



## MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, May 8, 2024

LOCATION: Parkview Office Complex  
73-710 Fred Waring Drive  
Conference Room 104  
Palm Desert, CA 92260

## 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  
Alberto Sanchez / 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](http://www.rctc.org)

## **MEETING AGENDA\***

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

**9:30 a.m.**

**Wednesday, May 8, 2024**

**Parkview Office Complex  
73-710 Fred Waring Drive  
Conference Room 104  
Palm Desert, CA 92260**

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](mailto:lmobley@rctc.org) prior to May 7, 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](http://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) 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** – *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 – APRIL 10, 2024**

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7B. **SINGLE SIGNATURE AUTHORITY REPORT THRU MARCH 31, 2024**

**Page 47**

**Overview**

This item is for the Commission to:

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2024.

7C. **MONTHLY INVESTMENT REPORT**

**Page 49**

**Overview**

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended March 31, 2024.

**7D. ADOPTED 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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***Overview***

This item is for the Commission to:

- 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**

*Page 55*

***Overview***

This item is for the Commission to:

- 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**

*Page 64*

***Overview***

This item is for the Commission to:

- 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**

**Page 76**

**Overview**

This item is for the Commission to:

- 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**

**Page 80**

**Overview**

This item is for the Commission to:

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

**9. DRAFT ACA 1 COMPLIANT ORDINANCE AND EXPENDITURE PLAN CONCEPTS OVERVIEW**

**Page 90**

**Overview**

This item is for the Commission 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**

**Page 102**

**Overview**

This item is for the Commission to:

- 1) Provide direction regarding approach to future meetings.

**11. ITEM(S) PULLED FROM CONSENT CALENDAR AGENDA**

**12. EXECUTIVE DIRECTOR REPORT**

**13. COMMISSIONER COMMENTS**

**Overview**

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

**14. CLOSED SESSION**

**14A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

Pursuant to Government Code Section 54956.8

Agency Negotiator: Executive Director or Designee

<b>Item</b>	<b>Property Description</b>	<b>Buyer(s)</b>	<b>Property Owner(s)</b>
1	300-210-009	RCTC	Juan Ramirez, et al.

**15. ADJOURNMENT**

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, June 12, 2024.**





**AGENDA ITEM 6**

**PUBLIC HEARING**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Sergio Vidal, Chief Financial Officer Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Proposed Budget for Fiscal Year 2024/25

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission 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.

**BACKGROUND INFORMATION:**

Staff completed the initial budget preparation process culminating with the attached executive summary for the proposed FY 2024/25 Budget. The policy goals and objectives approved by the Commission on March 13 formulate the basis for the upcoming FY 2024/25 budget. The long-term policy goals that support the Commission’s objectives considered during the preparation of the budget relates to promoting quality of life; achieving operations excellence; connecting the economy; being a responsible partner; and maintaining fiscal accountability.

The Commission’s budget is primarily project-driven and includes service-driven enterprise operations such as the Interstate 15 and State Route 91 Express Lanes. As a project driven-agency, the Commission accumulates funds, or reserves over time, for specific projects and programs – resulting in the flexibility to adjust project development or programs in the event of an economic downturn.

The proposed FY 2024/25 Budget (Attachment 1), Table 18 anticipates that total uses will exceed sources by approximately \$161 million. Similar to prior years, accumulated reserves will fund the deficiency, largely related to the use of fund balance for the following projects:

- Transit and Intercity Rail Capital Program (TIRCP) - SB 125 funding
- Approved Regional Arterial call for projects funded by both Transportation Uniform Mitigation Fees (TUMF) and Measure A regional arterial revenues.

Furthermore, Tables 18-20 (Attachment 1) provide a summary of budgeted sources and uses from multiple perspectives (comparative, operating and capital, and fund type).

### **Sources**

The proposed budget for FY 2024/25 reflects sources at approximately \$1.12 billion, including transfers in, a 9 percent increase from the prior year revised budget. The break-out is as follows:

<b>FY 2024/25 – Proposed Budget (Sources)</b>	
Operating Revenues	\$ 934,699,300
Transfers In	<u>\$ 189,389,100</u>
<b>Sources - Total</b>	<b>\$1,124,088,400</b>

The increase is largely attributable to higher intergovernmental revenues related to TIRCP funding, gains in investment income, and increased toll related revenue offset by decreases in transfers in due to reduced surplus funding related to the 15/91 Express Lanes Connector project.

Measure A and Local Transportation Fund (LTF) revenues combined remain largely the same when compared to the previous fiscal year. The County continues to experience strong economic activity within its general retail sector which includes brick and mortar stores along with e-commerce firms. State Transit Assistance is estimated to be in alignment with prior year collections, largely due continued elevated costs related to diesel fuel sales. Due to higher cash balances and continued higher than anticipated interest rates the investment yield has been adjusted, translating to an estimated \$19 million from the prior year.

Furthermore, the estimated sources represents a cautiously optimistic outlook to the County’s economic activity. Key trends to be monitored by staff impacting our estimates include but not limited to following unemployment rate, interest, and inflation rates.

### **Uses**

FY 2024/25 uses is estimated to be approximately \$1.29 billion, representing a seven percent increase from the prior year budget. The break-out is as follows:

<b>FY 2024/25 – Proposed Budget (Uses)</b>	
Operating Expenditures	\$1,096,177,800
Transfers In	<u>\$ 189,389,100</u>
<b>Uses - Total</b>	<b>\$1,285,566,900</b>

The increase is largely related to increases in the following categories Public and Specialized Transit; Rail Maintenance and Operations; and Management Services, offset by decreases in Capital Highway, Rail, and Regional Arterials; and Toll Operations.

Public and Specialized Transit increase is due to funding in the upcoming fiscal year for the one-time formula-based TIRCP and Zero Emission Transit Capital Program (ZETCP) that was developed under Senate Bill 125. Projects under TIRCP and ZETCP include zero-emission infrastructure for transit operators, Coachella Valley Rail environmental analysis, and grade separations. Rail Maintenance and Operations category increase is due to increased funding for Coachella Valley Rail and Station Maintenance projects. Management Services includes funding for one-time expenditure for a county-wide traffic relief plan initiative, office-space improvements, along with the increase of two new positions that include an Administrative Supervisor/Executive Assistant and Financial Budget Manager.

Decreases in Capital Highway, Rail and Regional Arterials category are primarily related to lower expenditures related to the 71/91 and 15/91 Express Lanes Connector Projects as they near completion; offset by increases in funding for right of way acquisition purchases in connection with the SR-79 Realignment Project; Smart Freeways; MCP #3 Construction project; I-15 Express Lanes-Southern Extension; and Riverside Third Street Grade Separation projects.

Toll Operations uses are down in the upcoming fiscal year due largely to the completion of the 15/91 Express Lanes Connector Project. Also, the FY 2024/25 budget includes funding for one new position for a Toll Financial Manager.

Since the Commission is primarily project-driven, personnel costs represent less than two percent of budgeted expenditures totaling approximately \$19.9 million. As approved by the Executive Committee, on April 10, 2024, budgeted personnel costs reflect the following changes for the upcoming fiscal year:

#### Changes in Personnel Costs - FY 2024/25:

- The 3.0 position increases are related to the recruitment of an Administrative Supervisor/Executive Assistant, Financial Budget Manager, and Toll Financial Manager;
- Reclassification and salary adjustments of two FTEs;
- Four (4) percent pool for performance merit-based salary increases; and  
Four (4) percent annual salary range 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. The COLA adjustment is based on the percent change to the Consumer Price Index (CPI) – covering Riverside, CA for the 12-month period ending December 31, rounded to the nearest half a percent, with a maximum adjustment of 4 percent. This is based on Board policy. Therefore, the COLA will be equal to the CPI, but no less than 0 percent and no greater than 4 percent. The CPI for the All-Urban Wage Earners, covering Riverside, CA for the most recent 12-month period ending December 31, 2023 exceeded 4 percent. In accordance with the Board's previous action, CPI was capped at 4 percent and applied to the Commission's salary range structure for FY 2024/25.

With the FY 2024/25 Budget, the Commission will continue to move forward current capital projects to construction, thereby providing a stimulus to the local economy. Significant capital projects and its current project phase are as follows:

**Construction and/or Design-Build Phase:**

- 71/91 Connector Project
- I-15 Express Lanes – Southern Extension
- Jurupa Ave Grade Separation
- SB125 Grade Separation (TIRCP Funding)
- Smart Freeways
- Santa Ana River Trail (West of SR-71)
- City of Riverside – 3<sup>rd</sup> Street Grade Separation
- South Perris Station & Layover Facility Expansion

**Right of way acquisitions Phase:**

- SR-79 Realignment Project
- Mid-County Parkway (MCP) #2 and #3
- Beaumont Portrero Interchange Phase II
- Calimesa Realignment of Calimesa Blvd.
- Santa Ana River Trail (West of SR-71)

**Preliminary engineering, and final design, Phase(s):**

- Mid-County Parkway (MCP) #3
- I-15 Express Lanes Project-Southern Extension
- SB125 Grade Separation (TIRCEP Funding)
- Various On-Call Measure A and TUMF Regional Arterial projects
- Coachella Valley Rail Corridor – Tier II
- Perris Valley Line layover facility

**Other major capital projects:**

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

Table 21 in the executive summary presents a summary of highway, regional arterial, rail, and regional conservation program projects.

A public hearing to allow for public comment on the proposed budget is required prior to the adoption of the proposed budget, including proposed salary schedule. **Accordingly, staff recommends the Commission opens the public hearing on May 8, continues the public hearing to June 12 followed by 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.

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

	<b><u>Proposed FY 2024/25</u></b>
	<b><u>Budget</u></b>
<b>Revenues and other financing sources:</b>	
Sales taxes-Measure A and Local Transportation Funds	\$ 437,000,000
Reimbursements (federal, state, and local)	276,348,300
Transportation Uniform Mitigation Funds, including reimbursements	30,610,000
State Transit Assistance	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
<b>Total revenues and other financing sources</b>	<b><u>1,124,088,400</u></b>
<b>Expenditures and other financing uses:</b>	
Personnel salaries and fringe benefits	19,954,000
Professional services	27,492,800
Support services	21,377,800
Projects and operations	925,947,500
Capital outlay	10,046,000
Debt service (principal and interest)	91,359,300
Transfers out	189,389,100
<b>Total expenditures and other financing uses</b>	<b><u>1,285,566,900</u></b>
<b>Excess (deficiency) of revenues and other financing sources over (under) expenditures and other financing uses</b>	<b>(161,478,500)</b>
<b>Beginning fund balance (projected)</b>	<b><u>1,761,159,700</u></b>
<b>Ending fund balance (projected)</b>	<b><u>\$ 1,599,681,200</u></b>

At its June 12 Commission meeting, staff will present the entire budget document with detailed narratives and the FY 2024/25 salary schedule.

Attachment: Executive Summary for the Proposed FY 2024/25 Budget

<i>Approved by the Budget and Implementation Committee on April 22, 2024</i>				
In Favor:	12	Abstain:	0	No: 0





## 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 (ELPSE) 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 Southern California Regional Rail Authority (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

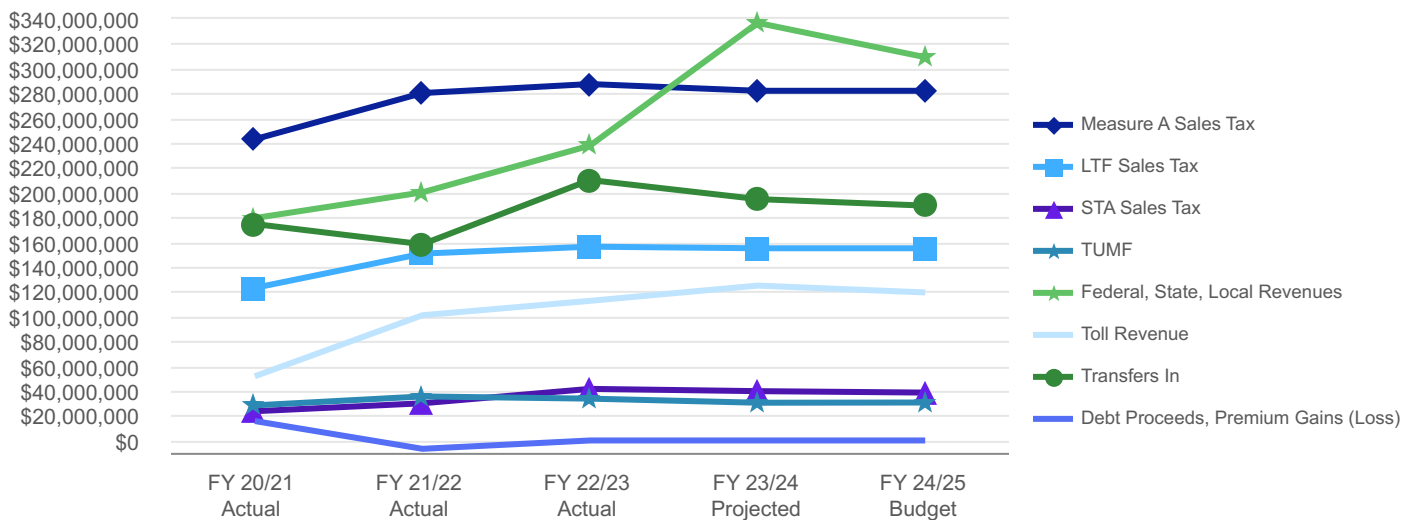
Total Sources (Table 2) are budgeted at \$1,124,088,400, a 9% increase over FY 2023/24 budget. The increase is primarily a result of the intergovernmental revenues related to the 71/91 connector, SR-79 realignment, Mid County Parkway (MCP), Smart Freeway, 15 Express Lanes — Southern Extension, Santa 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	–	– %
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 %
<b>TOTAL Sources</b>	<b>\$ 1,079,498,400</b>	<b>\$ 1,034,701,700</b>	<b>\$ 1,161,517,300</b>	<b>\$ 1,124,088,400</b>	<b>\$ 89,386,700</b>	<b>9 %</b>

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.

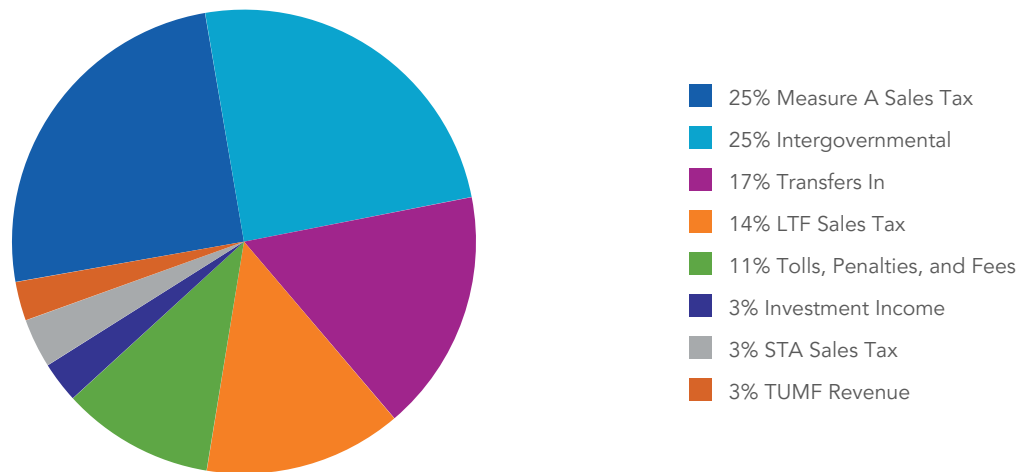
**CHART 3 – SOURCES: FIVE-YEAR TREND**



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 approximately a 1 % change 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 flat 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 south Perris station layover facility expansion and SB 125 grade separation and transit projects, offset by decreases in reimbursements for the 71/91 connector. 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 fiscal 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 Western Riverside Council of Governments (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	\$ 550,669,400	\$ 340,206,600	\$ 503,552,800	\$ (47,116,600)	-9%
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	6,819,200	3,791,200	7,811,200	992,000	15%
Debt Service	91,756,300	91,416,200	91,416,200	91,359,300	(56,900)	-%
Management Services	20,111,300	26,109,100	22,138,200	31,432,800	5,323,700	20%
Motorist Assistance	7,362,500	8,952,100	4,958,300	6,690,500	(2,261,600)	-25%
Planning and Programming	6,093,900	30,400,500	14,050,000	31,384,400	983,900	3%
Public and Specialized Transit	169,884,800	244,828,000	205,616,900	388,750,800	143,922,800	59%
Rail Maintenance and Operations	37,889,700	59,102,100	51,606,100	67,623,100	8,521,000	14%
Regional Conservation	8,476,300	11,034,600	9,793,500	14,213,700	3,179,100	29%
Toll Operations	107,458,400	87,021,800	66,553,100	57,626,100	(29,395,700)	-34%
<b>TOTAL Uses</b>	<b>\$ 915,261,500</b>	<b>\$ 1,200,898,100</b>	<b>\$ 894,810,500</b>	<b>\$ 1,285,566,900</b>	<b>\$ 84,668,800</b>	<b>7%</b>

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

Capital highway, rail, and regional arterials budgeted uses of \$503,552,800 are 9% 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 Measure A and TUMF 2009 regional arterial projects, Santa Ana River Trail, Coachella Valley Rail Corridor, 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 15% higher than the FY 2023/24 budget due to launching of a new free 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 3% 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 14% higher than the FY 2023/24 budget due to rail station security guards, program management, utilities, and Metrolink Operations.

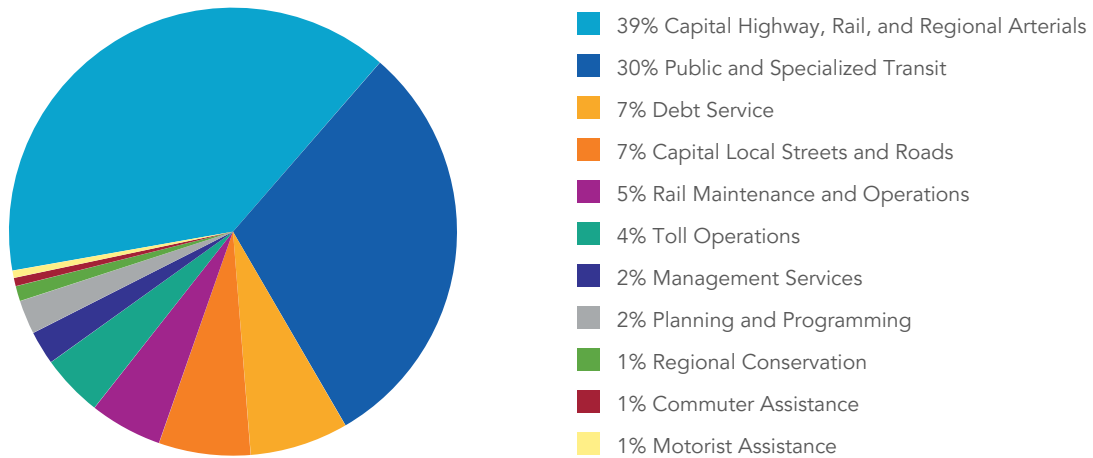
Regional conservation budgeted expenditures of \$14,213,700 reflects a third full year serving as the managing agency for the RCA. FY 2024/25 reflects an increase of \$3,179,100 or 29% due to monitoring and management contracts. RCA will reimburse the Commission 100% of the costs incurred to manage the 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 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.



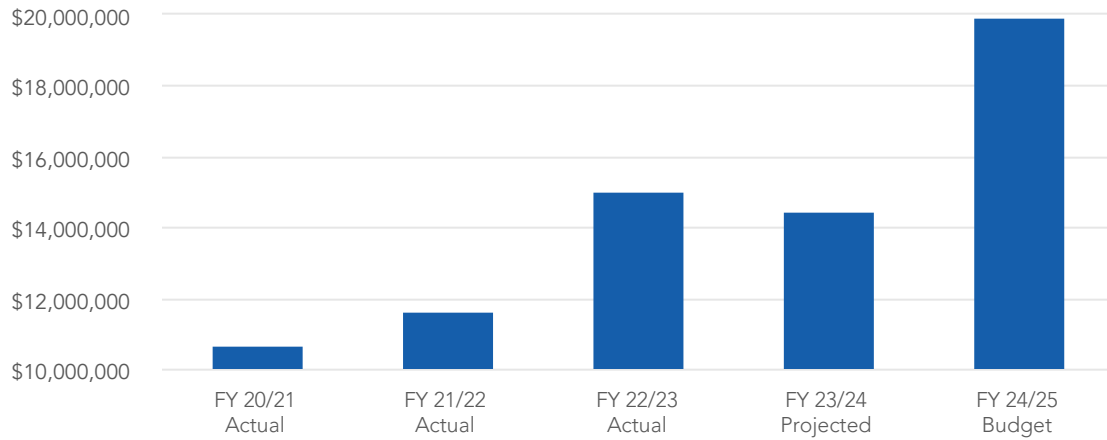
**CHART 5 – USES: MAJOR CATEGORIES**



**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 FTE position 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 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**



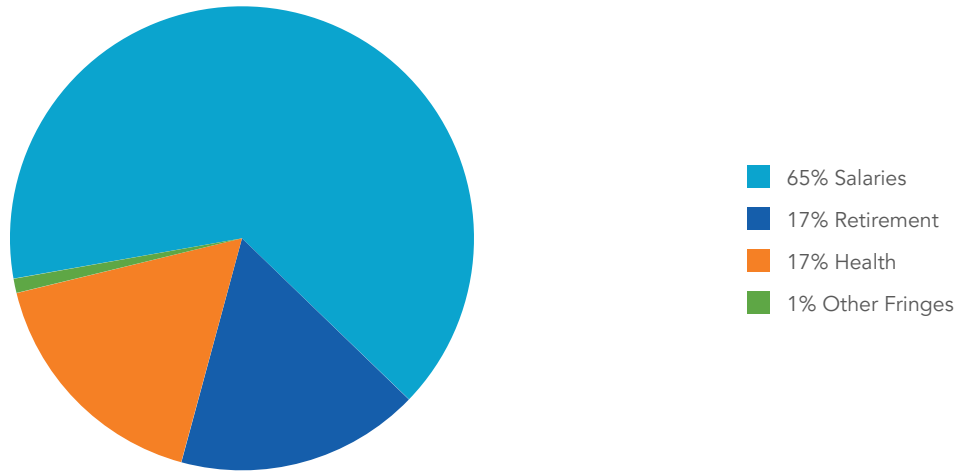
The 84 FTE positions included in the FY 2024/25 budget (Table 4) reflects an increase of three FTEs and the reclassification of four FTEs from the FY2023/24 budget. Management continues its commitment with its intent for the Commission’s enabling legislation requiring a lean organization. The Commission 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 FY 2023 - 2025**

	FY 22/23	FY 23/24	FY 24/25
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
<b>TOTAL</b>	<b>73.0</b>	<b>81.0</b>	<b>84.0</b>

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**

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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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	520,200	\$ 536,500	\$ 502,700	\$ 426,000	\$ (110,500)	-21%
Professional		76,400	300,000	200,000	2,300,000	2,000,000	667%
Support		74,000	130,900	211,700	231,400	100,500	77%
<b>TOTAL</b>	\$	<b>670,600</b>	<b>\$ 967,400</b>	<b>\$ 914,400</b>	<b>\$ 2,957,400</b>	<b>\$ 1,990,000</b>	<b>206%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	1,073,200	\$ 1,290,700	\$ 1,093,900	\$ 2,051,300	\$ 760,600	59%
Professional		1,101,500	1,187,100	1,169,000	2,238,000	1,050,900	89%
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%
<b>TOTAL</b>	\$	<b>3,312,700</b>	<b>\$ 5,478,600</b>	<b>\$ 3,782,800</b>	<b>\$ 10,365,900</b>	<b>\$ 4,887,300</b>	<b>89%</b>

**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**

		<b>FY 22/23</b>	<b>FY 23/24</b>	<b>FY 23/24</b>	<b>FY 24/25</b>	<b>Dollar</b>	<b>Percent</b>
		<b>Actual</b>	<b>Revised</b>	<b>Projected</b>	<b>Budget</b>	<b>Change</b>	<b>Change</b>
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%
<b>TOTAL</b>	\$	<b>1,557,400</b>	\$ <b>2,434,500</b>	\$ <b>1,647,100</b>	\$ <b>2,136,200</b>	\$ <b>(298,300)</b>	<b>-12%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
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	1,879,900	1,347,100	466,600	(1,413,300)	-75%
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	–%
<b>TOTAL</b>	\$	<b>14,570,600</b>	\$ <b>17,228,600</b>	\$ <b>15,798,900</b>	\$ <b>15,973,300</b>	\$ <b>(1,255,300)</b>	<b>-7%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	1,031,200	\$ 1,478,200	\$ 1,272,500	\$ 1,687,300	\$ 209,100	14%
Professional		90,200	928,100	962,300	510,000	(418,100)	-45%
Support		64,300	176,100	246,200	117,500	(58,600)	-33%
Projects and Operations		4,278,200	23,080,700	9,937,400	25,868,700	2,788,000	12%
Capital Outlay		169,900	200,000	123,800	80,000	(120,000)	-60%
Transfers Out		460,100	4,537,400	1,507,800	3,120,900	(1,416,500)	-31%
<b>TOTAL</b>	\$	<b>6,093,900</b>	\$ <b>30,400,500</b>	\$ <b>14,050,000</b>	\$ <b>31,384,400</b>	\$ <b>983,900</b>	<b>3%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
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	49,943,300	45,205,100	60,147,600	10,204,300	20%
Capital Outlay		396,100	1,145,000	584,000	125,000	(1,020,000)	-89%
Transfers Out		525,700	820,600	1,162,000	1,646,300	825,700	101%
<b>TOTAL</b>	\$	<b>37,889,700</b>	\$ <b>59,102,100</b>	\$ <b>51,606,100</b>	\$ <b>67,623,100</b>	\$ <b>8,521,000</b>	<b>14%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	490,100	\$ 534,200	\$ 432,200	\$ 696,500	\$ 162,300	30%
Professional		606,100	530,200	402,900	3,208,600	2,678,400	505%
Support		149,300	393,600	203,800	400,200	6,600	2%
Projects and Operations		136,119,100	200,447,300	165,923,600	327,649,100	127,201,800	63%
Transfers Out		32,520,200	42,922,700	38,654,400	56,796,400	13,873,700	32%
<b>TOTAL</b>	\$	<b>169,884,800</b>	\$ <b>244,828,000</b>	\$ <b>205,616,900</b>	\$ <b>388,750,800</b>	\$ <b>143,922,800</b>	<b>59%</b>

**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's 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 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 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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	243,900	\$ 230,800	\$ 276,700	\$ 282,200	\$ 51,400	22%
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	181,200	208,100	343,300	162,100	89%
<b>TOTAL</b>	\$	<b>4,038,500</b>	\$ <b>6,819,200</b>	\$ <b>3,791,200</b>	\$ <b>7,811,200</b>	\$ <b>992,000</b>	<b>15%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
Personnel	\$	162,500	\$ 254,600	\$ 101,500	\$ 231,100	\$ (23,500)	-9%
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%
<b>TOTAL</b>	<b>\$</b>	<b>7,362,500</b>	<b>\$ 8,952,100</b>	<b>\$ 4,958,300</b>	<b>\$ 6,690,500</b>	<b>\$ (2,261,600)</b>	<b>-25%</b>

**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**

		<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
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	949,700	1,626,100	3,181,000	2,231,300	235%
<b>TOTAL</b>	<b>\$</b>	<b>8,476,300</b>	<b>\$ 11,034,600</b>	<b>\$ 9,793,500</b>	<b>\$ 14,213,700</b>	<b>\$ 3,179,100</b>	<b>29%</b>

**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, 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	\$ 3,886,900	\$ 2,649,100	\$ 3,809,700	\$ (77,200)	-2%
Professional	2,443,000	6,660,000	4,348,800	6,398,100	(261,900)	-4%
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)	-%
Transfers Out	97,358,000	110,413,300	105,289,200	103,795,900	(6,617,400)	-6%
<b>TOTAL</b>	<b>\$ 531,745,100</b>	<b>\$ 704,429,700</b>	<b>\$ 494,102,200</b>	<b>\$ 657,833,300</b>	<b>\$ (46,596,400)</b>	<b>-7%</b>

**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	\$ 1,834,300	\$ 1,626,800	\$ 2,414,600	\$ 580,300	32%
Professional	1,625,800	3,469,000	1,685,800	2,946,600	(522,400)	-15%
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)	-%
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	-	-%
Transfers Out	56,479,200	39,479,000	35,965,700	9,735,300	(29,743,700)	-75%
<b>TOTAL</b>	<b>\$ 129,659,400</b>	<b>\$ 109,222,800</b>	<b>\$ 88,754,100</b>	<b>\$ 79,827,100</b>	<b>\$ (29,395,700)</b>	<b>-27%</b>

**FUND BALANCES**

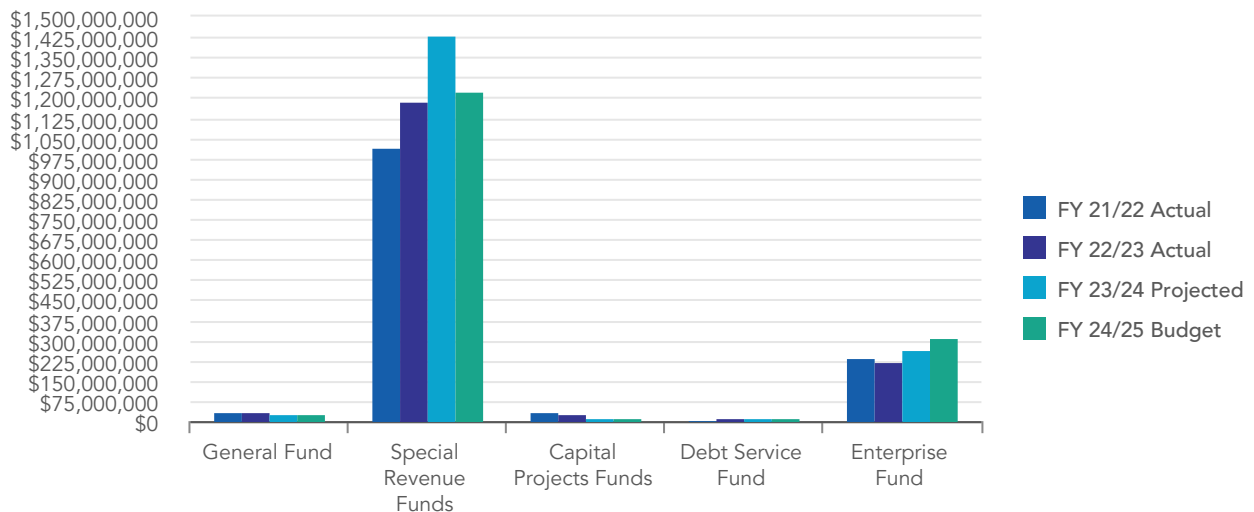
The projected total fund balance as of June 30, 2024 is \$1,761,159,700. The Commission expects the FY 2024/25 budgeted activities to result in a \$161,478,500 decrease of total fund balance at June 30, 2025 to \$1,599,681,200. The primary cause of the decrease are project activities in FY 2024/25 related 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				Total
	Western County	Coachella Valley	Palo Verde	Other	
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
<b>TOTAL Fund Balance</b>	<b>\$ 416,467,800</b>	<b>\$ 94,624,600</b>	<b>\$ -</b>	<b>\$ 1,088,588,800</b>	<b>\$ 1,599,681,200</b>

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**

	<b>FY 22/23 Actual</b>	<b>FY 23/24 Revised Budget</b>	<b>FY 23/24 Projected</b>	<b>FY 24/25 Budget</b>	<b>Dollar Change</b>	<b>Percent Change</b>
<b>Revenues</b>						
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	-	- %
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 %
<b>TOTAL Revenues</b>	<b>869,447,200</b>	<b>822,238,100</b>	<b>966,872,900</b>	<b>934,699,300</b>	<b>112,461,200</b>	<b>14 %</b>
<b>Expenditures/Expenses</b>						
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	24,783,900	16,068,900	27,492,800	2,708,900	11 %
Support Costs	11,877,500	21,633,200	15,715,400	21,377,800	(255,400)	-1 %
<b>TOTAL Professional and Support Costs</b>	<b>23,406,700</b>	<b>46,417,100</b>	<b>31,784,300</b>	<b>48,870,600</b>	<b>2,453,500</b>	<b>5 %</b>
Projects and Operations						
Program Operations	31,706,000	49,489,800	36,662,400	48,920,700	(569,100)	-1 %
Engineering	12,957,500	34,591,600	17,841,400	59,421,000	24,829,400	72 %
Construction	174,422,900	272,316,900	117,831,200	261,290,200	(11,026,700)	-4 %
Design Build	63,523,000	40,525,200	35,464,500	19,753,000	(20,772,200)	-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	252,872,300	208,348,600	328,846,900	75,974,600	30 %
Special Studies	580,500	14,890,000	7,010,300	7,101,000	(7,789,000)	-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	-	- %
<b>TOTAL Projects and Operations</b>	<b>577,703,800</b>	<b>825,205,100</b>	<b>557,061,800</b>	<b>925,947,500</b>	<b>100,742,400</b>	<b>12 %</b>
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 %
<b>TOTAL Debt Service</b>	<b>91,756,300</b>	<b>91,416,200</b>	<b>91,416,200</b>	<b>91,359,300</b>	<b>(56,900)</b>	<b>- %</b>
Capital Outlay	5,681,200	7,832,200	5,447,500	10,046,000	2,213,800	28 %
<b>TOTAL Expenditures/Expenses</b>	<b>713,550,000</b>	<b>988,434,500</b>	<b>700,166,100</b>	<b>1,096,177,800</b>	<b>107,743,300</b>	<b>11 %</b>
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 %
<b>Net Financing Sources (Uses)</b>	<b>8,339,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>- %</b>
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 %
<b>ENDING FUND BALANCE</b>	<b>\$ 1,494,452,900</b>	<b>\$ 1,328,256,500</b>	<b>\$ 1,761,159,700</b>	<b>\$ 1,599,681,200</b>	<b>\$ 271,424,700</b>	<b>20 %</b>

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2024/25

	FY 24/25 Operating Budget	FY 24/25 Capital Budget	FY 24/25 TOTAL Budget
<b>Revenues</b>			
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
<b>TOTAL Revenues</b>	<b>379,048,700</b>	<b>555,650,600</b>	<b>934,699,300</b>
<b>Expenditures/Expenses</b>			
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
<b>TOTAL Professional and Support Costs</b>	<b>28,293,600</b>	<b>20,577,000</b>	<b>48,870,600</b>
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
<b>TOTAL Projects and Operations</b>	<b>426,596,900</b>	<b>499,350,600</b>	<b>925,947,500</b>
Debt Service			
Principal Payments	–	34,210,000	34,210,000
Interest Payments	–	57,149,300	57,149,300
<b>TOTAL Debt Service</b>	<b>–</b>	<b>91,359,300</b>	<b>91,359,300</b>
Capital Outlay	3,428,000	6,618,000	10,046,000
<b>TOTAL Expenditures/Expenses</b>	<b>472,048,600</b>	<b>624,129,200</b>	<b>1,096,177,800</b>
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)
<b>Net Financing Sources (Uses)</b>	<b>(6,386,700)</b>	<b>6,386,700</b>	<b>–</b>
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
<b>ENDING FUND BALANCE</b>	<b>\$ 953,006,500</b>	<b>\$ 646,674,700</b>	<b>\$ 1,599,681,200</b>

TABLE 20 – BUDGET BY FUND TYPE FY 2024/25

	General Fund	Special Revenue	Capital Projects	Debt Service	Enterprise	TOTAL Budget
<b>Revenues</b>						
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
<b>TOTAL Revenues</b>	<b>19,115,400</b>	<b>786,419,800</b>	<b>336,000</b>	<b>3,067,700</b>	<b>125,760,400</b>	<b>934,699,300</b>
<b>Expenditures/Expenses</b>						
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
<b>TOTAL Professional and Support Costs</b>	<b>14,120,300</b>	<b>21,164,400</b>	<b>–</b>	<b>–</b>	<b>13,585,900</b>	<b>48,870,600</b>
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
<b>TOTAL Projects and Operations</b>	<b>59,044,400</b>	<b>835,380,800</b>	<b>–</b>	<b>–</b>	<b>31,522,300</b>	<b>925,947,500</b>
Debt Service						
Principal Payments	–	–	–	34,210,000	–	34,210,000
Interest Payments	–	–	–	34,948,300	22,201,000	57,149,300
<b>TOTAL Debt Service</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>69,158,300</b>	<b>22,201,000</b>	<b>91,359,300</b>
Capital Outlay	3,288,000	6,390,000	–	–	368,000	10,046,000
<b>TOTAL Expenditures/Expenses</b>	<b>84,759,600</b>	<b>872,168,100</b>	<b>–</b>	<b>69,158,300</b>	<b>70,091,800</b>	<b>1,096,177,800</b>
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)
<b>Net Financing Sources (Uses)</b>	<b>60,490,900</b>	<b>(117,101,800)</b>	<b>–</b>	<b>66,346,200</b>	<b>(9,735,300)</b>	<b>–</b>
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
<b>ENDING FUND BALANCE</b>	<b>\$ 27,440,200</b>	<b>\$ 1,227,660,500</b>	<b>\$ 17,170,800</b>	<b>\$ 13,022,900</b>	<b>\$ 314,386,800</b>	<b>\$ 1,599,681,200</b>

**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
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND PUBLIC AND SPECIALIZED TRANSIT ENGINEERING</b>	<b>\$ 59,421,000</b>
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
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION</b>	<b>\$ 261,290,200</b>
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
<b>TOTAL HIGHWAY DESIGN-BUILD</b>	<b>\$ 19,753,000</b>
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 HOV lanes/Adams Street to 60/91/215 interchange	15,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	175,000
<b>SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND</b>	<b>50,865,500</b>
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
<b>SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND</b>	<b>32,694,000</b>
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
<b>SUBTOTAL RAIL RIGHT OF WAY AND LAND</b>	<b>731,000</b>
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
<b>TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND</b>	<b>\$ 85,492,500</b>
<b>GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS</b>	<b>\$ 425,956,700</b>



# **AGENDA ITEM 7A**

## **MINUTES**



# **RIVERSIDE COUNTY TRANSPORTATION COMMISSION**

## **MEETING MINUTES**

Wednesday, April 10, 2024

### **1. CALL TO ORDER**

The Riverside County Transportation Commission was called to order by Chair Lloyd White at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California, 92501. For public comment visit <https://rivco.org/constituent-speaking-request> to complete a speaker slip.

### **2. ROLL CALL**

#### **Commissioners/Alternates Present**

Brian Berkson  
Ulises Cabrera  
Joseph DeConinck  
Waymond Fermon\*  
Yxstian Gutierrez  
Raymond Gregory  
Berwin Hanna  
Jan Harnik  
Steven Hernandez\*  
Kevin Jeffries  
Linda Krupa  
Patricia Lock Dawson  
Clint Lorimore\*  
Bob Magee  
Meg Marker  
Scott Matas  
Lisa Middleton  
Deborah McGarrey  
Linda Molina

#### **Commissioners Absent**

Alberto Sanchez

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

\*Arrived after the meeting was called to order.

At this time, Commissioner Clint Lorimore joined the meeting.

### **3. PLEDGE OF ALLEGIANCE**

Commissioner Lisa Middleton led the Commission in a flag salute.

#### **4. PUBLIC COMMENTS**

Kristin Warsinski, Riverside Transit Agency's (RTA) CEO and Commissioner Jeremy Smith current Chair of the RCA, thanked and congratulated Anne Mayer, Executive Director, on her retirement and her service and presented her with an RTA Proclamation.

At this time, Commissioners Ulises Cabrera and Steven Hernandez joined the meeting.

Commissioners Joey DeConinck thanked Anne Mayer especially when she helped the city of Blythe in 2016 with a federal grant to transport people from Blythe to Coachella Valley for medical help and they are keeping it going. He presented her with a plaque and stated on behalf of the city of Blythe, PVVTA, and Palo Verde Valley thanked Anne Mayer for committing to improvements of transportation for residents of Palo Verde Valley through the program such as Blythe Wellness Express and congratulated Anne Mayer on her retirement.

Commissioner V. Manuel Perez who is a Palo Verde Valley Transit Agency (PVVTA) Board Member thanked Mayor Joey DeConinck for the invitation. He thanked Anne Mayer for her leadership as she is the epitome of what a leader is not only for this agency but throughout the state of California and the United States of America.

Commissioner DeConinck expressed resident Blythe Sandra Carter they saved her life with this program and other people. That is what is unique about the transportation of making things work not only roads but other things and this is one of the great things that Anne Mayer has done.

Jet Benavidez, representing Congressman Ken Calvert, thanked Anne Mayer for all her hard work, dedication, and passion to Riverside County. In recognition of her efforts Congressman Calvert was able to get Anne Mayer's name written into the Congressional Record which he read aloud what was written on behalf of Anne Mayer.

Nick Calero, representing Senator Ochoa Bogh, recognized Anne Mayer for her significant and impactful career. Senator Bogh got the other members of the Legislative Caucus together to prepare a resolution for her. RCTC has been an exemplar of what a public agency is supposed to do, which is to provide the necessary services for the people in the Inland Empire and she will be missed. Nick Calero thanked Anne Mayer on behalf of Senator Bogh and the Inland Empire delegation in presenting her a resolution.

Kome Ajise, Southern California Association of Governments (SCAG) Executive Director, presented Anne Mayer with a SCAG Resolution and thanked her for being one of the most passionate advocates for the Inland Empire at the state level, she is an example of integrity and of courage and she will be missed.

**5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.

**6. CONSENT CALENDAR**

**M/S/C (Berkson/Washington) to approve the following Consent Calendar items.  
Abstain: Cabrera**

**6A. APPROVAL OF MINUTES – MARCH 13, 2024**

**6B. MONTHLY INVESTMENT REPORT**

- 1) Receive and file the Monthly Investment Report for the month ended February 29, 2024.

**6C. EXPRESS LANES CHANNELIZER AGREEMENT**

- 1) Award Agreement No. 24-31-060-00 to Statewide Traffic Safety and Signs for channelizers for the express lanes for a three-year term in the amount of \$693,727;
- 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 execute purchase orders to the vendor under the terms of the agreement.

**6D. AMEND THE INTERSTATE 15 EXPRESS LANES PROJECT TOLL SERVICES WITH KAPSCH TRAFFICOM USA INC. TO EXTEND THE TERM OF THE CONTRACT**

- 1) Approve Agreement No. 16-31-043-04, Amendment No. 4 to Agreement No. 16-31-043-00 (the Amendment), with Kapsch TrafficCom USA Inc. (Kapsch) for the Toll Services Contract for 15 Express Lanes Project to extend the term by 10 years, in the amount of \$170,910,951, plus a contingency in the amount of \$17,091,096, for a not to exceed amount of \$188,002,047;
- 2) Authorize the payment of pass-through items in an amount not to exceed \$8 million for the extended term;
- 3) Determine that award of the Amendment to Kapsch is in the best interest of the public and the Commission; and
- 4) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the Amendment on behalf of the Commission.

**6E. 91 EXPRESS LANES MONTHLY STATUS REPORTS**

- 1) Receive and file the 91 Express Lanes Monthly Reports for the three months from October to December 2023.

**6F. 15 EXPRESS LANES MONTHLY STATUS REPORTS**

- 1) Receive and file the 15 Express Lanes Monthly Reports for the three months from October to December 2023.

**6G. STATE AND FEDERAL LEGISLATIVE UPDATE**

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

Chair White announced that staff is requesting they put Agenda Items 7 “*Draft 2024 Traffic Relief Plan Public Outreach and Engagement Summary*”, 8 “*Adopt the 2024 Traffic Relief Plan*”, and 9 “*Direct Staff to Draft an ACA-1 Compliant Ordinance and Expenditure Plan to Fund Eligible Projects in the 2024 Traffic Relief Plan*”, together.

At this time, Commissioner Waymond Fermon joined the meeting.

**7. DRAFT 2024 TRAFFIC RELIEF PLAN PUBLIC OUTREACH AND ENGAGEMENT SUMMARY**

David Knudsen, External Affairs Director, presented the draft 2024 Traffic Relief Plan update, highlighting the following areas:

- Public outreach by the numbers
- Updates to the Traffic Relief Plan (TRP)
  - The TRP contains:
    - ✓ Over \$30 billion of transportation improvements
    - ✓ Transportation improvements are balanced and equitably implemented
    - ✓ Financial accountability requirements
    - ✓ Locally-driven implementation in each of Riverside County’s distinct subregions
  - The TRP is intended to identify solutions to the transportation needs of Riverside County residents
- TRP update themes
  - Adjusting the TRP to an aspirational plan
  - New projects added in the Western Riverside County
  - Environmental mitigation adjustments
  - Coachella Valley local road program
  - Adjusting Western County’s project categories
- Updates to the TRP

- Investment category adjustments in Western Riverside County
- Funding the projects in the TRP
  - Completing the projects in the TRP will require a new local measure
  - There are two statutes to consider
    - ✓ RCTC's PUC 240300 (2/3rds voter threshold)
    - ✓ ACA-1 (55 percent voter threshold)
  - ACA-1, a California Constitutional Amendment on the November 2024 general election
- ACA-1 vs. RCTC's statutory authority
- Public transportation funding
  - Passenger rail and bus transit maintenance and operations are funded with local, state, and federal funds
- Using ACA-1 for the TRP
  - An expenditure plan and ordinance can be considered by Riverside County voters, in the same election and ballot, under both ACA-1 and RCTC's statutory authority so long as the expenditure plan and ordinance are ACA-1 compliant
    - ✓ An ACA-1 compliant ordinance and expenditure plan could be used for fund eligible projects in the TRP
    - ✓ If ACA-1 passes a statewide vote, the voter approval threshold is 55 percent
    - ✓ If ACA-1 fails to pass, 2/3rds is the required voter approval threshold
- Decision timeline

Savat Khampou, City of Corona Public Works Director, congratulated Anne Mayer on her retirement. The city of Corona would like the Commissioners to consider a request to increase the allocation for the Safe Streets and Roads categories to 20 percent. The city of Corona also asks that they provide a direct or all allocations to the local agencies rather than 50 percent of the cost of that funding.

Gil Hernandez, City of Riverside Public Works Director, stated he supports the TRP if passed by the voters this plan will be a catalyst to construct major county transportation projects. Even though the city of Riverside supports the TRP they are advocating for a change to the investment category for Safe Streets and Roads. Their letter was sent to RCTC and is included in the agenda packet is advocating for a 20 percent in this category and are asking for that 20 percent to be a direct allocation to the cities based on population. He displayed a public survey RCTC did in 2023 for the Riverside County residents' transportation priorities ranking as these surveys align with the city of Riverside's priorities. One of the reasons they are asking for local control to address these priorities across the county and those impact a very small population of the county, and that money will have a more direct and beneficial impact in the community.

Second Vice Chair Raymond Gregory expressed appreciation for the presentation and all the work that RCTC staff, the Commissioners, and committees have put into this. He clarified regarding the difference between a regular two-thirds ballot measure and an ACA-1 measure as it is a little confusing about repairing roads it allows for rehabilitation of roads but cannot be used for operations and maintenance. As it was pointed out the Coachella Valley share and the addition to the TRP spoke about a regional pavement management program, which has not been fully vetted out yet. As arterials in the Coachella Valley need repair there will be a plan that would need to be worked out that would be doing the entire segment. He asked if staff has looked at how a program like that might fall in the prohibitions with an ACA-1 program.

Steve DeBaun, Legal Counsel, acknowledged that is a good question. He explained the way they have interpreted ACA-1 now allows for the funding of capital infrastructure projects. An individual plan to provide one off maintenance projects does not fall within the scope of ACA-1. It will be a learning experience going forward and suggested a maintenance plan along the lines of what Coachella Valley Association of Governments (CVAG) is proposing can be accommodated in some fashion. It is very clear by legislative history that operations was not intended to be permitted to be funded under ACA-1 but they will be able to fund some form of what is discussed but probably not one-off maintenance.

Second Vice Chair Gregory clarified there is not really any policy clarity as far as the state like the difference between a complete rebuild project or a Rubberized Emulsion Aggregate Slurry (REAS) project.

Steve DeBaun replied there will be some policy guidance on that if ACA-1 passes. The language of ACA-1 is very short there is no policy guidance because it was drafted just by the Legislature there is no state agency providing guidance at this point and some of that would be provided by the courts and if there are lawsuits on that as well as legislation that maybe subsequently adopted by the Legislature as well.

Anne Mayer stated as Steve DeBaun mentioned the history on this bill makes it very clear that operations were not to be included primarily on the public transit side this funding is to be used for capital infrastructure that supports the development of affordable housing. She stated it can be strongly argued that rehabilitation projects of pavement are very important. Not only was the intent clear it was not to be used for public transportation operations on the capital improvement side for transportation SB 1 did double the amount of funding to cities and counties for local road maintenance.

Second Vice Chair Gregory appreciated Anne Mayer's comments because it is important, and it goes without saying they could expect RCTC's stance to be as generous as legal when it comes to rehabilitation. He appreciates the SB 1 comment but on behalf of the cities SB 1 is planned to greatly diminish or go away because it is a gas tax.



Commissioner Chuck Washington clarified with David Knudsen he had mentioned they could put their TRP on the ballot to be supported whether if the ACA-1 passes or the two-thirds approval that they have the authority for in Riverside County. He noted that this is a little bit different than what they had discussed at its January Commission Workshop.

Steve DeBaun clarified they would not put the TRP on ballot the actual document that gets put on the ballot is an expenditure plan. He also clarified what was discussed at the Commission Workshop was the concept the Commission would have an expenditure plan that would have certain provisions that went into effect if it was approved by 66.6 percent and then certain other provisions that would go into effect that was approved by 55 percent and his comment at the workshop was the Commission could not do that. In this case the Commission is saying they are going to draft an expenditure plan that assumes it will comply with the ACA-1 55 percent requirements regardless of whether or not it is approved by 55 percent or 66.6 percent it is the same expenditure plan.

Commissioner Washington stated there were some comments from the public regarding the shift from 8 percent to 18 percent and asked David Knudsen he is assuming they need that regional support in order to make the whole system work.

David Knudsen concurred and stated as the Commissioners are aware where cities have come to RCTC seeking additional assistance on a regional project and this Commission has been an excellent partner in approving those funds to make sure that project can get funded. The 50 percent in Safe Streets and Roads continues that vision it allows the Commission the flexibility to help a local jurisdiction that may need it so a significant project can be completed.

Commissioner Bob Magee asked to display slide 4 from the presentation and stated at the Commission Workshop he took Steve DeBaun to task over the ability to expend money on environmental mitigation and what he heard from the presentation is that it has been figured out and asked Steve DeBaun to elaborate on that.

Steve DeBaun replied they have come up with an analysis to accomplish what they want to achieve of the Multiple Species Habitat Conservation Plan (MSHCP) which was to further transportation projects within Riverside County. RCTC's sole purpose is to further transportation planning and development within Riverside County so there are many projects that will have to donate and will have to deal with the MSHCP requirements. There is the county and city infrastructure payments that are made at the time city and county projects are done that have not been collected that well by the RCA in the past. He stated that it is legitimate for a Measure A sales tax to provide funding for habitat impacts associated with those non-Measure A Projects.

Commissioner Magee clarified the goal is to have RCTC and RCA staff find a nexus and complete the Plan.

Steve DeBaun replied he does not know the numbers so he is not able to say that, but they can make a substantial contribution through Measure A towards fulfilling the Plan.

Commissioner Magee stated in June it will be 20 years, it is time.

Anne Mayer replied if there is a sales tax measure that goes on the ballot, they do not know that it will be Measure A. A sales tax measure going on the ballot they believe can make a significant contribution to cover cities and county's share of fees they currently have to pay. They have a mechanism available here that a new sales tax measure could cover those fees at a significant amount it does not fund 100 percent of the MSHCP, because they cannot use funds approved by the voters for transportation purposes to offset developer fees or to offset if a city builds a park. They cannot offset non transportation fees they have found the nexus between transportation projects and the measure and the MSHCP.

Commissioner James Stewart stated after hearing how the Safe Streets and Roads is going to be used it could be used and leveraged better from RCTC for major projects that all the Commissioners are going to run into. He is very supportive of this whole TRP but asked about the mitigation dollars regarding Commissioner Magee's comment the 11 percent will be used as the mechanism to offset.

David Knudsen replied that a portion of those funds will be used to offset that type of mitigation environmental mitigation may include vehicle miles traveled (VMT) banking mitigation for example as it is very broad, and it is intended to allow for flexibility to respond to things in the future they are not aware of just yet.

Commissioner Stewart stated the city of Temecula supports the TRP as it is presently proposed.

Commissioner Brian Berkson stated regarding the Safe Streets and Roads percentage he understood they have a list of \$30 billion worth of things they want to accomplish and if a tax initiative goes on the ballot, it is to help cover those costs they cannot take care of today. He asked if a new tax measure passed and there is additional funding to take care of these items would the cities suffer any negative consequence by any money being shifted from money that they receive today that they are already getting from Measure A or from other sources from RCTC.

David Knudsen displayed an additional slide called Safe Streets and Roads AND Local Streets and Roads Projected Disbursements FY 2025-26 and stated this slide depicts what cities would receive in FY 2025/26 through Measure A through each city and that is through the Local Streets and Roads Program through the current Measure A. The graph shows for each city what the anticipated return would be for Measure A for Western Riverside County cities. The blue is what would be provided through Safe Streets and

Roads as it is currently identified in the TRP, so it adds some significant dollars to local streets and roads for cities in the short term which is very important.

Commissioner Berkson replied there certainly is an advantage if a measure passes there will be some additional funding coming to all the cities. He asked if they entertain the concept of modifying the pie chart how would it effect this whole process.

David Knudsen replied through their forecasting for a one cent sales tax it has been forecasted \$25 billion of revenue over the next 30-year horizon. Adding more projects does not change how much revenue is forecasted to be received so by adding more projects they may or may not get funded. By having an ACA-1 compliant ordinance and expenditure plan there will probably be some additional adjustments to increase the Safe Streets and Roads portion of the pie because the projects are eligible for funding.

Anne Mayer stated if the Safe Streets and Roads category goes to 20 percent then something else must go down 2 percent. If the full 20 percent is allocated to the cities and the county for local road maintenance activities that means RCTC does not have funding available to this Commission to allocate towards significant regional projects that are throughout this county unless they cut other categories more significantly. She then provided some examples of those project needs that are in Safe Streets and Roads.

In response to Commissioner Berkson's clarification related to the pie chart as the 18 percent is split and asked what those two categories are, David Knudsen replied the full slice is 18 percent with 50 percent being returned to the city and county based on formula for their use and the other 50 percent would be used by this Commission for regional safety projects.

Commissioner Berkson clarified it is not part of their massive projects this if a city needed funding for a smaller thing, then that could be funding for a city that request it. David Knudsen replied correct.

In response to Commissioner Joseph Morabito's question what the threshold for ACA-1 is to pass, David Knudsen replied it is 50 percent for it to pass statewide which will then allow an ACA-1 compliant sales tax measure to pass with a 55 percent voter approval threshold in Riverside County.

Commissioner Morabito clarified he is using the term 1 percent increase but if they use what they call it one baseline point so they stay out of percentages that would take their total from half the baseline point to 1.5. David Knudsen replied that is correct.

Commissioner Morabito clarified the amount the tax was estimated to bring in is \$600 million. David Knudsen replied that the revenue forecast is approximately \$600 million a year with a new one cent one percent sales tax measure.

Commissioner Morabito stated if they agree there is 2.5 million people in Riverside County that is about \$240 per person per year or about \$1000 per year per family of four just to understand the real numbers. There was discussion about whether to move that 2 percent from the locals to make it 20 percent maybe spread that into four different categories at a .5 percent each unless that is not permissible. The Wildomar City Council has talked about this, and they are willing to put this on the ballot for the voters to choose.

Commissioner Patricia Lock Dawson clarified the Commission is talking about putting one ballot measure on that would achieve both goals because there are very different campaign tactics for a two-thirds versus a 55 percent and if they will go ahead with the two-thirds vote.

Steve DeBaun replied campaigning cannot be discussed at the meeting. They imagine the campaigns and people that are involved could be different, but the focus is on putting together an expenditure plan that addresses the needs of Riverside County and it is something that they are willing to support.

Commissioner Lock Dawson clarified the approach is they will hope for 55 percent if that does not work the two-thirds will carry the Commission if they can get it too there.

Steve DeBaun replied it is structured so that it can be approved by whatever state law is in effect on the day of the election and if it is ACA-1 then it only needs to be 55 percent and if it is not and that does not pass it will have to be 66.66 percent. In response to Commissioner Lock Dawson's comment that she does not want two different ballot measures, Steve DeBaun clarified there is only one ballot measure that will be on the ballot.

Commissioner Wes Speake stated at the Commission Workshop there was discussion about a \$25 million expenditure did not include any matching funds, did not include any state or federal funds, and asked if that was still correct.

David Knudsen replied the \$25 million that is forecasted is the local revenue generation they anticipate receiving as they have historically been successful receiving state and federal funds for RCTC's projects, but they also are anticipating that those funds maybe limited or highly competitive. Staff is analyzing and adjusting related to the projects here for what they think would be the state or federal contribution of those projects.

Commissioner Speake stated he wanted to revisit that point because they have added a few things and he asked to display the Safe Streets and Roads AND Local Streets and Roads Projected Disbursements – FY 2025-26. He noted there was a city that had asked for some funds to help with a grade separation project with an interchange project and asked which city it was.

Anne Mayer replied it was for the Jurupa Grade Separation it was the County of Riverside and city of Jurupa Valley.

Commissioner Speake clarified it was a smaller city and it was unusual because they had requested help early in the process. Anne Mayer replied that she cannot recall exactly, but in her tenure here she does not recall this Commission ever refusing a request from any jurisdiction for any amount of money for any regional project.

Commissioner Speake concurred with Anne Mayer's comment and clarified it was the city of Wildomar and the amount of money that if the entire amount went to Wildomar it still would not equal what RCTC had put forward to help that project move forward. He would like to see the numbers at 20 percent and the cities could get more money to fund those needs but they have to advocate for the entire county. He also does not ever recall the Commission saying no to someone and the city of Corona has been very fortunate to receive funding for lots of projects that would be considered regional.

Commissioner Cindy Warren asked if ACA-1 passes then do all the sales tax measures on the ballot fall under the new ACA-1 rule and regulations even if a measure passes to meet a greater voter percentage so ACA-1 would take precedence. David Knudsen clarified only an ACA-1 compliant ordinance and expenditure plan would be eligible, he cannot speak to what all the other measures are. If it is ACA-1 compliant and ACA-1 is approved statewide then it would be eligible.

Commissioner Warren stated it would fall under that jurisdiction. David Knudsen replied correct.

In response to Commissioner Warren's clarification the current Measure A money language policy will remain the same for how the money is being spent it does not fall under any new rules or regulations, David Knudsen replied that is correct. Measure A is in place and will continue to be in place and nothing will change.

Commissioner Karen Spiegel clarified if they plan to move forward with ACA-1 and then for some reason somebody pulls it from the ballot, and they have already done the Commission's ballot measure under ACA-1 the Commission cannot implement their ballot measure.

Steve DeBaun replied that the ballot measure would be operative under RCTC's existing statute so it would have to be approved by 66.66 percent and so the expenditure plan would be approved that 66.66 percent of the voters said yes.

Commissioner Spiegel clarified that was the reason she supported moving that forward was because she was fearful had the ACA-1 been pulled and they had done their ballot measure with the 55 percent then they would have a challenge because they were focused on the 55 percent. Steve DeBaun replied right.

Commissioner Spiegel stated by doing the bigger picture with the possibility they have two bites with the same apple. Steve DeBaun replied that is correct that problem is no longer a problem.

Commissioner Spiegel stated related to SB 1 they have had a good six or seven years of monies that they have attained, and it was mentioned it will start decreasing, but there was a substantial amount of money that increased all the cities and County for projects. She asked if people had utilized that and done those safe streets at the time or what happened to those SB 1 dollars because SB 1 almost doubled those funds. She stated they need to plan because the goal of this state is to be all electrified and she is not sure if Edison can meet that goal.

Commissioner Jan Harnik expressed concern for Commissioner Morabito's comment about the cost per family and the way the numbers were presented it would create a somewhat daunting scenario for families. It is not per person who lives here, and they do not want to hurt something that will be so great of a benefit to the entire region. Each of the Supervisors could tell anyone they have a tremendous amount of income that is generated by their guests and tourists, so do not put the onerous on a specific person. It will be spread wider and with more people.

Commissioner Perez made the motion and Commissioner Dana Reed seconded.

Commissioner Lock Dawson clarified her prior comment that if their language would be compelling at the two-thirds level not just the ACA-1 compliant.

Commissioner Perez clarified that his motion is to support staff recommendations on all three Agenda Items 7, 8, and 9.

Commissioner Reed clarified if they are voting on all three at the same time. Chair White replied yes.

Commissioner Jeffries stated since they are voting on all three items at the same time he has to vote no because he does support the TRP, but he does not support the tax.

**M/S/C (Perez/Reed) to:**

- 1) Receive and file the phase one public outreach and engagement summary on the draft 2024 Traffic Relief Plan.  
Cabrerá: Abstained  
Jeffries and Smith: No**

**8. ADOPT THE 2024 TRAFFIC RELIEF PLAN**

**M/S/C (Perez/Reed) to:**

- 1) Adopt the 2024 Traffic Relief Plan.  
Cabrera: Abstained  
Jeffries and Smith: No**

**9. DIRECT STAFF TO DRAFT AN ACA-1 COMPLIANT ORDINANCE AND EXPENDITURE PLAN TO FUND ELIGIBLE PROJECTS IN THE 2024 TRAFFIC RELIEF PLAN**

**M/S/C (Perez/Reed) to:**

- 1) Direct staff to develop an Assembly Constitutional Amendment 1 (ACA-1) compliant ordinance and expenditure plan to implement projects in the 2024 Traffic Relief Plan.  
Cabrera: Abstained  
Jeffries and Smith: No**

At this time, Commissioners Perez and Washington left the meeting.

**10. REMOTE MEETING DISCUSSION**

Chair White asked if Commissioner Harnik wanted to speak on this item since she had requested to put this on the agenda.

Commissioner Harnik stated she asked to bring this back because after consideration as they are a transportation agency and are trying to get cars off the road it makes sense for the Coachella Valley to look at some of these meetings being held remotely. She understood there are certain subject matters the Commissioners may need to be here together on but some of them will remain highly effective as an organization with remote locations and requested the Commission to consider that scenario.

Commissioner Spiegel stated that she is having a discussion with Southern California Association of Governments (SCAG) on this one too. There are some rules they just cannot go back to how it was during COVID and one of them that SCAG had violated was they did not have a majority of those in attendance at the facility of where the meeting was being held. The Commission would need to have the majority here in the Board Room and she asked Steve DeBaun to research this.

Steve DeBaun replied they can go back to the pre-pandemic rules those rules are still in effect and the pre-pandemic rules allows the agency to have a remote location if the remote location is listed on the agenda, it is accessible to the public, the agenda is posted at the location, and that a majority of the attendees are within the jurisdiction of the

agency so for RCTC that would be in Riverside County. He discussed the pandemic rules and the post-pandemic rules. Most agencies that have allowed remote meetings are going back to the pre-pandemic rules and either putting the agenda location on the agenda or establishing locations and the Board Members would come there rather than it being at somebody's home. He stated if desired he can put together a specific memo on this with the options available.

At this time, Commissioner Lock Dawson left the meeting.

Commissioner Harnik requested for Steve DeBaun to put together some options if she has some support in it from the Coachella Valley and to put it on the agenda for a vote if her colleagues concurred.

Commissioner Speake stated he is all for having a discussion but reiterated what he had said earlier today and at the time this was being discussed that the Commissioners are all voting on things that effect every part of the County not just with their funding but with their votes the public deserves the right to look at someone's eye and express themselves.

Commissioner Reed stated he concurred with Commissioner Speak's comments as the people do have the right to see the Commissioners which is why they should have an office in the Coachella Valley where they can come and see the Commissioners in person and not have to drive all the way into Riverside to be heard. They could easily set it up where there is a screen of some sort where people can look the Commissioners in the eye and say what they want to say instead of driving into Riverside.

Commissioner Deborah McGarrey stated the city of La Quinta supports Commissioner Harnik's idea about the possibility of being able to set up something very similar over at the Coachella Valley Association of Governments (CVAG) like what CVAG does for the city of Blythe. Being in person is important but also, they are trying to reduce miles driven and emissions as a transportation organization.

Chair White announced this will come back for future a discussion.

**M/S/C to:**

- 1) Discuss and provide direction to staff.**

## **11. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION**

There were no items pulled from the Consent Calendar.



## **12. EXECUTIVE DIRECTOR'S REPORT**

Anne Mayer announced:

- This will be discussed at its May 8 Commission meeting which is being held in the Coachella Valley as former Chair Bob Magee had requested at least two if not more meetings were held in the Coachella Valley.
- Today is her last Commission meeting as the RCTC Executive Director. It has been an honor and a privilege to serve not only the Commissioners but all their constituents. What she has liked the most about being at RCTC is how this Commission looks forward to a future with a vision towards what the region needs, what their constituents need, the Commissioners act quickly, boldly and with intent and thought. She is grateful for the opportunity and an amazing ride. She expressed appreciation to the RCTC team for their awesome work and to David Knudsen for a phenomenal job today, but that was a team effort. The RCTC team and this Commission is the best in the state. They are in very good hands as Aaron Hake is going to do a phenomenal job as the Executive Director and David Knudsen as his Deputy Executive Director and are ready to take this organization to the next level.

## **13. COMMISSIONER COMMENTS**

- 13A.** Commissioner Berwin Hanna announced on April 19-28, 2024, is the city of Norco's Horse Week Celebration which is the 52-year anniversary. There are events for the adults and the kids everyone is welcome to come.
- 13B.** Commissioner Smith expressed appreciation for Anne Mayer's leadership and guidance they truly appreciate her. Things have changed since this Commission has discussed going dark in July or August and with school schedules changing, he requested staff bring an item back for discussion about the Commission going dark for next year.
- 13C.** Commissioner Harnik expressed appreciation to Anne Mayer and having heard all the great things she has done when talking about highways and the grade separations and all the wonderful things that have been provided to their communities and the region because of Anne Mayer and her team. Commissioner Harnik stated one of the things that impressed her and are going to see the benefit of that going forward is the amazing development of the RCTC team. She thanked Anne Mayer for always having time for the Commissioners.
- 13D.** Commissioner Warren expressed appreciation for Anne Mayer's leadership as it has inspired and guided her to understand so much more than she would have. From the city of Murrieta, she thanked Anne Mayer and congratulated her on her retirement. She announced the city of Murrieta is having the Annual Firefighters BBQ being held on April 13.
- 13E.** Commissioner Reed announced this is the first weekend of the Coachella Festivals and in honor of that he expressed that Anne Mayer is a rock star.

- 13F.** Commissioner Waymond Fermon would like to add onto Commissioner Reed's comments and concurred with all the comments about Anne Mayer as she is a rock star and has been great. Some of the work this Commission has done in collaboration with Anne Mayer is going to get more folks out into the Coachella Valley. There will be three weekends of festivals and the Acrisure Arena out in Coachella so there will be a lot of folks on the road. He thanked Anne Mayer for everything she has done it has been a pleasure to work with her.
- 13G.** Commissioner Stewart concurred with all the Commissioners' comments related to Anne Mayer. He announced the Temecula Rod Run is being held on May 3 and 4.
- 13H.** Commissioner Kevin Jeffries thanked Anne Mayer and he discussed when he was in the State Legislature when Anne Mayer was working on design-build issues as well as toll authority with the legislature.
- 13I.** Commissioner DeConinck announced on April 12 the Blythe Fire Dept. Spaghetti Dinner is being held and on April 13 the California Women of Agriculture's Annual Farmer's Ball is being held at the Colorado River Fairgrounds.
- 13J.** Commissioner Molina stated her city is a small city and being on this Commission has been educational. Small cities have to compete with the larger cities the are sometimes asking what about the smaller cities and it happened to the city of Calimesa, and she thanked Anne Mayer as she had a big part in orchestrating that.
- 13K.** Governor's Appointee Catalino Pining, expressed on behalf of Caltrans District 08 congratulated Anne Mayer on her retirement and concurred with all the comments, and thanked her for all her support through the years. He announced that on Interstate 10 eastbound there is emergency work on going which is approximately 50 miles from the Arizona border and one of the lanes is currently closed.

Commissioner DeConick stated this morning was probably less traffic he has seen in quite awhile but lately it has been tough when Caltrans narrows that lane down to one lane sometimes that traffic backs up for 20 miles or better.

At this time, Commissioners Jeffries, Magee, and Smith left the meeting.

- 13L.** Commissioner Vargas announced on April 13 at the Orange Empire Railway Museum they will have their Fourth Annual BBQ Boots and Brew and concurred with all the comments regarding Anne Mayer.
- 13M.** Chair White noted coming home from Redlands he spent about 45 minutes almost stopped on I-10 and he is not looking forward to the next three weekends. He thanked Caltrans as it was stopped because they were repairing some big problems which was just in time for going out to the desert for the festivals. He discussed his first meeting with Anne Mayer about 10 years ago and how the first year or two there was a learning curve for them both.

At this time, due to a power outage in the CAC Building the meeting was adjourned.

**13. ADJOURNMENT**

There being no further business for consideration by the Riverside County Transportation Commission, Chair White adjourned the meeting at 11:53 a.m. The next Commission meeting is scheduled to be held on Wednesday, May 8, 2024.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa", with a long horizontal flourish extending to the right.

Lisa Mobley  
Administrative Services Director /  
Clerk of the Board



# **AGENDA ITEM 7B**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Single Signature Authority Report Thru March 31, 2024

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Receive and file the Single Signature Authority report for the third quarter ended March 31, 2024.

**BACKGROUND INFORMATION:**

Certain contracts are executed under single signature authority as permitted in the Commission’s Procurement Policy Manual adopted in March 2021. The Executive Director is authorized to sign services contracts that are less than \$250,000 individually and in an aggregate amount not to exceed \$2 million in any given fiscal year. Additionally, in accordance with Public Utilities Code Section 130323(c), the Executive Director is authorized to sign contracts for supplies, equipment, materials, and construction of all facilities and works under \$50,000 individually.

There are no contracts to report for the third quarter (January 1, 2024 through March 31, 2024), under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services as of March 31, 2024, is \$1,569,500.

Attachment: Single Signature Authority Report as of March 31, 2024





**SINGLE SIGNATURE AUTHORITY  
AS OF MARCH 31, 2024**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
<b>AMOUNT AVAILABLE July 1, 2023</b>			<b>\$2,000,000.00</b>		
23-18-071-00	Koff and Associates	Classificaiton & Compensation Study	10,000.00	0.00	10,000.00
23-18-111-00	County of Riverside	Memorandum of Understanding for Riverside County Talent domain	15,000.00	0.00	15,000.00
24-31-003-00	Center for Natural Land Management	PAR for the San Timoteo and Sweeney Easement and Endowment Oversight	21,000.00	11,179.71	9,820.29
18-19-082-03	Tyler Technologies	Implementation of Munis ERP	75,000.00	0.00	75,000.00
24-18-045-00	Ralph Andersen and Associates	Recruitment for Deputy Executive Director	29,500.00	17,700.00	11,800.00
24-19-048-00	Disenhouse Law	Retainer Agreement	30,000.00	0.00	30,000.00
22-31-057-01	Psomas	On-Call Right of Way Engineering and Surveying Services	250,000.00	180,272.47	69,727.53
No contracts to report for third quarter (January 1, 2024 through March 31, 2024)					
<b>AMOUNT USED</b>			<b>430,500.00</b>		
<b>AMOUNT REMAINING through June 30, 2024</b>			<b>\$1,569,500.00</b>		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Alicia Johnson Prepared by		Matthew Wallace Reviewed by			

Note: Shaded area represents new contracts listed in the third quarter.



# **AGENDA ITEM 7C**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Megan Kavand, Senior Financial Analyst Sergio Vidal, Chief Financial Officer
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Monthly Investment Report

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Receive and file the Monthly Investment Report for the month ended March 31, 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. Additionally, the Commission has 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 March 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 March 31, 2024, the Commission’s cash and investments were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS <sup>1</sup>
Operating	\$ 915,667,069
Trust	318,851,903
Commission-managed	253,207,875
STAMP for 91 CIP	60,021,291
STAMP for 2017 Financing	16,045,191
<b>Total</b>	<b>\$ 1,563,793,329</b>
Note: <sup>1</sup> Unreconciled and unaudited	

As of March 31, 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:**

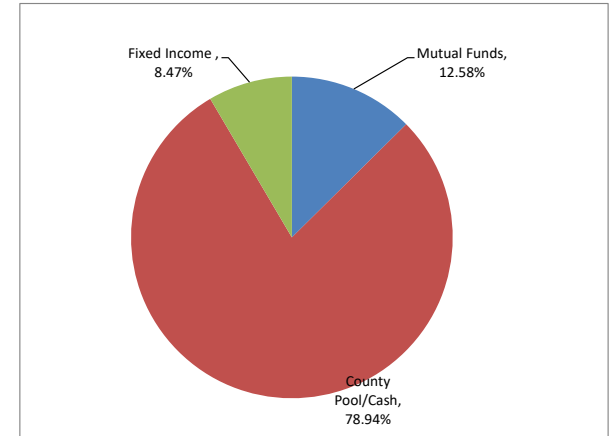
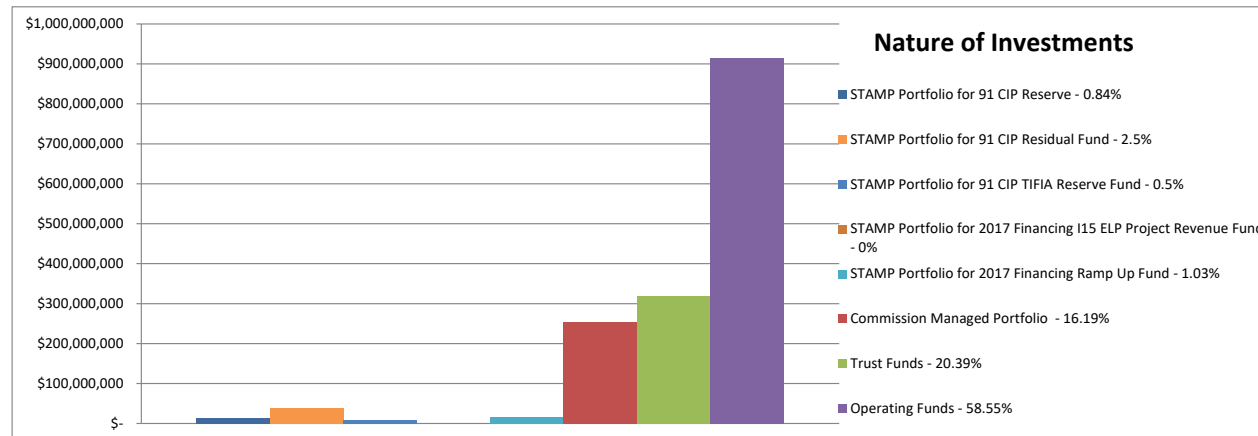
This is an information item. There is no fiscal impact.

Attachment: Investment Portfolio Report

Riverside County Transportation Commission  
Investment Portfolio Report  
Period Ended: March 31, 2024

	STATEMENT BALANCE <sup>1</sup>	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)
<b>OPERATING FUNDS</b>												
City National Bank Deposits	13,701,531	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	901,965,537	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Operating Funds</b>	<b>915,667,069</b>											
<b>FUNDS HELD IN TRUST</b>												
County Treasurer's Pooled Investment Fund: Local Transportation Fund	318,851,903	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Funds Held in Trust</b>	<b>318,851,903</b>											
<b>COMMISSION MANAGED PORTFOLIO</b>												
US Bank Payden & Rygel Operating	56,419,070	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	196,788,805	US Bank	Available upon request	N/A	N/A				N/A			
<b>Subtotal Commission Managed Portfolio</b>	<b>253,207,875</b>											
<b>STAMP PORTFOLIO for 91 CIP</b>												
2013 Series A & Series B Reserve Fund	13,076,461	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	39,057,972	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,886,858	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 91 CIP</b>	<b>60,021,291</b>											
<b>STAMP PORTFOLIO for 2017 Financing</b>												
Ramp Up Fund	16,045,191	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 2017 Financing</b>	<b>16,045,191</b>											
<b>TOTAL All Cash and Investments</b>	<b>\$ 1,563,793,329</b>											

Notes:  
<sup>1</sup> Unreconciled and unaudited







# **AGENDA ITEM 7D**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Edward Emery, Senior Management Analyst, Planning and Programming Jillian Guizado, Planning and Programming Director
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Adopted 2024 State Transportation Improvement Program

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Receive and file the California Transportation Commission (CTC) adopted 2024 State Transportation Improvement Program (STIP).

**BACKGROUND INFORMATION:**

During the March 21-22, 2024, CTC meeting, the 2024 STIP was adopted. The adopted STIP program of projects for Riverside County differs only slightly from what the Commission approved at its October 2023, meeting. Changes to proposed programming affect the Interstate 15 Express Lanes Project Southern Extension (I-15 ELPSE).

The CTC is required to adopt a financially constrained STIP per year. Therefore, CTC staff strive to accommodate each county’s programming proposals. However, if every county frontloads its STIP or programs beyond its STIP target shares, which occurs most STIP cycles, the CTC must adhere to the STIP guidelines to balance out the proposals in a fair and equitable manner. Despite CTC disclosing during the STIP development process that the only new STIP programming capacity was in the outer years of the program, Fiscal Years (FYs) 2027/28 and 2028/29, there was a chance STIP capacity would be freed up because of projects being delayed or de-programmed. As such, the Commission proposed programming \$37.416 million of STIP funding on I-15 ELPSE in FY 2024/25 in the event there was programming capacity.

**DISCUSSION:**

**2024 STIP Programming Revisions**

The CTC ultimately could not fulfill the Commission’s request to program 2024 STIP funding on I-15 ELPSE in FY 2024/25 but instead programmed the project for STIP funding in FY 2027/28.

## Other 2024 STIP Programming

In accordance with the STIP Intracounty Memorandum of Understanding with Western Riverside Council of Governments and the Coachella Valley Association of Governments (CVAG), the Coachella Valley share of 2024 STIP programming was \$6,778,587. CVAG nominated I- 10/Monroe Street interchange for this funding in FY 2025/26. This adds to the Coachella Valley's 2022 STIP share of \$7.55 million that was previously programmed on the I-10/Monroe Street Interchange project. This request was based on action the CVAG Executive Committee took at its September 25, 2023, meeting. The \$6,778,587 is inclusive of \$2 million that was previously deprogrammed from the I-10/Avenue 50 interchange project.

The Commission's other 2024 STIP programming proposals were accepted as submitted, including programming \$8.8 million on the Interstate 10 Bypass project in FY 2024/25 and \$5 million on the French Valley Parkway Phase III project, also in FY 2024/25.

Table 1 depicts what the CTC ultimately approved versus what the Commission approved at its October 11, 2023, meeting.

### **FISCAL IMPACT:**

The CTC approved the following 2024 STIP funding applicable to Commission projects during its March 2024, meeting:

#### Planning Programming & Monitoring (PPM) funds

FY 2024/25 - \$600,000

FY 2025/26 - \$600,000

FY 2026/27 - \$600,000

FY 2027/28 - \$600,000


FY 2028/29 - \$427,000

#### I-15 ELPSE

FY 2027/28 - \$37,415,772

STIP funding for Commission projects and PPM will be included in future budgets. STIP funding for projects not led by RCTC will not pass through the Commission but will be received directly by project sponsors.

**Table 1. 2024 STIP Programming in Riverside County**

STIP	Agency	Project Description	STIP \$(000's)							Phase
			FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	
2022	RCTC	I-10/Highland Springs IC							14,698	Cons
2022	County of Riverside	Temescal Canyon Road					13,000			Cons
2022	RCTC	Coachella Valley-San Gorgonio Pass Rail Corridor Service				15,657				PA/ED
22/24	CVAG	I-10/Monroe Street IC				14,329				Cons
2024	RCTC	I-15 Express Lanes Project Southern Extension			37,416			37,416		PS&E
2024	County of Riverside	I-10 Bypass			8,800					ROW
2024	Temecula	French Valley Parkway Phase III			5,000					PS&E
22/24	RCTC	Planning, Programming & Monitoring	696	600	600	600	600	600	427	Cons
		<b>TOTAL</b>	<b>696</b>	<b>600</b>	<b>14,400</b>	<b>30,586</b>	<b>13,600</b>	<b>38,016</b>	<b>15,125</b>	



# **AGENDA ITEM 7E**





<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Eric DeHate, Transit Manager
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Amendment to City of Banning’s Fiscal Year 2023/24 Short Range Transit Plan

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 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.

**BACKGROUND INFORMATION:**

As a result of the recently completed FY 2022/23 Transportation Development Act (TDA) audit of the City’s transit fund, the City identified a funding shortfall when reconciling its accounting records. Commission staff worked with City staff to determine the amount and cause for the FY 2022/23 shortfall. The FY 2022/23 shortfall of \$127,157 was caused by a combination of increased fleet maintenance costs, increased pension expenses, and other support services that are provided to operate transit services. To offset the total request, City staff reviewed unused STA capital allocations and found older projects with a lower current priority that should be delayed. Accordingly, the City identified STA capital allocations of \$100,000 available from capital project No. 23-05 (Heavy Duty Hydraulic Life Replacement) for reprogramming to operating assistance, reducing the additional LTF allocation request to \$27,157.

After reviewing the FY 2022/23 shortfall, Commission and City staff also reviewed the projected actuals and budget to ascertain if similar circumstances exist in FY 2023/24. City staff estimated a \$678,000 funding shortfall related to similar increased fleet maintenance costs and increased pension expenses in FY 2023/24 that were not budgeted. City staff reviewed its transit capital allocations and determined that \$500,000 related to capital project No. 24-02 (Maintenance and

Operations Facility Upgrades) is available for reprogramming to operating assistance to cover the shortfall. The capital project is being postponed until the following fiscal year. Additionally, the City is proposing to include \$50,000 of general fund revenues to assist in offsetting the shortfall. Therefore, the additional LTF allocation request decreased to \$128,000.


A summary of the shortfalls, reprogramming, and net additional LTF allocations for FYs 2022/23 and 2023/24 are as follows:

<b>FY 2022/23</b>	<b>Total</b>
Audited shortfall in FY 2022/23	\$ 127,157
Reprogramming of STA to Offset Shortfall	(100,000)
<b>Total additional LTF allocation</b>	<b>27,157</b>
<b>FY 2023/24</b>	
Projected shortfall in FY 2023/24	678,000
Reprogramming of STA to Offset Shortfall	(500,000)
City's General Fund contribution	(50,000)
<b>Total additional LTF allocation</b>	<b>128,000</b>
<b>Total additional LTF allocations, net of reprogrammed funds</b>	<b>\$ 155,157</b>

City staff reached out to Commission staff and submitted an amendment (Attachment 1) to its FY 2023/24 SRTP requesting \$155,157 which will cover the shortfall of \$27,157 from FY 2022/23 and \$128,00 in FY 2023/24. Staff reviewed the request and recommends approval of the \$155,157 SRTP amendment to increase LTF allocations related to FYs 2022/23 and FY 2023/24 and the reprogramming of \$600,000 in STA capital assistance to operating assistance.

**FISCAL IMPACT:**

The additional \$155,157 LTF allocation does not require an adjustment to the FY 2023/24 budget as the current budget includes amounts for potential adjustments for transit needs such as this. Additionally, the reprogramming of \$600,000 of STA funds does not have a fiscal impact as the funding was approved by the Commission through the SRTP process.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2023/24	Amount:	\$155,157
Source of Funds:	LTF Western Riverside County Bus		Budget Adjustment:	No	
GLA No.:	002210 86101 00000 0000 601 62 86101			\$155,157	
Fiscal Procedures Approved:				Date:	04/11/2024

Attachment: City of Banning's FY 2023/24 Amendment Request

*Approved by the Budget and Implementation Committee on April 22, 2024*

In Favor:    11    Abstain:    0    No:    0





# City of Banning

## Public Works Department

March 12, 2024  
Anne Mayer  
Executive Director  
Riverside County Transportation Commission  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502

Re: FY23 & FY24 SRTP Amendment

Dear Ms. Mayer,

The purpose of this letter is to respectfully request Riverside County Transportation Commission's (RCTC) consideration of the City of Banning's (City) request for additional operating funds for Fiscal Years 2022/2023 and 2023/2024.

The City realized shortfalls in Fiscal Year (FY) 2022/2023. City staff is of the opinion that variances between the estimated expenditures budgets and funding needs represented in the City's 2022/2023 Short Range Transit Plant (SRTP) resulted from reconciling errors between the SRTP and the adopted City-wide budget. The most notable shortfalls are:

- Increase in interservice fund payment and transfers for fleet services (\$134,753.24) due to the increase in time spent on transit vehicles operating beyond their useful life.
- Increase in pension expenses (\$469,583.02)
- The hiring of a new transit manager and the converting of two part-time positions into one FTE.
- Other miscellaneous expenditures (e.g., salaries, overtime, fringe benefits, contract services, etc.)

The City has a total funding request of \$127,156.91 for FY 2022/2023. To offset the difference, the City requests to reallocate Project #23-05 (Heavy Duty Hydraulic Lift Replacement), in the amount of \$100,000. This would bring the City's request down to \$27,156.91 for FY 2022/2023.

The reconciliation issue described above was identified during the FY 2022/2023 audit and unfortunately the same budget shortfalls in the above-described categories, in different amounts, were carried over into the FY 2023/2024 budget, resulting in projected shortfalls in the amount of approximately \$678,000.

For FY 2023/2024, the City plans to contribute a General Fund contribution of \$50,000 and also wishes to request that \$500,000 of STA funds currently programmed to Project #24-02 (Planned Maintenance and Operations Facility Upgrades), be utilized to offset the shortfall, therefore reducing the City's request to \$128,000 for FY 2023/2024. The pending upgrades will be postponed until the upcoming fiscal year.

In summary, the City respectfully requests the consideration of the following requests:

Shortfall in FY 2022/2023 - \$127,156.91  
Project #23-05 Closure – (\$100,000)  
Additional funding request FY23 = \$27,156.91

Projected shortfall in FY 2023/2024 - \$678,000  
Project #24-02 Postponement - (\$500,000)  
General Fund Contribution - (\$50,000)  
Additional funding request FY24 = \$128,000

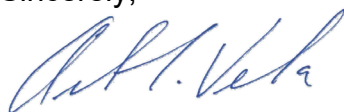
Total request to RCTC = \$155,156.91.

To mitigate similar issues from arising moving forward, the City is taking several proactive steps such as: quarterly budget meetings to review budget-to-actuals; review of the City's Cost Allocation Plan to ensure expense allocations are accurate and inclusion of improved pension expense estimates. The City is also looking to upgrade legacy software used for budgetary purposes.

Additional actions the City is taking to streamline operations, improve efficiencies, and increase revenues include:

- The City will continue its free fare ridership program in order to increase its ridership to pre-covid volumes. The free fare program is funded by LCTOP funds; fares are covered by this funding source.
- The City will implement its City Council approved Transit advertising program which will sell advertising space on bus shelters and on the interior/exterior of buses.
- The City implemented route changes to interline Route 5 and Route 6 along with adding stops to the new Atwell community in an effort to improve efficiency and increase system reliability.
- The City will continue to replace aging fleet in order to minimize the services required by the Fleet Department in an effort to reduce the cost allocation to Transit.

Sincerely,



Art Vela,  
Director of Public Works

Cc: Eric DeHate, Transit Manager  
Stephanie Sirls, Transit Manager  
Lincoln Bogard, Administrative Services Director  
Cornelio Datuin, Senior Accountant







## Table 4.0 - Summary of Funding Requests - FY 2022/23

### City of Banning

#### Amendment # 4

Operating														
Project	Total Amount of Funds	FARE	LTF	LTF - Deferred Revenue	LTF-OB	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA - Deferred Revenue	STA - OB	STA PUC99313	STA PUC99314	
Operating Assistance - Prev. Maint.	\$39,903					\$22,766	\$2,137					\$15,000		
Operating Assistance (BUS) (FY 2022/23)	\$1,745,000	\$55,000	\$1,690,000	\$-425,362	\$425,362									
Operating Assistance (DAR) (FY 2022/23)	\$182,000	\$5,500	\$176,500											
<b>Sub-total Operating</b>	<b>\$1,966,903</b>	<b>\$60,500</b>	<b>\$1,866,500</b>	<b>\$-425,362</b>	<b>\$425,362</b>	<b>\$22,766</b>	<b>\$2,137</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	

Capital														
Project	Total Amount of Funds	FARE	LTF	LTF - Deferred Revenue	LTF-OB	SGR PUC99313	SGR PUC99314	SGR-OB PUC99313	SGR-OB PUC99314	STA - Deferred Revenue	STA - OB	STA PUC99313	STA PUC99314	
Bus Replacement 21-01 - 21-01	\$0							\$199	\$-199					
Bus Replacement B - 23-01	\$1,100,000											\$1,086,564	\$13,436	
Bus Stop Improvements and Transit Advertising - 23-03	\$150,000											\$150,000		
CNG Rehabilitation - 23-02	\$1,750,000											\$1,750,000		
Heavy Duty Hydraulic Lift Replacement - 23-05	\$100,000											\$100,000		
Paratransit Scheduling Software - 23-04	\$30,000											\$30,000		
Schedule Holders for Bus Stops - 09-08	\$0									\$-5,125	\$5,125			
<b>Sub-total Capital</b>	<b>\$3,130,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$199</b>	<b>\$-199</b>	<b>\$-5,125</b>	<b>\$5,125</b>	<b>\$3,116,564</b>	<b>\$13,436</b>	
<b>Total Operating &amp; Capital</b>	<b>\$5,096,903</b>	<b>\$60,500</b>	<b>\$1,866,500</b>	<b>\$-425,362</b>	<b>\$425,362</b>	<b>\$22,766</b>	<b>\$2,137</b>	<b>\$199</b>	<b>\$-199</b>	<b>\$-5,125</b>	<b>\$5,125</b>	<b>\$3,131,564</b>	<b>\$13,436</b>	

FY 2022/23 Projected Funding Details	
FARE	\$60,500
LTF	\$1,866,500
LTF - Deferred Revenue	\$-425,362
LTF-OB	\$425,362
SGR PUC99313	\$22,766
SGR PUC99314	\$2,137
STA PUC99313	\$15,000
<b>Total Estimated Operating Funding Request</b>	<b>\$1,966,903</b>
SGR-OB PUC99313	\$199
SGR-OB PUC99314	\$-199
STA - Deferred Revenue	\$-5,125
STA - OB	\$5,125
STA PUC99313	\$3,116,564
STA PUC99314	\$13,436
<b>Total Estimated Capital Funding Request</b>	<b>\$3,130,000</b>
<b>Total Funding Request</b>	<b>\$5,096,903</b>



## Table 4.0 - Summary of Funding Requests - FY 2023/24

### City of Banning

#### Amendment # 2

<b>Operating</b>													
Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Operating Assistance - Prev. Maint.	\$90,000					\$47,785	\$2,215	\$40,000					
Operating Assistance (BUS) (FY 2023/24)	\$1,862,966	\$68,938	\$50,000	\$1,676,670	\$67,358								
Operating Assistance (DAR) (FY 2023/24)	\$176,435	\$7,162		\$162,401	\$6,872								
<b>Sub-total Operating</b>	<b>\$2,129,401</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,839,071</b>	<b>\$74,230</b>	<b>\$47,785</b>	<b>\$2,215</b>	<b>\$40,000</b>	<b>\$0</b>				

<b>Capital</b>													
Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA PUC99313	STA PUC99314				
Bus Replacement B - 24-01	\$850,000							\$850,000					
Bus Stop Improvements and Transit Advertising - 24-04	\$50,000							\$28,804	\$21,196				
CNG Rehabilitation - 24-03	\$1,000,000							\$1,000,000					
Comprehensive Operating and Capital Needs Analysis - 24-06	\$300,000							\$300,000					
Maintenance and Operations Facility Improvements - 24-02	\$500,000							\$500,000					
Transit Bus Wrapping Program - 24-05	\$100,000							\$100,000					
<b>Sub-total Capital</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,778,804</b>	<b>\$21,196</b>				
<b>Total Operating &amp; Capital</b>	<b>\$4,929,401</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,839,071</b>	<b>\$74,230</b>	<b>\$47,785</b>	<b>\$2,215</b>	<b>\$2,818,804</b>	<b>\$21,196</b>				

<b>FY 2023/24 Projected Funding Details</b>	
FARE	\$76,100
LCTOP OB	\$50,000
LTF	\$1,839,071
OTHR LCL	\$74,230
SGR PUC99313	\$47,785
SGR PUC99314	\$2,215
STA PUC99313	\$40,000
Total Estimated Operating Funding Request	\$2,129,401
STA PUC99313	\$2,778,804
STA PUC99314	\$21,196
Total Estimated Capital Funding Request	\$2,800,000
<b>Total Funding Request</b>	<b><u>\$4,929,401</u></b>



## Table 4.0 - Summary of Funding Requests - FY 2023/24

### City of Banning

#### Amendment # 3

Operating													
Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
Operating Assistance - Prev. Maint.	\$90,000					\$47,785	\$2,215		\$40,000				
Operating Assistance (BUS) (FY 2022/23)	\$127,157			\$27,157				\$100,000					
Operating Assistance (BUS) (FY 2023/24)	\$2,540,966	\$68,938	\$50,000	\$1,804,670	\$117,358				\$500,000				
Operating Assistance (DAR) (FY 2023/24)	\$176,435	\$7,162		\$162,401	\$6,872								
<b>Sub-total Operating</b>	<b>\$2,934,558</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,994,228</b>	<b>\$124,230</b>	<b>\$47,785</b>	<b>\$2,215</b>	<b>\$100,000</b>	<b>\$540,000</b>	<b>\$0</b>			

Capital													
Project	Total Amount of Funds	FARE	LCTOP OB	LTF	OTHR LCL	SGR PUC99313	SGR PUC99314	STA - OB	STA PUC99313	STA PUC99314			
Bus Replacement B - 24-01	\$850,000								\$850,000				
Bus Stop Improvements and Transit Advertising - 24-04	\$50,000								\$28,804	\$21,196			
CNG Rehabilitation - 24-03	\$1,000,000								\$1,000,000				
Comprehensive Operating and Capital Needs Analysis - 24-06	\$300,000								\$300,000				
Heavy Duty Hydraulic Lift Replacement - 23-05	\$-100,000							\$-100,000					
Transit Bus Wrapping Program - 24-05	\$100,000								\$100,000				
<b>Sub-total Capital</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$-100,000</b>	<b>\$2,278,804</b>	<b>\$21,196</b>			
<b>Total Operating &amp; Capital</b>	<b>\$5,134,558</b>	<b>\$76,100</b>	<b>\$50,000</b>	<b>\$1,994,228</b>	<b>\$124,230</b>	<b>\$47,785</b>	<b>\$2,215</b>	<b>\$0</b>	<b>\$2,818,804</b>	<b>\$21,196</b>			

FY 2023/24 Projected Funding Details	
FARE	\$76,100
LCTOP OB	\$50,000
LTF	\$1,994,228
OTHR LCL	\$124,230
SGR PUC99313	\$47,785
SGR PUC99314	\$2,215
STA - OB	\$100,000
STA PUC99313	\$540,000
Total Estimated Operating Funding Request	\$2,934,558
STA - OB	\$-100,000
STA PUC99313	\$2,278,804
STA PUC99314	\$21,196
Total Estimated Capital Funding Request	\$2,200,000
<b>Total Funding Request</b>	<b>\$5,134,558</b>



# **AGENDA ITEM 7F**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Monica Morales, Senior Management Analyst Lorelle Moe-Luna, Multimodal Services Director
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Federal Fiscal Years 2022 and 2023 Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 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.

**BACKGROUND INFORMATION:**

The FTA Section 5310 grant program was established in 1975 and has been administered by Caltrans since its inception. The goal of the 5310 program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. Eligible applicants include private non-profit organizations and public agencies. FTA Section 5310 funds are divided between two types of projects: traditional and expanded. Traditional projects include capital projects such as vehicles and related equipment and must comprise at least 55 percent of the available funding. Expanded projects may include capital and operating expenses that exceed the requirements of the Americans with Disabilities Act, improve access to fixed-route services, provide alternatives to public transportation that assist seniors and individuals with disabilities and comprise up to 45 percent of available funding. Projects may utilize 5310 funds for up to 100 percent of their eligible project costs.

There are three (3) FTA Section 5310 funding categories: rural, small urbanized areas (UZA), and large UZA areas. The UZAs are defined by population and grouped by the United States Census Bureau. Rural areas have a population of less than 50,000 people, a small UZA has a population greater than 50,000 but less than 200,000 people, and anything larger than a population of 200,000 is a large UZA. Caltrans combines the funding for the rural and small urban areas to administer a competitive statewide call for projects. The large UZA category is also competitive, but funds for each large UZA remain in the respective regions. In Riverside County, there are

three (3) Census designated large UZAs: Riverside-San Bernardino, Murrieta-Temecula-Menifee, and Cathedral City-Indio. As the grant program administrator, Caltrans develops a project management plan, which establishes the guidelines, application process, federal and grant administration requirements, and the selection and award of projects.

Although Caltrans administers the program, the Commission is very engaged and plays an important role in the process. The Commission is responsible for developing a Public Transit-Human Services Coordinated Plan (Coordinated Plan) every four years as required by FTA. The Coordinated Plan is used to identify transit needs and strategies, with particular focus on seniors, persons with disabilities, and those that are truly needy. Commission staff provides concurrence that the proposed projects for the 5310 program are consistent with the Coordinated Plan. The Commission also offers technical assistance to applicants by holding workshops, reviewing applications, and preparing recipients for federal grant administration requirements. This not only helps strengthen the applications from the county, but also builds capacity amongst the service providers and leverages other Commission-funded programs such as the Measure A Specialized Transit Program. Lastly, the Commission programs the successful projects into the Federal Transportation Improvement Program.

On June 14, 2023, Caltrans issued a call for projects for the FFYs 2022 and 2023 FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program with applications due to Caltrans on August 30, 2023.

Table 1 shows the available funding for the small urban and rural competitive call for projects. There was a total amount of \$22,377,731 for the Small Urban and Rural Areas.

Table 1. Available Funding for Small Urban and Rural, FFY 2022 and 2023

<b>SMALL URBAN AND RURAL (STATEWIDE)</b>	
Available Funding by UZA	Statewide Small Urban
FFY 2020 & FFY 2021 Two-Year Funding Available	\$22,377,731

Under the small urban and rural call for projects, one (1) applicant, Valley Resource Center, submitted two (2) projects totaling \$212,000 from Riverside County. The Riverside County agency was successful in receiving project awards; and was 70 and 71 in the score priority list as shown in Attachment 1. Small urban and rural awards were adopted by the California Transportation Commission on March 21, 2024.

Table 2 shows the available funding for the large UZA areas in Riverside County. There was a total of \$3,352,536 million available for programming for the FFYs 2022 and 2023 grant cycle.



Table 2. Available Funding for Large UZA Areas, FFY 2022 and 2023

<b>LARGE URBANIZED AREA</b>				
Available Funding by UZA	Riverside – San Bernardino UZA	Coachella Valley – Indio – Cathedral City UZA	Murrieta – Temecula – Menifee UZA	TOTAL FUNDS Available for Riverside County
FFY 2020 & FFY 2021 Two-Year Funding Available	\$2,104,949	\$682,789	\$564,798	\$3,352,536

Nine (9) agencies within Riverside County submitted grant applications requesting \$3,102,688 for 18 projects. This includes 13 replacement vehicles and/or expansion vehicles, six (6) operating projects, and two (2) mobility management projects. A total of 18 projects were awarded. Caltrans announced final awards on January 5, 2024, as highlighted in Attachment 2.

**FISCAL IMPACT:**

This is a receive and file item to update the Commission on the awarded projects in the program. There is no financial impact to the Commission as Caltrans disburses the Section 5310 funds directly to the recipients.

Attachments:

- 1) FFYs 2022 and 2023 Section 5310 funding recommendations – Small Urban and Rural Awards
- 2) FFYs 2022 and 2023 Section 5310 funding recommendations - Large Urbanized Areas Awards



Source: California Transportation Commission March 21-22, 2024 Reference Number: 4.34

Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2023 Program of Projects

February 14, 2024

Small Urban and Rural Areas Prioritized List (score priority order)

#	AGENCY	County	Caltrans District	Funding Type	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local Match (covered by Federal Toll Credits)	Project Total	Cumulative (Federal \$)	Score
<b>TRADITIONAL PROJECTS</b>														
1	County of Sonoma, Human Services Department, Adult and Aging Division	SON	4	Small Urban	Mobility Management	MM				\$ 217,184	\$ 54,296	\$ 271,480	\$ 271,480	100
2	Solano Transportation Authority	SOL	4	Small Urban	Mobility Management	MM				\$ 320,000	\$ 80,000	\$ 400,000	\$ 671,480	97
3	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	85542	2013	270,748	\$ 112,000	\$ 28,000	\$ 140,000	\$ 811,480	94
4	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	85543	2013	270,934	\$ 112,000	\$ 28,000	\$ 140,000	\$ 951,480	94
5	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	12385	2013	244,208	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,091,480	94
6	Outreach & Escort Inc.	SCL	4	Small Urban	Mobility Management	MM				\$ 319,910	\$ 79,978	\$ 399,888	\$ 1,491,368	94
7	Butte County Association of Governments	BUT	3	Small Urban	Full Sized Van	R	12721	2013	270,748	\$ 83,200	\$ 20,800	\$ 104,000	\$ 1,595,368	93
8	Butte County Association of Governments	BUT	3	Small Urban	Full Sized Van	R	16128	2013	193,278	\$ 83,200	\$ 20,800	\$ 104,000	\$ 1,699,368	93
9	Butte County Association of Governments	BUT	3	Small Urban	Full Sized Van	R	95251	2013	176,000	\$ 83,200	\$ 20,800	\$ 104,000	\$ 1,803,368	93
10	Butte County Association of Governments	BUT	3	Small Urban	Full Sized Van	R	16125	2013	178,759	\$ 83,200	\$ 20,800	\$ 104,000	\$ 1,907,368	93
11	Butte County Association of Governments	BUT	3	Small Urban	Full Sized Van	R	16124	2013	185,822	\$ 83,200	\$ 20,800	\$ 104,000	\$ 2,011,368	93
12	Imperial County Transportation Commission	IMP	11	Small Urban	Mobility Management					\$ 236,188	\$ 59,047	\$ 295,235	\$ 2,306,603	92
13	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	72794	2013	300,803	\$ 116,800	\$ 29,200	\$ 146,000	\$ 2,452,603	91
14	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	07625	2015	285,151	\$ 116,800	\$ 29,200	\$ 146,000	\$ 2,598,603	91
15	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	07635	2015	266,231	\$ 116,800	\$ 29,200	\$ 146,000	\$ 2,744,603	91
16	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	07639	2015	243,245	\$ 116,800	\$ 29,200	\$ 146,000	\$ 2,890,603	91
17	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	18071	2015	237,751	\$ 116,800	\$ 29,200	\$ 146,000	\$ 3,036,603	91
18	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Minivan	R	25843	2017	312,331	\$ 71,200	\$ 17,800	\$ 89,000	\$ 3,125,603	91
19	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Minivan	R	09852	2013	270,579	\$ 71,200	\$ 17,800	\$ 89,000	\$ 3,214,603	91
20	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Minivan	R	10210	2016	248,960	\$ 71,200	\$ 17,800	\$ 89,000	\$ 3,303,603	91
21	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	10449	2014	312,591	\$ 116,800	\$ 29,200	\$ 146,000	\$ 3,449,603	91
22	Easy Lift Transportation, Inc.	SBAR	5	Small Urban	Minivan	R	63030	2018	132,607	\$ 71,200	\$ 17,800	\$ 89,000	\$ 3,538,603	91
23	Community Bridges/Lifeline	SCZ	5	Small Urban	Large Bus	R	56951	2013	138,044	\$ 116,800	\$ 29,200	\$ 146,000	\$ 3,684,603	89
24	Community Bridges/Lifeline	SCZ	5	Small Urban	Full Sized Van	R	61408	2013	165,865	\$ 83,200	\$ 20,800	\$ 104,000	\$ 3,788,603	89
25	Community Bridges/Lifeline	SCZ	5	Small Urban	Full Sized Van	R	36862	2007	160,272	\$ 83,200	\$ 20,800	\$ 104,000	\$ 3,892,603	89
26	SMOOTH	SBAR	5	Small Urban	Large Bus	R	12710	2013	173,390	\$ 116,800	\$ 29,200	\$ 146,000	\$ 4,038,603	89
27	SMOOTH	SBAR	5	Small Urban	Large Bus	R	12714	2013	187,170	\$ 116,800	\$ 29,200	\$ 146,000	\$ 4,184,603	89
28	SMOOTH	SBAR	5	Small Urban	Large Bus	R	12715	2013	187,394	\$ 116,800	\$ 29,200	\$ 146,000	\$ 4,330,603	89
29	SMOOTH	SBAR	5	Small Urban	Large Bus	R	16131	2013	182,988	\$ 116,800	\$ 29,200	\$ 146,000	\$ 4,476,603	89
30	SMOOTH	SBAR	5	Small Urban	Larger Bus	R	72776	2013	143,078	\$ 156,000	\$ 39,000	\$ 195,000	\$ 4,671,603	89
31	SMOOTH	SBAR	5	Small Urban	Large Bus	R	32522	2013	153,523	\$ 116,800	\$ 29,200	\$ 146,000	\$ 4,817,603	89
32	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	08659	2015	201,312	\$ 112,000	\$ 28,000	\$ 140,000	\$ 4,957,603	89
33	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	12378	2015	212,479	\$ 112,000	\$ 28,000	\$ 140,000	\$ 5,097,603	89
34	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02748	2018	201,170	\$ 112,000	\$ 28,000	\$ 140,000	\$ 5,237,603	89
35	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02738	2018	217,189	\$ 112,000	\$ 28,000	\$ 140,000	\$ 5,377,603	89
36	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02740	2018	204,176	\$ 112,000	\$ 28,000	\$ 140,000	\$ 5,517,603	89
37	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02742	2018	213,362	\$ 112,000	\$ 28,000	\$ 140,000	\$ 5,657,603	89
38	Pace Solano	SOL	4	Small Urban	Small Bus	R	32856	2008	135,899	\$ 104,800	\$ 26,200	\$ 131,000	\$ 5,788,603	89
39	Pace Solano	SOL	4	Small Urban	Large Bus	R	32623	2011	123,764	\$ 116,800	\$ 29,200	\$ 146,000	\$ 5,934,603	89

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**Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2023 Program of Projects**  
**Small Urban and Rural Areas Prioritized List (score priority order)**

February 14, 2024

#	AGENCY	County	Caltrans District	Funding Type	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local Match (covered by Federal Toll Credits)	Project Total	Cumulative (Federal \$)	Score
40	Pace Solano	SOL	4	Small Urban	Small Bus	R	32858	2008	137,795	\$ 104,800	\$ 26,200	\$ 131,000	\$ 6,065,603	89
41	San Luis Obispo Council of Governments/SLO Regional Rideshare	SLO	5	Small Urban	Mobility Management	MM				\$ 396,381	\$ 99,095	\$ 495,476	\$ 6,561,079	88
42	Milestones Development INC	SOL	4	Small Urban	Minivan	R	20308	2014	87,627	\$ 71,200	\$ 17,800	\$ 89,000	\$ 6,650,079	88
43	Milestones Development INC	SOL	4	Small Urban	Medium Bus	R	11712	2011	108,990	\$ 112,000	\$ 28,000	\$ 140,000	\$ 6,790,079	88
44	Milestones Development INC	SOL	4	Small Urban	Medium Bus	R	11713	2011	94,303	\$ 112,000	\$ 28,000	\$ 140,000	\$ 6,930,079	88
45	Milestones Development INC	SOL	4	Small Urban	Chair Securements (20)	OE				\$ 6,997	\$ 1,749	\$ 8,746	\$ 6,938,825	87
46	Milestones Development INC	SOL	4	Small Urban	Cameras (40)	OE				\$ 7,871	\$ 1,968	\$ 9,839	\$ 6,948,664	86
47	Easy Lift Transportation, Inc.	SBAR	5	Small Urban	Minivan	R	43256	2018	136,628	\$ 71,200	\$ 17,800	\$ 89,000	\$ 7,037,664	86
48	Easy Lift Transportation, Inc.	SBAR	5	Small Urban	Minivan	R	16714	2018	157,258	\$ 71,200	\$ 17,800	\$ 89,000	\$ 7,126,664	86
49	Community Bridges/Lifeline	SCZ	5	Small Urban	Full Sized Van	R	64093	2016	127,607	\$ 83,200	\$ 20,800	\$ 104,000	\$ 7,230,664	84
50	Community Bridges/Lifeline	SCZ	5	Small Urban	Full Sized Van	R	68080	2016	129,371	\$ 83,200	\$ 20,800	\$ 104,000	\$ 7,334,664	84
51	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02749	2018	196,551	\$ 112,000	\$ 28,000	\$ 140,000	\$ 7,474,664	84
52	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	02745	2018	189,289	\$ 112,000	\$ 28,000	\$ 140,000	\$ 7,614,664	84
53	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09384	2019	193,752	\$ 112,000	\$ 28,000	\$ 140,000	\$ 7,754,664	84
54	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09388	2019	182,885	\$ 112,000	\$ 28,000	\$ 140,000	\$ 7,894,664	84
55	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09385	2019	185,717	\$ 112,000	\$ 28,000	\$ 140,000	\$ 8,034,664	84
56	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09386	2019	197,331	\$ 112,000	\$ 28,000	\$ 140,000	\$ 8,174,664	84
57	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09391	2019	179,698	\$ 112,000	\$ 28,000	\$ 140,000	\$ 8,314,664	84
58	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09396	2019	177,054	\$ 112,000	\$ 28,000	\$ 140,000	\$ 8,454,664	84
59	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09387	2019	175,180	\$ 112,000	\$ 28,000	\$ 140,000	\$ 8,594,664	84
60	United Cerebral Palsy of the North Bay, Inc.	SON	4	Small Urban	Minivan	R	63550	2010	100,384	\$ 71,200	\$ 17,800	\$ 89,000	\$ 8,683,664	84
61	United Cerebral Palsy of the North Bay, Inc.	SON	4	Small Urban	Minivan	R	36704	2013	66,784	\$ 71,200	\$ 17,800	\$ 89,000	\$ 8,772,664	84
62	Porterville Sheltered Workshop	TUL	6	Small Urban	Larger Bus	R	90285	2013	220,226	\$ 156,000	\$ 39,000	\$ 195,000	\$ 8,967,664	83
63	Porterville Sheltered Workshop	TUL	6	Small Urban	Larger Bus	R	90283	2013	224,934	\$ 156,000	\$ 39,000	\$ 195,000	\$ 9,162,664	83
64	Help Central Inc	BUT	3	Small Urban	Mobility Management	MM				\$ 421,600	\$ 105,400	\$ 527,000	\$ 9,689,664	83
65	Milestones Development INC	SOL	4	Small Urban	Computers (2)	OE				\$ 1,102	\$ 276	\$ 1,378	\$ 9,691,042	83
66	ARC Imperial Valley	IMP	11	Small Urban	Larger Bus	R	19440	2013	235,576	\$ 156,000	\$ 39,000	\$ 195,000	\$ 9,886,042	82
67	ARC Imperial Valley	IMP	11	Small Urban	Larger Bus	R	51978	2014	261,908	\$ 156,000	\$ 39,000	\$ 195,000	\$ 10,081,042	82
68	ARC Imperial Valley	IMP	11	Small Urban	Large Bus	R	83331	2015	160,656	\$ 116,800	\$ 29,200	\$ 146,000	\$ 10,227,042	82
69	ARC Imperial Valley	BUT	3	Small Urban	Large Bus	R	07641	2015	164,802	\$ 116,800	\$ 29,200	\$ 146,000	\$ 10,373,042	82
70	Valley Resource Center	RIV	8	Small Urban	Full Sized Van EL	R	02711	2012	140,615	\$ 86,400	\$ 21,600	\$ 108,000	\$ 10,481,042	82
71	Valley Resource Center	RIV	8	Small Urban	Full Sized Van	R	70038	2011	132,142	\$ 83,200	\$ 20,800	\$ 104,000	\$ 10,585,042	82
72	Work Training Center	BUT	3	Small Urban	Large Bus	R	56954	2013	242,680	\$ 116,800	\$ 29,200	\$ 146,000	\$ 10,731,042	82
73	Work Training Center	BUT	3	Small Urban	Large Bus	R	56962	2013	234,142	\$ 116,800	\$ 29,200	\$ 146,000	\$ 10,877,042	82
74	Work Training Center	BUT	3	Small Urban	Large Bus	R	07598	2015	224,674	\$ 116,800	\$ 29,200	\$ 146,000	\$ 11,023,042	82
75	Napa Valley Transportation Authority	NAPA	4	Small Urban	Medium Bus	R	36555	2011	136,938	\$ 112,000	\$ 28,000	\$ 140,000	\$ 11,163,042	82
76	Napa Valley Transportation Authority	NAPA	4	Small Urban	Medium Bus	R	36556	2011	203,055	\$ 112,000	\$ 28,000	\$ 140,000	\$ 11,303,042	82
77	Napa Valley Transportation Authority	NAPA	4	Small Urban	Medium Bus	R	36557	2011	219,916	\$ 112,000	\$ 28,000	\$ 140,000	\$ 11,443,042	82
78	Napa Valley Transportation Authority	NAPA	4	Small Urban	Medium Bus	R	67457	2012	200,459	\$ 112,000	\$ 28,000	\$ 140,000	\$ 11,583,042	82
79	United Cerebral Palsy San Luis Obispo - Ride On	SLO	5	Small Urban	Large Bus	R	62069	2017	191,680	\$ 116,800	\$ 29,200	\$ 146,000	\$ 11,729,042	81
													<b>100% LINE</b>	

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**Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2023 Program of Projects  
Small Urban and Rural Areas Prioritized List (score priority order)**

February 14, 2024

#	AGENCY	County	Caltrans District	Funding Type	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local Match (covered by Federal Toll Credits)	Project Total	Cumulative (Federal \$)	Score
<b>Contingency List if Additional Funding Becomes Available</b>														
1	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09395	2019	171,560	\$ 112,000	\$ 28,000	\$ 140,000	\$ 140,000	79
2	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09392	2019	173,867	\$ 112,000	\$ 28,000	\$ 140,000	\$ 280,000	79
3	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09390	2019	168,481	\$ 112,000	\$ 28,000	\$ 140,000	\$ 420,000	79
4	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09392	2019	171,375	\$ 112,000	\$ 28,000	\$ 140,000	\$ 560,000	79
5	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09394	2019	168,954	\$ 112,000	\$ 28,000	\$ 140,000	\$ 700,000	79
6	Monterey-Salinas Transit	MON	5	Small Urban	Medium Bus	R	09389	2019	154,856	\$ 112,000	\$ 28,000	\$ 140,000	\$ 840,000	79
7	Milestones of Development INC	SOL	4	Small Urban	Small Bus	SE				\$ 104,800	\$ 26,200	\$ 131,000	\$ 971,000	79
8	Milestones of Development INC	SOL	4	Small Urban	Medium Bus	SE				\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,111,000	79
9	Work Training Center	BUT	3	Small Urban	Large Bus	R	07593	2015	175,187	\$ 116,800	\$ 29,200	\$ 146,000	\$ 1,257,000	77
10	Work Training Center	BUT	3	Small Urban	Large Bus	R	07621	2015	147,106	\$ 116,800	\$ 29,200	\$ 146,000	\$ 1,403,000	77
11	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	63720	2017	125,982	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,543,000	74
12	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	51678	2017	152,350	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,683,000	74
13	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	51679	2017	121,780	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,823,000	74
14	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	82482	2017	122,100	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,963,000	74
15	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	82486	2017	148,300	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,103,000	74
16	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	82484	2017	137,800	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,243,000	74
17	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	51680	2017	110,725	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,383,000	74
18	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	82483	2017	127,850	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,523,000	74
19	Transit Joint Powers Authority for Merced County	MERC	10	Small Urban	Medium Bus	R	82485	2017	112,900	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,663,000	74
20	Creative Alternative for Living and Learning, Inc.	SLO	5	Small Urban	Medium Bus	R	65400	2005	159,292	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,803,000	67
21	Redding Area Bus Authority	SHA	2	Small Urban	Small Bus	R	05097	2010	138,908	\$ 104,800	\$ 26,200	\$ 131,000	\$ 2,934,000	67
22	Redding Area Bus Authority	SHA	2	Small Urban	Small Bus	R	28048	2010	305,248	\$ 104,800	\$ 26,200	\$ 131,000	\$ 3,065,000	67
23	Redding Area Bus Authority	SHA	2	Small Urban	Small Bus	R	80000	2011	260,222	\$ 104,800	\$ 26,200	\$ 131,000	\$ 3,196,000	67
24	Redding Area Bus Authority	SHA	2	Small Urban	Small Bus	R	33567	2017	124,756	\$ 104,800	\$ 26,200	\$ 131,000	\$ 3,327,000	67
25	Creative Alternative for Living and Learning, Inc.	SLO	5	Small Urban	Full Sized Van	SE				\$ 72,800	\$ 18,200	\$ 91,000	\$ 3,418,000	56
26	Creative Alternative for Living and Learning, Inc.	SLO	5	Small Urban	Full Sized Van	SE				\$ 72,800	\$ 18,200	\$ 91,000	\$ 3,509,000	56
27	Creative Alternative for Living and Learning, Inc.	SLO	5	Small Urban	Full Sized Van	SE				\$ 72,800	\$ 18,200	\$ 91,000	\$ 3,600,000	56
28	Creative Alternative for Living and Learning, Inc.	SLO	5	Small Urban	Full Sized Van	SE				\$ 72,800	\$ 18,200	\$ 91,000	\$ 3,691,000	56
29	Redding Area Bus Authority	SHA	2	Small Urban	Scheduling Software	OE				\$ 80,000	\$ 20,000	\$ 100,000	\$ 3,791,000	55
30	Redding Area Bus Authority	SHA	2	Small Urban	Tablets (18)	OE				\$ 8,000	\$ 2,000	\$ 10,000	\$ 3,801,000	55
31	Redding Area Bus Authority	SHA	2	Small Urban	Mobility Management	MM				\$ 200,000	\$ 50,000	\$ 250,000	\$ 4,051,000	52
32	Redding Area Bus Authority	SHA	2	Small Urban	Mobility Management	MM				\$ 200,000	\$ 50,000	\$ 250,000	\$ 4,301,000	52

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**Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2023 Program of Projects**  
**Small Urban and Rural Areas Prioritized List (score priority order)**

February 14, 2024

#	AGENCY	County	Caltrans District	Funding Type	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local Match (covered by Federal Toll Credits)	Project Total	Cumulative (Federal \$)	Score
<b>TRADITIONAL PROJECTS</b>														
1	Humboldt Senior Resource Center	HUM	1	Rural	Full Sized Van	SE				\$ 83,200	\$ 20,800	\$ 104,000	\$ 104,000	100
2	Full Access & Coordinated Transportation, Inc.	SAND	11	Rural	Mobility Management	MM				\$ 320,000	\$ 80,000	\$ 400,000	\$ 504,000	96
3	Mendocino Transit Authority	MEN	1	Rural	Mobility Management	MM				\$ 232,000	\$ 58,000	\$ 290,000	\$ 794,000	95
4	Lake Links Inc.	LAKE	1	Rural	Mobility Management	MM				\$ 320,000	\$ 80,000	\$ 400,000	\$ 1,194,000	93
5	Tuolumne County Transit Agency	TUO	10	Rural	Mobility Management	MM				\$ 101,330	\$ 25,333	\$ 126,663	\$ 1,320,663	89
6	Tehama County Opportunity Center, INC	TEH	2	Rural	Small Bus	R	28528	2011	242,720	\$ 104,800	\$ 26,200	\$ 131,000	\$ 1,451,663	87
7	Tehama County Opportunity Center, INC	TEH	2	Rural	Small Bus	R	07619	2015	241,401	\$ 104,800	\$ 26,200	\$ 131,000	\$ 1,582,663	87
8	Tehama County Opportunity Center, INC	TEH	2	Rural	Small Bus	R	54661	2009	136,528	\$ 104,800	\$ 26,200	\$ 131,000	\$ 1,713,663	87
9	Kings Rehabilitation Center	KING	6	Rural	Medium Bus	R	62066	2017	35,583	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,853,663	86
10	Kings Rehabilitation Center	KING	6	Rural	Medium Bus	R	62066	2017	54,595	\$ 112,000	\$ 28,000	\$ 140,000	\$ 1,993,663	86
11	Kings Rehabilitation Center	KING	6	Rural	Small Bus	SE				\$ 104,800	\$ 26,200	\$ 131,000	\$ 2,124,663	86
12	Humboldt Senior Resource Center	HUM	1	Rural	Medium Bus	R	47254	2017	78,702	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,264,663	85
13	Humboldt Senior Resource Center	HUM	1	Rural	Medium Bus	R	36508	2017	81,630	\$ 112,000	\$ 28,000	\$ 140,000	\$ 2,404,663	85
14	Humboldt Senior Resource Center	HUM	1	Rural	Minivan	R	38496	2018	97,567	\$ 71,200	\$ 17,800	\$ 89,000	\$ 2,493,663	85
15	Humboldt Senior Resource Center	HUM	1	Rural	Minivan	R	38499	2019	102,640	\$ 71,200	\$ 17,800	\$ 89,000	\$ 2,582,663	85
16	UCP of Central California	FRSNO	6	Rural	Large Bus	SE				\$ 116,800	\$ 29,200	\$ 146,000	\$ 2,728,663	84
17	The Arc of Amador and Calaveras	AMA	10	Rural	Minivan	R	71836	2016	80,935	\$ 71,200	\$ 17,800	\$ 89,000	\$ 2,817,663	83
18	Willits Seniors Inc.	MEN	1	Rural	Minivan	R	32264	2013	92,089	\$ 71,200	\$ 17,800	\$ 89,000	\$ 2,906,663	81
19	Willits Seniors Inc.	MEN	1	Rural	Small Bus	R	09358	2014	103,323	\$ 104,800	\$ 26,200	\$ 131,000	\$ 3,037,663	81
20	Kings Rehabilitation Center	KING	6	Rural	Minivan	R	62373	2016	136,246	\$ 71,200	\$ 17,800	\$ 89,000	\$ 3,126,663	78
21	Amador Transit	AMA	10	Rural	Mobility Management					\$ 160,000	\$ 40,000	\$ 200,000	\$ 3,326,663	74
22	Nevada-Sierra Connecting Point Public Authority	PLAC	3	Rural	Mobility Management					\$ 160,000	\$ 40,000	\$ 200,000	\$ 3,526,663	74
23	Nevada-Sierra Connecting Point Public Authority	YUBA	3	Rural	Mobility Management					\$ 160,000	\$ 40,000	\$ 200,000	\$ 3,726,663	74
													<b>100% LINE</b>	
<b>Contingency List if Additional Funding Becomes Available</b>														
Supplement approved projects														

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Attachment B - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities 2023 Program of Projects

February 14, 2024

Small Urban and Rural Areas Prioritized List (score priority order)

#	AGENCY	County	Caltrans District	Funding Type	Project	Type (1)	Vin	Year	Miles	FTA 5310 Share	Local Match (covered by Federal Toll Credits)	Project Total	Cumulative (Federal \$)	Score
<b>EXPANDED PROJECTS</b>														
1	Community Partners In Caring	SBAR	5	Small Urban	Operating Assistance	O				\$ 218,747	\$ 218,747	\$ 437,494	\$ 437,494	100
2	Monterey-Salinas Transit	MON	5	Small Urban	Operating Assistance	O				\$ 435,000	\$ 435,000	\$ 870,000	\$ 1,307,494	98
3	Faith in Action Interfaith Volunteer Caregivers of Solano County	SOL	4	Small Urban	Operating Assistance	O				\$ 195,000	\$ 195,000	\$ 390,000	\$ 1,697,494	96
4	County of Sonoma, Human Services Department, Adult and Aging Division	SON	4	Small Urban	Operating Assistance	O				\$ 86,431	\$ 86,431	\$ 172,861	\$ 1,870,355	95
5	Outreach & Escort, Inc.	SCL	4	Small Urban	Operating Assistance	O				\$ 146,840	\$ 146,840	\$ 293,680	\$ 2,164,035	93
6	ARC Imperial Valley	IMP	11	Small Urban	Operating Assistance	O				\$ 187,500	\$ 187,500	\$ 375,000	\$ 2,539,035	92
7	Easy Lift Transportation, Inc.	SBAR	5	Small Urban	Operating Assistance	O				\$ 80,500	\$ 80,500	\$ 161,000	\$ 2,700,035	90
8	Community Bridges/Lifeline	SCZ	5	Small Urban	Operating Assistance	O				\$ 131,000	\$ 131,000	\$ 262,000	\$ 2,962,035	90
9	NCI Affiliates	SLO	5	Small Urban	Operating Assistance	O				\$ 382,500	\$ 382,500	\$ 765,000	\$ 3,727,035	90
10	Wilshire Community Services	SLO	5	Small Urban	Operating Assistance	O				\$ 242,346	\$ 242,346	\$ 484,691	\$ 4,211,726	88
													<b>100% LINE</b>	
<b>Contingency List if Additional Funding Becomes Available</b>														
1	Volunteer Center of Santa Cruz County	SCZ	5	Small Urban	Operating Assistance	O				\$ 50,000	\$ 50,000	\$ 100,000	\$ 100,000	70
2	Mental Health Client Action Network (MHCAN)	SCZ	5	Small Urban	Operating Assistance	O				\$ 326,714	\$ 326,714	\$ 653,428	\$ 753,428	52
3	Redding Area Bus Authority	SHA	2	Small Urban	Operating Assistance	O				\$ 120,000	\$ 120,000	\$ 240,000	\$ 993,428	52
4	Redding Area Bus Authority	SHA	2	Small Urban	Operating Assistance	O				\$ 120,000	\$ 120,000	\$ 240,000	\$ 1,233,428	52
<b>EXPANDED PROJECTS</b>														
1	Lake Links Inc.	LAKE	1	Rural	Operating Assistance	O				\$ 63,377	\$ 63,377	\$ 126,754	\$ 126,754	94
2	Tehama County Transit Agency	TEM	2	Rural	Operating Assistance	O				\$ 192,500	\$ 192,500	\$ 385,000	\$ 511,754	92
3	Town of Truckee	NEV	3	Rural	Operating Assistance	O				\$ 187,500	\$ 187,500	\$ 375,000	\$ 886,754	92
4	Tuolumne County Transit Agency	TUO	10	Rural	Operating Assistance	O				\$ 100,000	\$ 100,000	\$ 200,000	\$ 1,086,754	92
5	Borrego Springs Community Resource Center	SAND	11	Rural	Operating Assistance	O				\$ 94,877	\$ 94,877	\$ 189,753	\$ 1,276,507	90
6	Coastal Seniors, Inc.	MEN	1	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,576,507	90
7	The Arc of Amador and Calaveras	AMA	10	Rural	Operating Assistance	O				\$ 187,500	\$ 187,500	\$ 375,000	\$ 1,951,507	90
8	Lake Transit Authority	LAKE	1	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 2,251,507	89
9	Reach Out Morongo Basin	SBO	8	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 2,551,507	88
10	Vintage House Senior Multi-purpose Center of Sonoma Valley	SON	4	Rural	Operating Assistance	O				\$ 54,325	\$ 54,325	\$ 108,650	\$ 2,660,157	88
11	Area 1 Agency on Aging	HUM	1	Rural	Operating Assistance	O				\$ 25,072	\$ 25,072	\$ 50,143	\$ 2,710,300	82
													<b>100% LINE</b>	
<b>Contingency List if Additional Funding Becomes Available</b>														
1	Tuolumne County Transit Agency	TUO	10	Rural	Operating Assistance	O				\$ 31,722	\$ 31,722	\$ 63,443	\$ 63,443	81
2	Common Ground Senior Services	CALA	10	Rural	Operating Assistance	O				\$ 286,819	\$ 286,819	\$ 573,637	\$ 637,080	80
3	Eastern Sierra Transit Authority	INYO	9	Rural	Operating Assistance	O				\$ 36,750	\$ 36,750	\$ 73,500	\$ 710,580	80
4	City of Rio Vista	SOL	4	Rural	Operating Assistance	O				\$ 150,000	\$ 150,000	\$ 300,000	\$ 1,010,580	74
5	Humboldt Medi-Trans	HUM	1	Rural	Operating Assistance	O				\$ 125,000	\$ 125,000	\$ 250,000	\$ 1,260,580	56
6	North Coast Opportunities, Inc.	MEN	1	Rural	Operating Assistance	O				\$ 271,797	\$ 271,797	\$ 543,593	\$ 1,804,173	56

(1) R = Replacement Vehicle  
SE = Service Expansion Vehicle  
OE = Operating Equipment  
O = Operating Assistance  
MM = Mobility Management





Source: Department of Transportation | Caltrans BlackCat

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	Q	Toll Credit Match	FTA 5310 Share	Total Project \$	Score
1	Mobility Matters	4	Antioch	NP	Operating Assistance		\$ 75,925	\$ 75,925	\$ 151,850	82
2	Mobility Matters	4	Antioch	NP	Mobility Management		\$ 63,622	\$ 254,487	\$ 318,109	82
3	Eastern Contra Costa Transit Agency	4	Antioch	PA	Operating Assistance		\$ 77,569	\$ 77,569	\$ 155,138	76
4	VistaAbility	4	Antioch	NP	One (R) Full Sized Van	1	\$ 20,800	\$ 83,200	\$ 104,000	56
5	ARC of Bakersfield	6	Bakersfield	NP	Two (R) Medium Buses	2	\$ 59,000	\$ 236,000	\$ 295,000	93
6	ARC of Bakersfield	6	Bakersfield	NP	Four (R) Full Sized Vans	4	\$ 87,600	\$ 350,400	\$ 438,000	93
7	New Advances for People with Disabilities	6	Bakersfield	NP	One (R) Small Bus	1	\$ 28,278	\$ 113,114	\$ 141,392	78
8	New Advances for People with Disabilities	6	Bakersfield	NP	Two (R) Full Sized Vans	2	\$ 43,800	\$ 175,200	\$ 219,000	78
9	City of Lafayette: Lamorinda Spirit Van	4	Concord	PA	Operating Assistance		\$ 116,488	\$ 116,488	\$ 232,976	96
10	Choice in Aging	4	Concord	NP	Operating Assistance		\$ 106,925	\$ 106,925	\$ 213,850	85
11	Mobility Matters	4	Concord	NP	Mobility Management		\$ 111,304	\$ 445,215	\$ 556,519	82
12	Mobility Matters	4	Concord	NP	Operating Assistance		\$ 113,867	\$ 113,867	\$ 227,734	82
13	VistaAbility	4	Concord	NP	Two (SE) Minivans	2	\$ 35,600	\$ 142,400	\$ 178,000	68
14	VistaAbility	4	Concord	NP	One (R) Full Sized Van	1	\$ 20,800	\$ 83,200	\$ 104,000	68
15	VistaAbility	4	Concord	NP	One (R) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	68
16	Angel View, Inc.	8	Indio Cathedral	NP	One (R) Medium Bus	1	\$ 29,000	\$ 116,000	\$ 145,000	100
17	Desert Access and Mobility Inc.	8	Indio Cathedral	NP	Operating Assistance		\$ 141,591	\$ 141,591	\$ 283,181	90
18	Independent Living Partnership	8	Indio Cathedral	NP	Operating Assistance		\$ 33,045	\$ 33,045	\$ 66,089	88
19	Angel View, Inc.	8	Indio Cathedral	NP	Operating Assistance		\$ 95,000	\$ 95,000	\$ 190,000	86
20	Desert ARC	8	Indio Cathedral	NP	Four (R) Large Buses	4	\$ 19,299	\$ 477,197	\$ 596,496	71
21	MOVE Stanislaus Transportation	10	Modesto	NP	Three (R) Full Sized Vans	3	\$ 62,400	\$ 249,600	\$ 312,000	90
22	MOVE Stanislaus Transportation	10	Modesto	NP	Two (SE) Small Buses	2	\$ 38,241	\$ 152,966	\$ 191,207	89
23	MOVE Stanislaus Transportation	10	Modesto	NP	Operating Assistance		\$ 182,984	\$ 182,984	\$ 365,968	60
24	Care-A-Van Transit Systems, Inc.	8	Murrieta-Temecula	NP	Operating Assistance		\$ 172,946	\$ 172,946	\$ 345,892	93
25	Care-A-Van Transit Systems, Inc.	8	Murrieta-Temecula	NP	One (R) Small Bus	1	\$ 28,200	\$ 112,800	\$ 141,000	85
26	Care-A-Van Transit Systems, Inc.	8	Murrieta-Temecula	NP	One (SE) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	85
27	Riverside Transit Authority	8	Murrieta-Temecula	PA	Mobility Management		\$ 97,057	\$ 388,228	\$ 485,285	84
28	Vocational Improvement Program, Inc.	8	Riverside-San Bernardino	NP	Five (SE) Full Sized Vans EL	5	\$ 108,000	\$ 432,000	\$ 540,000	91
29	Omnitrans	8	Riverside-San Bernardino	PA	Mobility Management		\$ 50,924	\$ 203,695	\$ 254,619	90
30	U.S. Vets Inland Empire	8	Riverside-San Bernardino	NP	Operating Assistance		\$ 96,662	\$ 96,662	\$ 193,324	88
31	Vocational Improvement Program, Inc.	8	Riverside-San Bernardino	NP	One (SE) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	88
32	Riverside Transit Agency	8	Riverside-San Bernardino	PA	Mobility Management		\$ 150,655	\$ 602,619	\$ 753,274	84
33	Valley Resource Center Inc.	8	Riverside-San Bernardino	NP	One (R) Large Bus	1	\$ 29,800	\$ 119,200	\$ 149,000	82
34	Valley Resource Center Inc.	8	Riverside-San Bernardino	NP	One (R) Small Bus	1	\$ 26,800	\$ 107,200	\$ 134,000	82
35	OPARC	8	Riverside-San Bernardino	NP	One (R) Small Bus	1	\$ 26,200	\$ 104,800	\$ 131,000	81
36	OPARC	8	Riverside-San Bernardino	NP	Four (R) Full Sized Vans EL	4	\$ 86,400	\$ 345,600	\$ 432,000	81
37	OPARC	8	Riverside-San Bernardino	NP	Two (R) Full Sized Vans	2	\$ 41,600	\$ 166,400	\$ 208,000	81
38	Valley Resource Center Inc.	8	Riverside-San Bernardino	NP	One (R) Medium Bus	1	\$ 28,600	\$ 114,400	\$ 143,000	81
39	Valley Resource Center Inc.	8	Riverside-San Bernardino	NP	One (R) Full Sized Van EL	1	\$ 21,400	\$ 85,600	\$ 107,000	81
40	City of Norco	8	Riverside-San Bernardino	PA	One (R) Medium Bus	1	\$ 30,000	\$ 120,000	\$ 150,000	79
41	Omnitrans	8	Riverside-San Bernardino	PA	Two (R) Large Buses (CNG)	2	\$ 58,400	\$ 233,600	\$ 292,000	68
42	City of Moreno Valley	8	Riverside-San Bernardino	PA	Operating Assistance		\$ 85,000	\$ 85,000	\$ 170,000	64
43	City of Moreno Valley	8	Riverside-San Bernardino	PA	One (R) Larger Bus	1	\$ 41,000	\$ 164,000	\$ 205,000	60

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 (2) R = Replacement SE = Service Expansion

#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	Q	Toll Credit Match	FTA 5310 Share	Total Project \$	Score
44	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Operating Assistance		\$ 394,500	\$ 394,500	\$ 789,000	95
45	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Six (R) Large Buses	6	\$ 175,200	\$ 700,800	\$ 876,000	95
46	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Two (R) Small Buses	2	\$ 52,400	\$ 209,600	\$ 262,000	95
47	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Cameras (13)	13	\$ 7,903	\$ 31,610	\$ 39,513	95
48	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Tablets (13)	13	\$ 12,967	\$ 51,869	\$ 64,836	95
49	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	Four (SE) Small Buses	4	\$ 104,800	\$ 419,200	\$ 524,000	93
50	United Cerebral Palsy Association of Greater Sacramento, Inc.	3	Sacramento	NP	One (SE) Full Sized Van EL	1	\$ 21,600	\$ 86,400	\$ 108,000	93
51	Elk Grove Adult Community Training	3	Sacramento	NP	Two (R) Small Buses	2	\$ 52,400	\$ 209,600	\$ 262,000	88
52	Elk Grove Adult Community Training	3	Sacramento	NP	One (R) Full Sized Van	1	\$ 20,800	\$ 83,200	\$ 104,000	88
53	Asian Community Center of Sacramento Valley, Inc.	3	Sacramento	NP	Four (R) Minivans	4	\$ 178,000	\$ 178,000	\$ 356,000	86
54	Asian Community Center of Sacramento Valley, Inc.	3	Sacramento	NP	Operating Assistance		\$ 365,198	\$ 365,198	\$ 730,395	85
55	Asian Community Center of Sacramento Valley, Inc.	3	Sacramento	NP	1 (SE) Small Bus	1	\$ 26,200	\$ 104,800	\$ 131,000	84
56	NorCal Services for Deaf & Hard of Hearing	3	Sacramento	NP	Operating Assistance		\$ 64,740	\$ 64,740	\$ 129,479	79
57	Marin County Transit District	4	San Francisco-Oakland	PA	Mobility Management		\$ 119,592	\$ 478,366	\$ 597,958	96
58	Friends of Children with Special Needs	4	San Francisco-Oakland	NP	Operating Assistance		\$ 477,302	\$ 477,302	\$ 954,603	92
59	Peninsula Jewish Community Center	4	San Francisco-Oakland	NP	Operating Assistance		\$ 210,000	\$ 210,000	\$ 420,000	92
60	Satellite Affordable Housing Associates (SAHA)	4	San Francisco-Oakland	NP	Operating Assistance		\$ 61,174	\$ 61,174	\$ 122,347	91
61	Center for Elders' Independence	4	San Francisco-Oakland	NP	Two (R) Medium Buses	2	\$ 56,000	\$ 224,000	\$ 280,000	89
62	Marin County Transit District	4	San Francisco-Oakland	PA	Operating Assistance		\$ 380,270	\$ 380,270	\$ 760,539	88
63	On Lok Senior Health Services	4	San Francisco-Oakland	NP	Three (R) Full Sized Vans EL	3	\$ 64,800	\$ 259,200	\$ 324,000	88
64	On Lok Senior Health Services	4	San Francisco-Oakland	NP	Wheel Chair Tie-Downs (20)	20	\$ 4,461	\$ 4,461	\$ 8,921	88
65	San Francisco Municipal Transportation Authority	4	San Francisco-Oakland	PA	Mobility Management		\$ 19,808	\$ 79,232	\$ 99,040	88
66	Vivalon, Inc.	4	San Francisco-Oakland	NP	Operating Assistance		\$ 117,251	\$ 117,251	\$ 234,501	86
67	Friends of Children with Special Needs	4	San Francisco-Oakland	NP	Two (SE) Minivans	2	\$ 35,600	\$ 142,400	\$ 178,000	84
68	Friends of Children with Special Needs	4	San Francisco-Oakland	NP	One (R) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	84
69	Family Bridges	4	San Francisco-Oakland	NP	Two (R) Medium Buses	2	\$ 56,000	\$ 224,000	\$ 280,000	83
70	Family Bridges	4	San Francisco-Oakland	NP	One (R) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	83
71	Peninsula Family Service	4	San Francisco-Oakland	NP	Operating Assistance		\$ 150,000	\$ 150,000	\$ 300,000	83
72	The Center for Independent Living	4	San Francisco-Oakland	NP	Operating Assistance		\$ 125,000	\$ 125,000	\$ 250,000	83
73	Mobility Matters	4	San Francisco-Oakland	NP	Operating Assistance		\$ 50,000	\$ 50,000	\$ 100,000	82

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#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	Q	Toll Credit Match	FTA 5310 Share	Total Project \$	Score
74	Mobility Matters	4	San Francisco-Oakland	NP	Mobility Management		\$ 20,324	\$ 81,296	\$ 101,620	82
75	Satellite Affordable Housing Associates (SAHA)	4	San Francisco-Oakland	NP	Two (R) Medium Buses	2	\$ 56,000	\$ 224,000	\$ 280,000	81
76	Vivalon, Inc.	4	San Francisco-Oakland	NP	One (R) Larger Bus	1	\$ 39,000	\$ 156,000	\$ 195,000	75
77	Vivalon, Inc.	4	San Francisco-Oakland	NP	Nine (R) Large Buses	9	\$ 262,800	\$ 1,051,200	\$ 1,314,000	75
78	Vivalon, Inc.	4	San Francisco-Oakland	NP	Tablets (65)	65	\$ 12,000	\$ 48,000	\$ 60,000	75
79	Vivalon, Inc.	4	San Francisco-Oakland	NP	Laptops (23)	23	\$ 8,600	\$ 34,400	\$ 43,000	75
80	Self-Help for the Elderly	4	San Francisco-Oakland	NP	Two (R) Large Buses	2	\$ 58,400	\$ 233,600	\$ 292,000	74
81	Self-Help for the Elderly	4	San Francisco-Oakland	NP	One (R) Medium Bus	1	\$ 28,000	\$ 112,000	\$ 140,000	74
82	Self-Help for the Elderly	4	San Francisco-Oakland	NP	Computers (8)	8	\$ 1,600	\$ 6,400	\$ 8,000	74
83	Self-Help for the Elderly	4	San Francisco-Oakland	NP	Software (4)	4	\$ 6,000	\$ 24,000	\$ 30,000	74
84	Self-Help for the Elderly	4	San Francisco-Oakland	NP	One (R) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	74
85	On Lok Senior Health Services	4	San Francisco-Oakland	NP	Operating Assistance		\$ 100,000	\$ 100,000	\$ 200,000	70
86	The Center for Independent Living	4	San Francisco-Oakland	NP	Mobility Management		\$ 19,339	\$ 77,358	\$ 96,697	70
87	West Valley Community Services	4	San Jose	NP	Operating Assistance		\$ 162,709	\$ 162,709	\$ 325,417	96
88	Outreach and Escort, Inc.	4	San Jose	NP	Mobility Management		\$ 346,588	\$ 1,386,350	\$ 1,732,938	94
89	Outreach and Escort, Inc.	4	San Jose	NP	Operating Assistance		\$ 184,100	\$ 184,100	\$ 368,200	94
90	Friends of Children with Special Needs	4	San Jose	NP	Operating Assistance		\$ 225,000	\$ 225,000	\$ 450,000	93
91	Avenidas	4	San Jose	NP	Operating Assistance		\$ 155,442	\$ 155,442	\$ 310,883	91
92	Friends of Children with Special Needs	4	San Jose	NP	Three (SE) Minivans	3	\$ 53,400	\$ 213,600	\$ 267,000	82
93	County of Sonoma, Human Services Department, Adult and Aging Division	4	Santa Rosa	PA	Mobility Management		\$ 33,600	\$ 134,400	\$ 168,000	98
94	Catholic Charities of the Diocese of Santa Rosa	4	Santa Rosa	NP	Operating Assistance		\$ 69,762	\$ 69,762	\$ 139,524	94
95	County of Sonoma, Human Services Department, Adult and Aging Division	4	Santa Rosa	PA	Operating Assistance		\$ 22,500	\$ 22,500	\$ 45,000	94
96	Becoming Independent	4	Santa Rosa	NP	Two (R) Small Buses	2	\$ 52,400	\$ 209,600	\$ 262,000	91
97	City of Santa Rosa	4	Santa Rosa	PA	Two (R) Medium Buses	2	\$ 44,544	\$ 178,175	\$ 222,719	91
98	San Joaquin Regional Transit District	10	Stockton	PA	Operating Assistance		\$ 192,805	\$ 192,805	\$ 385,610	76
99	Lodi Memorial Hospital Association, Inc. Adult Day Services	10	Stockton	NP	One (R) Minivan	1	\$ 17,800	\$ 71,200	\$ 89,000	70
100	Service First of Northern California	10	Stockton	NP	Two (SE) Minivans	2	\$ 35,600	\$ 142,400	\$ 178,000	69
101	Catholic Charities of the Diocese of Stockton	10	Stockton	NP	Mobility Management		\$ 52,643	\$ 210,573	\$ 263,216	63
102	Foothill AIDS Project	8	Victorville-Hesperia	NP	Operating Assistance		\$ 81,983	\$ 81,983	\$ 163,966	90
103	Victor Valley Community Services Council	8	Victorville-Hesperia	NP	Operating Assistance		\$ 76,153	\$ 76,153	\$ 152,305	89
104	Victor Valley Transit Authority	8	Victorville-Hesperia	PA	Three (R) Small Buses	3	\$ 86,975	\$ 347,899	\$ 434,874	67

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#	Agency	Caltrans District	Large UZA Region	PA/NP (1)	Project Description Vehicles/Equipment (2)	Q	Toll Credit Match	FTA 5310 Share	Total Project \$	Score
105	Porterville Sheltered Workshop	6	Visalia	NP	One (R) Larger Buses	1	\$ 39,000	\$ 156,000	\$ 195,000	83
106	City of Visalia	6	Visalia	PA	Mobility Management		\$ 45,772	\$ 183,090	\$ 228,862	73
107	City of Visalia	6	Visalia	PA	Mobility Management		\$ 13,739	\$ 54,957	\$ 68,696	< 50

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# **AGENDA ITEM 7G**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Sandra Salgado, Management Analyst Lorelle Moe-Luna, Multimodal Services Director
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Citizens and Specialized Transit Advisory Committee Membership Appointments

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Approve the appointments of 14 members to the Citizens and Specialized Transit Advisory Committee (CSTAC) effective May 8, 2024.

**BACKGROUND INFORMATION:**

The Transportation Development Act (TDA) provides direction for administering both Local Transportation Fund and State Transit Assistance funds, which are used to support operational and capital expenditures for public transit. Public Utilities Code (PUC) Sections 99238 and 130105(d) requires the Commission to have a social services transportation advisory council and citizens’ advisory committee as part of the oversight process in administering TDA funds. The CSTAC fulfils these requirements and serves the Commission by participating in the transit needs public hearing, the coordinated planning process of transit services, and review of transit operators’ Short-Range Transit Plans (SRTPs) as part of the Commission’s annual budget development process. PUC Section 99238 requires that the membership consist of the following categorical areas:

- 1) One representative of a potential transit user 60 years of age and older;
- 2) One representative of a potential transit user who is disabled;
- 3) Two representatives of the social service providers for seniors;
- 4) Two representatives of the social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
- 5) One representative of a social service provider for persons of limited means; and
- 6) Two representatives of a Consolidated Transportation Service Agency(s) designated as such pursuant to subdivision (a) of Section 15975 of the Government Code, including one representative from an operator, if one exists.

The adopted bylaws for the CSTAC state that membership can consist of up to 15 members appointed by the Commission and serve at the will and pleasure of the Commission and without compensation.

**DISCUSSION:**

In April 2021, the revised CSTAC bylaws were updated to keep members for a three-year term. Membership is required to reflect a broad spectrum of interest among geographic areas of the county and minority representation. An application period took place between February 14, 2024, through March 27, 2024. Various outreach methods were used to solicit membership:

- Solicitation to existing and previous CSTAC members and their networks;
- Advertisement on the RCTC website and social media;
- Solicitation to Commissioners for referrals and to share with constituents; and
- Solicitation at community groups such as the Riverside Transit Agency’s (RTA) Transportation NOW chapters and the Advisory Council on Aging.

A total of 12 applications were received and reviewed. Staff recommends the appointment of 14 individuals and their associated organizations, as identified in Attachment 1, for membership on the CSTAC. RTA and SunLine staff are standing members due to their Consolidated Transportation Services Agency (CTSA) designation and are included as part of the 14. Each appointment would represent at least one of the categories identified in state law and several communities throughout the county in order to provide a perspective from a wide geographic area. Citizen appointments are critical to the success of the Commission and its charge to oversee transit services in the county. The new membership opens dialogue between citizen appointee representatives and public transit and specialized transit providers in the county. Upon Commission direction and approval, additional members representing relevant TDA constituencies can be added to the CSTAC membership in the future.

**FISCAL IMPACT:**

There is no financial impact for this item.

Attachment: 2024 CSTAC Appointments and Categorical Membership List

<i>Approved by the Budget and Implementation Committee on April 22, 2024</i>					
In Favor:	12	Abstain:	0	No:	0



## Riverside County Transportation Commission

### 2024 Citizens and Specialized Transit Advisory Council (CSTAC) Appointments

Represented	Categorical Membership Per TDA	Affiliations
1. Lisa Castilone / Southwest	Potential Transit User Over 60 Years of Age	Program Director, GRID Alternatives Current CSTAC Member
2. John Chavez / The Pass	Potential Transit User Over 60 Years of Age	Retired, BNSF Current CSTAC Member
3. George Colangeli / Palo Verde	Social Services Transportation Provider for Seniors or the Disabled	General Manager, RidePV Current CSTAC Member
4. Zaida Forester / Northwest	Potential Transit User Over 60 Years of Age	Past Member, Corona Lions Club
5. Deborah Franklin / The Pass	Potential Transit User Over 60 Years of Age	Vice President, Advisory Council on Aging Banning & Cabazon Senior Center Flood Control Advisory Board Banning Woman's Club Board Member, YES Youth Essential Skills
6. Christine Franklyn Baggett / Coachella Valley	Potential Transit User Over 60 Years of Age Potential Transit User Who is Disabled	N/A
7. Parker Friedrich / Southwest	N/A	Member, American Planning Association
8. Michael Harrington / Coachella Valley	Potential Transit User Over 60 Years of Age	Member, Desert Hot Springs Democratic Club
9. John Krick / Western Riverside	Potential Transit User Over 60 Years of Age Representative of Potential Transit User Who is Disabled	Member, T-NOW Riverside Member, Riverside City Commission on Disabilities Current CSTAC Member
10. Mary Jo Ramirez / Southwest and Hemet-San Jacinto Valley	Social Services Provider for Seniors, Disabled, and Persons of Limited Means, Social Services Transportation Provider for Seniors or the Disabled	Executive Director, California Family Life Center Appointed Member, Riverside County Workforce Development Board Member, National Youth Employment Coalition Member, Riverside County Juvenile Justice Coordinating Committee Current CSTAC Member
11. Gloria Sanchez / Southwest	Potential Transit User Over 60 Years of Age	Chair, Menifee Senior Advisory Committee Current CSTAC Member
12. Ivet Woolridge / Countywide	Social Services Provider for Seniors, Disabled, and Persons of Limited Means, Social Services Transportation Provider for Seniors or the Disabled	Chief Operating Officer, Independent Living Partnership Current CSTAC Member

<b>13. Riverside Transit Agency Staff / Western Riverside County</b>	Consolidated Transportation Services Agency	Public Transit Operator
<b>14. SunLine Transit Agency Staff / Coachella Valley</b>	Consolidated Transportation Services Agency	Public Transit Operator

# **AGENDA ITEM 8**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Budget and Implementation Committee Tyler Madary, Legislative Affairs Manager
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Update

**BUDGET AND IMPLEMENTATION COMMITTEE AND STAFF RECOMMENDATION:**

This item is for the Commission to:

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

**BACKGROUND INFORMATION:**

**State Update**

On April 4, Governor Newsom and legislative leaders announced an agreement on an early action budget package to reduce the projected deficit by \$17.3 billion. This package amends the budgets of FY 2022-23 and FY 2023-24, utilizing a mix of solutions to reduce the deficit, including reductions, borrowing, deferrals, fund shifts, and delays, including a delay of \$1 billion of \$2 billion in formula funding available under the Transit and Intercity Rail Capital Program (TIRCP) from FY 2024-25 to FY 2025-26. Fortunately, this change will not impact the formulaic TIRCP funding RCTC has directed to fund the next phase of the Coachella Valley Rail Project, grade separations, and other transit priorities this year. Staff will continue to monitor the budget process moving forward and advocate for the continued protection of formulaic TIRCP funding.

Additionally, the early budget action does not include the Governor’s proposed \$300 million cut to Regional Early Action Planning Grants (REAP 2.0), a funding program that accelerates progress towards building sustainable housing and interconnected multimodal transportation systems. As previously reported, five projects totaling \$11 million in Riverside County were awarded funding under REAP 2.0 by SCAG, and awardees have been ordered to stop work as a result of the potential cut. While good news that REAP 2.0 was spared in the early budget action, the proposed cuts could still take place as the budget process continues. RCTC has submitted a letter to leadership and chairs of the budget committees in support of preserving REAP 2.0.

RCTC and partners such as the California Association of Councils of Governments (CALCOG) and Southern California Association of Governments (SCAG) also worked with Assemblymember Laura Friedman to solicit signatures from legislators for her sign-on letter to leadership and

budget chairs in support of preserving REAP 2.0. As a result of RCTC's advocacy, staff were able to secure sign-ons from Senator Rosilicie Ochoa Bogh, Assemblymember Eduardo Garcia, Assemblymember Kate Sanchez, and Assemblymember Bill Essayli, accounting for a quarter of the signatures. The letter is attached to this report.

Following passage of the early action budget package, the Governor will release the revision to his budget proposal in early May, kicking off final negotiations with the Legislature to address the remainder of the Legislative Analyst's Office projected \$73 billion shortfall in budget legislation for Fiscal Year 2024-25 prior to the June 15 deadline.

### **Federal Update**

As part of the Fiscal Year 2025 appropriations process, staff submitted applications to Riverside County's legislative delegation for Community Project Funding (CPF)/Congressionally Directed Spending (CDS), otherwise known as earmarks. These requests include:

- \$3 million for the Mid County Parkway: Ramona Expressway Project, submitted to Senators Alex Padilla and Laphonza Butler;
- \$3 million for the Interstate 15 Express Lanes Project: Southern Extension, submitted to Senators Alex Padilla and Laphonza Butler; and
- \$4 million for the State Route 91 Eastbound Corridor Operations Project, submitted to Representative Young Kim.

Staff anticipate submitting applications for CPF/CDS funding to Representatives Ken Calvert, Mark Takano, and Raul Ruiz who, as of the publish date of their report, have not released their application forms.

### **FISCAL IMPACT:**

This is a policy and information item. There is no fiscal impact.

Attachments:

- 1) Legislative Matrix – May 2024
- 2) RCTC REAP 2.0 Letter
- 3) Assemblymember Laura Friedman REAP 2.0 Sign-on Letter

## RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – MAY 2024

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
<b>AB 6 (Friedman)</b>	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
<b>AB 7 (Friedman)</b>	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
<b>AB 558 (Arambula)</b>	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
<b>AB 1385 (Garcia)</b>	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
<b>AB 1525 (Bonta)</b>	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
<b>AB 1957 (Wilson)</b>	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.	Referred to the Assembly Local Government Committee.  April 9, 2024	<i>Support Based on Platform</i>	2/15/2024
<b>AB 2535 (Bonta)</b>	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 a community with high levels of diesel particulate matter. The bill also sets a target of expending 15% of TCEP funds towards zero-emission freight infrastructure, with increases in that percentage each funding cycle and a goal of 50% by 2030.	Amended and referred to the Assembly Transportation Committee  April 9, 2024	<i>Oppose Based on Commission Action</i>	3/13/2024
<b>SB 617 (Newman)</b>	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





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 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208  
 951.787.7141 • [rctc.org](http://rctc.org)

March 14, 2024

The Honorable Mike McGuire  
 Senate President Pro Tempore  
 1021 O Street, Suite 8518  
 Sacramento, CA 95814

The Honorable Robert Rivas  
 Speaker California State Assembly  
 1021 O Street, Suite 8330  
 Sacramento, CA 94249-0029

The Honorable Scott Wiener  
 Chair, Senate Committee on Budget  
 1021 O Street, Suite 8630  
 Sacramento, CA 95814

The Honorable Jesse Gabriel  
 Chair, Assembly Committee on Budget  
 1021 O Street, Suite 8230  
 Sacramento, CA 95814

**Subject: Restore Funding for Regional Early Action Planning Grants of 2021 (REAP 2.0)**

Dear President Pro Tempore McGuire, Speaker Rivas, Chair Wiener, and Chair Gabriel:

On behalf of the Riverside County Transportation Commission (RCTC), we respectfully request the Legislature reject the \$300 million rescission of the Regional Early Action Planning Grants of 2021 (REAP 2.0) included in Governor Newsom's 2024-25 January Budget proposal. The \$300 million rescission eliminates half of a \$600 million investment to advance the implementation of adopted regional plans in support of sustainable housing development and interconnected multimodal transportation systems.

REAP 2.0 is the only state funding program specifically and exclusively designed to implement the region's Sustainable Communities Strategies (SCS), which advances smart development across the state and region. As a regional transportation planning agency with an extensive project delivery portfolio, RCTC understands that sufficient state funding for transportation infrastructure solutions is the key to advancing state goals related to climate, housing, and equity.

This proposed rescission comes two and half years after the program was adopted, and much advance work, planning, project selection, and implementation has occurred with the understanding that this work would be reimbursed. The projects in Riverside County were unfunded until REAP 2.0 funding was awarded.

Just by this rescission being included in Governor Newsom's 2024-25 January Budget proposal, \$11 million in innovative projects which intersect at two of the most critical issues in California, transportation and housing, have been shelved. RCTC is already underway on its Core Capacity Innovative Transit Study (\$3 million) and the Riverside Transit Agency was halfway through its GoMicro Microtransit Pilot (\$2.4 million). RCTC was days from awarding a contract for the Rail Station Feasibility Study and Integrated Land Use and Transit Network (\$2 million) and the Coachella Valley Association of Governments cancelled its requests for proposals for its Vehicle Miles Travelled Study (\$2 million) and CV Link Community Connectors Analysis (\$1.7 million). This is anecdotal evidence that reducing funding to the REAP 2.0 program will continue to have severe impacts on several high priority programs underway in our region.

The Honorable Mike McGuire  
The Honorable Scott Wiener  
March 14, 2024  
Page 2

The Honorable Robert Rivas  
The Honorable Jesse Gabriel

Through these projects, RCTC and other awardees are not only working to address issues related to congestion and air pollution, but also addressing the needs of disadvantaged communities and encouraging sustainable development that produces tangible economic and environmental benefits across Riverside County.

For these reasons, we urge you to protect REAP 2.0 funding and reject the proposed \$300 million rescission of the program. Should you have any questions, please do not hesitate to contact me at [amayer@rctc.org](mailto:amayer@rctc.org) or (951) 787-7141.

Sincerely,

A handwritten signature in blue ink that reads "Anne E. Mayer". The signature is written in a cursive, flowing style.

Anne Mayer  
Executive Director

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0115



The Honorable Mike McGuire  
Senate President Pro Tempore  
1021 O Street, Suite 8518  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker of the Assembly  
1021 O Street, Suite 8330  
Sacramento, CA 95814

The Honorable Scott Wiener  
Chair, Senate Committee on Budget  
1021 O Street, Suite 8630  
Sacramento, CA 95814

The Honorable Jessie Gabriel  
Chair, Assembly Committee on Budget  
1021 O Street, Suite 8230  
Sacramento, CA 95814

**April 5, 2024**

**Re: Restore Funding for Regional Early Action Planning Grants of 2021 (REAP 2.0)**

Dear President Pro Tempore McGuire, Speaker Rivas, Chair Wiener and Chair Gabriel:

We write to urge you to reject the \$300 million rescission of the Regional Early Action Planning Grants of 2021 (REAP 2.0) included in Governor Newsom’s 2024-25 January Budget proposal. While we recognize the incredible budget challenge we now face, transportation and housing programs must be protected if we are to meet our ambitious housing and climate goals.

The REAP 2.0 program is the first state funding that specifically supports implementation of the Sustainable Communities Strategies developed by Metropolitan Planning Organizations (MPOs). It accelerates progress toward California’s housing and climate goals through strengthened partnerships between regional, local, county, and tribal governments. These funds are to be targeted for “transformative projects” related building providing affordable housing, infill infrastructure, reducing vehicle miles traveled, completing active transportation networks, and addressing transit linkages.

REAP 2.0 also supports implementation of the Regional Housing Needs Assessment, which provides the baseline pathway for achieving California’s housing production goal of 2.5 million units. Until the investment of the first REAP program in 2018, no state funding had ever been allocated directly to regional councils of governments to implement state housing goals.

In his January budget proposal, the Governor proposes a \$300 million reversion of REAP 2.0. But this cut will have dramatic impacts for local and regional agencies across the state. This 50 percent cut is unusual considering that the program is nearly three years old. A great deal of work has already been undertaken to plan and obligate these funds. In many cases, applicants have already initiated work on the promise of reimbursement.

For example, the Southern California Association of Governments' (SCAG), has sub-allocated nearly \$192 million primarily through competitive programs to more than 100 local projects. And the results are remarkable. The awarded projects support as many as 10,000 new housing units on surplus LA Metro transit lands, more than 1,150 affordable housing units in the Coachella Valley, a low-to-zero-interest loan program to expedite accessory dwelling units in Orange County, infrastructure improvements to support nearly 5,000 newly-zoned housing units in Rialto, and a long-term loan program to promote hundreds of infill homes in Ventura County, among others.

Significantly, each MPO's expenditure budget for the REAP 2.0 program had to be approved by the Department of Housing and Community Development. It's perhaps not surprising that these kinds of transformative projects are proposed or planned to be proposed across the state:

- Los Angeles County Metropolitan Transportation Authority has been sub-allocated funding from SCAG to develop the Urban Wilderness Access Feasibility Plan, which will be a comprehensive park access strategy to increase access and improve circulation to Griffith Park and surrounding parklands in the Hollywood Hills with a specific focus on improving access for disadvantaged communities. The plan will identify new transit routes and operation considerations, pedestrian infrastructure improvements, equity community engagement, cost estimates, renderings, conceptual designs, and implementation strategies for the area.
- The Tulare County Association of Governments reports that they are using the funds for affordable housing projects totaling about 100 units in three communities. All three are close to transit centers and the proposed cross county rail project that will (when built) connect to high-speed rail. They will also have electric car sharing available on site and have developed partnerships with local schools for after school care. One of the projects is already out for construction and is experiencing delays already due to limitations in funding.
- The Metropolitan Transportation Commission (MTC) reports using more than \$48 million for an innovative Housing Preservation and Priority Sites pilot program to provide housing preservation and pre-development funding to communities that have few resources for either strategy. These programs will serve as "proofs of concept" for a coordinated regional housing strategy that can inspire investment in more ambitious future programs, while incrementally building capacity and expertise. MTC anticipates a direct increase of up to 1,600 permanently affordable homes that will benefit approximately 14,500 households over the life of the deed restrictions.

- The Sacramento Area Council of Governments is using its entire \$31.8 million REAP 2.0 allocation to implement its Green Means Go program, which accelerates infill housing development. They have already awarded funding to local cities and counties for infrastructure projects and local land use planning activities that are expected to accelerate the development of 8,000 infill housing units, 6,000 of which are projected to be affordable to low- and moderate-income households.
- The San Diego Association of Governments reports that they will create a regional housing trust fund with \$15 million that would be leveraged with funding from partners across the region to directly support affordable housing development. This is a one-time investment of REAP 2.0 funding that will establish ongoing support for affordable housing. They also received a \$10 million award from the REAP 2.0 High Impact Transformative grant program, which will support a transit-oriented affordable housing development at the Palm Avenue Transit Station, convert an alleyway into a safer corridor for pedestrians and bikes, and establish rent-to-own opportunities for residents in San Ysidro.

Accordingly, the proposal to rescind REAP 2.0 funding is not sound policy. The majority of REAP 2.0 funding will go directly to building more housing units, supportive infrastructure investments (e.g., necessary sewer, water and utility upgrades) that will unlock sites for housing developments, and investments that will improve mobility options. It is taking funding away from significant priorities in a way that will increase our costs going forward.

For these reasons, we urge you to reject the Governor's proposed rescission of REAP 2.0 funding program.

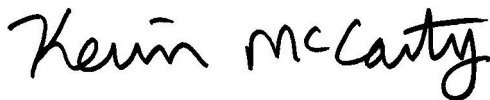
Sincerely,



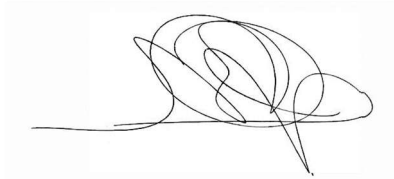
**Laura Friedman**  
Assemblymember, 44<sup>th</sup> District



**Bill Dodd**  
Senator, 3<sup>rd</sup> District



**Kevin McCarty**  
Assemblymember, 6<sup>th</sup> District



**Rosilicie Ochoa Bogh**  
Senator, 23<sup>rd</sup> District



**Josh Hoover**  
Assemblyman, 7<sup>th</sup> District



**Kate Sanchez**  
Assemblywoman, 71<sup>st</sup> District



**Eduardo Garcia**  
Assemblymember, 36<sup>th</sup> District



**Phil Ting**  
Assemblymember, 19<sup>th</sup> District



**Bill Essayli**  
Assemblymember, 63<sup>rd</sup> District




**Mike Fong**  
Assemblymember, 49<sup>th</sup> District



**Luz Rivas**  
Assemblymember, 43<sup>rd</sup> District



**Diane Dixon**  
Assemblywoman, 72<sup>nd</sup> District



**Juan Carrillo**  
Assemblymember, 39<sup>th</sup> District



**Pilar Schiavo**  
Assemblywoman, 40<sup>th</sup> District



**Miguel Santiago,**  
Assemblymember, 54<sup>th</sup> District



**Laurie Davies**  
Assemblywoman, 74<sup>th</sup> District



**Joe Patterson**  
Assemblyman, 5<sup>th</sup> District

# **AGENDA ITEM 9**





<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	David Knudsen, Deputy Executive Director
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Draft ACA 1 Compliant Ordinance and Expenditure Plan Concepts Overview

**STAFF RECOMMENDATION:**

This item is for the Commission 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.

**Traffic Relief Plan**

At its April meeting, the Commission approved the 2024 Traffic Relief Plan (TRP or Plan) as an aspirational blueprint for transportation projects and services for Riverside County residents. The Plan identifies over \$30 billion in transportation improvements that will help reduce traffic congestion, improve roadway safety, enhance public transportation, and secure transportation infrastructure from natural disasters across Riverside County. In addition, the Commission also directed staff to develop an Assembly Constitutional Amendment 1 (ACA 1) compliant ordinance and expenditure plan to fund eligible projects in the TRP.

**Funding Projects in the Traffic Relief Plan**

The development of a draft county-wide ACA 1 compliant ordinance and expenditure plan for the Commission’s consideration is currently underway. If approved by the Commission and adopted by the voters, the ordinance and expenditure plan could provide the local funding needed to deliver infrastructure improvements noted in the TRP. The concepts of what will be included in the ordinance and expenditure plan are outlined in this staff report for the Commission’s feedback.

***Statutory Requirements***

An ordinance and expenditure plan must follow RCTC’s authorizing statute and ACA 1. Requirements in the RCTC authorizing statute include:

- The ordinance shall state the nature of the tax to be imposed, the tax rate or the maximum tax rate, the purposes for which the revenue derived from the tax will be used, and shall set a term during which the tax will be imposed.
- The ordinance shall contain an expenditure plan.
- The ordinance shall specify that not more than 1 percent of the annual net amount of revenues raised by the tax may be used to fund the salaries and benefits of the staff of the Commission in administering the programs funded from that tax.

In addition, the requirements of an ACA 1 compliant ordinance and expenditure plan include:

- The specific local program or ordinance through which projects will be funded and a certification that the local government has evaluated alternative funding sources.
- A requirement that the local government conduct an annual, independent performance audit to ensure the proceeds of the special tax have been expended pursuant to the local program or ordinance.
- A requirement that the local government conduct an annual, independent financial audit of the proceeds from the tax during the lifetime of that tax.
- A requirement that the audits will be submitted to the California State Auditor for review.
- A requirement that the local government post the audits in a manner that is easily accessible to the public.
- A requirement that the local government appoint a citizens' oversight committee to ensure the proceeds of the special tax are expended only for the purposes described in the measure approved by the voters.
  - A requirement that members appointed to an oversight committee receive educational training about local taxation and fiscal oversight.
  - A requirement that an entity owned or controlled by a local official that votes on whether to put a proposition on the ballot pursuant to this section will be prohibited from bidding on any work funded by the proposition.
- A requirement that the administrative cost of the local government executing the projects and programs funded by the proposition shall not exceed 5 percent of the proceeds of the tax.
- A requirement that the proceeds of the tax only be used for the purposes specified in the proposition, and not for any other purpose.

### ***Traffic Relief Infrastructure Improvement Plan***

To ensure compliance with RCTC's authorizing statutes and ACA 1 requirements, an ordinance and expenditure plan called the Traffic Relief Infrastructure Improvement Plan (TRIIP or Expenditure Plan) is under development. The TRIIP will be designed to implement ACA 1 eligible projects and to maintain the Commission's key principles as outlined in the TRP while adhering to both RCTC's authorizing statutes and ACA 1 requirements. The draft concepts outlined in this staff report are intended to help guide the development of the final TRIIP.

## **Outline of Proposed Draft TRIIP Concepts**

**The Goals and Objectives:** The goals and objectives of the TRIIP are to help reduce traffic congestion and provide adequate transportation facilities to accommodate population and economic growth in Riverside County now and in the future. The key objectives also include:

- Providing funding for the adequate construction, reconstruction, rehabilitation, or replacement of transportation infrastructure across seven investment categories, including Safe Streets and Roads, Highways, Public Transportation, Regional Connections, Active Transportation, Flood Control and Blowsand, and Environmental Mitigation for the benefit of residents, cities, and unincorporated communities of Riverside County.
- Enhancing Riverside County's ability to secure state and federal funding for transportation by offering local matching funds.

To achieve these goals, the TRIIP will include projects that:

- Improve traffic flow on Interstates, highways, and State Routes;
- Improve traffic flow and safety on major roads and arterials;
- Keep roadways in good condition;
- Improve active transportation infrastructure such as bicycle lanes and pedestrian walkways associated with road improvements;
- Expand transportation infrastructure to bring daily passenger rail service to Coachella Valley and San Geronio Pass, as well as service to the San Jacinto Valley;
- Connect Riverside County by accelerating completion of regional corridors that support population growth and emergency response; and
- Build access to public transportation infrastructure for residents who rely on public transportation services, such as seniors, veterans, individuals with disabilities, students, residents of rural communities, and those who choose to use it.

**Term of Ordinance and Expenditure Plan:** The term of the TRIIP to implement a new one-cent sales tax measure (Measure) will be determined by Riverside County voters. As a result, the Measure would remain in place until it is ended by voters. While RCTC uses a 30-year planning horizon to forecast possible revenue collection and project delivery timelines, the Measure term could be shorter than 30 years should voters decide to end it, or the Measure could span more than 30 years. Starting in 2035 and at least every 10 years thereafter, the Commission shall review and where necessary propose revisions to the TRIIP in a process consistent with RCTC's authorizing statute.

**Recognizing Geographical Regions and Return to Source Funding:** The TRIIP recognizes and maintains the three geographical regions of Riverside County as currently outlined in Measure A, including Palo Verde Valley (Blythe), Coachella Valley, and Western Riverside County areas. TRIIP measure revenue distribution shall be returned to the Western County, Coachella Valley, and Palo Verde Valley geographic regions proportionate to the funds generated in those areas. RCTC's

independent revenue forecast estimates that \$25 billion will be raised over the next 30-year planning period. Table 1 outlines the approximate estimated proportional share of revenue for each of the three geographic regions.

**Table 1.**

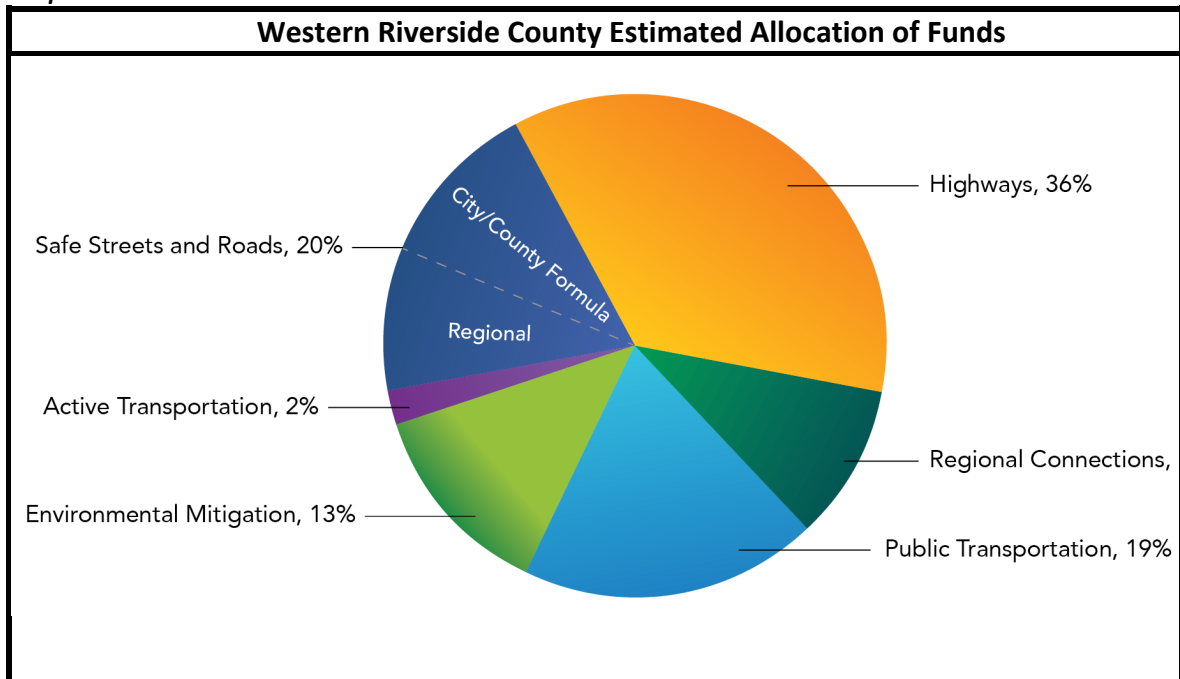
Estimated Share of Revenue by Region	
Region	Revenue Distribution
Palo Verde Valley (Blythe)	\$100 million
Coachella Valley	\$5 billion
Western County	\$20 billion

**Investing in Transportation Infrastructure Across Riverside County:** The TRIIP implements the ACA 1 eligible projects outlined in the TRP’s seven investment categories: Safe Streets and Roads, Highways, Regional Connections, Public Transportation, Environmental Mitigation, Flood Control and Blowsand, and Active Transportation. Below is a summary of how Measure funds will be invested across the three regions.

Western County

The distribution of funds for the purpose of implementing the TRIIP in the Western Riverside County, will be administered according to Graph 1 and the following summary:

**Graph 1**



*Safe Streets and Roads:* This category will receive 20 percent (20%) over a thirty-year planning horizon. Half of the 20 percent of the funds for Safe Streets and Roads, will be distributed by

formula (based on population) to each city and the County of Riverside for unincorporated communities for their use. The other half of the funds will be distributed by RCTC to make available to cities and the county for regionally significant Safe Streets and Roads projects. Numerous local project types are eligible for funding in this category including: road rehabilitation and reconstruction; sidewalks, bicycle, and pedestrian safety infrastructure; roadway improvements in high-accident areas; bus shelters; bridge repairs; improvements to railroad crossings, including bridges to separate roads from railroad tracks (grade separation projects); construct traffic safety infrastructure; bypass roads; median barriers; protecting roads, sidewalks, and bicycle facilities from flooding and other natural hazards; traffic signals, including technology to synchronize and interconnect signals; capital project improvements to provide accessibility for persons with disabilities. The flexibility of these funds are intended to support cities and unincorporated communities meet their unique local needs with an equal mix of annual guaranteed funding and larger allocations for major infrastructure projects.

*Highways:* The Highways category will receive 36 percent (36%) of Western Riverside County generated funds. State and federal funds will also be sought to address the total cost of the projects identified in the TRIIP. Projects in this investment category will help improve traffic flow on State Routes 60, 62, 74, 86, 91, 111 and Interstates 10, 15, and 215 by constructing new lanes, improving highway interchanges (on- and off-ramps and bridges) and public transportation facilities, and construction/installation of innovative technologies.

By law, the Expenditure Plan is required to outline the projects that may take place on the state highway system. For Western County, projects in the TRIIP include:

<b>ROUTE</b>	<b>LIMITS</b>	<b>PROJECT</b>
I-15	Cajalco Road in Corona and State Route 74	Add Express Lanes in each direction
I-15	State Route 74 and the San Diego County Line	Add at least one lane in each direction
I-15	City of Corona	Construct auxiliary lanes
I-15	French Valley Parkway Interchange	Construct the final phases, including: widening ramps at Winchester Road; constructing on and off ramps to I-15 from French Valley Parkway and a bridge over I-15; constructing the French Valley Parkway from Jefferson Avenue to Ynez Road; and adding of collector/distributor lanes for southbound I-15 from I-215 to Winchester Road
I-15	Cantu-Galleano Ranch Road in Eastvale and Jurupa Valley	Reconstruct interchange

I-15	Sixth Street in Norco	Reconstruct interchange
I-15	Nichols Road in Lake Elsinore	Reconstruct interchange
I-15	Central Avenue (State Route 74) in Lake Elsinore	Reconstruct interchange
I-15	Lake Street	Reconstruct interchange
I-15	Wildomar Trail (formerly Baxter Road) in Wildomar	Reconstruct interchange
I-15	Bundy Canyon Road in Wildomar	Reconstruct interchange
I-15	Campbell Ranch Road and Temescal Canyon Road in Temescal Valley	Construct or reconstruct interchanges
I-15	Franklin Street in Lake Elsinore	Construct new interchange
I-215	State Route 60 and Van Buren Boulevard	Add at least one lane in each direction
I-215	City of Moreno Valley to City Murrieta	Construct auxiliary lanes
I-215	Keller Road in Murrieta	Construct new interchange
I-215	Garbani Road in Menifee	Construct new interchange
I-215	Columbia Avenue in Riverside	Reconstruct interchange
I-215	Center Street near Riverside	Reconstruct interchange
I-215	Harley Knox Boulevard in Perris and Mead Valley	Reconstruct interchange
I-215	State Route 60/State Route 91/I-215 Interchange and the State Route 60/I-215 Junction	Add express lanes
SR-91	State Route 241 and State Route 71	Add at least one new lane in the eastbound direction
SR-91	I-15 in Corona and Pierce Street in Riverside	Add at least one new lane in both directions
SR-91	Adams Street in Riverside	Reconstruct interchange
SR-91	Tyler Street in Riverside	Reconstruct interchange
SR-91	City of Riverside	Construct auxiliary lanes
SR-91	91 Express Lanes in Corona	Construct a rapid transit connection
SR-60	City of Moreno Valley & Riverside	Add at least one lane in each direction
SR-60	Etiwanda Avenue in Jurupa Valley	Reconstruct interchange
SR-60	Rubidoux Boulevard in Jurupa Valley	Reconstruct interchange

SR-60	Redlands Boulevard in Moreno Valley	Reconstruct interchange
I-10	State Route 79 (Beaumont Avenue) in Beaumont	Reconstruct interchange
I-10	Highland Springs Avenue in Beaumont and Banning	Reconstruct interchange
I-10	Pennsylvania Avenue in Beaumont	Reconstruct interchange
I-10	Morongo Parkway and Main Street in Cabazon	Reconstruct interchanges
I-10	County Line Road in Calimesa	Reconstruct interchange
I-10	Cherry Valley Boulevard in Calimesa	Reconstruct interchange
I-10	State Route 60 in Beaumont and Highway 111 in Palm Springs	Add express lanes
SR-91, I-215, SR-60	North Bound weave between loop connectors	Interchange Improvement
I-10, SR-60	I-10 West to State Route 60 West Banning and Beaumont	Truck Bypass
I-15, SR-91, SR-60, I-10, I-215	Countywide Interconnected Highways	Using technologies that have been proven effective around the world, as well as emerging innovative technologies, investments will be made to interconnect highways, street and ramp signals, and automobiles to create more efficiency in the entire transportation network. With roadways and vehicles that can talk to each other, traffic flow can be increased and safety improved by reducing the potential for human error on the road.

*Regional Connections:* This category will receive 10 percent (10%) of Measure funds for new regional corridors necessary to reduce traffic gridlock on existing highways, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to another. Projects include:

- State Route 79 Realignment
- Elsinore-Ethanac Expressway
- I-10 Bypass

*Public Transportation:* This category will receive 19 percent (19%) of Measure funds to construct passenger rail and bus rapid transit infrastructure, and implement projects that provide greater access to transit services for seniors, veterans, students, individuals living with disabilities, and rural and underserved communities, as well as commuters. Projects eligible for funding include:

- After appropriate technical and financial studies, expand passenger rail infrastructure into new areas of Riverside County such as the San Geronio Pass area, the Coachella Valley, and Hemet and San Jacinto;
- Construct new railroad tracks and supporting infrastructure within existing rail rights-of-way to allow more trains to operate and to increase efficiency and on-time performance of trains;
- Construct new rail stations, such as at the Ramona Expressway, in Winchester, and in Beaumont/Banning/Calimesa/Cabazon area;
- Rehabilitate existing rail stations (there are currently nine stations in Corona, Riverside, Jurupa Valley, Perris, and near Moreno Valley);
- Invest in zero-emission infrastructure;
- Construct passenger rail and bus expansions and connections along the region's highway systems, such as I-15, I-215, SR-91, and SR-60, if determined to be feasible through appropriate technical and financial studies;
- Construct, manufacture, or procure zero-emission buses and associated facilities;
- Construction of transit centers/hubs and bus stops/shelters;
- Purchase and Install roadway technologies that improve bus travel times;
- Construct, manufacture, or procure Micro-transit (on-demand) public transit technologies; and
- Construction of the SR-91/North Main Corona Transit Center and connection to the North Main Corona Metrolink Station.

Additionally, funding can be used to expand transportation infrastructure that will serve seniors, veterans, students, individuals living with disabilities, and rural and underserved communities.

*Environmental Mitigation:* This category will receive 13 percent (13%) Measure funds to provide environmental mitigation for transportation infrastructure projects as follows:

- To benefit the environment and to expedite permitting and completion of transportation projects;
- To promote public health and safety by improving air quality or safeguarding local transportation infrastructure from natural hazards, including, but not limited to, floods, fires, and earthquakes;
- To preserve Riverside County's natural areas through the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) in order to facilitate infrastructure improvements to the transportation system;



- To mitigate Vehicle Miles Traveled (VMT); and
- To support transit-oriented development and housing.

*Active Transportation:* The TRIIP will provide 2 percent (2%) of Measure funds to this category which may go toward:

- Construction of sidewalks, bicycle lanes, and pedestrian safety infrastructure as a part of roadway improvements; and
- Infrastructure that provides safer routes to school for children to walk or bike to school and decreases injuries and fatalities.

### Coachella Valley

The distribution of Measure funds for the purpose of implementing the TRIIP in the Coachella Valley will be administered by CVAG. All seven investment categories identified in the TRIIP are funded through projects identified in the valley-wide Transportation Project Prioritization Study (TPPS). Funding for TPPS projects follow CVAG’s cost-splitting policy that requires a local match to unlock regional funding. Measure funds are estimated to provide \$5 billion to implement TPPS projects.

*Safe Streets and Roads:* The TRIIP will provide for a regional pavement program implemented by CVAG in coordination with its member cities with a focus on the rehabilitation and reconstruction of roadways that handle substantial amounts of non-local traffic. This program will reduce the burden borne by cities and the county by creating a cost sharing partnership. By coordinating this work across jurisdictions in the Coachella Valley, a regional pavement management program will provide for consistent quality, economies of scale and properly timed lane closures. Locations eligible for funding include:

- |                               |   |
|-------------------------------|---|
| • Interstate 10               | • Monterey Avenue   |
| • Highway 111                 | • Bob Hope Drive  |
| • Ramon Road                  | • Dinah Shore Drive   |
| • Cook Street                 | • Date Palm Drive   |
| • Fred Waring Drive           | • Little Morongo Road   |
| • Gene Autry Trail/Palm Drive | • Avenue 50   |
| • Indio Boulevard             | • Signal synchronization and Intelligent Transportation System (ITS) technologies |
| • Highway 86                  |   |
| • Washington Street           |   |

*Flood Control and Blowsand:* This category will support TPPS projects that address persistent flooding and blowsand issues on Coachella Valley transportation infrastructure. Improvements to Indian Canyon, Gene Autry Trail, Dillon Road, Box Canyon Drive and other areas will be included in this Plan and future TPPS updates are eligible for funding.

*Highways:* The TPPS has included projects to substantially improve connections to federal and state freeways and highways, grade separations, upgrades to existing interchanges and

constructing new interchanges. The TRIIP will also allow for improvements such as managed lanes or toll lanes in the region. The TPPS includes grade separations for State Route 86, including a new bridge at Avenue 50, and improving other areas where high numbers of accidents and fatalities occur. The TPPS process is flexible enough to incorporate improvements to connecting regions, including Highway 62 and Highway 74.

*Regional Connections:* The TPPS identifies regional corridors in every community of the Coachella Valley. It also will expand to address new needs, such as an I-10 bypass and extending Avenue 50 between I-10 and State Route 86 to reduce traffic gridlock on existing highways. Projects in the TPPS are intended to help reduce traffic, improve safety, open economic opportunities to disadvantaged communities, and reduce the miles traveled by drivers who must drive inefficient routes to get from one end of the region to the other.

*Public Transportation:* The TRIIP will provide Measure funds to expand rail, add bus rapid transit, and implement projects to meet the transit needs of seniors, veterans, students, individuals living with disabilities, and rural and underserved communities. Public transportation investments, such as the Coachella Valley Rail Project (CV Rail), is an utmost priority in the TRIIP. With TRIIP funding, the TPPS will be updated to include CV Rail and a fair share “local commitment” from the Coachella Valley for rail investments and train stations. Those investments will be paired with investments from the Western Riverside component of this plan to match federal and state funding. Under the TPPS update process, additional benefits to public transportation can be considered, such as transit priority lanes for buses, zero-emission buses and transit facilities, and bus shelters that are sustainable and enhance the passenger experience. These infrastructure and capital improvements support public transportation options and improve access.

*Environmental Mitigation:* The TRIIP will provide Measure funds, which shall be allocated, at the discretion of CVAG, to provide necessary mitigation of infrastructure impacts.

*Active Transportation:* The TRIIP invests in pedestrian and bicycle facilities infrastructure to enhance roadway use in the Coachella Valley. Such projects may be stand-alone projects and others may involve expanding existing active transportation infrastructure. It also may include incorporating active transportation into the design of safe street and road construction and creating multi-modal connections.

#### Palo Verde Valley (Blythe)

The distribution of Measure funds for the purpose of implementing the TRIIP in Palo Verde Valley (Blythe) will be administered by the Blythe City Council and the County of Riverside Board of Supervisors for the unincorporated areas of the region. Measure funds can be used on any of the seven investment categories.

**Staff Salary and Benefits:** The TRIIP is drafted to comply with the RCTC statutory requirements. While ACA 1 allows for 5 percent (5%) of Measure proceeds to be used to implement projects and programs, RCTC’s authorizing statutes set the salary and benefits cap to 1 percent (1%) of

the annual net amount of revenues raised through the Measure. Commission policy allows up to 4 percent (4%) of the annual net amount of revenues raised through the Measure to be for administration of the Plan which is within the threshold outlined by ACA 1.

**Maintenance of Effort:** Any new Measure funds received by cities and the county shall supplement existing local revenues and required developer improvements used for transportation purposes. As a condition of receiving new Measure funds, cities and the county shall maintain their existing commitment of local funds for transportation purposes. Environmental mitigation funds provided for land conservation shall supplement and shall not supplant existing mitigation fees paid by developers. Measure funds will not be awarded to local jurisdictions unless the local jurisdiction has met its annual maintenance of effort requirement at the time of award.

**Capital Improvement Program:** A Capital Improvement Program (CIP) requirement is being explored for the use of but not limited to Safe Streets and Roads funding, similar to existing provisions in Measure A. The CIP would be prepared annually by local jurisdictions and submitted to RCTC.

**Required MSHCP and TUMF Participation:** To receive TRIIP funds, local jurisdictions are required to be certified by CVAG in Coachella Valley or Western Riverside Council of Governments (WRCOG) in Western County, as applicable, as being in compliance with the applicable Transportation Uniform Mitigation Fee (TUMF) program and related impact fee requirements. In addition, local jurisdictions must be certified by the Coachella Valley Conservation Commission in Coachella Valley and Western Riverside County Regional Conservation Authority in Western County as being in compliance with the applicable MSHCPs and related impact fee program.

**Independent Taxpayer Oversight Committee:** An Independent Taxpayers Oversight Committee (Committee) will be created to meet at least twice per calendar year in accordance with the Brown Act. The purpose of the Committee is to review the implementation of the TRIIP and receive information on annual financial and performance audits. The Committee will be comprised of seven members, all residents of Riverside County. At least one member shall reside in each supervisorial district and the Commission shall strive to appoint at least one at-large individual from Coachella Valley or Palo Verde Valley and another from Western County geographic regions. Members will serve in two-year terms up to a maximum of two terms.

**Independent Audits and Reviews:** An annual independent financial and performance audit will be conducted to ensure that funds have been expended pursuant to the TRIIP and performed in accordance with generally accepted auditing standards and Government Auditing Standards. In addition, an annual, independent financial audit of the proceeds from the Measure during its lifetime will be conducted. The audits are required to be submitted to the California State Auditor and posted on the Commission's website or by other local means/methods that are easily accessible to the public.

**Bonding Authority:** The Commission will have the power to sell or issue bonds to accelerate project delivery and to secure such indebtedness solely by way of future collection of revenues generated by the Measure, for capital outlay expenditures and for the purposes outlined in the TRIIP.

***Finalizing Ordinance and Expenditure Plan***

Staff is drafting the final ordinance and expenditure plan for the Commission's consideration at its June 2024 meeting. While the concepts presented in the staff report will serve as the foundation for their development, it is important to note that these concepts are subject to adjustment based on legal review and input from the Commissioners.

# **AGENDA ITEM 10**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	May 8, 2024
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Lisa Mobley, Administrative Services Director/Clerk of the Board Steve DeBaun, Legal Counsel
<b>THROUGH:</b>	Aaron Hake, Executive Director
<b>SUBJECT:</b>	Meeting Format Options – Remote Satellite Locations

**STAFF RECOMMENDATION:**

This item is for the Commission to:

- 1) Provide direction regarding approach to future meetings.

**BACKGROUND INFORMATION:**

At its February 2023 Commission meeting, the Commission considered the use of remote satellite locations to allow Commissioners the option to attend meetings at locations in the Coachella Valley and French Valley. At that time, the Commission decided to require all full Commission meetings to be held in person at one location but did approve the use of satellite locations for Committee meetings. During the April 2024 Commission meeting, the Commissioners asked that this item be brought back for further discussion.

While several methods are available under State law for the Commission to hold Board meetings remotely, this staff report will focus primarily the use of satellite locations as this was the specific option discussed at the April Commission meeting. Other remote meeting options were outlined in the February 2023 staff report, attached.

**Use of Satellite Locations**

Several Commissioners have requested that the Board permit Commissioners to connect to both committee and full Commission meetings from specific satellite locations. Suggestions from Commissioners for satellite locations in the past have included the County Supervisor’s office in French Valley and Palm Desert City Hall which are currently utilized as satellite locations for Committee meetings. For these examples, RCTC staff would work with County and City staff to ensure that all meeting locations have adequate teleconferencing capabilities and meet Brown Act requirements. RCTC staff may need to travel to the satellite locations to ensure Brown Act compliance, assist with IT, and other meeting support functions.

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; and
- 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.
- Roll call votes will be required for all such meetings, regardless of whether board members participate from such locations.

Attachment: February 2023 Staff Report



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	February 8, 2023
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Lisa Mobley, Administrative Services Director/Clerk of the Board Steve DeBaun, Legal Counsel
<b>THROUGH:</b>	Anne Mayer, Executive Director
<b>SUBJECT:</b>	Meeting Format Options

**STAFF RECOMMENDATION:**

This item is for the Commission to provide direction regarding approach to future meetings.

**BACKGROUND INFORMATION:**

Since AB 361 went into effect, the Commission has continued to affirm the findings that allow legislative bodies to continue to meet remotely should the need arise to hold a virtual or hybrid meeting. Since May of 2022, the Commission has held its standing Committee and Commission meetings in-person. At the October Commission meeting, Commissioners asked that committee meetings be held via zoom and this item be brought back for discussion if at any time the findings of AB 361 can no longer be made. On October 17, 2022, Governor Newsom announced the State of Emergency would be ending on February 28, 2023.

**AB 2449**

As mentioned by Legal Counsel during the July meeting, the State Legislature has considered several bills to allow the continued use of remote meetings outside of the pandemic or other emergency setting. Only one of these bills made it out of the legislative session and ultimately, the legislature has adopted, and the Governor has signed, AB 2449.

AB 2449 maintains the pre-pandemic rules for teleconferenced meetings. (teleconferencing also includes platforms such as Zoom or Teams). Those rules requires a public body to take the following steps when holding a teleconferencing meeting:

- Post agendas at all teleconference locations;
- 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; and
- At least a quorum of the members of the body must participate in a teleconference meeting from locations within the body's jurisdiction.

AB 2449 also adds a new teleconferencing option. Under the bill, which is effective January 1, 2023, a legislative body may also use teleconferencing without complying with the above requirements if, during such teleconference meeting, at least a quorum of the members participate in-person from a single physical location (clearly identified on the agenda), which is open to the public and within the agency's boundaries. In this situation, these additional requirements apply:

- The body must provide the public access to the meeting via either a two-way audiovisual platform or a two-way telephonic service and live webcasting;
- The body must identify, on the agenda, the call-in or internet-based attendance option and the in-person location of the meeting;
- If a disruption prevents the body from broadcasting the meeting to the public using the provided call-in or internet-based attendance option, the body may take no action on the agenda until public access is restored;
- The body may not require public comments to be submitted in advance, but must offer real-time comment opportunities;
- The member(s) who is(are) participating remotely must:
  - Provide the body with "just cause" for participating remotely (and no member may use this option to teleconference for more than two meetings per calendar year), or request that the body allow them to participate remotely due to "emergency circumstances," and the body takes action to affirmatively approve that request;
  - Publicly disclose, before any action is taken, whether anyone 18+ years old are present in the room the member is remotely participating from, and the nature of the member's relationship with such persons; and
  - Participate through both audio and visual means (no turning off cameras allowed).

For purposes of the above:

- "Emergency circumstances" means a physical or family medical emergency that prevents a member from attending in person.
- "Just cause" means a caregiving need that requires remote participation, or a contagious illness, or a need related to a physical or mental disability, or travel while on official business of the legislative body or other state/local agency.

### **Satellite Location Options**

Several Commissioners have requested satellite location options for Commission meetings. In order to maintain compliance to the Brown Act, all locations must be listed on the agenda and the public must be allowed to attend from the satellite locations. In addition, roll call votes will be required for all such meetings, regardless of whether board members participate from such

location. Suggestions from Commissioners for satellite locations include the County Supervisor's office in French Valley and the Coachella Valley Association of Governments (CVAG) offices. For these examples, RCTC staff would work with County and CVAG staff to ensure all meeting locations have adequate teleconferencing capabilities and that all locations maintain compliance with the Brown Act. RCTC staff may need to travel to the satellite locations to ensure Brown Act compliance, assist with IT and other meeting support functions.