



MEETING AGENDA

TIME/DATE: 9:30 a.m. / Wednesday, January 12, 2022

This meeting is being conducted virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

COMMISSIONERS

Chair – V. Manuel Perez
Vice Chair – Bob Magee
Second Vice Chair – Lloyd White

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
Jeff Hewitt, County of Riverside, District 5
Mary Hamlin / Alberto Sanchez, City of Banning
Lloyd White / David Fenn, City of Beaumont
Joseph DeConinck / Johnny Rodriguez, City of Blythe
Linda Molina / Wendy Hewitt, City of Calimesa
Jeremy Smith / Larry Greene, City of Canyon Lake
Raymond Gregory / Mark Carnevale, City of Cathedral City
Steven Hernandez / Denise Delgado, 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 / Russ Brown, City of Hemet
Dana Reed / Donna Griffith, City of Indian Wells

Waymond Fermon / Oscar Ortiz, City of Indio
Brian Berkson / Guillermo Silva, City of Jurupa Valley
Kathleen Fitzpatrick / Robert Radi, City of La Quinta
Bob Magee / Natasha Johnson, City of Lake Elsinore
Bill Zimmerman / Dean Deines, City of Menifee
Yxstain Gutierrez / To Be Appointed, City of Moreno Valley
To Be Appointed / Lisa DeForest, City of Murrieta
Ted Hoffman / Katherine Aleman, City of Norco
Jan Harnik / Kathleen Kelly, City of Palm Desert
Lisa Middleton / Dennis Woods, City of Palm Springs
Michael M. Vargas / Rita Rogers, City of Perris
Ted Weill / Charles Townsend, City of Rancho Mirage
Chuck Conder / Patricia Lock Dawson, City of Riverside
Michael Heath / Alonso Ledezma, City of San Jacinto
Matt Rahn / Maryann Edwards, City of Temecula
Ben J. Benoit / Joseph Morabito, City of Wildomar
Mike Beauchamp, Governor's Appointee Caltrans District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

www.rctc.org

MEETING AGENDA*

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

9:30 a.m.

Wednesday, January 12, 2022

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INSTRUCTIONS FOR ELECTRONIC PARTICIPATION

Join Zoom Meeting

<https://rctc.zoom.us/j/85093400228>

Meeting ID: 850 9340 0228

One tap mobile

+16699006833,,85093400228# US (San Jose)

Dial by your location

+1 669 900 6833 US (San Jose)

For members of the public wishing to submit comment in connection with the Commission Meeting please email written comments to the Clerk of the Board at lmobley@rctc.org and your comments will be made part of the official record of the proceedings as long as the comment is received before the end of the meeting's public comment period. Members of the public may also make public comments in person or through their telephone or Zoom connection when recognized by the Chair.

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 on the Commission's website, www.rctc.org.

In compliance with the Americans with Disabilities Act, Government Code Section 54954.2, Executive Order N-29-20, 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** – 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. **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.*

6A. RESOLUTION NO. 21-020, AUTHORIZING VIRTUAL BOARD AND COMMITTEE MEETINGS PURSUANT TO AB 361

Page 1

Overview

This item is for the Commission to:

- 1) Reaffirm the findings in *Resolution No. 21-020, "A Resolution of the Board of Commissioner of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361"*. Those findings are as follows:
 - a) The Governor proclaimed a State of Emergency on March 4, 2020 related to the COVID-19 pandemic, which state of emergency continues to existing today; and
 - b) State or local officials have recommended measures to promote social distancing.

6B. APPROVAL OF MINUTES – DECEMBER 8, 2021

Page 5

6C. QUARTERLY FINANCIAL STATEMENTS

Page 20

Overview

This item is for the Commission to receive and file the Quarterly Financial Statements for the three months ended September 30, 2021.

6D. RIVERSIDE COUNTY 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL RESOLUTION

Page 31

Overview

This item is for the Commission to adopt Resolution No. 22-001, "*Resolution of the Riverside County Transportation Commission Certifying Riverside County has Resources to Fund Projects in the Federal Fiscal Years 2022/23 Through 2027/28 Transportation Improvement Program and Affirming Commitment to Implement All Projects and Phases as Applicable in the Program*".

6E. RESOLUTION NO. 22-002, AMENDED AND RESTATED COMMUTER ASSISTANCE PROGRAM RESOLUTION

Page 38

Overview

This item is for the Commission to adopt Resolution No. 22-002, "*Amended and Restated Resolution of the Riverside County Transportation Commission Adopting Amended Guidelines for the Administration of the Measure A Funded Commuter Incentive Projects as Part of Its Commuter Assistance Program*."

7. FISCAL YEAR 2021/22 MID-YEAR REVISED REVENUE PROJECTIONS

Page 46

Overview

This item is for the Commission to:

- 1) Approve the mid-year Fiscal Year (FY) 2021/22 revenue projections of \$250 million for Measure A revenues, \$127 million for Local Transportation Fund (LTF) revenues, and \$30 million for Transportation Uniform Mitigation Fee (TUMF) revenues;
- 2) Approve the budget increase adjustments to Measure A revenues of \$40 million and expenditures of \$16,479,000 to reflect the revised Measure A projection;
- 3) Approve the budget increase adjustments to LTF revenues of \$22 million, transfers in of \$1,543,000, and expenditures and transfers out of \$1,928,000 to reflect the revised LTF projection; and
- 4) Approve the budget increase adjustment to TUMF revenues of \$19 million to reflect the revised TUMF projection.

8. FISCAL YEAR 2022/23 REVENUE PROJECTIONS

Page 53

Overview

This item is for the Commission to:

- 1) Approve the projection for Measure A revenues of \$255 million for Fiscal Year 2022/23;

- 2) Approve the projection for Local Transportation Fund (LTF) apportionment of \$130 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2022/23; and
- 3) Approve the projection for Transportation Uniform Mitigation Fee (TUMF) revenues of \$30 million for FY 2022/23.

9. STATE AND FEDERAL LEGISLATIVE UPDATE

Page 59

Overview

This item is for the Commission to receive and file an update on state and federal legislation.

10. APPOINTMENT OF EXECUTIVE COMMITTEE MEMBERS

Page 66

Overview

This item is for the cities of Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar to select a representative to set on the Executive Committee.

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

Item	Property Description	Property Owner	Buyer(s)
1	117-111-005	RCTC	Kevin Russell

15. ADJOURNMENT

The next Commission meeting is scheduled to be held at 9:30 a.m. on **Wednesday, February 9, 2022.**

AGENDA ITEM 6A

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	Lisa Mobley, Administrative Services Manager/Clerk of the Board
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Resolution No. 21-020, Authorizing Virtual Board and Committee Meetings Pursuant to AB 361

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Reaffirm the findings in *Resolution No. 21-020, “A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361”*. Those findings are as follows:
 - a) The Governor proclaimed a State of Emergency on March 4, 2020 related to the COVID-19 pandemic, which state of emergency continues to existing today; and
 - b) State or local officials have recommended measures to promote social distancing.

BACKGROUND INFORMATION:

Since the onset of the COVID-19 in early 2020, California government agencies have been able to continue to discharge their legal responsibilities through the use of virtual teleconferencing platforms such as Zoom to hold public meetings that enabled agencies to meet and conduct business, comply with social distancing orders and most importantly, provide access to the public. In many cases, virtual meetings have actually enhanced public participation, particularly in larger counties including Riverside County where traveling to a public meeting can be inconvenient or require traveling a long distance. Both the RCA and RCTC have been meeting on Zoom since March of 2020, when many Executive Orders were issued by Governor Newsom in response to the pandemic. One such order altered Brown Act requirements to allow for virtual meetings.

Although transmission, hospitalization and death rates from COVID-19 have sharply declined since the original onset of the pandemic and subsequent Delta Variant surge, an air or uncertainty remains regarding the pandemic and many counties continue to recommend masking inside and social distancing. Given that environment and a desire to continue allowing for the flexibility of holding virtual meetings, the Legislature recently approved, and Governor Newsom signed, Assembly Bill 361 to temporarily allow for virtual meeting under proscribed circumstances.

AB 361

Effective immediately, AB 361 amends the Brown Act to allow local legislative bodies to continue using teleconferencing and virtual meeting technology in certain circumstances. Under the Bill, legislative bodies can continue to meet remotely as long as there is a “proclaimed state of emergency” and the Commission can make either of the following findings: (a) state or local officials have imposed or recommended measures to promote social distancing or (b) whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

The Governor proclaimed a State of Emergency on March 4, 2020 related to the COVID-19 pandemic, which State of Emergency continues to exist to this day. Further, both State and Riverside County officials continue to recommend the social distancing.

AB 361 requires specific procedural safeguards for the public. To accommodate individuals during these teleconferences and virtual meetings, a public comment period will be offered where the public can address the legislative body directly in real time. Additionally, public comments will be allowed up until the public comment period is closed at the meetings. The agenda will include information on the manner in which the public may access the meeting and provide comments remotely. If technical problems arise that result in the public’s access being disrupted, the legislative body will not take any vote or other official action until the technical disruption is corrected and public access is restored.

The attached Resolution allows the Board to implement AB 361 by making the findings discussed above. This findings will be in effect for 30 days or until the Board makes findings that the conditions listed therein long longer exist, whichever is shorter. The findings can be extended by the Board upon a finding that conditions supporting the findings included in the Resolution still exist. The authorization to meet remotely will apply to any Committees that meet during the 30-day effective period.

AB 361 will allow for virtual meetings during other state-proclaim emergencies, such as earthquakes or wildfires, where physical attendance may present a risk. AB 361 is scheduled to sunset January 1, 2024.

STAFF RECOMMENDATION:

Reaffirm the findings in *Resolution No. 21-020, “A Resolution of the Board of Commissioners of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361”*.

Attachment: Resolution No. 21-020

RESOLUTION NO. 21-020

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE RIVERSIDE COUNTY
TRANSPORTATION COMMISSION AUTHORIZING VIRTUAL BOARD AND
COMMITTEE MEETINGS PURSUANT TO AB 361**

WHEREAS, the Riverside County Transportation Commission (“Commission”) is committed to preserving and nurturing public access and participation in meetings of the Board of Commissioners, Executive Committee, Budget and Implementation Committee, and Western Riverside County Programs and Projects Committee; and

WHEREAS, all meetings of the Commission’s legislative bodies, including its Board of Commissioners, Executive Committee, Budget and Implementation Committee, and Western Riverside County Programs and Projects Committee are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend and participate in the Authority’s meetings; and

WHEREAS, starting in March 2020, in response to the spread of COVID-19 in the State of California, the Governor issued a number of executive orders aimed at containing the COVID-19 virus; and

WHEREAS, among other things, these orders waived certain requirements of the Brown Act to allow legislative bodies to meet virtually; and

WHEREAS, pursuant to the Governor’s executive orders, the Commission has been holding virtual meetings during the pandemic in the interest of protecting the health and safety of the public, Commission staff and Commissioners; and

WHEREAS, the Governor’s executive order related to the suspension of certain provisions of the Brown Act expired on September 30, 2021; and

WHEREAS, on September 16, 2021 the Governor signed AB 361 (in effect as of October 1, 2021 – Government Code Section 54953(e)), which allows legislative bodies to meet virtually provided there is a state of emergency, and either (1) state or local officials have imposed or recommended measures to promote social distancing; or (2) the legislative body determines by majority vote that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, such conditions now exist in the Commission, specifically, a state of emergency has been proclaimed related to COVID-19 and state or local officials are recommending measures to promote social distancing,

NOW, THEREFORE, BE IT RESOLVED THAT THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

Section 2. Findings. Consistent with the provisions of Government Code Section 54953(e), the Board of Commissioners finds and determines that (1) a state of emergency related to COVID-19 is currently in effect and (2) state or local officials have recommended measures to promote social distancing in connection with COVID-19.

Section 3. Remote Teleconference Meetings: Based on the findings and determinations included herein, the Board of Commissioners authorizes and directs any of its legislative bodies, including without limitation its Board of Commissioners, Executive Committee, Budget and Implementation Committee, Western Riverside County Programs and Projects Committee, Technical Advisory Committee, and Citizens and Specialized Transit Advisory Committee to conduct remote teleconference meetings under the provisions of Government Code Section 54953(e) and that such bodies shall provide public access to their meetings as provided in Section 54953(e).

Section 4. Effective Date of Resolution. This Resolution shall take effect upon adoption and shall be effective for 30 days unless earlier extended by a majority vote of the Board of Commissioners in accordance with Section 5 of this Resolution.

Section 5. Extension by Motion. The Board of Commissioners may extend the application of this Resolution by motion and majority vote by up to 30 days at a time, provided that it makes all necessary findings consistent with and pursuant to the requirements of Section 54953(e)(3). Any such extension may be made before or after the expiration of the preceding 30 day period.


PASSED AND ADOPTED by the Board of Commissioners of the Riverside County Transportation Commission this 10th day of November 2021, by the following vote:

APPROVED AND ADOPTED this 10th day of November, 2021.



Jan C. Harnik, Chair
Riverside County Transportation Commission

ATTEST:



Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

AGENDA ITEM 6B

MINUTES

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

MEETING MINUTES

Wednesday, December 8, 2021

1. CALL TO ORDER

The Riverside County Transportation Commission was called to order by Chair Jan Harnik at 9:40 a.m., via Zoom Meeting ID 899 5519 5070. This meeting was conducted in-person as well as virtually in accordance with AB 361 due to state or local officials recommending measures to promote social distancing.

2. ROLL CALL

Commissioners/Alternates Present

Mike Beauchamp
Ben J. Benoit
Brian Berkson
Chuck Conder
Joseph DeConinck*
Waymond Fermon*
Kathleen Fitzpatrick*
Raymond Gregory*
Mary Hamlin*
Jan Harnik
Steven Hernandez*
Jeff Hewitt
Ted Hoffman
Kevin Jeffries
Linda Krupa*
Alonso Ledezma*
Clint Lorimore*

*Joined the meeting virtually.

Commissioners Absent

Yxstain Gutierrez
Matt Rahn
Wes Speake

3. PLEDGE OF ALLEGIANCE

Commissioner Kevin Jeffries led the Commission in a flag salute.

At this time, John Standiford, Deputy Executive Director, presented a tribute to Theresia Trevino, Chief Financial Officer, on behalf of RCTC, because of her retirement in December 2021.

Anne Mayer, Executive Director, recognized and expressed extreme appreciation to Theresia Trevino for everything she has done at RCTC and was delighted that her family came today to be able to hear the accolades that are being shared.

Theresia Trevino, Chief Financial Officer, expressed appreciation as she has enjoyed her career and especially her time at RCTC. She expressed gratitude to the Commissioners for their trust, the many bond rating trips to New York, and Commission Workshops and to the RCTC staff.

Larry Rubio, Riverside Transit Agency's (RTA) Chief Executive Officer, along with the RTA's incoming Chief Executive Officer Kristin Warsinski congratulated and honored Theresia Trevino on her retirement and presented her with a proclamation.

Theresia Trevino thanked her family for all their years of support while at RCTC and she cannot wait to spend more time with her family.

Commissioner Karen Spiegel expressed appreciation to Theresia Trevino for being a role model both traveling as she had the opportunity to go to New York with Ms. Trevino, but to show her dedication and tremendously hard work she puts in, and that she also likes to relax and put dedication into play. She expressed knowing she will spend time with her family and friends, but her legacy has been left with them.

Second Vice Chair Bob Magee expressed the true test of an individual is how they handle adversity. He stated when the 2008 financial markets crashed Ms. Trevino came to the Commission and explained what happened and outlined a plan to save RCTC's investments to the greatest extent possible and he expressed that is a moment in time he will never forget. He expressed appreciation for Ms. Trevino's calm leadership during that financial tragedy and that she will be missed.

Chair Harnik expressed having worked with Ms. Trevino and going on these New York trips, there is nothing like having Theresia Trevino do a presentation and then say to all these high powered and experienced people in the room are there any questions and there is silence. It is because she covers it all, is so efficient, so effected and it is amazing. Chair Harnik expressed appreciation of her first experience with Theresia Trevino and she was a new Commissioner, and the Commission was swapping out interests that they would be voting on and how Ms. Trevino met with her and provided her with all sorts of information. She expressed this really illustrates her expertise because Ms. Trevino could explain it and she understood and felt very comfortable voting. Chair Harnik expressed that Theresia Trevino is an asset to RCTC, to every Commissioner, staff member, and that she will be missed.

Commissioner Chuck Washington expressed recalling fondly years ago leading up to the year he would serve as Chair of RCTC he joined Anne Mayer and Theresia Trevino and went back to New York for the tour with the rating agencies and even though it was a

business trip there were times to go out for lunch or dinner and get to know one another a little bit better. He noted only knowing the “numbers” or kind of dry side of Theresa Trevino and in New York he got to know the “afterwork” Theresa Trevino who enjoyed going out with friends, conversations around family, other activities outside of work, enjoyed being with the group in New York, and she has a very good sense of humor. He expressed appreciation for the time he was able to spend with Ms. Trevino in New York and congratulated her on her many years of service and to have a great retirement.

4. PUBLIC COMMENTS

Arnold San Miguel, Southern California Association of Governments (SCAG), announced the January 10, 2022 deadline to apply for the SCAG Housing Policy Leadership Academy. He encouraged a variety of backgrounds to apply and will forward this announcement to their contacts and to groups that might be a good fit. Additional information is on the SCAG website.

5. ADDITIONS / REVISIONS

Per staff’s request, Agenda Item 7, *“Caltrans Director Toks Omishakin Update”*, has been pulled from the agenda.

Lisa Mobley, Administrative Services Manager/Clerk of the Board, announced that staff will also be pulling Closed Session Agenda Item 13C, *“Conference with Legal Counsel – Anticipated Litigation”*, from the agenda.

6. CONSENT CALENDAR

M/S/C (Hewitt/Benoit) to approve the following Consent Calendar items.

6A. RESOLUTION NO. 21-020, AUTHORIZING VIRTUAL BOARD AND COMMITTEE MEETINGS PURSUANT TO AB 361

- 1) Reaffirm the findings in *Resolution No. 21-020, “A Resolution of the Board of Commissioner of the Riverside County Transportation Commission Authorizing Virtual Board and Committee Meetings Pursuant to AB 361”*. Those findings are as follows:
 - a) The Governor proclaimed a State of Emergency on March 4, 2020 related to the COVID-19 pandemic, which state of emergency continues to existing today; and
 - b) State or local officials have recommended measures to promote social distancing.

6B. APPROVAL OF MINUTES – NOVEMBER 10, 2021

6C. PROPOSED 2022 COMMISSION/COMMITTEE MEETING SCHEDULE

Adopt its 2022 Commission/Committee Meeting Schedule.

6D. FISCAL YEAR 2020/21 COMMISSION AUDIT RESULTS

- 1) Receive and file the Fiscal Year 2020/21:
 - a) Annual Comprehensive Financial Report (ACFR);
 - b) Local Transportation Fund (LTF) Financial and Compliance Report;
 - c) State Transit Assistance (STA) Fund Financial and Compliance Report;
 - d) State of Good Repair (SGR) Fund Financial and Compliance Report;
 - e) Proposition 1B Rehabilitation and Security Project (Proposition 1B) Accounts Financial and Compliance Reports;
 - f) Low Carbon Transit Operations Program (LCTOP) Account Financial and Compliance Reports;
 - g) Single Audit Report;
 - h) RCTC 91 Express Lanes Fund Financial Report;
 - i) 15 Express Lanes Fund Financial Report;
 - j) Auditor Required Communications Report;
 - k) Agreed-Upon Procedures Report related to the Appropriations Limit Calculation;
 - l) Agreed-Upon Procedures Report related to the Commuter Assistance Program (CAP) incentives; and
 - m) Management certifications.

6E. QUARTERLY SALES TAX ANALYSIS

Receive and file the sales tax analysis for Quarter 2, 2021 (2Q 2021).

6F. QUARTERLY INVESTMENT REPORT

Receive and file the Quarterly Investment Report for the quarter ended September 30, 2021.

6G. ANNUAL INVESTMENT POLICY

- 1) Adopt Resolution No. 21-021, *“Resolution of the Riverside County Transportation Commission Regarding the Revised Investment Policy”*; and
- 2) Adopt the revised annual Investment Policy.

6H. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JULY – SEPTEMBER 2021

Receive and file the Quarterly Public Engagement Metrics Report for July – September 2021.

6I. CITY OF TEMECULA FUNDING REQUEST FOR CONSTRUCTION OF THE INTERSTATE 15 AUXILIARY LANE PROJECT

- 1) Approve programming \$3.5 million of Transportation Uniform Mitigation Fee (TUMF) Community Environmental Transportation Acceptability Process (CETAP) funds for the city of Temecula's (Temecula) Interstate 15 (I-15) Auxiliary Lane Project (ALP);
- 2) Approve Agreement No. 22-73-032-00 between the Commission and Temecula for the programming of \$3.5 million of TUMF CETAP for the construction phase of the I-15 ALP; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreement.

6J. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS

Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended September 30, 2021.

6K. AGREEMENTS FOR ON-CALL RIGHT OF WAY APPRAISAL SERVICES

- 1) Award the following agreements to provide on-call right of way appraisal services for a three-year term, in an amount not to exceed an aggregate value of \$1 million;
 - a) Agreement No. 22-31-009-00 with Hawran & Malm, LLC;
 - b) Agreement No. 22-31-026-00 with Hennessey & Hennessey, LLC;
 - c) Agreement No. 22-31-027-00 with Integra Realty Resources – Los Angeles;
 - d) Agreement No. 22-31-028-00 with R.P. Laurain & Associates, Inc.; and
 - e) Agreement No. 22-31-029-00 with Santolucito Dorè Group, Inc.
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.

6L. AGREEMENT FOR RAILROAD RIGHT OF WAY PROPERTY MAINTENANCE SERVICES

- 1) Approve Agreement No. 22-33-014-00 with Joshua Grading & Excavating, Inc. for property maintenance services of Commission-owned railroad right of way (ROW) property for a five-year term in an amount not to exceed of \$4.3 million;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the contractor under the terms of the agreement.

6M. LOCAL TRANSPORTATION FUND ADVANCE LOAN TO TRANSIT OPERATORS

Approve a loan to advance Local Transportation Funds (LTF) up to \$21.4 million to the cities of Corona and Riverside, Riverside Transit Agency (RTA), and SunLine Transit Agency (SunLine) as recipients of Federal Transit Administration (FTA) funds under the condition the loans are repaid to the Commission within 14 days of receipt of FTA funds.

6N. AMENDMENT TO AGREEMENT WITH STEVE'S TOWING FOR EXPRESS LANES FREEWAY SERVICE PATROL SERVICE

- 1) Approve Agreement No. 16-45-103-03, Amendment No. 3 to Agreement No. 16-45-103-00 with Steve's Towing (Steve's) for continued Freeway Service Patrol (FSP) services on the Commission's Express Lanes (Beats 91T and 15T) for an additional 13 months through January 30, 2023 and to increase the hourly rate for the one 91T service truck from \$56.25 to \$70.00 for an additional amount of \$105,000, and a total amount not to exceed \$2,168,197; and
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreement on behalf of the Commission.

6O. AMENDMENTS TO AGREEMENTS FOR IE511 TRAVELER INFORMATION SERVICES

- 1) Approve Agreement No. 09-45-067-10, Amendment No. 10 to Agreement No. 09-45-067-00, with Iteris, Inc. (Iteris) for the continued provision of operations and maintenance services for the Inland Empire 511 (IE511) system through March 31, 2022, for an additional amount of \$55,000, and a total amount not to exceed \$3,665,785;
- 2) Approve Agreement No. 14-41-156-09, Amendment No. 9 to Agreement No. 14-41-156-00, with Media Beef, Inc. (Media Beef) for the continued provision of programming and website/mobile application administration

services for IE511 through March 31, 2022 for an additional amount of \$7,000, and a total amount not to exceed \$1,500,670; and

- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to finalize and execute the agreements on behalf of the Commission.

6P. APPROVAL OF ADDITIONAL PROPERTY ACQUISITION FOR THE 71/91 INTERCHANGE PROJECT

Authorize the acquisition of seven additional parcels consisting of footing easements and temporary construction easements (TCEs) for the State Route 71 (SR-71)/State Route 91 (SR-91) interchange project (Project) in accordance with the Commission's Right of Way Policies and Procedures.

8. 2022 STATE AND FEDERAL LEGISLATIVE PLATFORM AND LEGISLATIVE UPDATE

David Knudsen, Interim External Affairs Director, presented the state and federal update, highlighting the following areas:

- Infrastructure Investment and Jobs Act (IIJA)
 - ✓ IIJA breakdown of transportation funding
 - ✓ How the IIJA \$1.2 trillion is divided up
 - ✓ A graphic of how the IIJA: \$284 billion in new Surface Transportation spending will be allocated
 - ✓ A graphic of how the IIJA: \$266 billion for core infrastructure spending will be allocated
 - ✓ IIJA: Roads & Highways funding; IIJA: Rail & Transit funding; and IIJA: Bridge funding
 - ✓ IIJA: Looking forward
 - ✓ Path for member agency grant success
- 2022 State and Federal Legislative Platform

Commissioner Jeff Hewitt stated the \$66 billion for rail projects there was a big kerfuffle over the 2013 modifications to the CalPERS, which was PEPRAs, and he believes that was holding it up on the federal level. He asked if it does hold that up directly does that still affect any other rail programs that may impact RCTC.

Anne Mayer replied the PEPRAs issue is really complicated and there is potential that there could be impacts. Staff is working together with the California Transit Association and other member agencies specifically Orange County Transit Authority (OCTA) and LA Metro here in Southern California who are really taking the lead in trying to work through those issues with the Federal Transit Administration (FTA). Anne Mayer stated it is a U.S. Department of Labor determination and suggested it is something that they need to watch very carefully. She expressed being optimistic this will be resolved, keeping PEPRAs in place and then also making sure the federal money can flow, but it is in the Department

of Labor's hands, and staff will stay very closely engaged with their partners. LA Metro, OCTA, and the Bay Area Transit Agencies have a lot of information and ability to share that information in a way that hopefully can be convincing. The current FTA Administrator Nuria Fernandez is formerly the general manager and CEO in Santa Clara County, so she is very familiar with California and its needs. In the meantime, staff has identified funds the Commission has authorized if their transit partners need loans to float them through until they get the federal funds.

Commissioner Steven Hernandez stated sustainability, equity, and environmental justice they have been identifying it at RCTC and at Coachella Valley Association of Governments (CVAG) a lot of these projects that could potentially qualify. He asked if the feds would go with the state criteria of what sustainability, equity, and environmental justice means or is there another federal criterion that is going to be applied to these projects. Commissioner Hernandez asked for all of their agencies if RCTC is willing to work with their cities to identify projects that can potentially fit under these three categories.

David Knudsen replied for many of the federal grants those eligibility requirements are yet to be determined for federal funding and they would likely be similar but different requirements than where the state is. He stated in terms of helping their member agencies they want to support the County to get its fair share and more so RCTC will want to help support those efforts as much as they can.

Anne Mayer noted this also goes back to Mr. Knudsen's comment about how engaged they were in the process of the development of the language. She stated they need to stay very closely engaged in the guideline development to ensure anything that is defined translates to the needs here in Riverside County and so it is a concern that the definition of those words could mean something different to several people. Anne Mayer explained they need to make sure however they are defined they are defined in away that is inclusive for Riverside County so their projects can be eligible and that their community's projects and priorities are seen as viable candidate projects in those discretionary pots.

Commissioner Karen Spiegel stated to go along with both the previous questions from Commissioners Hernandez and Hewitt and noted as Mr. Knudsen stated under roads, bridges, and highways he dropped off roads. She expressed concern if the dollars come from the feds to the state will they have to follow the criteria of the state because she is aware there has been a push back on the expansion of their roadways.

Anne Mayer replied roads absolutely need to be in the mix and one of the things that is a priority is they are advocating for as much of the federal money as possible to be distributed at the local and regional levels, so that local and regional priorities can move forward based on those funding types. She stated from what they have seen it appears money that flows through the state will also have an additional layer of screening on it that may or may not impact the kinds of projects that get funding. Anne Mayer suggested they will have to remain diligent to make sure that projects of all kinds remain eligible

because if in the federal legislation projects are eligible then they should remain eligible even in the state of California.

In response to Commissioner Spiegel's inquiry if that would also be for the grants, would that be the criteria from the U.S. Department of Justice (DOJ), or would it be only League of California, who do the grants go to, Anne Mayer replied it would depend on the guideline and how the guidelines are set up. She stated generally federal grants that allow local agencies to apply then they would just be complying with federal requirements. She explained a different example is there are some federal governments that require the applications to be submitted through the state and she used the recent application submittal made by RCTC for the Coachella Valley-San Gorgonio Pass Rail as an example that was submitted to the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. Anne Mayer explained since RCTC was not an eligible applicant, Caltrans was the lead applicant on that proposal, and they needed to coordinate with the state, and they were grateful Caltrans took the lead on that application. In the development of the guidelines if there is any influence they have in the development of the guidelines it will be that local agencies, cities, the County, and regional agencies like theirs are eligible to be applicants for as many of the grants as possible.

In response to Commissioner Spiegel question about transit and noted to Mr. Knudsen he stated intercity and then aid Amtrak, but will that include Metrolink, David Knudsen replied yes it will include that. Commissioner Spiegel clarified because the only one they had was Los Angeles to Coachella, Riverside to Coachella so is it beyond that or just focusing on Coachella. David Knudsen replied for clarification in the State and Federal Legislative Platform discussion if that was the point she was referring to. Commissioner Spiegel replied yes it was. David Knudsen explained they do not have a call out specifically for Coachella Valley Rail in their platform with all the guidelines and support RCTC received both locally, state, and at the federal level. He stated they felt it would be important to include a specific call out for that, but the platform itself already identifies support for intercity, passenger, and commuter rail.

Commissioner Spiegel expressed being highly supportive of the Coachella Valley Rail, but she wanted to make sure if there are other opportunities, they can do different grants.

Commissioner Kevin Jeffries stated most of the questions have been asked but he remembers when funding and building transportation projects meant funding and building transportation projects, not so much these days at least in California. He explained the challenge of accessing their fair share they will have to be embedded in Sacramento to prevent the typical diversion of funds away from the Inland Empire to the Coast. Commissioner Jeffries expressed if they rely solely on lobbyists who are hired by coastal communities, counties, and cities they will have their own built-in conflict of interest in who they will try to get funds for. He stated a staff member is going to have to engage, some of the Commissioners are going to have to engage with elected leaders up there and doing everything they can to prevent the 100-year tradition of sending

everything to coastal counties and avoiding the Inland Empire. Commissioner Jefferies asked if there is a spend deadline, assuming it takes 15 years to get a project through Caltrans and if the federal government says they have four years or six years to spend it California is dead in the water.

David Knudsen replied that information has not yet been determined through these programs, the criteria both in the eligibility and the allocation have yet to be determined. He stated on the reauthorization element of the IJJA it is a five-year allocation and a five-year authorization so those funds will be distributed across five years. Mr. Knudsen explained how the span to actually spend locally he will need follow up and determine if those have been set yet.

Commissioner Jeffries expressed to Mr. Knudsen there is a lot of work that needs to be done assuming they are still here when the money actually can be spent 15 or 20 years from now.

Commissioner Chuck Conder expressed appreciation for David Knudsen presentation and stated it is an initial 1,000 foot look down also how they will pay for this, but he thinks all the projects really need to get done. He stated Mr. Knudsen mentioned the Ports that obviously Long Beach and Los Angeles have a lot of work to do to get the hyper ships in there but when that occurs Riverside continues to be the most impacted city in the nation on grade separations. He will be hopefully working with everyone and relying on them to get some of this money to continue their grade separations, which they have been doing for over a decade and they cannot catch up with all the traffic that comes through. Commissioner Conder expressed they estimate by 2025 the rail gates will be down in Riverside for five hours a day with 200 plus trains coming through. He reiterated working hopefully with everyone to get the money to help with these grade separations for the city and the surrounding communities.

Chair Harnik referred to the platform under the Alignment of Responsibilities, the bullet point that states, oppose efforts by state and federal governments to negate their obligation to maintain the highway system and she stated as they have heard they need to work hard on that. She explained at a time they recognize and even the fact they have chosen to pass this bill with all those funds shows they recognize their obligation to our highway systems. She stated they have an obligation with their train system throughout the country and hopes they will be able to get them on board to fulfill their obligations and to keep the work going.

Anne Mayer expressed appreciation for all their comments and stated going back to rail, intercity rail is generally the Amtrak service that goes city to city, passenger rail and commuter rail is their Metrolink system. She stated on December 9 the House Transportation and Infrastructure one of the subcommittees is holding a hearing called Leveraging an IJJA Plans for Expanding Intercity Passenger Rail. Two of the four people testifying are from California the first being California State Transportation Agency

Secretary David Kim, which has been a terrific partner for RCTC on CV Rail, and Donna DeMartino Managing Director from the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency. Anne Mayer stated she hopes they will hear a lot of conversation about rail in Southern California at that committee hearing. She explained to the broader issues about how hard it is for the Inland Empire to be heard about the challenges they face related to increased population growth, the need for affordable housing, the need for more housing, and the impact on their transportation community it is very difficult to be heard. They have tried different ways to be heard in trying to see if any of it can resonate so that the Inland Empire and other inland areas of the state are heard with respect to their transportation needs. She expressed appreciation to Mike Beauchamp, Caltrans District 8 Director, who has lived in the Inland Empire for as long as she has, they both came from Michigan and Mr. Beauchamp has been a strong advocate for RCTC in the Inland Empire. Anne Mayer expressed state policies are sending them in a direction where investment in roads, highways, auxiliary lanes, and interchanges is going to be the last thing on the table instead of the first. She understands Commissioner Jeffries comment that there is a lot of work to do, and this will be a year where staff and the Commissioners will have to be very actively engaged and especially with the Inland Empire Delegation. They are working closely with their colleagues at San Bernardino County Transportation Authority (SBCTA) to make sure they have some sort of uniformity in messaging in the Inland Empire trying to resonate. She stated over the weekend Governor Newsom announced a rapid response project on southbound Interstate 15 near the Nevada state line, a five-mile temporary lane extending into California to alleviate traffic congestion for those returning to California from activities in Las Vegas. She expressed her initial comment was us too, as RCTC could give example after example where that is important, and the governor found money to build that project and to start the project later this spring. She echoed they agree with the governor on his point that expanding the state highway system is an appropriate method to reduce choke points and congestion. From a staff perspective what the governor announced on I-15 up to the north is a great example of how things can get done in Riverside County too. She suggested part of their conversation needs to be about the people in Riverside County who cannot take it anymore the Riverside County residents and businesses who are absolutely in need of projects that relieve their daily commute and the impact on them. Staff has been working with Chair Harnik on a letter to the governor and her phone number will be included since the governor stated pick up the phone and call him and tell him what the problem is. Anne Mayer recommended that RCTC and the Commissioners take up on that offer and work in partnership with the state to advocate for projects here just like those being done on I-15 to the north to help travelers come back on the weekend from Nevada. Anne Mayer expressed being excited for the upcoming year and that the legislative team is ready to go, David Knudsen and Tyler Madary, Senior Management Analyst, are ready and they are working closely with their colleagues, and she expressed appreciation for their direction and input and is looking look forward to an active 2022.

Chair Harnik suggested if they have a few moments to watch the press conference with the two governors as they talked about this new project because they made some

important points. The governors discussed how they did not have any plans and there was no strategy. She expressed the good point was they were able to pull it together at a moment's notice in very short order and they now have plans, and they have a strategy for the I-15. She expressed the Commission has plans and has strategies for a longtime and they would like to implement theirs too.

M/S/C (Gregory/Spiegel) to:

- 1) Adopt the Commission's 2022 State and Federal Legislative Platform; and**
- 2) Receive and file the state and federal update.**

9. ELECTION OF RIVERSIDE COUNTY TRANSPORTATION COMMISSION OFFICERS

Chair Harnik opened the nominations for Chair, First Vice Chair, and Second Vice Chair.

Lisa Mobley asked for nominations for Chair.

Commissioner Chuck Washington, seconded by Commissioner Raymond Gregory nominated Vice Chair V. Manuel Perez for Chair for 2022. No other nominations were received.

At this time, Chair Harnik requested the Commissioners nominate the Chair and the Vice Chair at the same time.

Commissioner Washington, seconded by Vice Chair Perez nominated Vice Chair Bob Magee for Vice Chair for 2022. No other nominations were received.

At this time, Chair Harnik requested the Commissioners nominate the Second Vice Chair for 2022.

Commissioner Scott Vinton, seconded by Commissioner Spiegel nominated Commissioner Brian Berkson as Second Vice Chair. Commissioner Jeff Hewitt, seconded by Chair Harnik nominated Commissioner Lloyd White as Second Vice Chair. No other nominations were received.

Commissioner Lloyd White received 21 votes and was nominated as Second Vice Chair for 2022.

Chair Harnik closed the nominations. V. Manuel Perez was elected as the Commission's Chair, Bob Magee as Vice Chair, and Lloyd White as Second Vice Chair for 2022.

10. ITEM(S) PULLED FROM CONSENT CALENDAR FOR DISCUSSION

There were no items pulled from the consent calendar.

11. EXECUTIVE DIRECTOR'S REPORT

11A. Anne Mayer announced:

- Expressed RCTC staff appreciation to the Commissioners for all their leadership over the past year. It has been important as they have not only tried to deliver on all their projects and programs as promised but also to do so in a pretty uncertain time within many communities.
- Thankful to be able to see some of the Commissioners in person at the hybrid meeting today. She thanked the Commissioners for an outstanding 2021 and looks forward to serving them and the public in 2022 and wished everyone Happy Holidays.

12. COMMISSIONER COMMENTS

12A. Commissioner Vinton announced this is his last Commission meeting as a Commissioner for RCTC as he is moving to Tennessee at the end of the month. He will be finishing his term as Mayor with the city of Murrieta. He expressed appreciation to all the Commissioners because it is such a great job they do in making this Commission the best in California in looking out for the residents in Riverside County under the leadership of Anne Mayer, it has been an honor serving with them, God bless, and Merry Christmas.

Chair Harnik expressed to Commissioner Vinton that it has been an honor serving with him.

12B. Chair Harnik reiterated the SCAG Housing Policy Leadership Academy is a great asset and a great opportunity and if those Commissioners may not be able to attend or participate there might be someone in their staff that might be able to because it will be helpful as everyone understands the challenges with housing.

12C. Commissioner Alonso Ledezma announced the city of San Jacinto has a new Mayor Crystal Ruiz as of December 7 and a new Mayor Pro Tem Phil Ayala. He expressed gratitude to Commissioner Vinton as it has been a pleasure working and making decisions with him.

Commissioner Vinton thanked Commissioner Ledezma.

12D. Commissioner Ben J. Benoit expressed appreciation to Theresia Trevino for all her hard work. He stated in looking at today's agenda there are hundreds of pages dedicated to the audit, the CAFR, and for all the audits with the agency over the year and to have that kind of agenda filled with all those items and there were no questions. He expressed to Theresia Trevino great job and they are desperately going to miss her.

- 12E.** Commissioner Spiegel announced Commissioner Washington this past week was up at California State Association of Counties (CSAC) representing Riverside County and he has been elected as Vice Chair and then the following year will be Chair at CSAC. It is an honor on their behalf and if there are questions to reach out as he provides monthly updates and he has a wealth of knowledge.
- 12F.** Chair Harnik congratulated Commissioner Raymond Fermon as the new Mayor for the City of Indio.

Commissioner Fermon expressed it is an honor to serve on this Commission and he will continue to serve on this Commission. Transportation is one of his passions and he understands the course over transportation as they grow in Coachella Valley specifically Indio. Over the past three years he has learned a lot and expressed appreciation to Commissioner Perez for his guidance and supporting him from day one. He is honored that he is now the first African American Mayor of the city of Indio. He wished everyone Merry Christmas and Happy Hanukkah.

- 12G.** Commissioner Ted Hoffman congratulated Chair Harnik and staff for doing an excellent job on handling their first hybrid meeting today understanding that it is difficult.

Commissioner Hewitt stated to Chair Harnik it is a long drive from the Coachella Valley and expressed appreciation that she was the only one that drove in to be in person at the meeting today. He thanked her for her dedication and for seeing her in person.

Steve DeBaun, Legal Counsel, announced that Closed Session Agenda Item 13A, *Conference with Real Property Negotiators*, has been pulled from the agenda because those properties were approved on the Consent Calendar. He reiterated Agenda Item 13C, *“Conference with Legal Counsel – Anticipated Litigation”*, as previously mentioned has been pulled.

13. CLOSED SESSION

13B. CONFERENCE WITH LEGAL COUNSEL: EXISTING LITIGATION

Pursuant to Government Code Section 54956.9 (d)(1)
Case No. RIC1903612

There were no announcements for the Closed Session items.

14. ADJOURNMENT

There being no further business for consideration by the Riverside County Transportation Commission, Chair Harnik adjourned the meeting at 11:30 a.m. The next Commission meeting is scheduled to be held at 9:30 a.m., Wednesday, January 12, 2022.

Respectfully submitted,

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

Lisa Mobley
Administrative Services Manager/
Clerk of the Board

AGENDA ITEM 6C

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Quarterly Financial Statements

STAFF RECOMMENDATION:

This item is for the Commission to receive and file the Quarterly Financial Statements for the three months ended September 30, 2021.

BACKGROUND INFORMATION:

During the first three months of the fiscal year, staff monitored the revenues and expenditures of the Commission. The first quarter of the fiscal year is primarily directed toward completing fiscal year-end activities for the prior year. Staff expects most of the categories to present a more realistic outlook beginning in the second quarter.

The operating statement shows the Measure A and Local Transportation Fund (LTF) sales tax revenues for the first quarter at nine percent of the budget. This is a result of Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for nonexchange Transactions*. GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they are collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. This creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the revenues related to collections for July 2021.

On a cash basis, the Measure A and LTF sales tax receipts are 29.03 and 28.34 percent higher, respectively, than the same period last fiscal year. State Transit Assistance revenues, including State of Good Repair for the first quarter of 2022, are expected to be received in the second quarter of 2022. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are generally on a reimbursement basis. The Commission will receive these revenues as eligible project costs are incurred and invoiced to the respective agencies. The negative revenue amounts for federal, state, and local reimbursements reflect the reversal of FY 2020/21 accrued revenues at the beginning of FY 2021/22 in excess of

amounts billed during the first quarter. Reimbursement invoices for expenditures for the first quarter will be prepared and submitted in the second quarter.

During the FY 2021/22 budget process, the Commission conservatively estimated Transportation Uniform Mitigation Fee revenues of \$11 million passed through from Western Riverside Council of Governments. The Commission expects to receive the July 2021 through September 2021 revenues in the second quarter.

During the FY 2021/22 budget process, the Commission conservatively budgeted RCTC 91 Express Lanes and 15 Express Lanes toll revenues and toll violations and fee revenues at \$40.5 million and \$23.6 million, respectively. The operating statement shows toll revenues at 35 percent of the budget and toll violations and fee revenues at 78 percent of the budget. Staff will continue to monitor the toll transactions and/or trips and non-toll revenues.

The operating statement shows other revenues at 36 percent of the \$657,300 budget and reflects property management lease revenues.

During the FY 2021/22 budget process, the Commission conservatively estimated investment income at \$910,100 due to decreasing interest rates. The operating statement shows investment income, which includes unrealized investment gains (losses), at 41 percent of the \$910,100 budget.

The expenditures/expenses and other financing sources/uses categories are in line overall with the expectations of the budget with the following exceptions:

- Salaries and benefits are under budget primarily due to unfilled budget positions;
- Professional services are under budget primarily due to unused budget authority for rail operations and development activities, highway general legal and professional services, toll operations general legal and professional services, administrative professional services, and finance auditing and professional services;
- Support costs are under budget due to unused budget authority for administrative activities, rail operations and development activities, highway operations, and toll operations;
- Program operations are under budget due to unused budget authority for the toll operations, motorist and commuter assistance program operations, highway and rail program management, and station security;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding \$5 million is discussed in the attachment. The negative expenditure amount reflects the reversal of FY 2020/21 accrued expenditures at the beginning of FY 2021/22 in excess of the amounts invoiced to the Commission during the first quarter;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;

- Special studies unused budget authority is related to feasibility studies;
- Local streets and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through July 2021;
- Regional arterial expenditures primarily represent expenditures for highways and regional arterial program administered by Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority. The negative expenditure amount reflects the reversal of FY 2020/21 accrued expenditures at the beginning of FY 2021/22 in excess of the amounts invoiced to the Commission during the first quarter;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. On a quarterly basis in the RCTC 91 Express Lanes and 15 Express Lanes Enterprise Funds accounting records, the Commission records accrued interest including compounded interest on the 91 Project and 15 Express Lanes Project Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and accreted interest on the 2013 Toll Revenue Bonds, Series B (capital appreciation bonds or CABs) for the 91 Project. However, \$3.2 million of the \$7.6 million interest cost for the first quarter will not be paid in the current year for the RCTC 91 Express Lanes Enterprise Fund and \$1 million for the 15 Express Lanes Enterprise Fund and therefore is not included in the FY 2021/22 budget;
- Capital outlay expenditures are under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations transponders, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 Express Lanes and 15 Express Lanes Enterprise Funds accounting records; however, such depreciation is not paid and therefore is not included in the FY 2021/22 budget;
- The Commission entered into a loan agreement with the U.S. Department of Transportation for a \$152.5 million TIFIA loan to pay eligible I-15 Express Lanes project costs. Proceeds of the TIFIA loan may be drawn upon after certain conditions have been met. Through the first quarter, the Commission drew down \$0 in TIFIA loan proceeds, for a cumulative inception to date total in TIFIA loan proceeds of \$147.9 million. The final draw on the TIFIA loan is anticipated in the second quarter. During construction of the I-15 Express Lanes project and for a period of up to five years following substantial completion, interest is compounded and added to the TIFIA loan. TIFIA debt service payments are expected to commence in December 2025, which is approximately five years after substantial completion of the I-15 Express Lanes project, through 2055; and
- In October 2021, the Commission will issue toll revenue refunding bonds (2021 Toll Refunding Bonds) consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds will be used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue Current Interest Bonds (CIBs), pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the TIFIA loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds will be issued in exchange for

certain 2013 Toll Revenue CIBs accepted for exchange. Additionally, the Commission will deposit available funds with an escrow agent to defease approximately \$28,919,000 in accreted value of the 2013 Toll Revenue CABs maturing in the years 2022 through 2025 and 2027 through 2029.

Attachments:

- 1) Quarterly Project Status – September 2021
- 2) Quarterly Financial Statements – September 2021

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY PROJECT STATUS
1st QUARTER
FOR THREE MONTHS ENDED 9/30/2021**

Project Description	FY 2021/22 through 1 st Quarter Budget	Expenditures through 1 st Quarter Actuals	Project Status
<p>91 Project (P003028) The project connects with Orange County Transportation Authority's tolled express lanes at the Orange County/Riverside County line and continues approximately eight miles to the Interstate (I)-15/State Route (SR)-91 interchange. The project involves widening pavement on the outside of the existing highway to reposition general purpose lanes and repurposing the existing high occupancy vehicle lanes to accommodate two-tolled express lanes in the median in each direction. The 91 Project also involves constructing one new general-purpose lane in each direction from SR-71 to I-15, ultimately providing two-tolled express lanes and five general purpose lanes in each direction. 91 Project development activities began in September 2007, construction work related to roadway and structures began in July 2014, and the toll lanes opened in March 2017. The total cost of the 91 Project is estimated at \$1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance. The FY 2021/22 budget amount is \$16,247,300.</p>	\$290,325	(\$1,827,663)	The under run of the FY 2021/22 budget at the first quarter is due to an accrual reversal for the Army Corps of Engineers Reach 9 project (\$1.7 million) and an accrual reversal for plant establishment costs from the design builder not yet offset by actual invoices (\$0.3 million).
<p>91 Express Lanes (P009103 & P009104) These projects provide repair and rehabilitation of SR-91 general purpose and express lanes, as well as the implementation of a new back-office system. The FY2021/22 budget amount is \$17,459,700.</p>	1,269,175	(1,013,923)	The under run of the FY 2021/22 budget at the first quarter is due to accrual reversals that have yet to be offset by actual invoices for toll services (\$1.5 million) and remedial work / geotechnical investigations (\$0.6 million).
<p>SR-91 Corridor Operations Project (P623046) The project will add one additional general-purpose lane to westbound SR- 91 between Green River Road and the on-ramp to southbound SR-241. Included in the project is 9 to 10 feet of outside widening at some locations and restriping in others. The FY 2021/22 budget amount is \$17,144,900.</p>	3,755,225	2,704,747	The under run of the FY 2021/22 budget at the first quarter is due to under runs in the construction contract (\$0.7 million) and the construction management contract (\$0.1 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 1st QUARTER
 FOR THREE MONTHS ENDED 9/30/2021**

Project Description	FY 2021/22 through 1st Quarter Budget	Expenditures through 1st Quarter Actuals	Project Status
<p>I-15 Express Lanes project (P003027) The project will generally add two tolled express lanes in each direction from SR-60 to Cajalco Road in Corona. Project development activities began in April 2008, and lanes are expected to open to traffic in Spring 2021. The total project cost is estimated at \$472 million, which includes \$42 million of contingency. <i>The FY 2021/22 budget amount is \$17,429,900.</i></p>	1,986,086	2,634,637	The over run of the FY 2021/22 budget at the first quarter is due to COZEEP invoices expensed but not yet back charged to the design builder (\$0.6 million), higher than planned project construction manager charges (\$0.5 million), partially offset by an under run in the toll services provider (\$0.4 million).
<p>15/91 Express Lanes Connector (P003039) The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2023. <i>The FY 2021/22 budget amount is \$92,627,200.</i></p>	12,117,550	4,197,682	The under run of the FY 2021/22 budget at the first quarter is due to invoices not yet received by the contractor (\$6.0 million), the project construction manager (\$1.0 million), and the toll services provider (\$0.5 million).
<p>I-15 Express Lanes Southern Extension (P003044) The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is \$544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. <i>The FY 2021/22 budget amount is \$7,661,900.</i></p>	1,740,475	165,739	The under run of the FY 2021/22 budget at the first quarter is due to under runs in the preliminary engineering and environmental document contract (\$1.5 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 1st QUARTER
 FOR THREE MONTHS ENDED 9/30/2021**

Project Description	FY 2021/22 through 1st Quarter Budget	Expenditures through 1st Quarter Actuals	Project Status
<p>Mid County Parkway (MCP) (P002302, P612302, P002320, & P002317) The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. <i>The FY 2021/22 budget amount is \$33,375,000.</i></p>	7,901,950	2,511,250	<p>The under run of the FY 2021/22 budget at the first quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> • MCP: Under run in right of way acquisition due to a budgeted payment to the city of Perris Placentia Avenue widening project that did not occur, partially offset by a payment for the Coronado Stone relocation (\$0.7 million). • MCP Placentia: Under run due to delayed invoices for construction (\$4.2 million) and COZEEP (\$0.4 million). • MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter FY 2020/21 and the minimal under run in the first quarter of FY 2021/22 was due to right of way support services (\$0.2 million).
<p>Pachappa Underpass project (P003038) The project will remove the Pachappa shoofly structure and associated retaining walls and construct a retaining wall, drainage, and track bed for the permanent Pachappa underpass. Track relocation will be performed by Union Pacific Railroad (UPRR). The project construction cost is estimated at \$16 million. <i>The FY 2021/22 budget amount is \$6,381,400.</i></p>	1,707,775	1,490,322	<p>The project achieved substantial completion in the first quarter of FY 2021/22 and the minimal under run is due to construction management and construction support services costing less than anticipated (\$0.2 million).</p>
<p>SR-60 Truck Lanes (P003029) The project will construct eastbound climbing and westbound descending truck lanes from Gilman Springs Road to west of Jack Rabbit trail and upgrade existing shoulders to standard widths. The estimated project cost is \$138 million and the project is funded by CMAQ, State Transportation Improvement Program/Regional Improvement Program, State Highway Operation and Protection Program, and 2009 Measure A highway funds. <i>The FY 2021/22 budget amount is \$45,625,800.</i></p>	11,688,650	11,161,265	<p>The under run of the FY 2021/22 budget at the first quarter is due to accrual reversals that have yet to be offset by actual invoices for environmental engineering and construction support services (\$0.5 million).</p>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY PROJECT STATUS
 1st QUARTER
 FOR THREE MONTHS ENDED 9/30/2021**

Project Description	FY 2021/22 through 1 st Quarter Budget	Expenditures through 1 st Quarter Actuals	Project Status
<p>71/91 Connector Project (P003021) The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is \$118 million. <i>The FY 2021/22 budget amount is \$9,097,100.</i></p>	457,025	127,308	The under run of the FY 2021/22 budget at the first quarter is due to invoices not yet received for final design and construction management (0.3 million).
<p>I-15/Railroad Canyon Interchange (P005104) The project is to relieve congestion by improving traffic operations through improvements of the Railroad Canyon Road interchange and correction of the merging/diverging freeway and ramp movements. The estimated project cost is \$51 million and the project is funded by TUMF Regional Arterial, SB-1 LPP-C, STIP/RIP, and city of Lake Elsinore contribution. <i>The FY 2021/22 budget amount is \$13,543,600.</i></p>	2,661,475	1,632,321	The under run of the FY 2021/22 budget at the first quarter is due to an under run in construction (\$0.4 million) and accrual reversals that have yet to be offset by actual invoices for acquisition support/relocation (\$0.4 million).
<p>Moreno Valley-March Field station upgrade (P004026) The project will remove and replace approximately 2.5 miles of existing rail and wood ties with new rail and concrete ties, remove / replace / regrade track ballast, improve track drainage, install new track signals and Positive Train Control system, connect to existing signals and communication systems, build a new second passenger loading platform, extend the existing passenger loading platform to current Metrolink station standards, and perform other improvements necessary to bring the tracks into compliance with Metrolink standards. The FY 2021/22 budget amount is \$10,303,900.</p>	124,725	93,013	The minimal under run of the FY 2021/22 budget at the first quarter is due to delayed billings from STV on the Final Design and Environmental (\$0.03 million).

This list discusses the significant capital projects (i.e., total budgeted costs in excess of \$5 million) and related status. Capital project expenditures are generally affected by lags in invoices submitted by contractors and consultants, as well as issues encountered during certain phases of the projects. The capital projects budgets tend to be based on aggressive project schedules.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL
1ST QUARTER
FOR THREE MONTHS ENDED 9/30/2021

	FY 2021/22 BUDGET	1ST QUARTER ACTUAL	REMAINING BALANCE	PERCENT UTILIZATION
Revenues				
Sales tax	\$ 338,909,100	\$ 30,769,336	\$ 308,139,764	9%
Federal reimbursements	107,438,700	3,117,546	104,321,154	3%
State reimbursements	210,931,000	11,362,180	199,568,820	5%
Local reimbursements	21,657,800	933,576	20,724,224	4%
Transportation Uniform Mitigation Fee	11,000,000	-	11,000,000	N/A
Toll revenues	61,275,000	21,344,799	39,930,201	35%
Toll violations processing and fee revenues	3,848,700	2,990,644	858,056	78%
Other revenues	657,300	234,689	422,611	36%
Investment income	910,100	370,300	539,800	41%
Total revenues	756,627,700	71,123,070	685,504,630	9%
Expenditures/Expenses				
Salaries and benefits	16,213,200	2,764,717	13,448,483	17%
Professional and support				
Professional services	19,327,800	1,345,980	17,981,820	7%
Support costs	16,631,400	2,723,387	13,908,013	16%
Total Professional and support costs	35,959,200	4,069,367	31,889,833	11%
Projects and operations				
Program operations	41,103,600	2,577,786	38,525,814	6%
Engineering	27,462,300	(195,202)	27,657,502	-1%
Construction	270,749,600	17,548,069	253,201,531	6%
Design Build	96,159,000	5,761,093	90,397,907	6%
Right of way/land	68,872,200	(783,489)	69,655,689	-1%
Operating and capital disbursements	155,500,400	30,724,591	124,775,809	20%
Special studies	2,021,000	4,827	2,016,173	0%
Local streets and roads	63,702,300	5,620,401	58,081,899	9%
Regional arterials	30,000,000	(386,230)	30,386,230	-1%
Total projects and operations	755,570,400	60,871,846	694,698,554	8%
Debt service				
Principal	555,986,600	-	555,986,600	N/A
Interest	60,335,600	8,706,329	51,629,271	14%
Cost of issuance	2,883,400	-	2,883,400	N/A
Payment to escrow agent	147,488,000	-	147,488,000	N/A
Total debt service	766,693,600	8,706,329	757,987,271	1%
Capital outlay	6,699,700	130,493	6,569,207	2%
Depreciation	-	5,258,643	(5,258,643)	N/A
Total Expenditures/Expenses	1,581,136,100	81,801,395	1,499,334,705	5%
Excess revenues over (under) expenditures/expenses	(824,508,400)	(10,678,325)	(813,830,075)	1%
Other financing sources/(uses)				
Transfer in	196,890,000	23,875,885	173,014,115	12%
Transfer out	(196,890,000)	(23,875,885)	(173,014,115)	12%
Debt proceeds	638,300,000	-	638,300,000	N/A
TIFIA loan proceeds	6,919,000	-	6,919,000	N/A
Bond premium	39,978,000	-	39,978,000	N/A
Total financing sources/(uses)	685,197,000	-	685,197,000	N/A
Net change in fund balances	(139,311,400)	(10,678,325)	128,633,075	8%
Fund balance July 1, 2021	1,016,288,600	914,526,700	(101,761,900)	90%
Fund balance June 30, 2022	<u>\$ 876,977,200</u>	<u>\$ 903,848,375</u>	<u>\$ 26,871,175</u>	<u>103%</u>

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
QUARTERLY BUDGET TO ACTUAL BY FUND
1ST QUARTER
FOR THREE MONTHS ENDED 9/30/2021

	SPECIAL REVENUE FUNDS												
	GENERAL FUND	FSP/ SAFE	MEASURE A SALES TAX			TRANSPORTATION DEVELOPMENT ACT			TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132
			WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR					
Revenues													
Sales tax	\$ -	\$ -	\$ 16,342,497	\$ 3,979,354	\$ 97,704	\$ 10,349,781	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal reimbursements	9,425	-	3,108,121	-	-	-	-	-	-	-	-	-	-
State reimbursements	951,078	(51,489)	6,667,380	-	-	-	-	556,432	536,506	-	-	-	2,702,273
Local reimbursements	(200,000)	26,901	1,135,854	-	-	-	-	-	-	-	-	(29,179)	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	-	-	-	-	-
Toll revenues	-	-	-	-	-	-	-	-	-	-	-	-	-
Toll violations processing and fee revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	39	-	204,306	-	-	-	-	-	6,000	-	-	-	-
Investment income	-	-	(6,185)	5,060	-	-	10,119	-	10,119	-	-	-	-
Total revenues	760,542	(24,588)	27,451,973	3,984,414	97,704	10,349,781	10,119	556,432	552,625	-	-	(29,179)	2,702,273
Expenditures/Expenses													
Salaries and benefits	1,231,491	28,688	642,417	-	-	-	-	-	52,039	2,279	5,633	529,470	26,481
Professional and support													
Professional services	392,645	60,977	365,012	1,485	-	-	2,970	610	10,897	204,361	745	8,443	4,678
Support costs	1,195,635	14,120	736,694	-	-	-	-	-	(1,225)	-	-	58	1,775
Total Professional and support costs	1,588,280	75,097	1,101,706	1,485	-	-	2,970	610	9,672	204,361	745	8,501	6,453
Projects and operations													
Program operations	-	612,548	1,621,548	-	-	-	-	-	60,925	815	12,731	-	106,639
Engineering	-	-	294,702	-	-	-	-	-	56,209	-	112,372	-	(658,485)
Construction	-	-	16,632,735	-	-	-	-	-	1,888,636	-	-	-	(550,974)
Design Build	-	-	1,559,869	-	-	-	-	-	-	-	-	-	4,130,521
Right of way/land	-	-	(1,346,111)	-	-	-	-	-	786,378	-	-	57,548	(281,304)
Operating and capital disbursements	485,526	-	1,000,051	1,750,000	-	27,447,752	45,513	(4,251)	-	-	-	-	-
Special studies	4,827	-	-	-	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	4,129,923	1,392,774	97,704	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	(386,230)	-	-	-	-	-	-	-	-	-
Total projects and operations	490,353	612,548	23,892,717	2,756,544	97,704	27,447,752	45,513	(4,251)	2,792,148	815	125,103	57,548	2,746,397
Debt service													
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Cost of issuance	-	-	-	-	-	-	-	-	-	-	-	-	-
Payment to escrow agent	-	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	63,299	-	67,194	-	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	3,373,423	716,333	25,704,034	2,758,029	97,704	27,447,752	48,483	(3,641)	2,853,859	207,455	131,481	595,519	2,779,331
Excess revenues over (under)	(2,612,881)	(740,921)	1,747,939	1,226,385	-	(17,097,971)	(38,364)	560,073	(2,301,234)	(207,455)	(131,481)	(624,698)	(77,058)
Other financing sources/(uses)													
Transfer in	5,356,200	-	1,121,113	-	-	-	-	-	-	-	-	-	-
Transfer out	(166,000)	(58,300)	(18,446,772)	(135,000)	(6,500)	(3,217,500)	(3,200)	-	(209,600)	(15,100)	-	(173,700)	-
Debt proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-
TIFIA loan proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-
Bond premium	-	-	-	-	-	-	-	-	-	-	-	-	-
Total financing sources/(uses)	5,190,200	(58,300)	(17,325,659)	(135,000)	(6,500)	(3,217,500)	(3,200)	-	(209,600)	(15,100)	-	(173,700)	-
Net change in fund balances	2,577,319	(799,221)	(15,577,720)	1,091,385	(6,500)	(20,315,471)	(41,564)	560,073	(2,510,834)	(222,555)	(131,481)	(798,398)	(77,058)
Fund balance July 1, 2021	37,918,031	11,844,878	323,627,591	78,416,512	17	184,546,422	128,582,178	11,363,724	123,065,220	2,637,515	22,411	205	(143,114)
Fund balance June 30, 2022	\$ 40,495,350	\$ 11,045,657	\$ 308,049,871	\$ 79,507,897	\$ (6,483)	\$ 164,230,951	\$ 128,540,614	\$ 11,923,797	\$ 120,554,386	\$ 2,414,960	\$ (109,070)	\$ (798,193)	\$ (220,172)

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION
 QUARTERLY BUDGET TO ACTUAL BY FUND
 1ST QUARTER
 FOR THREE MONTHS ENDED 9/30/2021**

	ENTERPRISE FUND		CAPITAL PROJECTS FUNDS				COMBINED TOTAL
	15 EXPRESS LANES	91 EXPRESS LANES	COMMERCIAL PAPER	SALES TAX BONDS	DEBT SERVICE		
Revenues							
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	30,769,336
Federal reimbursements	-	-	-	-	-	-	3,117,546
State reimbursements	-	-	-	-	-	-	11,362,180
Local reimbursements	-	-	-	-	-	-	933,576
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-
Toll revenues	7,250,370	14,094,429	-	-	-	-	21,344,799
Toll violations processing and fee revenue	1,245,601	1,745,043	-	-	-	-	2,990,644
Other revenues	24,344	-	-	-	-	-	234,689
Investment income	1,432	39,333	252,636	57,663	123	-	370,300
Total revenues	8,521,747	15,878,805	252,636	57,663	123		71,123,070
Expenditures/Expenses							
Salaries and benefits	88,596	157,623	-	-	-	-	2,764,717
Professional and support							
Professional services	108,470	184,687	-	-	-	-	1,345,980
Support costs	263,182	513,148	-	-	-	-	2,723,387
Total Professional and support costs	371,652	697,835	-	-	-	-	4,069,367
Projects and operations							
Program operations	720,504	(557,924)	-	-	-	-	2,577,786
Engineering	-	-	-	-	-	-	(195,202)
Construction	-	(422,328)	-	-	-	-	17,548,069
Design Build	-	70,703	-	-	-	-	5,761,093
Right of way/land	-	-	-	-	-	-	(783,489)
Operating and capital disbursements	-	-	-	-	-	-	30,724,591
Special studies	-	-	-	-	-	-	4,827
Local streets and roads	-	-	-	-	-	-	5,620,401
Regional arterials	-	-	-	-	-	-	(386,230)
Total projects and operations	720,504	(909,549)	-	-	-	-	60,871,846
Debt service							
Principal	-	-	-	-	-	-	-
Interest	1,067,927	7,638,402	-	-	-	-	8,706,329
Cost of issuance	-	-	-	-	-	-	-
Payment to escrow agent	-	-	-	-	-	-	-
Total debt service	1,067,927	7,638,402	-	-	-	-	8,706,329
Capital outlay	-	-	-	-	-	-	130,493
Depreciation	2,573,966	2,684,677	-	-	-	-	5,258,643
Total Expenditures/Expenses	4,822,645	10,268,988	-	-	-	-	81,801,395
Excess revenues over (under)	3,699,102	5,609,817	252,636	57,663	123		(10,678,325)
Other financing sources/(uses)							
Transfer in	-	-	-	-	17,398,572	-	23,875,885
Transfer out	(93,900)	(287,589)	-	(1,062,724)	-	-	(23,875,885)
Debt proceeds	-	-	-	-	-	-	-
TIFIA loan proceeds	-	-	-	-	-	-	-
Bond premium	-	-	-	-	-	-	-
Total financing sources/(uses)	(93,900)	(287,589)	-	(1,062,724)	17,398,572	-	-
Net change in fund balances	3,605,202	5,322,228	252,636	(1,005,061)	17,398,695		(10,678,325)
Fund balance July 1, 2021	(285,462,152)	231,197,152	16,623,510	38,756,608	11,529,992		914,526,700
Fund balance June 30, 2022	\$ (281,856,950)	\$ 236,519,380	\$ 16,876,146	\$ 37,751,547	\$ 28,928,687	\$	903,848,375

AGENDA ITEM 6D

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	Martha Masters, Senior Management Analyst Jenny Chan, Planning and Programming Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Riverside County 2023 Federal Transportation Improvement Program Financial Resolution

STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 22-001, *“Resolution of the Riverside County Transportation Commission Certifying Riverside County has Resources to Fund Projects in the Federal Fiscal Years 2022/23 Through 2027/28 Transportation Improvement Program and Affirming Commitment to Implement All Projects and Phases as Applicable in the Program”*.

BACKGROUND INFORMATION:

The Federal Transportation Improvement Program (FTIP) is a federally required document that lists transportation projects funded with federal, state, and local funds for the next six-year period. The Southern California Association of Governments (SCAG) is responsible for preparing the FTIP every two years for the six counties within the SCAG region and for performing the following five conformity tests:

- Consistency with SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);
- Regional Emission Analysis;
- Timely Implementation of Transportation Control Measures (TCM);
- Financial Constraint; and
- Interagency Consultation and Public Involvement.

The 2023 FTIP update covers Federal Fiscal Years (FFYs) 2022/23 through 2027/28 and reflects projects listed in the 2020 RTP/SCS. All federal- and state-funded projects must be included in the FTIP prior to spending funds. Overall, Riverside County is submitting 310 projects totaling approximately \$10 billion in funds.

The attached resolution must be included in the 2023 FTIP to certify the Riverside County portion of the FTIP is financially constrained and to affirm the commitment to implement the projects. Financial constraint and project commitment is defined as follows:

1. Financial Constraint: The Commission must certify the Riverside County Transportation Improvement Program is financially constrained (projects are not programmed in excess of fund levels) and the funding may be reasonably expected to carry out the program.
2. Project Commitment: The Commission must affirm its highest priorities for funding are the projects in the 2023 FTIP. The affirmation is specifically targeted to enforceable TCMs, which are critical to meeting air quality and transportation conformity, as required by federal and state law.

Over the past three months, staff reviewed projects submitted by Caltrans, local agencies, and transit operators in Riverside County. This review included projects on freeways, state highways, arterials, routes that provide access to major activity centers, goods movement routes, intermodal facilities, and fixed transit routes. Projects that have completed construction were identified and removed from the 2023 FTIP, while other projects were added, deleted, or modified at the request of project sponsors. All project programming was reviewed with project sponsors to ensure each project clearly identifies funding sources and schedules.

There are 20 TCM projects in the 2023 FTIP with completion dates ranging from 2022 to 2030, at an estimated cost of \$916 million. TCMs are specific transportation projects and programs committed to help improve air quality, regardless of the source of funding. Project sponsors have been notified that TCMs must be operational or implemented by the completion date committed to in the FTIP. If not, these projects must be substituted by another TCM-eligible project.

The SCAG Regional Council is scheduled to approve the 2023 FTIP by September 2022. SCAG subsequently will pursue the necessary state and federal approvals for the 2023 FTIP. These approvals are anticipated to occur by early December 2022, at which point the 2023 FTIP takes effect. SCAG allows submittal of minor changes to projects through amendments that occur throughout the two-year cycle; staff coordinates amendments with the appropriate local agencies.

This item does not have a financial impact; separate actions have been or will be taken to fund specific projects as necessary.

Attachments:

- 1) RCTC Resolution No. 22-001
- 2) 2023 FTIP Funding Summary – FFY 2022/23 – FFY 2027/28

RESOLUTION NO. 22-001**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2022/23 THROUGH 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM**

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission (RCTC) is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the RCTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FFY 2022/23 through FFY 2027/28 Riverside County TIP with funding for FFY 2022/23 and FFY 2023/24 available and committed, and reasonably committed for FFY 2024/25 through FFY 2025/2026.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2022/22 through FFY 2027/28 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2022/23 through FFY 2027/28 Riverside County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2022/23 through FFY 2027/28 Riverside County TIP are consistent with the proposed 2022 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in March 2022; and

2. All of the projects in the Riverside County TIP have complete funding identified in the Program based on reasonably available funding; and
3. Riverside County has the funding capacity in its county Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2022/23 through FFY 2027/28 Riverside County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP; and
5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding Levels.

APPROVED AND ADOPTED this 12th day of January, 2022.

V. Manuel Perez, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission



Fund Summary
 Riverside County Transportation Commission
 2023 FTIP (FY 2022/2023 - FY 2027/2028)
 Local Highway, State Highway, Transit
 Cost in Thousands

FUNDING SOURCE	PRIOR	2023	2024	2025	2026	2027	2028	BEYOND	TOTAL
2016 EARMARK REPURPOSING	\$1,602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,602
CMAQ	\$126,676	\$41,014	\$12,574	\$0	\$0	\$0	\$443	\$0	\$180,707
COVID Relief Funds - STIP	\$10,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,069
Coronavirus Response-Relief Supp Appropriations Act	\$6,314	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$10,577
DEMO - TEA 21	\$7,918	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,918
DEMO-SAFETEA-LU	\$21,553	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,553
EMERGENCY RELIEF - LOCAL	\$1,875	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875
FFY 2006 APPROPRIATIONS EARMARKS	\$4,229	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,229
INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
INTERSTATE MAINTENANC	\$238	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$238
STP LOCAL	\$15,519	\$0	\$0	\$0	\$1,275	\$0	\$0	\$0	\$16,794
STP RAILROAD LOCAL	\$3,622	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,122
SURFACE TRANS BLK GRNT LOCAL	\$50,143	\$3,125	\$0	\$0	\$0	\$0	\$0	\$0	\$53,268
SURFACE TRANS PROG	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
SURFACE TRANS PROG - HR4818	\$1,231	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,231
FEDERAL HIGHWAY SUBTOTAL	\$301,989	\$49,902	\$12,574	\$0	\$1,275	\$0	\$443	\$0	\$366,183
5307H-Hemet Urbanized Area	\$7,395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,395
5307IC-Indio-Cathedral City Urbanized Area	\$16,100	\$3,566	\$0	\$0	\$0	\$0	\$0	\$0	\$19,666
5307LA-LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	\$106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106
5307MT-Murrieta-Temecula Urbanized Area	\$2,611	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,611
5307RS-Riverside/San Bernardino Urbanized Area	\$81,450	\$1,583	\$214	\$520	\$601	\$695	\$0	\$0	\$85,063
5310IC-Indio-Cathedral City Urbanized Area - EM	\$1,056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056
5310MT-Murrieta-Temecula Urbanized Area - EM	\$1,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,091
5310RS-Riverside/San Bernardino Urbanized Area - EM	\$2,062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,062
5311 - NONURBANIZED AREA FORMULA PROGRAM	\$1,222	\$315	\$0	\$0	\$0	\$0	\$0	\$0	\$1,537

5311F - INTERCITY BUS	\$216	\$201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$417
5337RS-Riverside/San Bernardino Urbanized Area	\$39,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,746
5339H-Hemet Urbanized Area - BFG	\$2,301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,301
5339IC-Indio-Cathedral City Urbanized Area - BFG	\$3,554	\$2,427	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,981
5339LA-LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49
5339MT-Murrieta-Temecula Urbanized Area - BFG	\$4,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,198
5339RS-Riverside/San Bernardino Urbanized Area - BFG	\$22,115	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,257
FEDERAL RAILROAD ADMINISTRATION EARMARK	\$2,982	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,982
FTA 5307 (FHWA TRANSFER FUNDS)	\$4,591	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,591
FTA 5307 UZA FORMULAR	\$545	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$545
FTA 5309(a) GUIDEWY	\$12,649	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,649
FTA 5309(c) BUS	\$6,804	\$215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,019
FTA 5310 ELD AND DISABI	\$376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$376
FTA 5339b - Bus and Bus Facilities Discretionary Program	\$2,524	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,524
NATIONAL RESEARCH AND TECHNOLOGY	\$0	\$37	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37
TRANS ORIENTED DEV PLANNING PILOT PROGRAM	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
FEDERAL TRANSIT SUBTOTAL	\$216,443	\$8,486	\$214	\$520	\$601	\$695	\$0	\$0	\$0	\$226,959
AGENCY	\$357,691	\$254,948	\$742,060	\$198,897	\$570,511	\$1,355,826	\$84,250	\$25,530	\$0	\$3,589,713
AIR BOARD	\$22,351	\$7,636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,987
BONDS - LOCAL	\$40,847	\$0	\$209,000	\$0	\$710,000	\$0	\$0	\$0	\$0	\$959,847
CITY FUNDS	\$264,952	\$30,922	\$165,918	\$82,014	\$424,407	\$29,898	\$47,027	\$152,600	\$0	\$1,197,738
COUNTY	\$5,011	\$0	\$92,925	\$0	\$0	\$0	\$0	\$0	\$0	\$97,936
DEVELOPER FEES	\$5,140	\$8,350	\$23,759	\$2,261	\$22,272	\$98,471	\$0	\$0	\$0	\$160,253
EASTERN RIV TUMF	\$8,093	\$0	\$0	\$21,000	\$0	\$0	\$87,750	\$0	\$0	\$116,843
FARE REVENUE	\$1,400	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,583
GENERAL FUNDS	\$4,313	\$1,515	1,545	1,576	1,608	1,640	-	-	-	12,197
Gas Tax (Subvention to cities)	\$64	\$0	-	-	-	-	-	-	-	64
LOCAL - ADVANCED CONSTRUCTION	\$66,151	\$12,385	(30,627)	-	-	(4,958)	-	-	-	42,951
LOCAL ADVANCE CONSTRUCTION	\$375	\$0	-	-	-	(43,326)	-	-	-	(42,951)
LOCAL TRANS FUNDS	\$46,423	\$1,178	-	-	-	-	-	-	-	47,601
Measure A Regional Arterial	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
PRIVATE FUNDS	\$4,620	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,120
RIV CO SALES TAX	\$43,268	\$28,604	\$251	\$277	\$8,251	\$901,727	\$0	\$0	\$0	\$982,378
TDA ARTICLE #3	\$613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$613
TDA ARTICLE #4	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TUMF Zone	\$8,910	\$300	\$5,498	\$22,166	\$77,606	\$5,131	\$0	\$0	\$0	\$119,611
WESTERN RIV TUMF	\$297,614	\$22,005	\$45,591	\$31,476	\$8,661	\$66,802	\$38,000	\$9,600	\$0	\$519,749
LOCAL SUBTOTAL	\$1,204,836	\$381,526	\$1,255,920	\$359,667	\$1,823,316	\$2,411,211	\$257,027	\$187,730	\$0	\$7,881,233

ACTIVE TRANSPORTATION PROGRAM	\$50,523	\$8,118	\$5,600	\$0	\$0	\$0	\$0	\$0	\$64,241
ACTIVE TRANSPORTATION PROGRAM - MPO	\$9,467	\$9,982	\$1,851	\$0	\$0	\$0	\$0	\$0	\$21,300
BRIDGE - LOCAL	\$111,894	\$31,428	\$40,892	\$12,345	\$177,360	\$170,597	\$67,663	\$0	\$612,179
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	\$415	\$0	\$0	\$0	\$0	\$6,272	\$0	\$0	\$6,687
NATIONAL HWY SYSTEM - HM	\$8,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,490
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	\$18,234	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,234
SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS	\$28,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,222
SB1 LOCAL PARTNERSHIP FORMULA FUNDS	\$34,186	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,186
SB1 STATE OF GOOD REPAIR	\$51	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$158
SB1TRADE CORRIDOR ENHANCEMENT	\$85,208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,208
SECTION 190 GRADE SEPARATION PROGRAM	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
SENATE BILL 132	\$379,172	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$379,172
SHOPP - ADVANCE CONSTRUCTION	\$56,835	\$217,015	\$346,071	\$0	\$0	\$0	\$0	\$0	\$619,921
STATE CASH	\$9,750	\$1,730	\$1,650	\$1,650	\$1,650	\$1,650	\$0	\$0	\$18,080
STATE CASH (AB 3090)	\$0	\$19,913	\$33,189	\$13,275	\$0	\$0	\$0	\$0	\$66,377
STATE CASH - CT MINOR PROGRAM	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
STATE CASH - RIP	\$5,273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,273
STATE PARK FUNDS	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
STATE TRANSIT ASSIST	\$69,418	\$2,854	\$0	\$0	\$0	\$0	\$0	\$0	\$72,272
STIP ADVANCE CON-IIP	\$18,655	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,655
STIP ADVANCE CON-PIIP	\$47,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,600
STIP ADVANCE CON-RIP	\$36,505	\$4,472	\$2,000	\$0	\$0	\$14,698	\$0	\$0	\$57,675
TRADE CORRIDOR PROGRAM	\$2,876	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,876
TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$16,449	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,449
STATE SUBTOTAL	\$994,623	\$301,819	\$431,253	\$27,270	\$179,010	\$193,217	\$67,663	\$0	\$2,194,855
TOTAL	\$2,717,891	\$741,733	\$1,699,961	\$387,457	\$2,004,202	\$2,605,123	\$325,133	\$187,730	\$10,669,230

AGENDA ITEM 6E

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2021
TO:	Riverside County Transportation Commission
FROM:	Brian Cunanan, Commuter & Motorist Assistance Manager
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Resolution No. 22-002, Amended and Restated Commuter Assistance Program Resolution

STAFF RECOMMENDATION:

This item is for the Commission to adopt Resolution No. 22-002, *"Amended and Restated Resolution of the Riverside County Transportation Commission Adopting Amended Guidelines for the Administration of the Measure A Funded Commuter Incentive Projects as Part of Its Commuter Assistance Program."*

BACKGROUND INFORMATION:

In July 2021 the Commission approved a set of Commuter Assistance Program recommendations to help jump start rideshare (bus transit, carpool, rail, vanpool) activity amongst commuters and employer partner worksites throughout the region in anticipation of waning coronavirus activity and increased vaccinations. Commission actions included adoption of Resolution No. 21-013, which enhanced and expanded eligibility for rideshare incentives. However, due to the rise in coronavirus cases per capita related to the Delta variant lasting through the fall, implementation of Resolution No. 21-013 was postponed. Additionally, indoor mask mandates have been re-imposed and are in effect through January 15, 2022, in response to rising case rates in December.

The dynamic and unpredictable nature of the pandemic continues to pose challenges with respect to timing the launch of new rideshare incentives. As such, staff is proposing Resolution No. 22-002, which amends and restates Resolution No. 21-013, making certain recommended changes as described herein ("Amended and Restated Resolution"). The Amended and Restated Resolution provides the Executive Director with authority to delay implementation of all or any part of the new guidelines in response to the pandemic, when such delay is in the best interest of the Commission. This update allows for flexibility with respect to timing of the new incentives that is independent of the resolution's adoption date. The Amended and Restated Resolution also includes some additional changes to clarify program requirements that were inadvertently not included in Resolution No. 21-013. Finally, the Amended and Restated Resolution provides for ratification of: the decision to postpone implementation of the new program guidelines; and any implementation of the program changes made in the Amended and Restated Resolution prior to the effective date thereof. Staff continues to monitor COVID and employer trends and,

barring any significant disruptions, anticipates launching the new incentives and related outreach before Spring 2022.

Staff recommends that the Commission adopt the Amended and Restated Commuter Assistance Program Resolution, Resolution No. 22-002.

FISCAL IMPACT:

There is no fiscal impact related to the adoption of the resolution.

Attachment: Resolution No. 22-002

RESOLUTION NO. 22-002

AMENDED AND RESTATED RESOLUTION OF THE
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
ADOPTING AMENDED GUIDELINES FOR THE ADMINISTRATION OF THE
MEASURE A FUNDED COMMUTER INCENTIVE PROJECTS
AS PART OF ITS COMMUTER ASSISTANCE PROGRAM

WHEREAS, in 1988 Riverside County residents approved the original Measure A imposing a 1/2 cent sales tax for transportation purposes within the County of Riverside; and

WHEREAS, on November 5, 2002 the voters of Riverside County approved the extension of Measure A, authorizing the collection of a one-half percent (1/2%) retail transactions and use tax to fund transportation programs and improvements within the County of Riverside, and adopting the Riverside County Transportation Improvement Plan (the “Plan”); and

WHEREAS, the Plan provides that a minimum of \$50 million in revenues generated under Measure A are designated for Western Riverside County commuter assistance efforts designed to encourage single occupant vehicle drivers to carpool, vanpool, buspool, walk, bicycle, telework or use public transit (bus/train) to and from work to reduce congestion during peak rush hour periods; and

WHEREAS, the Riverside County Transportation Commission (“Commission”) has established a Commuter Assistance Program which includes the following commuter incentive subsidies: the \$2/Day Incentive (to be changed to \$5/Day Incentive) and the VanClub Program; and

WHEREAS, the Commission also implements drawings, sweepstakes and similar incentives under the Commuter Assistance Program; and

WHEREAS, the Commission desired to revise the guidelines established under the original Measure A, adopted pursuant to Resolution 03-025; and

WHEREAS, the Commission adopted Resolution No. 21-013, on July 14, 2021, in order to establish current guidelines for the Commuter Incentive Program to help induce ridesharing in the County and to provide a means for fairly allocating limited Measure A revenues to all eligible participants, and to supersede Resolution No. 03-025; and

WHEREAS, following such adoption, the spread of the COVID-19 Delta variant made implementation of the new guidelines impractical and unadvisable, and the Commission delayed implementation of the new guidelines and continued to operate the Commuter Assistance Program under the guidelines set forth in Resolution No. 03-025; and

WHEREAS, the Commission now desires to amend and restate, in its entirety, Resolution No. 21-31-013 by adopting this Amended and Restated Commuter Assistance Program Resolution,

Resolution No. 2022-002 (“Resolution”) in order to make certain changes to the program that were inadvertently not included under Resolution No. 21-31-013, and to provide the Executive Director with the authority to continue implementing the guidelines set forth under Resolution No. 03-025 until conditions warrant implementation of some or all of the changes to the Commuter Assistance Program.

NOW, THEREFORE, the Riverside County Transportation Commission hereby resolves as follows:

Section 1: Capitalized Terms. Capitalized terms used in this Resolution shall have the meanings as set forth in the Definitions section below.

Section 2: \$5/Day Incentive. The following guidelines are hereby established for the \$5/Day Incentive:

A. A Participating Commuter must be engaged in a Rideshare Arrangement for the purpose of commuting to a place of employment or a teleworking work center. A Rideshare Arrangement specifically excludes taking children to school and/or day care situations.

B. Subject to the limitations set forth elsewhere in this Resolution, the \$5/Day Incentive, which shall be capped at \$125/month per Participating Commuter, shall be provided as follows:

- (1) \$5.00 for each day a Participating Commuter carools in a carpool.
- (2) \$5.00 for each day a Participating Commuter rides in a vanpool.
- (3) \$5.00 for each day a Participating Commuter rides a public bus.
- (4) \$5.00 for each day a Participating Commuter walks or bicycles.
- (5) \$5.00 for each day a Participating Commuter in a hybrid telework arrangement teleworks, subject to paragraph C below.
- (6) \$5.00 for each day a Participating Commuter rides commuter rail.

C. A hybrid telework arrangement means that the Participating Commuter works both remotely from home and on-premises at the Participating Employer’s work site. If the Participating Commuter meets the minimum requirement set forth in (I) below, then the Participating Commuter’s telework days are eligible for the \$5/Day Incentive.

D. All Participating Commuters must live in Western Riverside County for incentives provided under Measure A. If other funding sources are available, the Executive Director may authorize expansion of the \$5/Day Incentive to Participating Commuters in Eastern Riverside County for such time as funding remains available.

E. All Participating Commuters must be employed by a Participating Employer during participation in the \$5/Day Incentive.

F. A Participating Commuter may not have received, within the six months prior to enrollment in \$5/Day Incentive, any Incentive from \$5/Day Incentive or from any Sister Agency

Program. If an applicant received an Incentive from \$5/Day Incentive or from any Sister Agency Program more than six months before submitting an application, the applicant may receive an Incentive under \$5/Day Incentive only if he or she requests an Incentive for a different commute mode from that for which he or she has already received an Incentive. The limitations in this section shall not apply or take effect until six (6) months following the Effective Date of this Resolution, or (ii) implementation of the \$5/Day Incentive, whichever occurs later.

G. The Participating Commuter may not have been in a Rideshare Arrangement during the 90 days prior to enrollment in the \$5/Day Incentive.

H. A Participating Commuter must commute to work on one or more weekdays (i.e.: Monday through Friday) to qualify. An Incentive will also be paid for qualifying weekend work trips as long as the commuter works on weekend days as part of a regular shift that includes at least one weekday.

I. A Participating Commuter must carpool, vanpool, use public bus or commuter rail, walk, or bicycle to a Participating Employer's work site a minimum of five workdays a month to qualify.

J. Participating Commuters may receive an Incentive under the \$5/Day Incentive for no more than three (3) consecutive months. Any calendar month during which a Participating Commuter is enrolled in the \$5/Day Incentive shall be considered a full month of participation in the \$5/Day Incentive. For example, if a Participating Commuter enrolls in the \$5/Day Incentive on the 15th of a month and carpools for five days in that month, that month will be considered a full month for purpose of determining the Participating Commuter's participation in the \$5/Day Incentive.

Section 3: VanClub Program. An ongoing subsidy of up to \$400 monthly, not to exceed 50 percent of the lease cost, shall be paid directly to a Commission authorized leasing company for Vanpools.

A. To qualify the Vanpool must (i) commute more than 30 miles roundtrip each day, (iii) commute 12 or more days each month, and (iv) travel to a workplace in western Riverside County.

B. Eligible Vanpools using electric powered vehicles (EV) may receive an additional subsidy of \$100 monthly.

Section 4: Other Incentives. Any western Riverside County resident participating in a Rideshare Arrangement may participate in any Commuter Assistance Program drawings, sweepstakes or other incentives, provided that the resident meets all qualifications and requirements of the incentive, as approved by the Executive Director and published on the Commission's website. Such incentives may be made available to Eastern Riverside County residents based on the availability of non-Measure A funding sources.

Section 5: Incentives. Incentives shall be paid in the various forms as detailed below. In no event shall cash be provided directly to a Participating Commuter.

A. The Incentive for a Vanpool shall be paid, as a subsidy, directly to a Commission authorized Vanpool leasing company.

B. All other Incentives shall be paid in the form of gift certificates, purchased from private businesses by the Commission, or as discounts or special offers.

Section 6: Definitions. As used in this resolution, the following phrases shall have the following meanings:

A. "Carpool" shall mean two or more persons commuting on a regular basis to and from work by means of a vehicle with a seating arrangement designed to seat less than seven adults, including the driver.

B. "Commuter Incentive Program" refers collectively to Rideshare Incentive, including \$5/Day incentive and VanClub.

C. "Incentive" means gift certificates or a cash payment to a Participating Employer or a Vanpool leasing company provided under this Resolution for the purpose of inducing eligible commuters to join Rideshare Arrangements or otherwise participate in the Commuter Incentive Program or other comparable project.

D. "Participating Commuter" means a commuter currently participating in the Commuter Incentive Program.

E. "Participating Employer" shall mean any employer, which has executed an acknowledgement with the Commission for participation in the Commuter Incentive Program.

F. "Rideshare Arrangement" shall mean the transportation of two or more working adults in a motor vehicle or by rail where that transportation is incidental to another purpose of the driver. The term includes ridesharing arrangements known as carpools, vanpools and buspools as well as utilizing public bus and commuter rail services. In addition, persons walking or bicycling or shall also be deemed to be participants in a Rideshare Arrangement. "Buspool" means sixteen or more persons commuting on a regular basis to and from work by means of a vehicle with a seating arrangement designed to carry more than fifteen adult passengers.

H. "Sister Agency" shall mean another public transportation agency within Southern California.

I. "Vanpool" is defined as five or more persons commuting on a regular basis to and from work by means of a vehicle with seating arrangements designed to carry seven to fifteen adults, including the driver.

J. "Western Riverside County" shall have the same meaning as in the Measure A Expenditure Plan approved by the voters in November 2002.

Section 7: Executive Director Authority. The Executive Director of the Commission is hereby authorized:

A. To take those steps necessary and proper to implement the Commuter Incentive Program including, but not limited to, providing promotional materials to Commuter Assistance Program participants.

B. To establish, in her discretion, additional rules and regulations for the Commuter Incentive Program.

C. To prescribe in writing qualification requirements and incentives for the Commuter Incentive Program which differ from those established in this Resolution, and to amend or suspend implementation of the requirements set forth in this Resolution for VanClub, as reasonably necessary to successfully implement the VanClub program.

D. To delay implementation of all or any part of this Resolution in response to the COVID-19 pandemic where such action is in the best interest of the Commission. In such case, and notwithstanding any other provision of this Resolution, the Commuter Assistance Program guidelines set forth in Resolution No. 03-025 shall continue to apply prior to implementation of the guidelines set forth under this Resolution.

Section 8: Resolution No. 03-025. Except as expressly set forth herein, Resolution No. 03-025 is hereby superseded and repealed.

Section 9. Effect of Resolution. This Resolution shall amend, restate and supersede, in its entirety, Resolution No. 21-013, adopted July 14, 2021. In adopting this Resolution, the Commission ratifies the prior delay in implementation of the new Commuter Assistance Program guidelines set forth under Resolution No. 21-013, and ratifies any implementation of the changes to Resolution No. 21-013 made by this Resolution prior to the effective date hereof.

Section 10: Incorporation of Recitals. The Recitals set forth above are true and correct and are incorporated by reference as if fully set forth herein.

Section 11: Effective Date. This Resolution shall be effective immediately upon adoption.

APPROVED AND ADOPTED this 12th day of January, 2022.

**SIGNATURE PAGE
TO
AMENDED AND RESTATED RESOLUTION NO. 2022-002**

V. Manuel Perez, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley
Clerk of the Board

AGENDA ITEM 7

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2021/22 Mid-Year Revised Revenue Projections

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the mid-year Fiscal Year (FY) 2021/22 revenue projections of \$250 million for Measure A revenues, \$127 million for Local Transportation Fund (LTF) revenues, and \$30 million for Transportation Uniform Mitigation Fee (TUMF) revenues;
- 2) Approve the budget increase adjustments to Measure A revenues of \$40 million and expenditures of \$16,479,000 to reflect the revised Measure A projection;
- 3) Approve the budget increase adjustments to LTF revenues of \$22 million, transfers in of \$1,543,000, and expenditures and transfers out of \$1,928,000 to reflect the revised LTF projection; and
- 4) Approve the budget increase adjustment to TUMF revenues of \$19 million to reflect the revised TUMF projection.

BACKGROUND INFORMATION:

At its January 2021 meeting, the Commission approved the original FY 2021/22 revenue projections for Measure A, LTF, and TUMF revenues. These revenue projections were the same as the FY 2020/21 revenue projections. Considering the continued uncertainty regarding the impacts of COVID-19, the increase was conservative and represented caution based on then-current economic forecast information. Subsequently in June 2021 in connection with the approval of the FY 2021/22 budget, the FY 2021/22 revenue projections for Measure A and LTF were revised based on actual revenues exceeding expectations; however, they continued to reflect conservative estimates.

Similar to past years, staff reviewed Measure A, LTF, and TUMF revenues received through December 2021 to determine if any mid-year adjustments are necessary. Staff considered historical and current trends of receipts and economic data collected from various sources.

Measure A Sales Tax Revenues

Measure A is the local half-cent transactions and use tax approved by Riverside County voters in November 2002. Measure A funds fund highway, regional arterial, local streets and roads, new corridors, economic development, bond financing, bus transit, commuter rail, commuter assistance, and specialized transportation projects in the three geographic areas of Riverside County, as defined in the Measure A Expenditure Plan.

The audited FY 2020/21 revenues were \$243 million — 25 percent above the June 2021 mid-year revised projection of \$195 million, and FY 2021/22 revenues through September are 32 percent of the June 2021 revised projection of \$210 million. The implementation of internet sales taxes in 2019 due to Wayfair is a significant factor in the positive results. Staff continues to review quarterly Measure A economic data available on the California Department of Tax and Fee Administration’s website as well as data prepared by the Commission’s sales tax consultant.

Since actual results have exceeded June 2021 expectations, staff recommends a mid-year revision to the FY 2021/22 Measure A projection of \$250 million that is slightly above the most recent fiscal year actual revenues. This is a \$40 million, or 19 percent, increase from the June 2021 projection of \$210 million. The revision reflects continued conservatism and lack of clarity in the magnitude, if any, and duration of COVID-19 economic impacts.

LTF Sales Tax Revenues

LTF sales tax revenues represent a quarter cent of the statewide sales tax and primarily fund transit requirements within the county in addition to planning and administration activities and bicycle and pedestrian projects. These revenues approximate 51 percent of Measure A sales tax revenues.

LTF actual revenues have also exceeded expectations. The audited FY 2020/21 revenues were \$123 million — 23 percent above the June 2021 revised mid-year projection of \$100 million, and FY 2021/22 revenues through September are 33 percent of the June 2021 revised projection of \$105 million. Similar to Measure A, staff recommends a mid-year revision to the FY 2021/22 LTF projection of \$127 million to reflect an amount slightly above the most recent fiscal year actual revenues. This is a \$22 million, or 21 percent, increase from the June 2021 projection of \$105 million.

TUMF Revenues

TUMF revenues represent the Commission’s share of revenues generated from a development fee program administered by the Western Riverside Council of Governments (WRCOG). Local Western County jurisdictions collect fees charged to ensure new development pays for the new transportation facilities needed to accommodate growth.

TUMF revenues for the three months ended September 2021 are approximately \$7.8 million, and TUMF actual revenues for FY 2020/21 were approximately \$27.8 million. Since monthly TUMF receipts tend to fluctuate significantly – making it difficult to identify and project any trend, staff recommends a FY 2021/22 projection of \$30 million, which is slightly above the FY 2020/21 actual revenues.

Mid-Year Revised Revenue Projections Summary

The mid-year revised revenue projections for Measure A, LTF, and TUMF are summarized as follows:

Revenue Source	FY 2020/21 Actuals	FY 2021/22 Budget	FY 2021/22 Mid-Year Budget Revision	Increase from Original Budget (Adjustment)
Measure A	\$ 242,943,840	\$ 210,000,000	\$ 250,000,000	\$ 40,000,000
LTF	123,038,694	105,000,000	127,000,000	22,000,000
TUMF	27,830,144	11,000,000	30,000,000	19,000,000

Any change in Measure A revenue projections has a direct effect on the distributions to the geographic areas and related local streets and roads (LSR) programs. Since there is a \$40 million increase in the Measure A revenue projections, staff also recommends budget adjustments for LSR expenditures of \$12,195,000 and Coachella Valley highways and regional arterials expenditures of \$4,284,000—an aggregate total of \$16,479,000.

In addition to the \$22 million increase in projected LTF revenues, staff recommends budget adjustments for the following expenditures and transfers in/out:

- A \$385,000 increase in the allocation to the Southern California Association of Governments for planning; and
- A \$1,543,000 increase in transfers out to the General fund and corresponding transfers in from the LTF fund to the General fund for Commission planning allocations.

The increase for SB 821 bicycle and pedestrian projects of approximately \$990,000 does not require a budget adjustment, as this amount will be included in the amount available for the next call for projects.

The revised LTF projections include the audited FY 2020/21 carryover available to local governments and transit agencies of \$29.4 million; the carryover represents the difference in the prior fiscal year’s projected and actual revenues and does not require a budget adjustment. The increase in the LTF balance available for apportionments for transit operators of approximately \$43,651,000 also does not require a budget adjustment, as this amount will be available for any

transit allocation adjustments based on amendments to transit operator Short Range Transit Plans (SRTPs) and for transit operators in the preparation of the FY 2022/23 SRTPs.

Upon Commission approval, staff will provide this updated information to the necessary local governments and transit operators for planning purposes. Additionally, staff will continue to monitor FY 2021/22 revenues to determine if any other adjustments to the revenue projections or Measure A and LTF administration are necessary.

Financial Information						
In Fiscal Year Budget:	No	Year:	FY 2021/22	Amount:	\$82,543,000 additional sources \$18,407,000 additional uses	
Source of Funds:	2009 Measure A and LTF		Budget Adjustment:		Yes	
GL/Project Accounting No.:	<u>Measure A</u>					
	\$ 9,492,000	623999 401 40101	262 31 40101 (Sources)			
	3,442,000	613999 401 40101	261 31 40101 (Sources)			
	1,898,000	654199 401 40101	265 33 40101 (Sources)			
	474,000		269 62 40101 (Sources)			
	593,000		260 26 40101 (Sources)			
	198,000		270 26 40101 (Sources)			
	465,000	632199 401 40101	263 41 40101 (Sources)			
	2,791,000		266 72 40101 (Sources)			
	9,021,000		267 71 40101 (Sources)			
	2,511,000		264 19 40101 (Sources)			
	372,000	683999 401 40101	268 31 40101 (Sources)			
	4,284,000	563999 401 40101	256 31 40101 (Sources)			
	3,000,000		257 71 40101 (Sources)			
	1,285,000		258 26 40101 (Sources)			
	174,000		234 71 40101 (Sources)			
	9,021,000		267 71 86104 (Uses)			
	3,000,000		257 71 86104 (Uses)			
	174,000		234 71 86104 (Uses)			
	4,284,000		256 31 86405 (Uses)			
		<u>LTF</u>				
		22,000,000		601 62 40102 (Sources)		
		1,543,000		106 65 59001 (Sources)		
		1,543,000		601 62 97001 (Uses)		
		385,000		601 62 86205 (Uses)		
		<u>TUMF</u>				
		9,500,000	725000 416 41607	210 72 42110 (Sources)		
	9,500,000	735000 416 41607	210 73 42110 (Sources)			
Fiscal Procedures Approved:	<i>Sherisia Iuvono</i>			Date:	12/16/2021	

Attachments:

- 1) FY 2021/22 Revised Measure A Program Allocation
- 2) FY 2021/22 Revised Riverside County LTF Apportionment

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)¹
FY 2021/22
REVISED (1/12/2022)

	Revised Projection (1/12/2022)	REVISED Projection (6/9/2021)	Original Projection (1/13/2021)	Increase (Decrease)
Projected Measure A Revenues	\$ 250,000,000	\$ 210,000,000	\$ 195,000,000	\$ 40,000,000
Less: Administration ²	-	-	-	-
Projected Apportionment to Programs:				
Western County				
Highway Improvements (262)	59,304,000	49,812,000	46,258,000	9,492,000
New Corridors (261)	21,513,000	18,071,000	16,780,000	3,442,000
Public Transit				
Commuter Rail (265)	11,861,000	9,963,000	9,252,000	1,898,000
Intercity Bus (269)	2,965,000	2,491,000	2,313,000	474,000
Specialized Transit-Operations (260)	3,707,000	3,114,000	2,891,000	593,000
Specialized Transit-CTSA (270)	1,236,000	1,038,000	964,000	198,000
Commuter Services (263)	2,907,000	2,442,000	2,267,000	465,000
Regional Arterial (266)	17,443,000	14,652,000	13,605,000	2,791,000
Local Streets & Roads (267)	56,397,000	47,376,000	43,990,000	9,021,000
BANNING	801,000	673,000	624,000	128,000
BEAUMONT	1,360,000	1,142,000	1,060,000	218,000
CALIMESA	246,000	207,000	192,000	39,000
CANYON LAKE	258,000	217,000	201,000	41,000
CORONA	5,613,000	4,715,000	4,378,000	898,000
EASTVALE	1,887,000	1,585,000	1,472,000	302,000
HEMET	2,411,000	2,026,000	1,881,000	385,000
JURUPA VALLEY	2,970,000	2,495,000	2,317,000	475,000
LAKE ELSINORE	1,837,000	1,543,000	1,433,000	294,000
MENIFEE	2,500,000	2,100,000	1,950,000	400,000
MORENO VALLEY	5,480,000	4,603,000	4,275,000	877,000
MURRIETA	3,345,000	2,810,000	2,609,000	535,000
NORCO	932,000	783,000	727,000	149,000
PERRIS	2,806,000	2,357,000	2,189,000	449,000
RIVERSIDE	10,069,000	8,458,000	7,854,000	1,611,000
SAN JACINTO	1,259,000	1,058,000	982,000	201,000
TEMECULA	4,096,000	3,441,000	3,195,000	655,000
WILDOMAR	901,000	757,000	703,000	144,000
RIVERSIDE COUNTY	7,626,000	6,406,000	5,948,000	1,220,000
Bond Financing (264)	15,698,000	13,187,000	12,245,000	2,511,000
Economic Development Projects (268)	2,326,000	1,954,000	1,814,000	372,000
SUBTOTAL-Western County	195,357,000	164,100,000	152,379,000	31,257,000
Coachella Valley				
Highways & Regional Arterials (256)	26,774,000	22,490,000	20,884,000	4,284,000
Local Street & Roads (257)	18,743,000	15,743,000	14,618,000	3,000,000
CATHEDRAL CITY	1,938,000	1,628,000	1,511,000	310,000
COACHELLA	795,000	668,000	620,000	127,000
DESERT HOT SPRINGS	654,000	550,000	510,000	104,000
INDIAN WELLS	341,000	286,000	266,000	55,000
INDIO	2,587,000	2,173,000	2,017,000	414,000
LA QUINTA	1,990,000	1,671,000	1,552,000	319,000
PALM DESERT	3,638,000	3,056,000	2,838,000	582,000
PALM SPRINGS	3,218,000	2,703,000	2,510,000	515,000
RANCHO MIRAGE	1,268,000	1,065,000	989,000	203,000
RIVERSIDE COUNTY	2,314,000	1,943,000	1,805,000	371,000
Specialized & Public Transit (258)	8,032,000	6,747,000	6,265,000	1,285,000
SUBTOTAL-Coachella Valley	53,549,000	44,980,000	41,767,000	8,569,000
Palo Verde Valley				
Local Street & Roads (234)	1,094,000	920,000	854,000	174,000
BLYTHE	867,000	729,000	677,000	138,000
RIVERSIDE COUNTY	227,000	191,000	177,000	36,000
SUBTOTAL-Palo Verde Valley	1,094,000	920,000	854,000	174,000
TOTAL	\$ 250,000,000	\$ 210,000,000	\$ 195,000,000	\$ 40,000,000

Notes:

- ¹ Estimate for planning purposes, subject to change and rounding differences.
- ² Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

**RIVERSIDE COUNTY
LOCAL TRANSPORTATION FUND
FY 2021/22 APPORTIONMENT
Revised January 12, 2022**

	Revised Projection (1/12/2022)	Revised Projection (6/9/2021)	Original Projection (1/13/2021)	(Decrease) Increase
Estimated Carryover (Unapportioned)	\$ 29,420,033	\$ -	\$ -	\$ 29,420,033
Estimated Receipts ¹	127,000,000	105,000,000	100,000,000	22,000,000
TOTAL	156,420,033	105,000,000	100,000,000	51,420,033
Less: County Auditor-Controller Administration	12,000	12,000	12,000	-
Less: Estimated RCTC Administration ²	1,250,000	1,250,000	1,250,000	-
Less: RCTC Planning (3% of revenues)	4,693,000	3,150,000	3,000,000	1,543,000
Less: SCAG Planning (3/4 of 1% of revenues)	1,173,000	788,000	750,000	385,000
BALANCE	149,292,033	99,800,000	94,988,000	49,492,033
Less: SB 821 (2% of balance)	2,986,000	1,996,000	1,900,000	990,000
BALANCE AVAILABLE BEFORE RESERVES	146,306,000	97,804,000	93,088,000	48,502,000
Less: 10% Transit Reserves	14,631,000	9,780,000	9,309,000	4,851,000
BALANCE AVAILABLE FOR APPORTIONMENT	\$ 131,675,000	\$ 88,024,000	\$ 83,779,000	43,651,000

APPORTIONMENT	Population	Population % of Total	FY 2021/22 Revised Apportionment (1/12/2022)	FY 2021/22 Revised Apportionment (6/9/2021)	FY 2021/22 Original Apportionment (1/13/2021)	Revised Projections (Decrease) Increase
Western:	1,947,535	79.74%	\$ 105,000,000	\$ 70,192,000	\$ 66,807,000	\$ 34,808,000
Rail	22%		23,100,000	15,442,000	14,698,000	7,658,000
Transit	78%		81,900,000	54,750,000	52,109,000	27,150,000
Coachella Valley	468,998	19.20%	25,286,000	16,903,000	16,088,000	8,383,000
Palo Verde Valley	25,770	1.06%	1,389,000	929,000	884,000	460,000
	2,442,304	100.00%	\$ 131,675,000	\$ 88,024,000	\$ 83,779,000	\$ 43,651,000

ALLOCATION OF TRANSIT RESERVES (in accordance with Reserve Policy adopted January 12, 2005):

Western:		
Rail		\$ 2,566,000
Transit:		
RTA	\$ 7,530,000	
Banning	214,000	
Beaumont	353,000	
Corona	362,000	
Riverside	641,000	
Subtotal Transit	<u>\$ 9,100,000</u>	9,100,000
Subtotal Western		11,666,000
Coachella Valley		2,810,000
Palo Verde Valley		154,000
Total Reserves		<u>\$ 14,630,000</u>

NOTES:

¹ Estimate for planning purposes, subject to change and rounding differences. Rounded to the nearest thousand.

² Amount is an estimate; administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis.

Population Source: California Department of Finance, Demographic Research Unit as of January 1, 2020.

Allocation of reserves: FY 2019/20 SRTP funding allocations approved 6/10/2020.

AGENDA ITEM 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	Michele Cisneros, Deputy Director of Finance
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Fiscal Year 2022/23 Revenue Projections

STAFF RECOMMENDATION:

This item is for the Commission to:

- 1) Approve the projection for Measure A revenues of \$255 million for Fiscal Year 2022/23;
- 2) Approve the projection for Local Transportation Fund (LTF) apportionment of \$130 million for the Western Riverside County, Coachella Valley, and Palo Verde Valley areas for FY 2022/23; and
- 3) Approve the projection for Transportation Uniform Mitigation Fee (TUMF) revenues of \$30 million for FY 2022/23.

BACKGROUND INFORMATION:

Prior to commencement of the annual budget process, the Chief Financial Officer presents to the Commission the projections for Measure A, LTF, and TUMF revenues related to the next fiscal year. These revenue projections include consideration of historical and current trends of receipts and economic data collected from various sources, including the quarterly sales tax forecast of Measure A revenues prepared by its sales tax consultant, MuniServices, LLC, an Avenu Company.

Measure A

The Measure A projection consists of revenues generated from the local half-cent transactions and use tax approved by voters in November 2002. The Measure A funds are principally used to fund highway, regional arterial, local streets and roads, new corridors, economic development, bond financing, bus transit, commuter rail, commuter assistance, and specialized transportation projects in the three geographic areas of Riverside County, as defined in the Measure A Expenditure Plan. The percentage of Measure A revenues allocated to each of these geographic areas is based on return to source of the sales tax revenues generated. FY 2022/23 represents the 14th year of the 30-year term of the 2009 Measure A.

The Measure A projection for FY 2022/23 is \$255 million. The estimate is slightly higher than the FY 2021/22 mid-year projection of \$250 million. Considering the continued uncertainty regarding the impacts of COVID-19, the increase is conservative and represents caution based on current

economic forecast information. This projection will become the basis for the preparation for the FY 2022/23 budget. The budget process typically commences in January of each year following the development of the Measure A revenue projections. Additionally, the amounts for the local streets and roads programs are usually provided to the local jurisdictions for planning purposes.

The projected amount of Measure A available for distribution to the three geographic areas is \$255 million prior to an administrative cost allocation, as summarized below and presented in further detail by program on the attachment:

Geographic Area	Amount
Western Riverside County	\$ 204,086,000
Coachella Valley	49,694,000
Palo Verde Valley	1,220,000
Total	\$ 255,000,000

Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

Local Transportation Fund

The LTF projection consists of revenues generated from a quarter cent of the statewide sales tax. These LTF funds are principally used to fund transit requirements within the county of Riverside (County). The Transportation Development Act (TDA) legislation that created LTF requires the County Auditor Controller to annually estimate the amount of revenues expected to be generated from the sales tax. The estimate then becomes the basis for geographic apportionment and for claimant allocation through the Short Range Transit Plan (SRTP) process, which commences in February 2022 for the next fiscal year.

While the County is the taxing authority and maintains the custodial responsibility over the LTF revenues, the Commission by statute is charged with administration of the LTF funding process. Therefore, the practice has been for staff to develop the revenue estimate and then submit it to the County Auditor Controller for concurrence. Once the Commission and the County agree on a revenue amount, staff prepares the statutorily required apportionment. Apportionment is the process that assigns revenues to the three major geographic areas as defined by TDA law within the County: Western Riverside County, Coachella Valley, and Palo Verde Valley. The revenues are divided based on the respective populations for each area. The apportionment occurs after off-the-top allocations for administration to the County and Commission and set asides for Southern California Association of Governments planning (3/4 of 1 percent), local planning activities (3 percent), and bicycle and pedestrian projects (2 percent). The Commission’s administration allocation is an estimate; the actual amount is subject to quarterly amounts determined per the administrative cost allocation plan. Any difference in allocated Commission administration costs will be reflected in next year’s estimated carryover.

Attached is the FY 2022/23 LTF apportionment based on a revenue estimate of \$130 million. The estimate will be submitted to the County for its concurrence. The estimate is slightly higher than the FY 2021/22 mid-year projection of \$127 million. Similar to the Measure A projection, the increase is conservative and represents caution based on unknown COVID-19 impacts and current economic forecast information. After the deductions for administration of approximately \$1,262,000 and set-asides of approximately \$7,352,000, the amount available for apportionment before reserves to transit operators is approximately \$121,386,000. The balance available for apportionment before reserves is as follows:

Geographic Area	Amount
Western Riverside County	\$ 96,747,000
Coachella Valley	23,443,000
Palo Verde Valley	1,196,000
Total	\$121,386,000

In accordance with the Reserve Policy adopted by the Commission at its January 12, 2005 meeting, a reserve of 10 percent for each apportionment area will be established and set aside for FY 2022/23, for unforeseen cost increases or other emergency. For the Western Riverside County apportionment area, a portion of the reserve will be allocated to each of the transit operators. For Western County public bus transit operators, the allocation of the reserve is based on each operator’s proportionate share of the FY 2021/22 LTF operating and federal Coronavirus Aid, Relief, and Economic Security (CARES) Act; Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA); and American Rescue Plan Act of 2021 (ARPA) allocations. The CARES Act, CRRSAA, and ARPA funds provided federal support to transit operators due to anticipated COVID-19 impacts on public transit and thereby reduced the LTF operating allocations. Operators may access reserve funds by amending their SRTPs through the established amendment and Commission approval process.

Transportation Uniform Mitigation Fee

The TUMF projection consists of revenues generated from fees charged to new development to ensure it pays for the new transportation facilities needed to accommodate growth. As a result of a memorandum of understanding executed in 2008 between the Commission and the Western Riverside Council of Governments (WRCOG), the administrator of the TUMF program, the Commission receives a significant share of TUMF revenues, after a WRCOG administrative allocation, for the Commission’s regional arterial and Community Environmental Transportation Acceptability Process programs that is equal to the WRCOG share for the TUMF zone program. The revenue estimate for FY 2022/23 is \$30 million, the same as the FY 2021/22 mid-year projection.

Next Steps

Upon Commission approval, staff will provide this information to the local jurisdictions and transit operators for planning purposes. Staff will continue to monitor FY 2021/22 revenues during the development of the FY 2022/23 budget to determine if any adjustments to the revenue projections are necessary.

Financial Information					
In Fiscal Year Budget:	N/A	Year:	FY 2022/23	Amount:	\$255,000,000 Measure A; \$130,000,000 LTF; \$30,000,000 TUMF
Source of Funds:	2009 Measure A, LTF, and TUMF		Budget Adjustment:		N/A
GL/Project Accounting No.:	<u>Measure A</u>				
	\$ 61,954,000	623999 401 40101	262 31 40101		
	22,474,000	613999 401 40101	261 31 40101		
	12,391,000	654199 401 40101	265 33 40101		
	3,098,000		269 62 40101		
	3,872,000		260 26 40101		
	1,291,000		270 26 40101		
	3,037,000	632199 401 40101	263 41 40101		
	18,222,000		266 72 40101		
	58,917,000		267 71 40101		
	16,400,000		264 19 40101		
	2,430,000	683999 401 40101	268 31 40101		
	24,847,000	563999 401 40101	256 31 40101		
	17,393,000		257 71 40101		
	7,454,000		258 26 40101		
1,220,000		234 71 40101			
	<u>LTF</u>				
130,000,000		601 62 40102			
	<u>TUMF</u>				
15,000,000	725000 416 41607	210 72 42110			
15,000,000	735000 416 41607	210 73 42110			
Fiscal Procedures Approved:	<i>Theresa Trevino</i>			Date:	12/16/2021

Attachments:

- 1) FY 2022/23 Measure A Program Allocation
- 2) FY 2022/23 Riverside County LTF Apportionment

RIVERSIDE COUNTY TRANSPORTATION COMMISSION
MEASURE A PROGRAM ALLOCATION (PROJECTION)¹
FY 2022/23
ORIGINAL (1/12/2022)

	Original Projection (1/12/2022)
Projected Measure A Revenues	\$ 255,000,000
Less: Administration ²	-
Projected Apportionment to Programs:	
Western County	
Highway Improvements (262)	61,954,000
New Corridors (261)	22,474,000
Public Transit	
Commuter Rail (265)	12,391,000
Intercity Bus (269)	3,098,000
Specialized Transit-Operations (260)	3,872,000
Specialized Transit-CTSA (270)	1,291,000
Commuter Services (263)	3,037,000
Regional Arterial (266)	18,222,000
Local Streets & Roads (267)	58,917,000
BANNING	857,000
BEAUMONT	1,512,000
CALIMESA	274,000
CANYON LAKE	262,000
CORONA	5,726,000
EASTVALE	1,997,000
HEMET	2,531,000
JURUPA VALLEY	3,557,000
LAKE ELSINORE	1,985,000
MENIFEE	2,646,000
MORENO VALLEY	5,710,000
MURRIETA	3,484,000
NORCO	931,000
PERRIS	3,001,000
RIVERSIDE	10,257,000
SAN JACINTO	1,310,000
TEMECULA	4,120,000
WILDOMAR	928,000
RIVERSIDE COUNTY	7,829,000
Bond Financing (264)	16,400,000
Economic Development Projects (268)	2,430,000
SUBTOTAL-Western County	204,086,000
Coachella Valley	
Highways & Regional Arterials (256)	24,847,000
Local Street & Roads (257)	17,393,000
CATHEDRAL CITY	1,905,000
COACHELLA	758,000
DESERT HOT SPRINGS	624,000
INDIAN WELLS	256,000
INDIO	2,454,000
LA QUINTA	1,865,000
PALM DESERT	3,199,000
PALM SPRINGS	2,924,000
RANCHO MIRAGE	1,111,000
RIVERSIDE COUNTY	2,297,000
Specialized & Public Transit (258)	7,454,000
SUBTOTAL-Coachella Valley	49,694,000
Palo Verde Valley	
Local Street & Roads (234)	1,220,000
BLYTHE	969,000
RIVERSIDE COUNTY	251,000
SUBTOTAL-Palo Verde Valley	1,220,000
TOTAL	\$ 255,000,000

Notes:

¹ Estimate for planning purposes, subject to change and rounding differences.

² Administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis. Accordingly, the Measure A allocations to each geographic area by program will be reduced for such quarterly cost allocations.

**RIVERSIDE COUNTY
LOCAL TRANSPORTATION FUND
FY 2022/23 APPORTIONMENT
Original January 12, 2022**

	Original Projection (1/12/2022)
Estimated Carryover (Unapportioned)	\$ -
Estimated Receipts ¹	130,000,000
TOTAL	130,000,000
Less: County Auditor-Controller Administration	12,000
Less: Estimated RCTC Administration ²	1,250,000
Less: RCTC Planning (3% of revenues)	3,900,000
Less: SCAG Planning (3/4 of 1% of revenues)	975,000
BALANCE	123,863,000
Less: SB 821 (2% of balance)	2,477,000
BALANCE AVAILABLE BEFORE RESERVES	121,386,000
Less: 10% Transit Reserves	12,139,000
BALANCE AVAILABLE FOR APPORTIONMENT	\$ 109,247,000

APPORTIONMENT	Population	Population % of Total	FY 2022/23 Revised Apportionment (1/12/2022)
Western:	1,956,247	79.70%	\$ 87,072,000
Rail	22%		19,156,000
Transit	78%		67,916,000
Coachella Valley	474,031	19.31%	21,099,000
Palo Verde Valley	24,175	0.98%	1,076,000
	2,454,453	100.00%	\$ 109,247,000

ALLOCATION OF TRANSIT RESERVES (in accordance with Reserve Policy adopted January 12, 2005):

Western:			
Rail			\$ 2,128,000
Transit:			
RTA		\$ 6,377,000	
Banning		182,000	
Beaumont		260,000	
Corona		213,000	
Riverside		515,000	
Subtotal Transit		\$ 7,547,000	7,547,000
Subtotal Western			9,675,000
Coachella Valley			2,344,000
Palo Verde Valley			120,000
Total Reserves			\$ 12,139,000

NOTES:

¹ Estimate for planning purposes, subject to change and rounding differences. Rounded to the nearest thousand.

² Amount is an estimate; administrative costs are allocated in accordance with a cost allocation plan on a quarterly basis.

Population Source: California Department of Finance, Demographic Research Unit as of January 1, 2021.

Allocation of reserves: FY 2021/22 SRTP funding allocations approved 6/28/2021.

AGENDA ITEM 9

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2022
TO:	Riverside County Transportation Commission
FROM:	David Knudsen, Interim External Affairs Director
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	State and Federal Legislative Update

STAFF RECOMMENDATION:

This item is for the Commission to receive and file an update on state and federal legislation.

BACKGROUND INFORMATION:

State Update

Governor Gavin Newsom held a press conference on December 5, with Nevada Governor Steve Sisolak, announcing a rapid-response project that would expand I-15 to tackle congestion at the California-Nevada Border. Governor Newsom identified \$12 million to construct a temporary expansion of the highway in a five-mile stretch between the Stateline and Barstow to ease traffic congestion during peak hours. RCTC sent a letter to the Governor on December 9 applauding his efforts to alleviate traffic congestion. The letter further requests the Governor’s partnership to implement meaningful transportation solutions in Riverside County.

State Budget Surplus

The Legislative Analyst Office (LAO) published its FY 2022-23 Fiscal Outlook in late November. According to the LAO, there is an unprecedented growth in revenues and a \$31 billion surplus is predicted for the 2022-23 budget year, which begins July 1. The September 2021 collections from the state's three largest taxes were 40 percent higher than September 2020 and almost 60 percent higher than September 2019. As a result of this surge, collections so far this fiscal year are already over \$10 billion ahead of 2021-22 Budget Act assumptions. The LAO expects the rapid growth to slow over the coming months.

The new budget surplus will be a leading issue as the Legislature begins the second year of its two-year session. Governor Newsom is required to submit his budget proposal to the Legislature by January 10, 2022. At a press conference in November, the Governor stated that one-time investments in infrastructure would be substantially increased.

In anticipation of the budget surplus and as the Governor and Legislature prepare to consider the FY 2022-23 state budget, RCTC and the San Bernardino County Transportation Authority are

working with the Inland Empire State Legislative Caucus to seek their support on a suite of projects that, if funded, would enhance the region’s transportation network. This suite of projects recognizes the complexity of our regional challenges arising from the nation’s supply chain crisis and the region’s population growth, driven by the state’s housing shortage. The projects under consideration include:

Project	Funding Requested	Project Benefit
Coachella Valley-San Gorgonio Rail Corridor Service Project	\$50 million	This project would be transformational for the region, creating economic opportunity in disadvantaged communities, improving access to job centers and attractions, providing alternatives to traveling on I-10, and reducing emissions to improve air quality.
Interstate 10 Bypass	\$95 million	The proposed I-10 Bypass would mitigate a nightmare scenario of an I-10 closure with the construction of a new road south of I-10 linking Banning to Cabazon.
Third Street Grade Separation Project	\$30 million	Riverside is trisected by two freight rail lines, BNSF and Union Pacific. These two rail lines carry over 75% of the freight handled by the Ports of LA and Long Beach through Riverside. Every day approximately 128 trains pass through the city. At-grade crossings pose safety risks, create traffic delays, increase emissions from idling vehicles, and delay emergency responses.
15 Express Lanes Project Southern Extension	\$500 million	Once built, the I-15 ELSC project would improve traffic operations and travel times, expand travel choice through carpooling and mass transit, increase travel time reliability, and manage long-term traffic congestion spurred by increased goods movement and population growth.
Fullerton Junction to Riverside Triple Track Completion	\$200 million	Metrolink's Southern California Optimized Rail Expansion (SCORE) program proposed the triple tracking of the BNSF rail line from Fullerton through Riverside, as a part of a suite of upgrades to Metrolink's system in time for the 2028 Olympics. Not only is this project critical to improved passenger rail service in Riverside County, it will also improve the movement of freight and goods from the Ports of LA and Long Beach, and reduce road congestion and associated emissions.

Federal Update

Congress averted a government shutdown by passing a Continuing Resolution (CR) and will keep government funded until February 18, 2022, at funding levels set almost a year ago. Congress will return to its work on finalizing the FY 2022 appropriations process as it returns with the New Year. As a result of not yet passing a full FY 2022 appropriations package, significant infrastructure program spending will not be available for expenditure. This means there will be a delay in some program funding increases envisioned in the Infrastructure Investment and Jobs Act (IIJA).

California State Transportation Agency Secretary, David Kim, testified before the House of Representatives Transportation and Infrastructure Committee on December 9 to discuss opportunities to expand passenger rail service utilizing funding included in the IIJA. Included in his testimony was support for RCTC's passenger rail service project between Coachella Valley and Los Angeles. Caltrans, in partnership with RCTC, submitted an application for Consolidated Rail Infrastructure and Safety Improvements discretionary grant funding for this project. This application is now pending before the U.S. Department of Transportation.

Congress voted to raise the debt ceiling in mid-December, in order to avoid a default of the nation's debt. The measure would increase the debt limit by \$2.5 trillion, a sum expected to last into 2023 without the need for another vote to raise the borrowing cap.

The Build Back Better Act (also known as the reconciliation bill) is still pending in Congress and the timing for final passage is unknown. It is possible that Senate consideration of the measure may not occur until after the New Year.

FISCAL IMPACT:

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

Attachments:

- 1) Letter to Governor Gavin Newsom – Dated December 9, 2021
- 2) State and Federal Update Legislative Matrix – December 2021



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 Mailing Address: P.O. Box 12008 Riverside, CA 92502-2208
 951.787.7141 • rctc.org

December 9, 2021

The Honorable Gavin Newsom
 Governor
 State of California
 State Capitol
 Sacramento, California 95814

RE: Request Your Immediate Attention to Urgent Transportation Needs in Riverside County

Dear Governor Newsom:

As Chair of the Riverside County Transportation Commission (RCTC), I was pleasantly surprised by your December 5, 2021, I-15 Expansion Project (Expansion Project) announcement to tackle traffic congestion at the California-Nevada border. My fellow Commissioners and I agree with your assessment that congestion leads to economic burden, with impacts to working families and goods movement vital to the nation. Governor Newsom, we need your help in Riverside County to bring congestion relief to our highway system with the same level of commitment and collaborative spirit you brought to the Expansion Project.

Riverside County, like the California-Nevada border, also has longstanding traffic issues that we have worked to address. While we appreciate the state's assistance to date, we frankly need much more. We need a proactive partnership and strategy from the state to bring traffic relief to this region. As Nevada Governor Steve Sisolak reached out to you with a call, I am reaching out to you so that I can share our concerns, demonstrate our obstacles, and seek a solution to our longstanding traffic congestion issues that require the state's focus. The well-being and prosperity of our disadvantaged communities depend on it, as do the state and national economies. While multimodal transportation systems are vital to future mobility, roads and highway expansion cannot be discounted as a tool that helps keep our people and goods moving.

According to a Wall Street Journal article published earlier this year, the Inland Empire effectively tied the Phoenix region in 2020 for the biggest gain in households from migration nationwide. Riverside County is at the heart of this population growth and is home to two of the state's top ten city growth rates. Since 2000, about 15,000 homes have been built in the City of Eastvale, making up 92 percent of its housing, and its population grew to 70,000 from 4,000. In addition, we are home to two cities identified as having one of the ten longest commute times in the United States. Growth like this is taking place across the entire region. Over the past 30 years, the population of the Inland Empire has grown by 78 percent to 4.6 million, more than twice as fast as the state during that same time.

Population growth is not the only driver of the region's traffic congestion nightmare. Our roads do not just move people, they move goods. 40 percent of the nation's goods travel through the Inland Empire by truck and train. As freight and goods movement accelerate to historic levels to serve the rest of the state and the nation, inland residents are left to compete for limited space on our highway networks. This congestion and corresponding frustration lead to reduced productivity, less time with family, poor mental health, and the worst air quality in the country.

RCTC is working to deliver a suite of multimodal transportation solutions that will connect our diverse communities, offer mobility choices, promote economic prosperity, reduce traffic congestion, streamline goods and freight movement, and secure a climate-resilient future across Riverside County. Our residents have approved local sales tax measures to provide dedicated funding for transportation projects to meet these goals, but progress has been slow. Due to underinvestment in our region from state and federal governments, we are still programming and constructing projects that were promised to voters 19 years ago.

RCTC has invested hundreds of millions of dollars in transportation projects to provide congestion relief along the I-15 corridor in Riverside County. Earlier this year, RCTC completed the \$472 million I-15 Express Lanes project, adding two express lanes to I-15 in both directions, from State Route 60 to Cajalco Road in Corona. Part of the project's overall goal was to reduce traffic congestion. While the project alleviated congested bottlenecks, other chokepoints were not relieved, particularly to the south. RCTC is conducting studies to add a non-tolled lane to southbound I-15 from the Cajalco Road on-ramp in Corona to the Weirick Road off-ramp in Temescal Valley, a distance slightly less than one mile. As with the Expansion Project, a small fix like this will make a world of difference. However, this project will not be complete until late 2025 at the earliest. Thankfully, Caltrans joined a local interagency task force to come up with an interim solution. The I-15 Interim Corridor Operations Project will add a temporary lane by allowing crews to strengthen the roadway shoulder pavement to handle traffic loads and restripe lanes at non-standard widths. This project will be operational for a three-year period until improvements for RCTC's I-15 Corridor Operations project are constructed in this area.

It can be difficult to look to the future when we face such a dramatic backlog of projects. Nevertheless, RCTC is also planning next-generation projects that give residents meaningful alternatives to driving while streamlining freight and goods movement. In partnership with Caltrans and the Federal Rail Administration, RCTC is working to bring daily passenger rail service between the Coachella Valley and Los Angeles. The proposed 144-mile rail service is the kind of once-in-a-generation, regionally transformational project that will take vehicles off the road, reduce carbon emissions, improve our air quality, and support our economy—benefiting low-income and disadvantaged communities along the route. The cost to construct this project is \$1 billion, and RCTC cannot deliver this and other transformational projects like it without state investments at levels this region has never seen before.

The Honorable Gavin Newsom
December 9, 2021
Page 3

Riverside County's longstanding congestion issues are not unlike those at the California-Nevada border. What sets our region apart though, is the millions of Californians who live and work right here, and the state and national economies that hang in the balance as this vital freight and goods movement gateway sinks further into dysfunction. As Chair of RCTC, I truly appreciate all the help we have received from the state thus far. Our work with Caltrans to advance the I-15 Interim Corridor Operations Project and proposed daily passenger rail service to Coachella Valley are excellent examples of solutions-based partnerships. To truly make a difference for our disadvantaged communities and the overall economy and environment, we require your direct attention, collaboration, and investment.

I look forward to continuing this conversation with you. Please feel free to contact me at [REDACTED]

Sincerely,



Jan Harnik
Chair

CC: The Honorable Rosilicie Ochoa Bogh, Senator, District 23
The Honorable Melissa Melendez, Senator, District 28
The Honorable Richard D. Roth, Senator, District 31
The Honorable Chad Mayes, Assemblymember, District 42
The Honorable Eduardo Garcia, Assemblymember, District 56
The Honorable Sabrina Cervantes, Assemblymember, District 60
The Honorable Jose Medina, Assemblymember, District 61
The Honorable Kelly Seyarto, Assemblymember, District 67
The Honorable Randy Voepel, Assemblymember, District 71
The Honorable Marie Waldron, Assembly Republican Leader, District 75
The Honorable David Kim, Secretary, California State Transportation Agency
Toks Omishakin, Director, California Department of Transportation
Michael Beauchamp, District Director, California Department of Transportation, District 8

RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – DECEMBER 2021

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
AB 1499 (Daly)	Removes the January 1, 2024 sunset date for Department of Transportation and regional transportation agencies to use the design-build procurement method for transportation projects in California.	Signed by the Governor September 22, 2021	<i>SUPPORT</i>	April 14, 2021
SB 623 (Newman)	Clarifies existing law to ensure toll operators statewide can improve service to customers and enforce toll policies while increasing privacy protections for the use of personally identifiable information (PII).	Hearing canceled at the request of author. Now a two-year bill. April 26, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	April 5, 2021
SB 261 (Allen)	This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.	Senate Transportation Committee - hearing postponed by committee. Now a two-year bill. April 27, 2021	<i>OPPOSE</i>	May 12, 2021
Federal				
HR 972 (Calvert)	This bill establishes the Western Riverside County Wildlife Refuge which would provide certainty for development of the transportation infrastructure required to meet the future needs of southern California.	Ordered Reported by the House Committee on Natural Resources July 14, 2021	<i>SUPPORT</i> <i>Staff action based on platform</i>	June 11, 2021

AGENDA ITEM 10

RIVERSIDE COUNTY TRANSPORTATION COMMISSION	
DATE:	January 12, 2021
TO:	Riverside County Transportation Commission
FROM:	Lisa Mobley, Administrative Services Manager/Clerk of the Board
THROUGH:	Anne Mayer, Executive Director
SUBJECT:	Appointment of Executive Committee Member

STAFF RECOMMENDATION:

This item is for the cities of Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar to select a representative to set on the Executive Committee.

BACKGROUND INFORMATION:

Executive Committee Appointments

In accordance with the Administrative Code, the membership of the Executive Committee shall be as follows: (1) The Chair of the Commission, (2) The Vice Chair of the Commission, (3) The Second Vice Chair of the Commission, (4) The Past Chair of the Commission, (5) Two regular members of the Commission representing the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula, (6) A regular member of the Commission representing one of the following cities: Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar, (7) A regular member of the Commission representing the following cities: Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage, (8) Three members of the Commission who are members of the Riverside County Board of Supervisors.

Appointees to the Executive Committee serve for a two-year term. Appointments for the cities were made to the Executive Committee for the 2021/22 term at the January 2021 Commission meeting as follows:

- Commissioners Brian Berkson and Matt Rahn representing the cities of Corona, Jurupa Valley, Moreno Valley, Murrieta, Riverside, and Temecula;
- Commissioner Lisa Middleton representing the cities of Blythe, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage; and
- Commissioner Lloyd White representing the cities of Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar.

With the election of Lloyd White as Second Vice Chair at the December 8, 2021 Commission Meeting, a vacancy has been created on the Executive Committee representing the cities of Banning, Beaumont, Calimesa, Canyon Lake, Eastvale, Hemet, Lake Elsinore, Menifee, Norco, Perris, San Jacinto, and Wildomar.

Commission members from these cities will be given time to caucus and appoint a new representative to fill Commissioner White's unexpired term. This representative will fill the vacancy for this year.