall not be affected thereby.

3. Withdrawal.

A Member Agency may withdraw from the Transit Authority by filing its written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on the last day of the 180 days. The withdrawal of a Member Agency shall not in any way discharge, impair, or modify the voluntarily assumed obligations of the withdrawn Member Agency in existence as of the effective date of its withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies, nor shall such withdrawal change or impact where the Transit Authority can provide services or otherwise operate. A withdrawn Member Agency shall not be entitled to the return of any funds or other assets belonging to the Transit Authority, until the effective date of termination of the Transit Authority or upon a vote of all remaining Member Agencies.

4. Joining the Transit Authority.

Other public entities may join the Transit Authority by filing a written request for inclusion with the Executive Director. The request for inclusion shall be reviewed by the Transit Authority and voted on by the entire Board. By a two-thirds majority vote of the entire Board, a public entity may be accepted as part of the Transit Authority. Thereafter, upon execution of this Agreement, including any amendments thereto, the new member shall become a full and equal member of the Transit Authority.

5. Amendment.

This Agreement may be amended at any time with the unanimous written approval of all Member Agencies.

6. Ratification and Effective Date.

This Agreement shall become effective upon the signature of the last of the aforementioned Member Agencies to sign this Agreement.

7. Notices to Transit Authority and Member Agencies.

Any notices to the Transit Authority and/or Member Agencies required or given pursuant to this Agreement shall be delivered or mailed, U.S. first class, postage prepaid, addressed as follows:

Transit Authority:

California Vanpool Authority
8444 W. Doe Avenue
Visalia, Ca 93291

Member Agencies:

Association of Monterey Bay Area
Governments (AMBAG)
24580 Silver Cloud Ct
Monterey, CA 93940

Fresno Council Governments (FCOG)
2035 Tulare St., Suite 201
Fresno, CA 93721

Imperial County Transportation
Commission (ICTC)
1503 N. Imperial Ave, Ste 104
El Centro, CA 92243

Madera County Transportation
Commission (MCTC)
2001 Howard Road, Suite 201
Madera, CA 93637

Merced County Association of
Governments
369 W 18th Street
Merced, CA 95340

Riverside County Transportation
Commission
4080 Lemon Street
Riverside, CA 92501

San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202

Santa Barbara County Association of
Governments (SBCAG)
Sacramento Area Council of
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110

Tulare County Association of
Governments (TCAG)
210 N. Church St. Suite B
Visalia, CA 93291

Ventura County Transportation
Commission (VCTC)
751 E. Daily Dr. Suite 420
Camarillo, CA 93010

Any party may change the address to which notices pursuant to this Section are given by giving notice of its new address according to the provisions of this Section.

8. Notice of a Joint Powers Agreement.

Within thirty (30) days after the effective date of this Agreement or any amendment thereto, the Transit Authority shall cause a notice of this Agreement or any amendment thereto, to be prepared and filed with the office of the California Secretary of State. Additionally, the Transit Authority shall furnish an additional copy of the aforementioned notice of this Agreement or any amendment thereto, to the California Secretary of State, who shall forward such copy to the Controller of the State of California. The aforementioned notices shall contain:

- (a) The name of each Member Agency that is a party to this Agreement;
- (b) The date that this Agreement became effective;
- (c) A statement of the purpose of this Agreement or the power to be exercised by the Transit Authority; and
- (d) A description of the amendment or amendments made to this Agreement, if any.

9. Venue.

The proper venue for any lawsuit based on any cause of action arising out of or in any way related to this Agreement or the operation of the Transit Authority shall be brought in a court of competent jurisdiction located in **Tulare** County, California.

10. Headings.

The headings used in this Agreement are for convenience only and have no effect on the content, construction, or interpretation of the Agreement.

11. Counterparts.

This Agreement may be executed in any number of counterparts and by different parties in separate counterparts, each of which, when executed and delivered, shall be deemed to be an original, and all of which counterparts taken together shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the Member Agencies have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized, and, if appropriate, their official seals to be hereto affixed, to be effective as of the day and year first above written.

ASSOCIATION OF MONTEREY BAY
AREA GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

FRESNO COUNCIL OF GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

MADERA COUNTY TRANSPORTATION
COMMISSION

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

MERCED COUNTY ASSOCIATION OF
GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

RIVERSIDE COUNTY TRANSPORTATION
COMMISSION

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

VENTURA COUNTY TRANSPORTATION COMMISSION

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Monica Morales, Senior Management Analyst Eric DeHate, Transit Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Measure A Specialized Transit Award Recommendations for Fiscal Years 2024/25 – 2026/27

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the Western Riverside County Measure A Specialized Transit Program Fiscal Years 2024/25 – 2026/27 Call for Projects awards totaling \$9,945,249;
- 2) Direct staff to prepare contract agreements with the award recipients outlining the project scope, schedules, and local funding commitments;
- 3) Authorize the Chair or Executive Director to execute the agreements with the award recipients, pursuant to legal counsel review; and
- 4) Authorize the Western Riverside County Measure A Specialized Transit Program Call for Projects to remain open for additional applications during the three-year period for the remaining funding authorized up to \$13,127,000.

BACKGROUND INFORMATION:

The 2009 Measure A Expenditure Plan allocation approximately 11.6 percent of the annual revenues from the 2009 Measure A Western County program to public transit. The public transit allocation is then distributed amongst five programs: specialized transit services, specialized transit - consolidated transportation service agency, commuter rail, intercity bus, and commuter assistance. The Measure A Specialized Transit Program receives about 1.9 percent of the 2009 Measure A Western County program revenue, or a 16.4 percent share of the 11.6 percent for public transit. The program provides funding to benefit older adults, persons with disabilities, and/or those that are most vulnerable and truly needy in Western County. In Western County, this funding has been distributed through a competitive process to a wide array of non-profit and community organizations that serve these constituencies for specialized transit services for persons with disabilities and older adults.

The goals of the Measure A Specialized Transit Program for western Riverside County are to:

- Support directly operated services that expand or extend existing services, which, if not funded by Measure A funds, would leave an area and/or special population without alternate service options.
- Support existing services that offer an improved level of service coordination with the existing transportation network.
- Expand new services that leverage other revenue sources, can be administered in a cost-effective manner, and will not require long term support from measure A funding; and
- Support new and expansion of existing services including transportation for veterans and shuttles including, but not limited to, nutrition and medical services.

Projects that are eligible under the program include operating and capital projects such as senior transportation shuttles, non-emergency medical transportation services, bus pass/voucher programs, mileage reimbursement programs, travel training, vehicle and maintenance equipment, communications and dispatch equipment and mobility management.

Providing funding to non-profit providers of transit services for persons with disabilities, low income, and senior citizens has long been a priority of the Commission. The voter-approved 1989 and 2009 Measure A Expenditure Plans specify funding allocations for the provision of this type of service provided by the transit operators and non-profit agencies.

DISCUSSION:

The current Measure A Specialized Transit Program cycle is set to expire June 30, 2024, and provided over \$9.1 million to 16 recipients. At its February 2024 meeting, the Commission directed staff to release the program guidelines and application for the FYs 2024/25 – 2026/27 Western Riverside County Measure A Specialized Transit Program Call for Projects and approved funding up to \$13,127,000 as shown in Table 1.

Table 1. Summary of Available Funding

Fiscal Years 2024/25 – 2026/27	
Fiscal Year	Total
FY 2024/25	\$ 4,289,000
FY 2025/26	4,375,000
FY 2026/27	4,463,000
Total	\$ 13,127,000

An application workshop for potential applicants was held on February 20, 2024, and one-on-one consultations were provided as requested. Final applications were due on March 14, 2024. A total of 21 applications from 15 different agencies were received: 15 for operating projects and six for capital projects, totaling \$11,481,126 in initial requests.

To evaluate and score the projects, one staff member from the San Bernardino County Transportation Authority (SBCTA), Riverside Transit Agency (RTA), and the city of Riverside (City)

were asked to participate on the evaluation panel. Additionally, two Commission staff members and one consultant support staff evaluated applications. While it was the intent to have a total of six evaluators on the panel, SBCTA, RTA, and the City were unable to participate, and staff was unable to find replacement evaluators to meet the review deadline. The three remaining panelists provided enough expertise to score appropriately. The scoring criteria outline in the approved program guidelines were used by the evaluation committee.

After the evaluation committee completed its final scores, staff reviewed the scores and applications for areas that needed clarification. Staff then reached out to applicants on follow-up items such as ridership data, performance measures, and financial details that the evaluators raised. After communication with applicants was completed, it was determined that one capital project submitted by Riverside University Health System – Behavioral Health for an expansion van did not have sufficient justification for the need and is not recommended for award. The applicants also refined their proposed budgets as necessary.

Staff recommends the approval of the awards summarized in Attachment 1 for a total allocation of \$9,945,249. This includes \$9,675,987 for operating projects and \$269,262 in capital projects. The adopted program guidelines allow transportation-only organizations an option for a reduced match for operating and capital projects. Organizations that are not transportation-only focused are required to have a minimum 34 percent match for operating and 50 percent match for capital projects. Two requests for match reductions were received from Forest Folk and Independent Living Partnership. The review panel reviewed these requests and deemed the justification appropriate for a lower match as indicated in Attachment 1.


Since the current program is undersubscribed, staff recommends that the Call for Projects remain open while available funding remains. If more applications are received, staff will return to the Commission and recommend funding awards up to the amount available.

FISCAL IMPACT:

Measure A Specialized Transit Program funds as recommended are included in the proposed FY 2024/25 budget in the amount of \$4,289,000 and will be budgeted for in FYs 2025/26 and 2026/27 (totaling \$8,838,000) through the regular budget process as detailed below in table 2.

Table 2. Breakdown of funding type by Fiscal Year

Fiscal Year	Operating	Capital	Total
FY 2024/25	\$ 3,054,887	\$ 244,262	\$ 3,299,149
FY 2025/26	3,214,976	12,500	3,227,476
FY 2026/27	3,406,124	12,500	3,418,624
Total	\$ 9,675,987	\$ 269,262	\$ 9,945,249

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY2024/25 FY2025/26+	Amount:	\$4,289,000 \$8,838,000
Source of Funds:	2009 Measure A Western County Specialized Transit			Budget Adjustment:	No
GL/Project Accounting No.:	260 26 86101 \$9,675,987 Specialized Transit Operating 260 26 86102 \$269,262 Specialized Transit Capital				
Fiscal Procedures Approved:				Date:	05/22/2024

Attachment: FY 2024/25–2026/27 Measure A Specialized Transit Award Recommendations



FY 2024/25 - FY 2026/27 PROJECT RECOMMENDATIONS

Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
1 B&GC Menifee Valley	Operating - Direct Transportation	Ride to Success	\$ 520,500	\$ 343,530	\$ 176,800
2 B&GC Southwest County	Operating - Direct Transportation	Before and After School Specialized Transportation	\$ 778,918	\$ 514,085	\$ 264,833
3 Care A Van	Operating - Direct Transportation	Care-A-Van Transit	\$ 2,312,690	\$ 1,526,377	\$ 773,992
4 City of Norco	Operating - Direct Transportation	Seniors on the Move	\$ 548,233	\$ 361,836	\$ 186,400
5 Forest Folk*	Operating - Direct Transportation	Idyllwild Area Shuttle Service	\$ 299,889	\$ 241,389	\$ 58,500
6 Friends of Moreno Valley	Operating - Direct Transportation	Senior Transportation	\$ 737,809	\$ 400,433	\$ 337,376
7 Operation SafeHouse	Operating - Direct Transportation	Main Street Transitional Living & Permanent Supportive Housing	\$ 229,455	\$ 151,441	\$ 78,014
8 RUHS BH	Operating - Direct Transportation	Transportation Change	\$ 1,941,393	\$ 1,281,497	\$ 660,073
9 RUHS MC	Operating - Direct Transportation	Transportation	\$ 1,855,982	\$ 1,224,948	\$ 631,034
10 Valley Resource Center dba EXCEED	Operating - Direct Transportation	Western Riverside Transportation	\$ 2,828,681	\$ 1,049,681	\$ 1,779,000
11 Angel View	Operating - Mileage Reimbursement	Mileage Reimbursement	\$ 383,278	\$ 229,967	\$ 153,312
12 Independent Living Partnership	Operating - Mileage Reimbursement	Volunteer Escort-Driver Reimbursement Program	\$ 4,583,647	\$ 1,709,979	\$ 2,873,668
13 Voices For Children	Operating - Mileage Reimbursement	Mileage Reimbursement	\$ 1,336,102	\$ 354,595	\$ 981,507
14 Blindness Support Services	Operating - Travel Training Assistance	Travel Training	\$ 316,590	\$ 208,949	\$ 107,641
15 Michelles Place	Operating - Voucher Program	Treatment Travel Assistance Program	\$ 117,090	\$ 77,280	\$ 39,810
16 Independent Living Partnership*	Capital - Equipment	Software Upgrade	\$ 76,762	\$ 76,762	\$ -
17 B&GC Menifee Valley	Capital - Replacement Vehicle	Replacement - Six Passenger Vans	\$ 75,000	\$ 37,500	\$ 37,500
18 Forest Folk*	Capital - Replacement Vehicle	Replacement - One Passenger Van	\$ 100,000	\$ 100,000	\$ -
19 RUHS BH	Capital - Replacement Vehicle	Replacement - One Passenger Van	\$ 55,000	\$ 27,500	\$ 27,500
20 RUHS MC	Capital - Replacement Vehicle	Replacement - One Mini Van	\$ 55,000	\$ 27,500	\$ 27,500
Grand Total			\$ 19,152,019	\$ 9,945,249	\$ 9,194,460
Operating Total			\$ 18,790,257	\$ 9,675,987	\$ 9,101,960
Capital Total			\$ 361,762	\$ 269,262	\$ 92,500

FY 2024/25 - FY 2026/27 PROJECT REQUESTS NOT AWARDED

Applicant	Project Type	Project Name	Total 3-Year Project Cost	Total 3-Year Measure A Award	Required Match
21 RUHS BH	Capital - Expansion	Expansion - One wheelchair van	\$ 85,000	\$ -	\$ -
			\$ 85,000	\$ -	\$ -

* Transportation-only organization reduced match was requested and approved

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Sheldon Peterson, Rail Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Approval of Metrolink Operating and Capital Subsidies for Fiscal Year 2024/25 and Related Action Items

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;
- 2) Approve RCTC's share of the Fiscal Year 2024/25 SCRRA operating and capital budget, which results in an operating subsidy of \$30,289,196, with a contingency of \$3,710,804, for a not to exceed total of \$34,000,000, and a capital subsidy of \$21,381,360;
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 24-25-094-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding; and
- 4) Adopt Resolution No. 24-003 for *"Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program for the Southern California Regional Rail Authority Service Optimization in Riverside County in the amount of \$1,507,200."*

BACKGROUND INFORMATION:

Metrolink is the brand name for the services operated by SCRRA. The Commission is one of the five member agencies that comprises the SCRRA joint powers authority (JPA). All member agencies must formally commit to fund their proportionate shares of commuter rail operating and capital costs on an annual basis. Each member agency must approve the budget before adoption of a final budget by the SCRRA Board of Directors, no later than June 30, 2024. On April 26, 2024, the SCRRA board approved the proposed FY 2024/25 budget for transmittal to the member agencies for consideration. As required by the provisions of the JPA, a separate Commission action to adopt the SCRRA budget is needed. SCRRA anticipates adopting the final budget by June 28, 2024.

DISCUSSION:

Metrolink FY 2023/24 Service Highlights

The following is a review of Metrolink's FY 2023/24 activities:

- Maintained service at 90 percent of pre-pandemic levels (number of trains)
- Incentivized riders to try the train by offering free rides on Transit Equity Day and Earth Day
- Made available innovative fare options to incentivize telecommuting and other riders to ride the train including \$15 Summer Day Pass and a 30 percent Discount on Monthly Passes for three months
- Launched the Student Adventure Pass Program, free fares to all students.
- Implemented the Mobility-for-All Program, a low-income fare to address equity issues
- Reinstated the Angels Express Fan Train for the 2024 Season
- Ridership continues to grow post-Covid and is now at the highest recovery rate at roughly 50 percent of the pre-Covid ridership with the Student Adventure Pass playing a major role in this growth

Metrolink's Proposed FY 2024/25 Budget

The proposed budget provides funding to achieve the following:

- Implementation of a Service Optimization Plan that expands service and spreads it throughout the day to capture off peak markets.
- Continued improvements to reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures by retrofitting cars
- Continued emphasis on safe operations
- Continued updates and maintenance of Positive Train Control program systemwide in coordination with the freight railroads
- Grant funded efforts to reduce the number of trespasser injuries
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects
 - Improving processes to accelerate project delivery
 - Grant funded replacement of Tier 2 Locomotives

Metrolink's proposed total operating budget is \$332.1 million, an increase of about 8.5 percent from the prior year, primarily attributed to fixed contract rate increases. The budget assumes a service expansion yet is based on a conservative forecast of ridership and revenue recovery using a third party (KPMG/Sperry Capital) to develop the estimates. The five member agencies that comprise Metrolink are responsible for funding \$264.0 million. The Commission's total operating obligation is an estimated \$30,289,196, an increase of about \$2.1 million from the prior year or 8 percent. Staff is also proposing including a 12 percent contingency of \$3,710,804 for a total not to exceed amount of \$34,000,000. The contingency will provide flexibility to address

unanticipated operating or capital expenses and could allow capacity for additional special trains or service improvements.

Metrolink’s proposed capital budget for FY 2024/25 anticipates \$161.6 million in rehabilitation and \$5.9 million in new capital, for combined total of \$167.5 million. The Commission’s capital obligation for FY 2024/25 is \$20,723,685 million in rehabilitation and \$657,675 in new capital for a total of \$21,381,360, up roughly \$5.7 million, or 37 percent, from the prior year. A summary of the SCRRRA budget and RCTC expenditures is provided in Table 1.

Table 1: FY 2024/25 SCRRRA Budget and RCTC Expenditures

Expenditures	Systemwide Amount	RCTC Share
SCRRRA Operating Budget	\$ 332,055,865	-
Member Agency Subsidy Requirement	264,028,362	\$ 30,289,196
SCRRRA Capital Budget	167,539,750	-
Member Agency Subsidy Requirement*	167,539,750	21,381,360
Total Annual SCRRRA Expenditures	\$ 499,595,615	\$ 51,670,556

*-Funding for Capital Expenditures are directly allocated to SCRRRA; no impact to RCTC Budget

Metrolink’s budget excludes the Commission’s expenses for the nine RCTC-owned stations. These expenses are included in the Commission’s adoption of the FY 2024/25 budget and include station operations and maintenance, right of way, and other station capital projects.

Low Carbon Transit Operations Program Resolution

Staff is seeking approval to apply \$1,507,200 of its regional share of Low Carbon Transit Operations Program (LCTOP) to fund Metrolink’s Service Optimization and offset the Commission’s annual operating subsidy. Upon execution of the grant, staff will update the budget to document the LCTOP revenue at the mid-year revision. LCTOP is administered by Caltrans and projects eligible for this funding need to reduce greenhouse gas emissions and support transit agencies in their effort to increase mode share. The service optimization will encourage new passenger rail riders within Riverside County by increasing the number of trains trips to and from the region and expands service by increasing the number of weekday train trips from 26 to 32 for Riverside County while improving connectivity throughout the system.

As required by the LCTOP grant guidelines, Resolution No. 24-003 (Attachment 1) is needed to authorize use of the funds for the project and authorize the Executive Director to execute the Certifications and Assurances and Authorized Agent forms. The resolution is required to submit and file the grant; therefore, staff recommends adoption of the resolution related to the FY 2023/24 LCTOP grant.

FISCAL IMPACT:


Staff recommends approval of Metrolink’s proposed FY 2024/25 budget and the Commission’s annual share as outlined in the annual funding MOU No. 24-25-094-00 (Attachment 2), which is consistent with the Commission’s FY 2024/25 SRTP and budget. The Commission’s total

operating funding requirement for Metrolink services for FY 2024/25 is the requested amount \$30,289,196, and staff is proposing a 12 percent contingency of \$3,710,804 for an overall amount of \$34,000,000. This will be funded with the following revenue sources as shown in Table 1:

Table 2: FY 2024/25 Operating Subsidy by Revenue Source

Revenue Source	Amount
Local Transportation Fund (LTF)	\$ 24,781,996
Low Carbon Transit Operations Program (LCTOP)	1,507,200
State Transit Assistance (STA) Fund	4,000,000
RCTC Subsidy Total	\$ 30,289,196
Added Contingency – LTF Funds	3,710,804
Revised Total	\$ 34,000,000

The Commission’s total capital obligation is \$21,381,360 and includes capital rehabilitation projects of \$20,723,685 that can be funded with FTA Section 5337 and FTA Section 5307; new capital and locomotive replacement expenses of \$657,675 will be covered by FTA Section 5307 grant funds. The FTA funds for capital are being allocated to SCRRRA and will not have an impact on the Commission’s budget as SCRRRA will directly obligate them with FTA.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2024/25	Amount:	FY25 Ops \$34,000,000
Source of Funds:	Operating: LTF, STA Western County Rail, LCTOP and FTA Grant Funds			Budget Adjustment:	No
GL/Project Accounting No.:	254199 59001 00000 0000 103 25 86101			\$34,000,000	
Fiscal Procedures Approved:				Date:	05/21/2024

Attachments:

- 1) Resolution No. 24-003
- 2) Draft MOU No. 24-25-094-00 for FY 2024/25 SCRRRA Funding

RESOLUTION NO. 24-003

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
FOR THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) SERVICE
OPTIMIZATION IN RIVERSIDE COUNTY IN THE AMOUNT OF \$1,507,200**

WHEREAS, the Riverside County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including local agencies; and

WHEREAS, the Riverside County Transportation Commission wishes to delegate authorization to execute the Certification and Assurances and the Authorized Agent documents for the LCTOP in relation to the SCRRA Service Optimization in Riverside County, and any amendments thereto, to Aaron Hake, Executive Director; and

WHEREAS, the Riverside County Transportation Commission wishes to implement the LCTOP project(s) listed above.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Aaron Hake, Executive Director be authorized to execute all required documents for the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Riverside County Transportation Commission that it hereby authorizes the submittal of the following project nomination(s) and allocation request(s) to the Department in FY2023-2024 LCTOP funds:

(Continued on next page)

List project(s), including the following information:

Project Name: SCRRRA Service Optimization in Riverside County

Amount of LCTOP funds requested: \$1,507,200

Short description of project: The Southern California Regional Rail Authority will use LCTOP funds to encourage new passenger rail riders within Riverside County by increasing the number of trains as part of Metrolink’s regional passenger rail service.

Benefit to a Priority Populations: Increase regional passenger rail service to disadvantaged communities.

Amount to benefit Priority Populations: \$1,507,200

Contributing Sponsors (if applicable):

APPROVED AND ADOPTED this 12th day of June 2024.

Lloyd White, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

Agreement No. 24-25-094-00

**MEMORANDUM OF UNDERSTANDING NO. 24-25-094-00
BETWEEN
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
FISCAL YEAR 2024-25 ANNUAL FUNDING MOU**

This Memorandum of Understanding (“MOU”) is effective as of July 1, 2024, by and between the Southern California Regional Rail Authority (hereinafter referred to as “SCRRA”), 900 Wilshire Blvd., Suite 1500, Los Angeles, California 90017, and the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, Riverside, California 92501, a public agency (hereinafter referred to as “RCTC”), which are sometimes individually referred to as “PARTY”, and collectively referred to as “PARTIES”.

I. RECITALS

- A. RCTC and SCRRA desire to enter into a MOU to define RCTC’s financial commitments to the SCRRA fiscal year (FY) 2024-25 operating budget and rehabilitation/renovation and new capital budget (collectively, the “BUDGET”).
- B. RCTC and SCRRA desire to enter into this MOU to define the respective responsibilities of SCRRA as direct recipient of RCTC federal funds for costs in connection with the rehabilitation/renovation new and capital budget, and SCRRA’s prior rehabilitation/renovation and new capital costs.
- C. SCRRA provides a commuter rail service operating to, within, or through Los Angeles, Riverside, San Bernardino, Ventura, San Diego and Orange Counties.
- D. RCTC funds SCRRA commuter rail services benefitting Riverside County on the Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line (91/PVL) consistent with the existing cost sharing formula established by the Joint Powers Agreement forming SCRRA (“JPA”), RCTC Agreement No. M-23-008, to which RCTC is a party.
- E. SCRRA’s operating budget covers train operations, including operating crews, dispatching, equipment maintenance, fuel, non-scheduled rolling stock repairs, operating facilities maintenance, rolling stock lease payments, security and guard services, public safety programs, passenger relations, existing ticket vending devices (TVD) maintenance and revenue collection, marketing and market research, media/external relations, utilities and leases, passenger transfers to

other operators, Rail 2 Rail program, station maintenance, freight rail agreements and general administrative costs that support SCRRA operations.

- F. SCRRA's ongoing capital budget includes the following rehabilitation/renovation and new capital projects: track, structure, and signal work; all-share facilities projects, rolling stock (cars and locomotives), system-wide track, signal, information technology, communications, rubber tire vehicles, existing TVD, and mechanical improvements.
- G. RCTC, at its June 12, 2024 meeting, approved RCTC's financial commitments to the SCRRA FY 2024-25 budget for operating costs and for rehabilitation/renovation and new capital projects with funds to be drawn down by SCRRA from the Federal Transit Administration (FTA).
- H. RCTC, in previous Commission meetings, has approved RCTC's financial commitment to prior SCRRA rehabilitation/renovation and new capital projects. Certain projects have not been completed and funds for those carryover projects will be drawn down by RCTC from the FTA and used to reimburse SCRRA as work related to the approved projects are completed and invoiced to RCTC.
- I. SCRRA agrees to provide weed abatement, debris removal, track maintenance, graffiti removal, and other related maintenance, at road crossings, as well as routine maintenance, inspection and repairs of track, structures, signal system, grade crossing warning system and communication infrastructure (collectively, "Maintenance of Way Services") within twenty (20) feet from the center line along all operational tracks within the Perris Valley Line/San Jacinto Subdivision.
- J. As the Railroad of Record on behalf of RCTC, SCRRA agrees to maintain track, signals, and crossing warning systems on the out of service portion of the San Jacinto Subdivision, as needed ("ENS Signage and Maintenance Services"). SCRRA will post and maintain Emergency Notification Signs (ENS) with Metrolink's emergency telephone number at all crossings on the out of service areas, as required by the Federal Railroad Administration (FRA) CFR Title 49 §234. The cost of all maintenance with respect to this portion of the Subdivision incurred by SCRRA will be tracked as a separate re-collectable project and billed separately to RCTC outside of this MOU. RCTC shall reimburse SCRRA for any maintenance on this portion of the subdivision within thirty (30) days of approval of an invoice.
- K. Pursuant to the Shared Use Agreement between RCTC and BNSF Railway (BNSF), BNSF is obligated to pay a set rate per mile for trains that are operated and dispatched over the PVL ("BNSF Per Mile Payment Obligation").
- L. SCRRA will also maintain only to the extent that costs so incurred will be reimbursable by BNSF within twenty (20) feet from the center line along the freight-only double track, sidings and spurs between Highgrove Junction to the end of the PVL operating segment ("Freight Only Maintenance of Way Services"), provided that the costs for such maintenance are not an RCTC obligation, and shall

instead be reimbursed by BNSF pursuant to the BNSF Per Mile Payment Obligation. SCRRA shall perform only work that will be covered by the per mile payment. SCRRA shall invoice BNSF for such costs. RCTC shall work with SCRRA to ensure that SCRRA is reimbursed by BNSF.

- M. SCRRA agrees to provide special train service as included in the budget and will coordinate schedules and service options with member agencies.
- N. RCTC shall provide security guard services for the layover facilities at South Perris and Riverside Downtown stations, and SCRRA agrees to reimburse RCTC for such services as further detailed in this MOU but not to exceed \$450,000.00.
- O. The Parties acknowledge that in prior funding years SCRRA was a subrecipient of federal funds, and that under this MOU, the intent is for RCTC to program the federal funding for state of good repair, and new capital grants with FTA, and for SCRRA to be a direct recipient of such funds. SCRRA will continue to be the subrecipient to RCTC for all prior grants until the end of the useful life of all the capital investments associated with those grants.

II. Scope of MOU

This MOU specifies the terms and conditions, roles and responsibilities of the PARTIES as they pertain to the subjects and projects addressed herein. Both RCTC and SCRRA agree that each will cooperate and coordinate with the other in all activities covered by this MOU and any other supplemental MOUs that may be required to facilitate the purposes thereof.

III. Responsibilities of RCTC

RCTC agrees to the following responsibilities for the BUDGET:

- A. Allocate to SCRRA the RCTC share of the BUDGET for operating costs in the not-to exceed amount of Thirty Million, Two Hundred Eighty-Nine Thousand, One Hundred Ninety-Six Dollars (\$30,289,196.00) for rail operations using state, local and federal funds. These fund sources include Transportation Development Act funds for Local Transportation Funds (LTF), State Transit Assistance (STA), and Low Carbon Transit Operations Program (LCTOP) Funding. RCTC will provide STA funds instead of FTA Section 5337 for RCTC's share of FY25 Preventative Maintenance. The breakdown of all funds to be used for the operating subsidy allocation is as follows:

Source	Amount
--------	--------

LTF	\$24,781,996
STA	\$ 4,000,000
LCTOP	\$ 1,507,200
Total	\$30,289,196

The best available information at the time of execution of this Agreement regarding the federal funding sources is included in Exhibit D, Details of Federal Award, attached to this MOU and incorporated herein by reference. RCTC may provide SCRRA an updated Details of Federal Award with additional or revised information regarding the federal funding sources via a separate letter, which shall, without further action of the PARTIES, amend the current version of Exhibit D and be considered a part of this MOU. Such additional information or revisions shall not include changes to the terms of this MOU, or the amount of funding provided hereunder. In addition, RCTC will establish a 12.25% contingency amount of Three Million, Seven Hundred and Ten Thousand, Eight Hundred and Four Dollars (\$3,710,804) for unforeseen expenses or service adjustments during the year. Separate invoices will be required for any contingency related expenses.

- B. Metrolink has requested Twenty Million, Seven Hundred Twenty-Three Thousand, and Six Hundred-Eighty Five (\$20,723,685) of rehab for state of good repair and Six Hundred Fifty-Seven Thousand, Six Hundred Seventy-Five (\$657,675) of new capital. For state of good repair, RCTC will program Thirteen Million, Three Hundred Fifty-Seven Thousand, One Hundred Two Dollars (\$13,357,102) in FTA Section 5337 and Seven Million, Three Hundred Sixty-Six Thousand, Five Hundred and Eighty-Three Dollars (\$7,366,583) in FTA Section 5307. To address new capital, RCTC will program Six Hundred Fifty-Seven Thousand, Six Hundred Seventy-Five (\$657,675) of 5307 funding. For new capital subsidy and state of good repair capital subsidy in FTA Section 5307 funds to be drawn down directly by SCRRA. SCRRA will develop and execute the grants directly with FTA and provide RCTC with a written copy of the executed grants and quarterly updates as to the status of the projects and fund drawdowns. RCTC has provided the FTA Allocation Letter in Exhibit F.
- C. For funds provided through prior year MOUs, RCTC will continue to reimburse SCRRA as a subrecipient for rehabilitation and renovation projects. RCTC shall review each invoice and pay all authorized expenses within 30 days following approval of an invoice that is properly submitted in accordance with this MOU.
- D. For funds provided through prior year MOUs, RCTC will review each SCRRA invoice for rehabilitation/renovation, and RCTC-approved new capital project costs to ensure eligibility for federal reimbursement and make timely

- drawdown requests to FTA for eligible expenses following approval of the invoice.
- E. For funds provided through prior year MOUs, RCTC will prepare and submit to the FTA, on a timely basis, all required periodic reports and milestone updates.
 - F. For funds provided through prior year MOUs, RCTC will comply with all requirements of the current FTA Master Agreement, found at https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-11/FTA-Master-Agreement-v30-2022-11-02_0.pdf
 - G. For funds provided through prior year MOUs, RCTC will monitor SCRRRA's respective responsibilities as a subrecipient of RCTC's federal funds for rehabilitation/renovation and new capital costs in connection with the BUDGET and with SCRRRA's prior years' carryover budget.
 - H. Per the regular operating formula, as set forth in the JPA, reimburse SCRRRA for Maintenance of Way Services performed within twenty (20) feet from the center line along PVL, including any railroad structure or ballast cross-section that is located outside of this twenty (20) feet area (collectively, the "PVL SCRRRA Maintenance Area"). These costs shall be included in the quarterly rail operations invoices submitted by SCRRRA pursuant to Section III.A and are part of the BUDGET allocated not-to-exceed amount set forth therein as listed in Exhibit A attached to this MOU and incorporated herein by reference.
 - I. For the PVL, be responsible for applicable Maintenance of Way Services that are outside the PVL SCRRRA Maintenance Area. RCTC shall not be required to provide flagmen for such Maintenance of Way Services if the Roadway Workers remain outside the 20 feet from centerline of track and there is no potential to foul the tracks. RCTC shall properly ensure that contractors have safety training for employees regardless of their duties.
 - J. Provide security guards for the layover facilities at South Perris and Riverside Downtown stations, which costs shall be reimbursed by SCRRRA. SCRRRA's payment obligation shall be based on the agreed upon terms; which is at a maximum of \$450,000 a year. RCTC shall invoice SCRRRA on a quarterly basis for the direct security and management costs associated with the security of the layover facilities. Notwithstanding any other provision of this MOU, RCTC may unilaterally terminate the obligation to provide security guard services under this MOU upon a 30-day written notice to SCRRRA.
 - K. Require, under its contract(s) for security guard services, that the contractor(s) indemnify SCRRRA to the same extent as indemnification is provided to RCTC and include SCRRRA as an additional insured under all applicable policies required by RCTC under the contract(s).

- L. Make available to SCRRA as part of this MOU station security camera feeds for SCRRA's safety and security needs. However, this MOU does not cover any additional connections requested by SCRRA. Future connections shall be agreed to in writing by the PARTIES, and funding for any costs associated therewith will need to be identified.

IV. **Obligations of SCRRA**

SCRRA agrees to the following responsibilities for the BUDGET:

- A. Establish fiscal controls and accounting procedures sufficient to ensure proper accounting for all transactions, so that audits may be performed. SCRRA shall use accounting and fiscal procedures conforming to generally accepted accounting principles (GAAP).
- B. Comply with the Office of Management and Budget Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), including but not limited to:
 - a. Indirect Cost Rate. SCRRA's submitted federally recognized indirect cost rate negotiated between SCRRA and the FTA. SCRRA will provide RCTC the rates in a separate letter as soon as they are available. If the rates are updated with FTA, within 30 days of approval, SCRRA must reconcile its billings for any over or under-recovery of indirect costs previously billed to and reimbursed by RCTC using the provisional rates. Interest may not be claimed on any potential underpayments.
- C. Comply with the requirements of 49 CFR, Part 26, et. seq., and all other FTA Disadvantaged Business Enterprise (DBE) rules, regulations and policies in carrying out this MOU, and shall implement a stand-alone DBE Program that includes goal setting, outreach, monitoring, and reporting. SCRRA shall create and maintain records of compliance with the DBE obligations in this MOU and provide compliance information to RCTC upon request.
- D. Comply with all applicable sections of 2 CFR 200 "Grants and Agreements" pertaining to the management of federally funded assets. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements 2 CFR 200.
- E. Comply with all applicable sections of FTA Circular 5010.1.e pertaining to the management of federally funded assets, FTA Circular 4220.1F pertaining to any third-party contracts funded with FTA funds, and any other applicable FTA Circulars. SCRRA shall provide all necessary information to RCTC so that RCTC can coordinate with the FTA regarding the requirements in Circular 5010.1.e.

- F. Assume the role of direct recipient of current federal awards for the, state of good repair, and new capital grants with funding allocated by RCTC, comply with all requirements applicable to direct recipients of FTA funds, and provide quarterly reporting related to such awards. For all prior year outstanding grants, SCRRA will provide RCTC with all the necessary information for SCRRA to remain in compliance as a subrecipient in accordance with the Uniform Guidance, FTA requirements, and RCTC Subrecipient Guidelines, all of which are on file at the offices of the PARTIES and are incorporated herein by reference.
- G. Comply with all applicable requirements of the FTA Master Agreement, the terms of which are incorporated herein by reference, and be responsible for any violation of FTA rules, regulations or policies, or misuse of funds by SCRRA.
- H. Submit a separate invoice to RCTC (Attention: Accounts Payable) on a quarterly basis for RCTC's share of the costs associated with the individual components of the BUDGET. Each invoice shall be in a mutually acceptable form and shall include the following information, at a minimum:
 - a. RCTC Agreement number
 - b. Time period covered by the invoice
 - c. Total invoice amount
 - d. For rehabilitation/renovation and new capital projects, supporting documentation, such as progress reports, contractor invoices, or other records to indicate payment has been made to contractor(s), or that payment is imminent in the amount of the invoice, and such additional supporting documentation and background information as RCTC may reasonably require (including executed contracts, as further described below):
 - e. For prior year RCTC held FTA grants, provide all information needed for quarterly project reporting and milestone updates to allow RCTC enough time to prepare and submit to the FTA on a timely basis all required or requested FTA reports and updates. In no event shall such reports be received later than ten (10) days prior to the required date of the quarterly submission to the FTA, which is 30 days following the end of each quarter.
- I. For each invoice submitted to RCTC related to rehabilitation/renovation and capital projects, provide a description of services performed during invoice period and included in the invoice;
- J. Provide RCTC with reports or information required to demonstrate FTA compliance. These include but are not limited to the SCRRA Federal Lobbying Disclosure Form, the equipment out of service report, and FSRS reporting once grants have been executed.

- K. Continue to renew RCTC staff access to the FTA TRAMS reporting for viewing SCRRA reports.
- L. For rehabilitation/renovation and capital projects, provide quarterly reports detailing total amount invoiced to date and balance remaining on projects; any significant issues encountered or anticipated; and a breakdown of percent completed and remaining for projects.
- M. Provide quarterly budget to actual reports to RCTC and the SCRRA Board of Directors reflecting actual ridership and revenues and expenses at a line item level compared to the adopted operating budget, based on financial information generated by SCRRA's Oracle financial system. Such financial information shall be based on a monthly financial closing process that includes significant accruals and material account reconciliations.
- N. Operate Metrolink commuter rail service on three lines serving Riverside County within budgeted service levels. For FY25 with the hybrid schedule optimization the service pattern will include 10 Riverside Line, 14 91/PVL and 18 IEOC trains.
- O. Provide quarterly progress reports on each budgeted rehabilitation and renovation project that includes status of each project, schedule update, and expenditures to budget. Quarterly reports shall be similar to the reports previously provided by SCRRA to RCTC for FTA Quarterly Updates.
- P. Provide a reconciliation report to RCTC by March 31, 2025, identifying a surplus or deficit in FY 2023-24 RCTC allocations to the SCRRA for operating expenses.
- Q. Obtain express written permission from RCTC prior to reallocating any unexpended/surplus FY 2023-24 RCTC operating funds.
- R. Return to RCTC any unexpended/surplus FY 2023-24 funds unless RCTC has provided written permission for reallocation or an agreement on rolling over funds to FY 2024-25 for operations.
- S. Make available quarterly reports summarizing FY 2024-25 actual data versus budget, to assist in the measurement of performance metrics.
- T. As applicable, prepare and submit all required reports to federal and state agencies in a timely manner by the due dates established by those agencies in order to avoid any penalties that could impair funding to RCTC.
- U. To qualify for reimbursement from RCTC, SCRRA must submit the invoices and documentation as detailed in this paragraph. A final invoice for operating expenses for FY 2024-25 must be submitted on or prior to June 30, 2025 for budgeted or adjusted budget operating expenses. If, after reconciliation of operating expenses is completed, it is determined that additional funds are needed to cover authorized expenses a revised final invoice with backup justification will be provided to RCTC by March 31, 2026. The invoices for

rehabilitation/renovation and new capital projects shall be provided as soon as possible, in accordance with FTA guidelines of the specified grant funds. Should a rehabilitation/renovation or capital project incur a delay, SCRRA shall promptly notify RCTC as to the cause of delay and other pertinent information that may be required to obtain an extension of grant terms, as applicable. Invoices submitted beyond the stated timeframes, unless extended, will be reviewed and may be reimbursed, on a case-by-case basis, subject to the availability of funding, as determined by RCTC and its grantors.

- V. Submit invoices to BNSF for dispatching along the PVL and for the Freight Only Maintenance of Way Services. If the annual BNSF Per Mile Payment Obligation exceeds the costs of the Freight Only Maintenance of Way Services, SCRRA shall also invoice BNSF for a portion of the Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- W. Provide Maintenance of Way Services within the PVL SCRRA Maintenance Area.
- X. Be responsible for all the fencing maintenance, weeding, trash, graffiti and maintenance within SCRRA's responsibility for track and structures.
- Y. As the Railroad of Record on behalf of RCTC, SCRRA agrees to provide the ENS Signage and Maintenance Services as defined in Section I.J, to track such services as a separate re-collectable project, and to bill RCTC for such services separately, outside of this MOU.
- Z. Reimburse RCTC on a quarterly basis for the direct security costs associated with the security of the layover facility located at the Riverside Downtown station and the South Perris Station along the PVL, for a total, not-to-exceed amount of \$450,000. Payments shall be made to RCTC within thirty (30) days of receipt and approval by SCRRA of RCTC's invoice and supporting documentation. Hourly rates for security services are as set forth in Exhibit C attached to this MOU and incorporated herein by reference. Notwithstanding any other provision of this MOU, SCRRA may unilaterally terminate the security guard services provided under this MOU upon 30-day written notice to RCTC.
- AA. Make available to RCTC as part of this MOU security camera feeds for RCTC's safety and security needs. The feeds captured within and near the station areas that are intended to monitor Communication Structures and other areas related to trains operations and equipment shall also be made available to RCTC. Future connections will need to be agreed to in writing by the PARTIES and funding for any costs associated with the project will need to be identified.
- BB. Maintain the 48 fibers provided by RCTC for SCRRA's use.
- CC. Be responsible for the maintenance of existing TVDs located at RCTC owned stations. Removal of any TVD from the designated station will require written notification to and approval from RCTC prior to work commencing. If the

removal or the relocation of the TVD is requested by RCTC, any associated costs will be incurred by RCTC.

- DD. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the Freight Only Maintenance of Way Services and any additional Maintenance of Way Services along the PVL on a quarterly basis. Those revenues will be used to offset RCTC's member agency operating subsidy allocation and reported on quarterly invoices.
- EE. Report on and credit to RCTC's quarterly member agency operating subsidy allocation any revenues received from BNSF for the dispatching along the PVL.
- FF. Be responsible for the maintenance of the Riverside Downtown and South Perris layover facilities, unless different agreements are made in writing by both PARTIES.
- GG. Complete all work to be funded under this MOU in a good and workmanlike manner, consistent with the standard of care generally recognized as being employed by professionals in the same discipline in the State of California. Failure of SCRRA to abide by the conditions above may result in delay to payment schedule outlined in Responsibilities of RCTC.

V. Maximum Obligation

A. Notwithstanding any provisions of this MOU to the contrary, RCTC and SCRRA agree that RCTC's maximum cumulative funding obligation hereunder shall be:

- (a) Thirty Million, Two Hundred Eighty-Nine Thousand, One Hundred Ninety-Six Dollars (\$30,289,196.00) for rail operations;
- (b) Three Million, Seven Hundred and Ten Thousand, Eight Hundred Four Dollars (\$3,710,804) for contingency;
- (c) Thirteen Million, Three Hundred Fifty-Seven Thousand, One Hundred Two Dollars (\$13,357,102) in FTA Section 5337 and Seven Million, Three Hundred Sixty-Six Thousand, Five Hundred and Eighty-Three Dollars (\$7,366,583) in FTA Section 5307 for state of good repair capital subsidy. Six Hundred Fifty-Seven Thousand, Six Hundred Seventy-Five (\$657,675) for new capital subsidy in FTA Section 5307, all of which shall be programmed for direct draw down from the FTA by SCRRA.

B. Any amendments to the BUDGET that increase the amount set forth as due from RCTC or to be programmed by RCTC will require RCTC board approval.

C. Notwithstanding any provisions of the MOU to the contrary, RCTC and SCRRA agree that SCRRA's maximum cumulative payment obligation hereunder for security guard services shall be Four Hundred Fifty Thousand Dollars (\$450,000).

VI. Complete MOU

- A. This MOU, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and condition(s) between SCRRA and RCTC concerning the subject matter addressed herein and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this MOU shall not affect the validity of other term(s) or conditions(s) of this MOU. The above-referenced Recitals are true and correct and are incorporated by reference herein.
- B. RCTC'S failure to insist on any instance(s) of SCRRA's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of RCTC's right to such performance or to future performance of such term(s) or condition(s), and SCRRA's obligation in respect thereto shall continue in full force and effect. Except for updates to Exhibit D, Details of Federal Award, which may be made in accordance with Section III.A, changes to any portion of this MOU shall not be binding upon RCTC except when specifically confirmed in writing by an authorized representative of RCTC by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.
- C. SCRRA's failure to insist on any instance(s) of RCTC's performance of any term(s) or condition(s) of this MOU shall not be construed as a waiver or relinquishment of SCRRA's right to such performance or to future performance of such term(s) or condition(s), and RCTC's obligation in respect thereto shall continue in full force and effect. Except for updates to Exhibit D, Details of Federal Award, which may be made in accordance with Section III.A, changes to any portion of this MOU shall not be binding upon SCRRA except when specifically confirmed in writing by an authorized representative of SCRRA by way of a written amendment to this MOU and issued in accordance with the provisions of this MOU.

VII. Authorized Representatives

The actions required to be taken by SCRRA and RCTC in the implementation of this MOU are delegated to the respective authorized representative of each PARTY. The authorized representative for SCRRA is its Chief Executive Officer, or designee, and the authorized representative for RCTC is its Executive Director, or designee.

VIII. Audit and Inspection

In its role as a subrecipient, or as a direct recipient, as applicable, SCRRA shall:

- A. Maintain a complete set of accounting records in accordance with GAAP for RCTC subrecipient monitoring, FTA, and normal operations purposes. The original records shall be maintained within the SCRRA limits.
- B. Prepare and file, within nine (9) months after the close of the fiscal year, financial statements of SCRRA for such fiscal year, together with an audit report thereon prepared by and independent certified public accountant. SCRRA shall publish and provide a copy to RCTC of audited financial statements within ten (10) days of board approval of the financial statements and audit report.
- C. Upon reasonable notice, permit the authorized representatives of RCTC and FTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of not less than three (3) years after final payment, or until any on-going audit is completed whichever is longer. For purposes of audit, the date of completion of this MOU shall be the date of RCTC's payment of SCRRA's final billing (so noted on the invoice) under this MOU.
 - a. Upon conclusion of RCTC's monitoring of SCRRA as a subrecipient under this MOU, RCTC shall prepare a notice to SCRRA of any findings or deficiencies and immediate actions to be taken by SCRRA to correct issues involving ineligible uses of federal funds.
 - i. SCRRA shall timely develop a corrective action plan for any findings or deficiencies from the issuance of the review findings to address deficiencies or noncompliance issues.
- D. With respect to audits in accordance with (C), include these same requirements in construction contracts with SCRRA's contractor(s).
- E.

RCTC shall have the right to reproduce any such books, records, and accounts.

If the FTA determines that any FTA funds paid to SCRRA were not spent in accordance with applicable federal rules and regulations, SCRRA shall be responsible for reimbursement of all such improperly expended funds and shall make such reimbursement in the manner specified by FTA.

If SCRRA fails to comply with the requirements of this MOU as it pertains to federal requirements as a subrecipient, or as a direct recipient, as applicable, RCTC may impose additional conditions or take one or more of the following actions, as appropriate:

- A. Temporarily withhold cash payments;
- B. Disallow all or part of the cost of the activity that is not in compliance;

- C. Wholly or partly suspend or terminate the federal award;
- D. Recommend that the federal agency initiate suspension or debarment proceedings; or
- E. Take other remedies that may be legally available.

IX. Indemnification and Insurance

- A. SCRRA shall indemnify, defend and hold harmless RCTC, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by SCRRA, its officers, directors, employees, contractors, or agents in connection with or arising out of the performance of this MOU.
- B. RCTC shall indemnify, defend and hold harmless SCRRA, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property alleged to be caused by the acts, omissions or willful misconduct by RCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this MOU.
- C. The indemnification and defense obligations of this MOU shall survive its expiration or termination.
- D. SCRRA maintains property and general liability insurance and/or self-insurance in the amounts and with coverage as set forth in the insurance certificates attached hereto as Exhibit B and incorporated herein by reference. SCRRA shall maintain such insurance for the duration of this MOU. SCRRA shall require that SCRRA contractors maintain appropriate insurance coverage for injuries to persons, or damages to property, which may arise from or in connection with their operations on RCTC property. Further, the PARTIES agree that SCRRA is responsible for maintenance and repair of damage to, regardless of cause or ownership, all assets that facilitate SCRRA's operations, and shall provide insurance, therefore.
- E. SCRRA and its contractors shall include RCTC as an insured or additional insured on all insurance policies required to be maintained hereunder.

X. Additional Provisions

RCTC and SCRRA agree to the following mutual responsibilities:

- A. Term of MOU: This MOU shall terminate upon the completion of the disbursement of the operating and capital funds to SCRRA and the completion of all reports, updates or any other documentation or responsibility of the PARTIES related to the projects in the BUDGET. In all events, this MOU shall terminate within the time limits set forth in applicable FTA procedures and regulations, but in no event later than seven (7) years from the date of the execution of this MOU. This MOU may only be extended upon written mutual consent by both PARTIES.
- B. Dispute Resolution: In the case of a dispute, the Executive Director and Chief Executive Officer of the PARTIES shall timely attempt to resolve the dispute. If the PARTIES are unable to resolve the dispute, either PARTY may elect to initiate arbitration by a panel of three arbitrators pursuant to the rules of the American Arbitration Association. The panel of arbitrators shall consist of one arbitrator appointed by the governing body of each of the PARTIES, and the third member shall be appointed by mutual consent of the other two arbitrators.
- C. Modifications: This MOU may be amended in writing at any time by the mutual consent of both PARTIES. Except as expressly stated herein, no amendment shall have any force or effect unless executed in writing by both PARTIES.
- D. Laws and Regulations: RCTC and SCRRA shall comply with all applicable federal, state, and local laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the BUDGET.
- E. Legal Authority: The persons signing below represent that they are authorized to execute this MOU on behalf of their respective PARTY, and that, by so executing this MOU, the PARTIES hereto are formally bound to the provisions of this MOU.
- F. Severability: If any term, provision, covenant or condition of this MOU is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this MOU shall not be affected thereby, and each term, provision, covenant or condition of this MOU shall be valid and enforceable to the fullest extent permitted by law.
- G. Counterparts: This MOU may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same MOU.
- H. Force Majeure: Either PARTY shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of fire or flood; acts of God; commandeering of

material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.

- I. Assignment: Neither this MOU, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.
- J. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- K. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. Venue shall be in Riverside County exclusively.
- L. Arbitration Fees: Should arbitration arise out of this MOU for the performance hereof, the arbitration fees, and other costs and expenses, including attorney's fees, shall be paid by the PARTY against whose favor the arbitration, or any subsequent legal action arising out of the arbitration, is found.
- M. Notices: Any notices, requests, or demands made between the PARTIES pursuant to this MOU are to be directed as follows:

To SCRRRA:	To RCTC:
Southern California Regional Rail Authority	Riverside County Transportation Commission
900 Wilshire Blvd Suite 1500 Los Angeles, CA 90017	Street Address: 4080 Lemon St 3 rd Floor Riverside, CA 92501 Mailing Address: P.O. Box 12008 Riverside, CA 92502
Attention: Chief Executive Officer Tel: 213-452-0255 E-mail: SCRRACEO@scrra.net	Attention: Executive Director Tel: 951-787-7141 E-mail: ahake@rctc.org

- N. Successors and Assigns: The provisions of this MOU shall bind and inure to the benefit of each of the PARTIES hereto, and all successors or assigns of the PARTIES hereto.
- O. Survival: All rights and obligations hereunder that by their nature are to continue after any expiration or termination of this MOU, including, but not limited to, the indemnification, reporting, auditing, repayment of improperly expended funds, and records maintenance obligations, shall survive any such expiration or termination.
- P. Incorporation of Recitals. The recitals set forth above are true and correct and incorporated into this MOU as if fully set forth herein.
- Q. Signatures: A manually signed copy of this MOU which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this MOU for all purposes. This MOU may be signed using an electronic signature.

This MOU shall be made effective upon execution by both PARTIES.

[Signatures on following page]

**SIGNATURE PAGE TO
MOU No. 24-25-094-00**

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU No. 24-25-094-00 to be executed on the date first above written.

**SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY**

**RIVERSIDE COUNTY TRANSPORTATION
COMMISSION**

Chief Executive Officer

Executive Director

Reviewed and Approved as to Form:

SCRRA Legal Counsel

RCTC General Legal Counsel

EXHIBIT A

SCRRA BUDGET SUMMARY

RCTC's shares of SCRRA's FY 2024-25 Budget, as approved by the SCRRA Board of Directors in June 2024, are shown below:

Operating Budget:

RCTC Share	\$30,289,196
Total Operating Subsidy	\$30,289,196

Capital Budget:

RCTC Share – State of Good Repair	\$20,723,685
RCTC Share – New Capital	\$657,675
Total Capital Contribution	\$21,381,360

EXHIBIT B

SCRRRA INSURANCE CERTIFICATES

[attached behind this page]

To Be Added Later

DRAFT

EXHIBIT C

Hourly Rate for Security Guards July 2024 to June 2025
 (These are the updated rates based on the new security contract)

			Hours Per Day						
Services	Location	Quantity	M-F	Sa-Su	Hours per Week	Rate	Weekly	Monthly	Yearly
Unarmed Standard	Downtown Riverside Mission	1	8	24	88	\$24.98	\$2,198.24	8,792.96	\$105,515.52
Unarmed Standard	Downtown Riverside Platform	1	8	8	56	\$24.98	\$1,398.88	5,595.52	\$67,146.24
Unarmed Standard	South Perris	1	24	24	168	\$24.98	\$4,196.64	16,786.56	\$201,438.72
								Total	Not to exceed \$450,000

EXHIBIT D
DETAILS OF FEDERAL AWARD
Subrecipient Notifications

[attached behind this page]

DRAFT

Federal Award Name	CA-05-0268 Commuter Rail 5 Year Rehab 5309	CA-05-0283 Commuter Rail Rehab Final 5309	CA-54-0033 Commuter Rail State of Good Repair
Subrecipient name (which must match the name associated with its unique entity identifier)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)
Subrecipient's unique entity identifier (DUNS)	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6
Federal award identification number (FAIN)	CA-05-0268-00	CA-05-0283	CA-54-0033
Federal Award Date (see the definition of Federal award date in §200.1 of this part) of award to the recipient by the Federal agency	8/8/2012	7/15/2015	7/30/2015
Subaward Period of Performance Start Date (Per TRAMS)	7/1/2013	7/1/2015	7/1/2015
Subaward Original Period of Performance End Date (Per TRAMS)	12/31/2018	12/1/2021	12/30/2021
Subaward Amended Period of Performance End Date	6/30/2025	6/30/2025	6/30/2025
Subaward Budget Period Start Date	7/1/2013	7/1/2015	7/1/2015
Subaward Budget Period End Date	6/30/2025	6/30/2025	6/30/2025
Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient	\$9,366,791.00	\$1,339,258.00	\$8,799,541.00
All requirements imposed by the pass-through entity on the subrecipient so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6
Any additional requirements that the pass-through entity imposes on the subrecipient in order for the pass-through entity to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports	FY 25 MOU Page # 6	FY 25 MOU Page # 6	FY 25 MOU Page # 6
Indirect Costs: An approved federally recognized indirect cost rate negotiated between the subrecipient and the Federal Government. If no approved rate exists, the pass-through entity must determine the appropriate rate in collaboration with the subrecipient, which is either:			
<ul style="list-style-type: none"> • The negotiated indirect cost rate between the pass-through entity and the subrecipient; which can be based on a prior negotiated rate between a different PTE and the same subrecipient. If basing the rate on a previously negotiated rate, the pass-through entity is not required to collect information justifying this rate, but may elect to do so; 	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E
<ul style="list-style-type: none"> • The de minimis indirect cost rate. <i>(Not applicable to RCTC)</i> 	N/A	N/A	N/A

Federal Award Name	CA-05-0268 Commuter Rail 5 Year Rehab 5309	CA-05-0283 Commuter Rail Rehab Final 5309	CA-54-0033 Commuter Rail State of Good Repair
• The pass-through entity must not require use of a de minimis indirect cost rate if the subrecipient has a Federally approved rate. Subrecipients can elect to use the cost allocation method to account for indirect costs in accordance with §200.405(d) <i>(Not applicable to RCTC)</i>	N/A	N/A	N/A
A requirement that the subrecipient permit the pass-through entity and auditors to have access to the subrecipient's records and financial statements as necessary for the pass-through entity to meet the requirements of this part; and	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12
Appropriate terms and conditions concerning closeout of the subaward.	FY 25 MOU Page 12	FY 25 MOU Page 12	FY 25 MOU Page 12
Additional Subaward Information:			
MOU #1			
MOU FY	15/16	15/16	16/17
MOU #	16-25-014-01	16-25-014-01	16-25-106
MOU Original Start Date	4/25/2016	4/25/2016	10/12/2016
MOU Original End Date	4/25/2019	4/25/2019	6/30/2021
MOU Amended End Date	6/30/2023	6/30/2023	6/30/2025
MOU #2			
MOU FY	16/17	16/17	17/18
MOU #	16-25-106	16-25-106	17-25-100
MOU Original Start Date	10/12/2016	10/12/2016	10/12/2017
MOU Original End Date	6/30/2021	6/30/2021	10/21/2021
MOU Amended End Date	6/30/2025	6/30/2025	12/31/2026
MOU #3			
MOU FY		22/23	22/23
MOU #		22-25-090-00	22-25-090-00
MOU Original Start Date		7/1/2022	7/1/2022
MOU Original End Date		6/30/2029	6/30/2029
MOU Amended End Date			

Federal Award Name	CA-2017-121-00 5337 State of Good Repair 2017	CA-2020-261-00 5337 Commuter Rail State of Good Repair	CA-2023-158-00 5337 FY 2020 Commuter Rail State of Good Repair
Subrecipient name (which must match the name associated with its unique entity identifier)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)
Subrecipient's unique entity identifier (DUNS)	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6
Federal award identification number (FAIN)	CA-2017-121-00	CA-2020-261-00	CA-2023-158-00
Federal Award Date (see the definition of Federal award date in §200.1 of this part) of award to the recipient by the Federal agency	9/8/2017	9/17/2020	8/14/2023
Subaward Period of Performance Start Date (Per TRAMS)	9/8/2017	9/17/2020	8/14/2023
Subaward Original Period of Performance End Date (Per TRAMS)	12/31/2023	12/31/2025	12/31/2025
Subaward Amended Period of Performance End Date	6/30/2026	N/A	N/A
Subaward Budget Period Start Date		9/17/2020	8/14/2023
Subaward Budget Period End Date	6/30/2026	N/A	12/31/2025
Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient	\$16,161,682.00	\$22,504,500.00	\$3,802,750.00
All requirements imposed by the pass-through entity on the subrecipient so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6
Any additional requirements that the pass-through entity imposes on the subrecipient in order for the pass-through entity to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports	FY 25 MOU Page # 6	FY 25 MOU Page # 6	FY 25 MOU Page # 6
Indirect Costs: An approved federally recognized indirect cost rate negotiated between the subrecipient and the Federal Government. If no approved rate exists, the pass-through entity must determine the appropriate rate in collaboration with the subrecipient, which is either:			
<ul style="list-style-type: none"> The negotiated indirect cost rate between the pass-through entity and the subrecipient; which can be based on a prior negotiated rate between a different PTE and the same subrecipient. If basing the rate on a previously negotiated rate, the pass-through entity is not required to collect information justifying this rate, but may elect to do so; 	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E
<ul style="list-style-type: none"> The de minimis indirect cost rate. <i>(Not applicable to RCTC)</i> 	N/A	N/A	N/A

Federal Award Name	CA-2017-121-00 5337 State of Good Repair 2017	CA-2020-261-00 5337 Commuter Rail State of Good Repair	CA-2023-158-00 5337 FY 2020 Commuter Rail State of Good Repair
<ul style="list-style-type: none"> The pass-through entity must not require use of a de minimis indirect cost rate if the subrecipient has a Federally approved rate. Subrecipients can elect to use the cost allocation method to account for indirect costs in accordance with §200.405(d) <i>(Not applicable to RCTC)</i> 	N/A	N/A	N/A
A requirement that the subrecipient permit the pass-through entity and auditors to have access to the subrecipient's records and financial statements as necessary for the pass-through entity to meet the requirements of this part; and	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12
Appropriate terms and conditions concerning closeout of the subaward.	FY 25 MOU Page 12	FY 25 MOU Page 12	FY 25 MOU Page 12
Additional Subaward Information:			
MOU #1			
MOU FY	18/19	19/20	21/22
MOU #	18-25-134	19-25-078	21-25-093-00
MOU Original Start Date	11/5/2018	11/20/2019	7/1/2021
MOU Original End Date	12/31/2024	12/31/2025	6/30/2028
MOU Amended End Date	6/30/2025		
MOU #2			
MOU FY	19/20	20/21	
MOU #	19-25-078	20-25-091	
MOU Original Start Date	11/20/2019	1/5/2021	
MOU Original End Date	12/31/2025	6/30/2026	
MOU Amended End Date			
MOU #3			
MOU FY	20/21		
MOU #	20-25-091		
MOU Original Start Date	1/5/2021		
MOU Original End Date	6/30/2026		
MOU Amended End Date			

Federal Award Name	FFY2022 5307 Metrolink Rehab grant - IT, rolling stock, and facilities (RCTC share, FY23 Metrolink budget)	FFY2021 and FFY2022 Section 5337 Rehabilitation (FY23 Metrolink budget, RCTC share of funds)	FFY2022-2023 Section 5307 and 5337 - Metrolink Preventive Maintenance (FY24 Budget)
Subrecipient name (which must match the name associated with its unique entity identifier)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)
Subrecipient's unique entity identifier (DUNS)	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6	SAM# U6L4K3MKKGB6
Federal award identification number (FAIN)	CA-2024-033-00	CA-2024-034-00	CA-2024-012
Federal Award Date (see the definition of Federal award date in §200.1 of this part) of award to the recipient by the Federal agency	2/28/2024	2/28/2024	1/23/2024
Subaward Period of Performance Start Date (Per TRAMS)	2/28/2024	2/28/2024	1/23/2024
Subaward Original Period of Performance End Date (Per TRAMS)	7/31/2029	7/31/2029	1/23/2024
Subaward Amended Period of Performance End Date	N/A	N/A	N/A
Subaward Budget Period Start Date	2/28/2024	2/28/2024	1/23/2024
Subaward Budget Period End Date	7/31/2029	7/31/2029	12/31/2024
Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient	\$1,932,605.00	\$7,824,945.00	\$7,365,769
All requirements imposed by the pass-through entity on the subrecipient so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6	FY 25 MOU Page # 4, 5 & 6
Any additional requirements that the pass-through entity imposes on the subrecipient in order for the pass-through entity to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports	FY 25 MOU Page # 6	FY 25 MOU Page # 6	FY 25 MOU Page # 6
Indirect Costs: An approved federally recognized indirect cost rate negotiated between the subrecipient and the Federal Government. If no approved rate exists, the pass-through entity must determine the appropriate rate in collaboration with the subrecipient, which is either:			
<ul style="list-style-type: none"> The negotiated indirect cost rate between the pass-through entity and the subrecipient; which can be based on a prior negotiated rate between a different PTE and the same subrecipient. If basing the rate on a previously negotiated rate, the pass-through entity is not required to collect information justifying this rate, but may elect to do so; 	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E	FY 25 MOU Page 5 and Exhibit E
<ul style="list-style-type: none"> The de minimis indirect cost rate. <i>(Not applicable to RCTC)</i> 	N/A	N/A	N/A

Federal Award Name	FFY2022 5307 Metrolink Rehab grant - IT, rolling stock, and facilities (RCTC share, FY23 Metrolink budget)	FFY2021 and FFY2022 Section 5337 Rehabilitation (FY23 Metrolink budget, RCTC share of funds)	FFY2022-2023 Section 5307 and 5337 - Metrolink Preventive Maintenance (FY24 Budget)
<ul style="list-style-type: none"> The pass-through entity must not require use of a de minimis indirect cost rate if the subrecipient has a Federally approved rate. Subrecipients can elect to use the cost allocation method to account for indirect costs in accordance with §200.405(d) <i>(Not applicable to RCTC)</i> 	N/A	N/A	N/A
<p>A requirement that the subrecipient permit the pass-through entity and auditors to have access to the subrecipient's records and financial statements as necessary for the pass-through entity to meet the requirements of this part; and</p>	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12	FY 25 MOU Page 11 & 12
<p>Appropriate terms and conditions concerning closeout of the subaward.</p>	FY 25 MOU Page 12	FY 25 MOU Page 12	FY 25 MOU Page 12
Additional Subaward Information:			
MOU #1			
MOU FY	22/23	22/23	23/24
MOU #	22-25-090-00	22-25-090-00	23-25-079-00
MOU Original Start Date	7/1/2022	7/1/2022	7/1/2023
MOU Original End Date	6/30/2029	6/30/2029	6/30/2030
MOU Amended End Date			
MOU #2			
MOU FY			
MOU #			
MOU Original Start Date			
MOU Original End Date			
MOU Amended End Date			
MOU #3			
MOU FY			
MOU #			
MOU Original Start Date			
MOU Original End Date			
MOU Amended End Date			

Federal Award Name	FFY2021-2023 Section 5307 and 5337 Rehabilitation, Support Equipment, and Locomotive Replacement (FY24 Metrolink Budget)	FFY2022-2024 Preventive Maintenance (Metrolink FY25 budget)	FFY2022-2024 Rehabilitation and New Capital Grant (Metrolink FY25 budget)
Subrecipient name (which must match the name associated with its unique entity identifier)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)	Southern California Regional Rail Authority (SCRRA)
Subrecipient's unique entity identifier (DUNS)	SAM# U6L4K3MKGGB6	SAM# U6L4K3MKGGB6	SAM# U6L4K3MKGGB6
Federal award identification number (FAIN)	Application# 5802-2023-7	Application# 5802-2024-3	Application# 5802-2024-4
Federal Award Date (see the definition of Federal award date in §200.1 of this part) of award to the recipient by the Federal agency	TBD	TBD	TBD
Subaward Period of Performance Start Date (Per TRAMS)	TBD	TBD	TBD
Subaward Original Period of Performance End Date (Per TRAMS)	7/31/2029	12/31/2026	12/31/2030
Subaward Amended Period of Performance End Date	N/A	N/A	N/A
Subaward Budget Period Start Date	TBD	TBD	TBD
Subaward Budget Period End Date	TBD	TBD	TBD
Amount of Federal Funds Obligated by this action by the pass-through entity to the subrecipient	\$15,624,704.00	TBD	TBD
All requirements imposed by the pass-through entity on the subrecipient so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award	FY 25 MOU Page # 4, 5 & 6		
Any additional requirements that the pass-through entity imposes on the subrecipient in order for the pass-through entity to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports	FY 25 MOU Page # 6		
Indirect Costs: An approved federally recognized indirect cost rate negotiated between the subrecipient and the Federal Government. If no approved rate exists, the pass-through entity must determine the appropriate rate in collaboration with the subrecipient, which is either:			
<ul style="list-style-type: none"> The negotiated indirect cost rate between the pass-through entity and the subrecipient; which can be based on a prior negotiated rate between a different PTE and the same subrecipient. If basing the rate on a previously negotiated rate, the pass-through entity is not required to collect information justifying this rate, but may elect to do so; 	FY 25 MOU Page 5 and Exhibit E		
<ul style="list-style-type: none"> The de minimis indirect cost rate. <i>(Not applicable to RCTC)</i> 	N/A		

Federal Award Name	FFY2021-2023 Section 5307 and 5337 Rehabilitation, Support Equipment, and Locomotive Replacement (FY24 Metrolink Budget)	FFY2022-2024 Preventive Maintenance (Metrolink FY25 budget)	FFY2022-2024 Rehabilitation and New Capital Grant (Metrolink FY25 budget)
<ul style="list-style-type: none"> The pass-through entity must not require use of a de minimis indirect cost rate if the subrecipient has a Federally approved rate. Subrecipients can elect to use the cost allocation method to account for indirect costs in accordance with §200.405(d) <i>(Not applicable to RCTC)</i> 	N/A		
<p>A requirement that the subrecipient permit the pass-through entity and auditors to have access to the subrecipient's records and financial statements as necessary for the pass-through entity to meet the requirements of this part; and</p>	FY 25 MOU Page 11 & 12		
<p>Appropriate terms and conditions concerning closeout of the subaward.</p>	FY 25 MOU Page 12		
Additional Subaward Information:			
MOU #1			
MOU FY	23/24		
MOU #	23-25-079-00		
MOU Original Start Date	7/1/2023		
MOU Original End Date	6/30/2030		
MOU Amended End Date			
MOU #2			
MOU FY			
MOU #			
MOU Original Start Date			
MOU Original End Date			
MOU Amended End Date			
MOU #3			
MOU FY			
MOU #			
MOU Original Start Date			
MOU Original End Date			
MOU Amended End Date			



EXHIBIT E

NEGOTIATED INDIRECT COST RATE
AGREEMENT BETWEEN THE
SOUTHERN CALIFORNIA REGIONAL RAIL
AUTHORITY AND THE
FEDERAL TRANSIT ADMINISTRATION

[attached behind this page]

To Be Added Later

DRAFT

EXHIBIT F

FTA ALLOCATION LETTER FROM RCTC

[attached behind this page]

To Be Added Later

DRAFT

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Lisa Mobley, Administrative Services Director/Clerk of the Board Steve DeBaun, Legal Counsel
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	Satellite Meeting Locations

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Establish a one-year pilot program providing satellite meeting locations for Commission meetings in French Valley and the Coachella Valley beginning in September 2024.

BACKGROUND INFORMATION:

After discussion at its February 2023 meeting, the commission directed staff to provide satellite locations in French Valley and the Coachella Valley for its Budget and Implementation and Western Riverside County Programs and Projects committee meetings. These satellite location options for committee meetings have continued since. At its June 2024 meeting, the commission directed staff to provide a recommendation expanding satellite locations to include commission meetings.

Satellite Location Options

Several Commissioners have requested that the Board permit commissioners to connect to both committee and full commission meetings from specific satellite locations. Currently, the County Supervisor’s office in French Valley and Palm Desert City Hall are utilized as satellite locations for Budget and Implementation and Western Riverside County Programs and Projects committee meetings. As these locations are already established, staff recommends utilizing these locations for a one-year pilot program for satellite locations for commission meetings beginning in September 2024. This item will be brought back in approximately one year for the commission to evaluate and decide if it should continue. At this time, staff recommends Executive Committee meetings remain in-person at the RCTC offices.

The specific requirements under the Brown Act to allow the use of satellite locations are as follows (please note that “teleconferencing” also includes the use of online meeting platforms such as Zoom or Teams):

- Identify all teleconference locations in the agenda, and allow public access to each such location;
- Give the public notice of the means through which they may access the meeting and offer public comment;
- At least a quorum of the members of the body must participate in a teleconference meeting from locations within the body's jurisdiction;
- Once a teleconference location is on the agenda, agency must treat the location as formal remote location, even if no board members attend from the remote location; and
- Roll call votes will be required for all such meetings, regardless of whether board members participate from such locations.

AGENDA ITEM 11

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	June 12, 2024
TO:	Riverside County Transportation Commission
FROM:	Tyler Madary, Legislative Affairs Manager
THROUGH:	Aaron Hake, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Receive and file a state and federal legislative update.

BACKGROUND INFORMATION:

State Update

Department of Finance Budget Freeze

On April 29, the Department of Finance issued a freeze of one-time expenditures from Fiscal Year (FY) 2021, 2022, and 2023, including the first year of flexible formula funds under the Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) approved under Senate Bill (SB) 125 in 2023. The freeze was implemented as a result of the state’s concerning budget outlook ahead of the release of Governor Gavin Newsom’s May Revise to his FY 2024-25 budget proposal and subsequent negotiations between the Legislature and Governor’s Office. SB 125 allocated over multiple years \$4 billion in one-time formula TIRCP funds for high-priority transit capital projects and operating expenses and \$1.1 billion to ZETCP for zero-emission transit equipment and operating expenses to support transit infrastructure, prevent service reduction, and improve ridership.

During the December 2023 Commission meeting, Commissioners approved the allocation of more than \$138 million in first year funding for TIRCP and ZETCP, including towards the Coachella Valley (CV) Rail Project, grade separation projects along the CV Rail corridor, and transit operators throughout Riverside County for zero-emission transitions. However, these funds have not yet been received by RCTC and are subject to the ongoing freeze.

Following the imposition of the freeze, RCTC organized a sign-on letter with local agencies in Riverside County to leaders in the Legislature in support of lifting the freeze and fully funding the TIRCP and ZETCP programs. Any cuts or delays to these programs would jeopardize progress on

projects that promote a multimodal future for California. Staff will continue to monitor the budget process and weigh in as needed to preserve this funding.

Fiscal Year 2024-25 Budget

Governor Newsom released his May Revise to the FY 2024-25 budget on May 10. Notably, the budget shortfall had increased by \$7 billion since the Governor released his January budget proposal. The shortfall is now projected at \$27 billion, following the early budget action taken by the Governor and Legislature to reduce the deficit by \$17 billion. As a result, the May Revise makes the following changes:

- Maintains the overall \$5.1 billion investment for the TIRCP and ZETCP programs under SB 125. However, the May Revise calls for a delay in ZETCP by \$220 million in FY 2023-24, \$10 million in FY 2024-25, and \$230 million in FY 2025-26 funding to FY 2026-27 and FY 2027-28. This proposal may impact the \$14.8 million in ZETCP funds RCTC programmed, but have not yet allocated, to the Riverside Transit Agency and city of Corona Transit.
- \$148 million reduction to unawarded funds under the competitive TIRCP Cycle 6 program. Staff analysis continues for potential impact to regional projects.
- \$400 million reduction to the Active Transportation Program, on top of \$200 million in proposed reduction in the Governor's January budget proposal.
- \$350 million reduction to awarded, unappropriated grade separation projects. Staff analysis continues for potential impact to regional projects.
- \$75 million reduction to the Highways to Boulevards Program.

Additionally, the following recommended delays and reductions in the January budget proposal remain in place:

- Delay of \$1 billion of \$2 billion in formula funding available under TIRCP from FY 2024-25 to 2025-26.
- Reduction of \$300 million out of \$600 million available under the Regional Early Action Planning (REAP 2.0) program, which seeks to integrate housing and climate goals while allowing broad planning and implantation investments at the regional and local levels. Funding for this program was awarded in July 2023, \$11 million of which was awarded to five projects in Riverside County before a stop-work order was issued by the Southern California Association of Governments following news of the Governor's proposal in January.
- Delay of \$100 million for the Port and Freight Infrastructure Program.

During the Senate Budget and Fiscal Review Subcommittee Number 5 on Corrections, Public Safety, Judiciary, Labor and Transportation, RCTC's advocate in Sacramento testified in support of maintaining the \$5.1 billion investment in TIRCP and ZETCP to advance investments in CV Rail, grade separation projects, and expanding zero-emission bus service. The Governor's May Revise is not final, as the Legislature must still consider and approve all appropriations legislation by the June 15 deadline.

Assembly Bill 2535 (Bonta)

On May 16, Assembly Bill (AB) 2535 by Assemblymember Mia Bonta (Oakland) failed to pass out of the Assembly Appropriations Committee and will not move forward. The Commission-opposed bill sought to require the California Transportation Commission (CTC), California Department of Housing and Community Development, and the California Air Resources Board to create guidance for the programming of projects under the Trade Corridor Enhancement Program established under SB 1 (2017) for highway expansion projects in communities with the greatest impacts of trade and goods movement. Additionally, the bill would have required 15 percent of funds to be allocated to zero-emission freight infrastructure, increasing until that allocation reaches 50 percent, constituting a rewrite of SB 1 funds.

Senate Bill 1098 (Blakespear)

Staff have been closely following SB 1098 by Senator Catherine Blakespear (Encinitas) for impacts to the San Diego-Los Angeles-San Luis Obispo intercity rail corridor (LOSSAN Rail Corridor), including existing governance structures and rail rights. The intention of SB 1098 appears to be to prompt coordination between the LOSSAN governing board, regional stakeholders, and the State to provide various studies and reports in a manner that ultimately results in increased capital investment in the LOSSAN Corridor, increased short-term and long-term climate resiliency, and improved operational performance and ridership.

Among other things, SB 1098 provides the California State Transportation Agency (CalSTA) Secretary with authority to provide guidance and recommendations to, and coordination between, stakeholders to ensure the performance of the LOSSAN Rail Corridor. Responsibilities provided to the CalSTA Secretary include planning for service, equipment and fleet management, infrastructure improvements, and resiliency.

The bill requires CalSTA to convene a working group including LOSSAN track owners, passenger operators, freight rail operators, county transportation commissions, metropolitan planning organizations (MPO), California Coastal Commission, and other stakeholders to provide recommendations to CalSTA on a variety of potential changes to the LOSSAN Corridor, including but not limited to: alternative management and operations models of service; how improvements are planned, programmed, and funded; and changes to laws, rules, and regulations to do so.

These working group recommendations would then be incorporated into a report SB 1098 would require the CalSTA Secretary to submit, in consultation with California Environmental Protection Agency and California Natural Resources Agency, to the Legislature regarding the LOSSAN Rail Corridor, including but not limited to: current conditions of the corridor; current and future needed capital investments; prioritized resiliency improvements; a list of actions previously taken by CalSTA regarding performance of the corridor; recommendations for the corridor to connect to other passenger rail service; strategies to support and improve existing service; and strategies and recommendations to support coastal hazard resiliency planning.

CalSTA, in coordination with LOSSAN Rail Corridor operators, must also submit a report by January 1, 2027 and every two years thereafter on various performance metrics of the corridor.

SB 1098 passed out of the Senate Appropriations Committee with amendments on May 16 and was referred to the Senate Floor. Staff have concerns regarding the reporting requirements and significant new oversight of the LOSSAN Rail Corridor afforded to CalSTA. Recognizing RCTC's core principle of local control however, RCTC staff are in regular communication with LOSSAN staff regarding their preferred approach to advocacy. As the bill advances, staff intend to work with the author in conjunction with LOSSAN to identify and address concerns.

Federal Update

As previously reported to the Commission, RCTC staff submitted applications to Riverside County's congressional delegation for Fiscal Year 2025 Community Project Funding (CPF)/Congressionally Directed Spending (CDS) to Senator Alex Padilla, Senator Laphonza Butler, and Representative Young Kim. Since then, staff submitted additional requests to Representatives Ken Calvert, Mark Takano, and Raul Ruiz. Altogether, the following requests have been submitted to the congressional delegation for consideration:

- \$3 million for the Interstate 15 Express Lanes Project Southern Extension (15 ELPSE), submitted to Senator Alex Padilla, Senator Laphonza Butler, and Representative Ken Calvert;
- \$3 million for the Mid County Parkway: Ramona Expressway Project, submitted to Senator Alex Padilla, Senator Laphonza Butler, and Representative Mark Takano;
- \$4 million for the State Route 91 Eastbound Corridor Operations Project, submitted to Representative Young Kim;
- \$2.5 million for the Metrolink Double Track Project: Moreno Valley to Perris, submitted to Representative Mark Takano; and
- \$5 million for the State Route 79 Realignment Project, submitted to Representative Ken Calvert and Representative Raul Ruiz.

CDS requests to Senator Padilla and Senator Butler are still under review and consideration. RCTC staff are pleased to report that of the CPF requests submitted to the House delegation, the following have been submitted to the House Appropriations Committee for consideration:

- \$4 million for the State Route 91 Eastbound Corridor Operations Project, submitted by Representative Young Kim;
- 3 million for the Interstate 15 Express Lanes Project Southern Extension (15 ELPSE), submitted by Representative Ken Calvert; and
- \$2.5 million for the Metrolink Double Track Project: Moreno Valley to Perris, submitted by Representative Mark Takano.

These CPF requests are not final and must be approved by the House Appropriations Committee. Congress will hold subcommittee hearings to markup Fiscal Year 2025 Appropriations bills as they

seek to pass a federal budget bill by September 30. Staff will keep Commissioners apprised of RCTC's pending CDS/CPF requests as they advance through the appropriations process.

FISCAL IMPACT:

This is a policy and information item. There is no fiscal impact.

Attachments:

- 1) Legislative Matrix – June 2024
- 2) County-Wide Letter to Protect Transit Investments in Riverside County – Dated May 17, 2024

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – JUNE 2024

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 6 (Friedman)	This bill provides significant new oversight to the California Air Resources Board in the approval process of a metropolitan planning organization's Sustainable Communities Strategy and the methodology used to estimate greenhouse gas emissions. These new burdensome requirements will likely result in significant delays to transportation projects.	Passed the Assembly, referred to the Senate Transportation and Environmental Quality Committees on June 14, 2023. Two-year bill. September 15, 2023	<i>Oppose Based on Platform</i>	5/24/2023
AB 7 (Friedman)	This bill requires the California State Transportation Agency, California Department of Transportation, and California Transportation Commission to consider specific goals as part of their processes for project development, selection, and implementation. AB 7 may impact the allocation of billions of dollars in state transportation funding, infringing on RCTC's ability to deliver critically needed transportation infrastructure in Riverside County.	Ordered to the inactive file. Two-year bill. September 11, 2023	<i>Oppose Based on Platform</i>	5/25/2023
AB 558 (Arambula)	This bill restructures the Fresno County Transportation Authority (FCTA) by increasing its board membership from nine to thirteen members. This restructuring is done without the consensus and support from regional stakeholders and sets a concerning precedent for RCTC and other regional transportation agencies that rely upon a collaborative process to be effective. Additionally, the bill was amended on April 18 to subject a county transportation expenditure plan prepared by the Fresno County Transportation Authority (FCTA) to the requirements of the California Environmental Quality Act.	Failed deadline. January 31, 2024	<i>Oppose Based on Platform</i>	4/10/2023
AB 1385 (Garcia)	This bill would raise RCTC's maximum tax rate authority from 1% to 1.5%.	Approved by the Governor. October 8, 2023	<i>Support</i>	3/8/2023
AB 1525 (Bonta)	This bill significantly narrows the location and types of projects eligible to receive state transportation funding by requiring 60% of funds to be allocated to priority populations.	Failed deadline. January 31, 2024	<i>Oppose Based on Platform</i>	4/11/2023

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1957 (Wilson)	This bill extends the sunset date to 2030 on a pilot program allowing for specified counties to utilize the best value procurement process for construction projects in excess of \$1 million. The bill additionally expands the program to all counties.	Passed the Assembly and referred to the Senate. May 9, 2024	<i>Support Based on Platform</i>	2/15/2024
AB 2535 (Bonta)	This bill prohibits the programming of funding under the Trade Corridor Enhancement Program (TCEP) established under Senate Bill 1 (2017) from projects that expand the physical footprint of a highway in communities with high impacts from international trade and goods movement. The bill also sets a target of expending 15% of TCEP funds towards zero-emission freight infrastructure, with increases in each funding cycle until reaching 50%.	Failed deadline. May 16, 2024	<i>Oppose Based on Commission Action</i>	3/13/2024
SB 617 (Newman)	This bill, until January 1, 2029, would authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5 million for each project. The bill would specify that the authority to use the progressive design-build process.	Approved by the Governor. October 4, 2023	<i>Support Based on Platform</i>	4/5/2023

May 17, 2024

The Honorable Aisha Wahab
Chair, Senate Budget and Fiscal Review Subcommittee No. 5
1020 O Street, Room 502
Sacramento, CA 95814

The Honorable Steve Bennett
Chair, Assembly Budget Subcommittee No. 4
1021 O Street, Suite 4710
Sacramento, CA 95814

Subject: Department of Finance's Budget Freeze and the Importance of Protecting Transit Capital Funding

Dear Chairs Wahab and Bennett:

We, the undersigned agencies, are responsible for transportation planning and project delivery, as well as transit operations for Riverside County. We are responsible for delivering reliable, multimodal transportation services in the diverse and rapidly growing communities totalling 2.4 million residents and service territories that rank among the largest in the nation. Our transportation projects and services provide daily benefit to disadvantaged communities. Per the U.S. Department of Transportation Equitable Transportation Community Explorer, 1.1 million Riverside County residents live in disadvantaged census tracts and the County is ranked in the 65th percentile for transportation insecurity. Together, we write with great concern regarding the Department of Finance's (DOF) Budget Letter on April 29, 2024, to freeze one-time expenditures from Fiscal Year 2021, 2022, and 2023, which puts on the table potential cuts and delays to the formula Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP).

Freezing these funds – and any subsequent budget cuts and delays to them – prevents our agencies from serving our residents by funding and delivering critical transportation projects that directly benefit our communities and advance the state's goals to reduce greenhouse gas emissions. Furthermore, the freeze on TIRCP and ZETCP jeopardizes potential award of federal grant funds which require state matching funds.

SB 125 (2023) allocated \$4 billion in one-time TIRCP funds, with \$2 billion disbursed in Fiscal Year 2023-24 and \$2 billion prescribed for disbursement in Fiscal Year 2024-25, along with \$1.1 billion of ZETCP funds over multiple fiscal years. The Legislature provided essential flexibility for recipients to fund high-priority projects that enhance public transit ridership and advance towards zero emissions.

In Riverside County, a vast region with more than \$30 billion in needed transportation investments in the next 30 years, we have a deep need for transit investment. Following the release of SB 125 guidelines, the Riverside County Transportation Commission (RCTC) approved the first-year allocation of approximately \$123 million to fund TIRCP eligible projects and \$14.8 million for projects eligible for ZETCP funding. RCTC directed these first year TIRCP and ZETCP funds to support capital improvements throughout Riverside County. This includes the following investments:

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- \$14.8 million to Riverside Transit Agency for about 21 35-foot Fuel Cell Electric (FCE) buses, solar panels, and battery energy storage;
- \$16 million to SunLine Transit Agency for a mobile hydrogen station, a microgrid project, and a new maintenance facility;
- \$16 million to Palo Verde Valley Transit Agency for six FCE buses, a maintenance facility, and a hydrogen fuelling station;
- \$2.5 million to City of Banning Transit for three 35-foot Battery Electric (BE) buses over three years, power upgrades, a facility upgrade for chargers, on-route charging, chargers, and installation;
- \$10.3 million for City of Beaumont Transit for a mixed fleet of five BE and FCE buses, a vehicle maintenance facility, and electric and hydrogen infrastructure;
- \$12.4 million to City of Corona Transit for 13 BE buses, two FCE buses, and battery and hydrogen infrastructure;
- \$40 million for RCTC to complete funding for the Tier II environmental analysis for the regionally significant Coachella Valley (CV) Rail Project; and
- \$20 million to the cities of Banning and Beaumont, and to the County of Riverside for three important grade separation projects: Hargrave Avenue Grade Separation, Pennsylvania Avenue Grade Separation, and Broadway Street Grade Separation.

Furthermore, RCTC is primed to recommend the approval of its remaining \$148.7 million of formula TIRCP and ZETCP in June 2024.

We collectively urge the Legislature to continue to fully fund formula TIRCP and ZETCP programs under SB 125 as proposed in Governor Newsom’s May Revision and prevent future cuts and delays that will result in service reduction, project delays, and the stalling of the state’s goal to promote a multimodal transportation future for California.

Thank you for your consideration. Should you have any questions, please contact Aaron Hake at ahake@rctc.org or (951) 787-7141.

Sincerely,



Aaron Hake
Executive Director
Riverside County Transportation Commission



Kristin Warsinski
Chief Executive Officer
Riverside Transit Agency

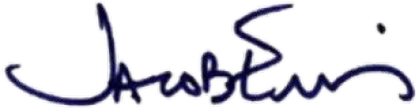


Mona A Babauta (May 17, 2024 07:36 PDT)
Mona Babauta
Chief Executive Officer
SunLine Transit Agency



K. George Colangeli (May 16, 2024 17:23 PDT)
K. George Colangeli
General Manager
Palo Verde Valley Transit Agency

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Jacob Ellis
City Manager
City of Corona



Elizabeth Gibbs
City Manager
City of Beaumont



Doug Shulze
City Manager
City of Banning

cc: Members, Senate Budget and Fiscal Review Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor and Transportation
Members, Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy and Transportation
Members, Riverside County Legislative Delegation
The Honorable Toks Omishakin, Secretary, California State Transportation Agency
The Honorable Mark Tollefson, Undersecretary, California State Transportation Agency