

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



FY 2024/25

BUDGET

Riverside County Transportation Commission

Riverside County, California

June 12, 2024

Honorable Commissioners
Riverside County Transportation Commission
Riverside, California

FY 2024/25 BUDGET INTRODUCTION

RCTC: Safety. Fiscal Responsibility. Economic Recovery.

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

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

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

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

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

FORECASTING FUTURE TRANSPORTATION NEEDS WHILE MEETING TODAY'S CHALLENGES

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

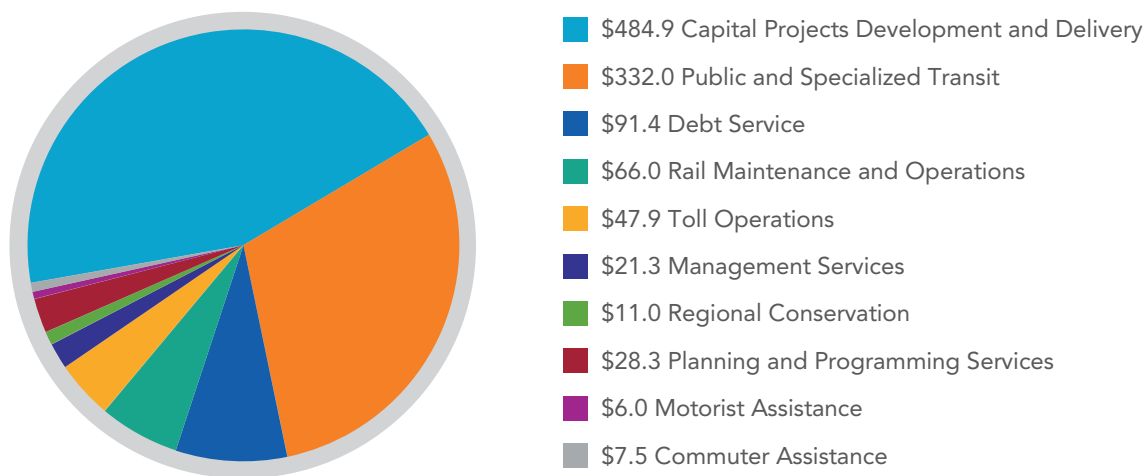
To augment Measure A funding, the Coachella Valley Association of Governments and the Western Riverside Council of Governments (WRCOG) administer Transportation Uniform Mitigation Fee (TUMF) programs to serve local and regional arterial needs. In the Coachella Valley, arterials are funded through a combination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

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

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

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

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



BUILDING A BETTER FUTURE

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

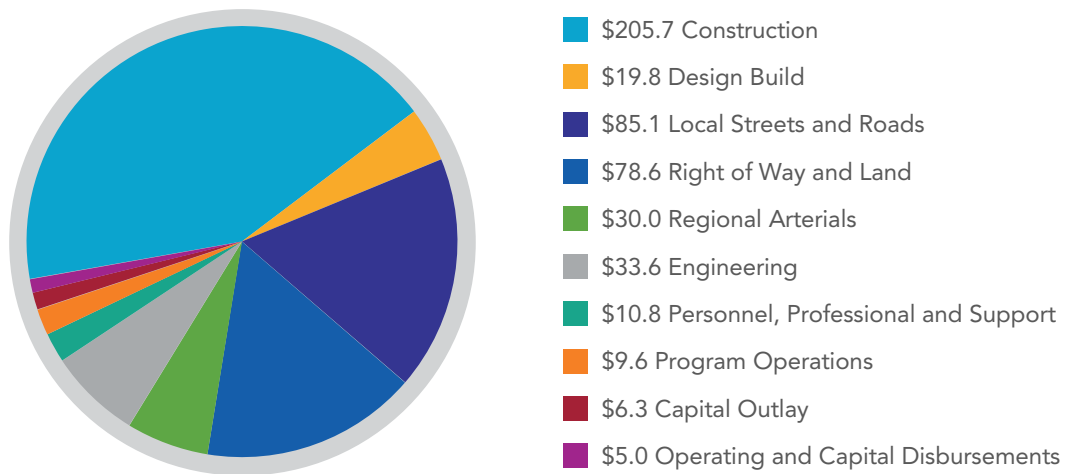
During FY 2024/25, the Commission will invest \$462.3 million in capital projects (Chart 2) that include highway, regional arterial, local streets and roads, and rail projects. Riverside County is in a fortunate position, as significant pre- construction work has taken place with several projects and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

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

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

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

CHART 2 – CAPITAL PROJECTS (IN MILLIONS \$)



RCTC 15 EXPRESS LANES AND 91 EXPRESS LANES

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

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

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

PLANNING FOR THE NEEDS OF TODAY AND THE CHALLENGES OF TOMORROW

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

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

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

A COMMITMENT TO RIVERSIDE COUNTY

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

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

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

ACKNOWLEDGMENTS

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



Aaron Hake, Executive Director



Sergio Vidal, Chief Financial Officer

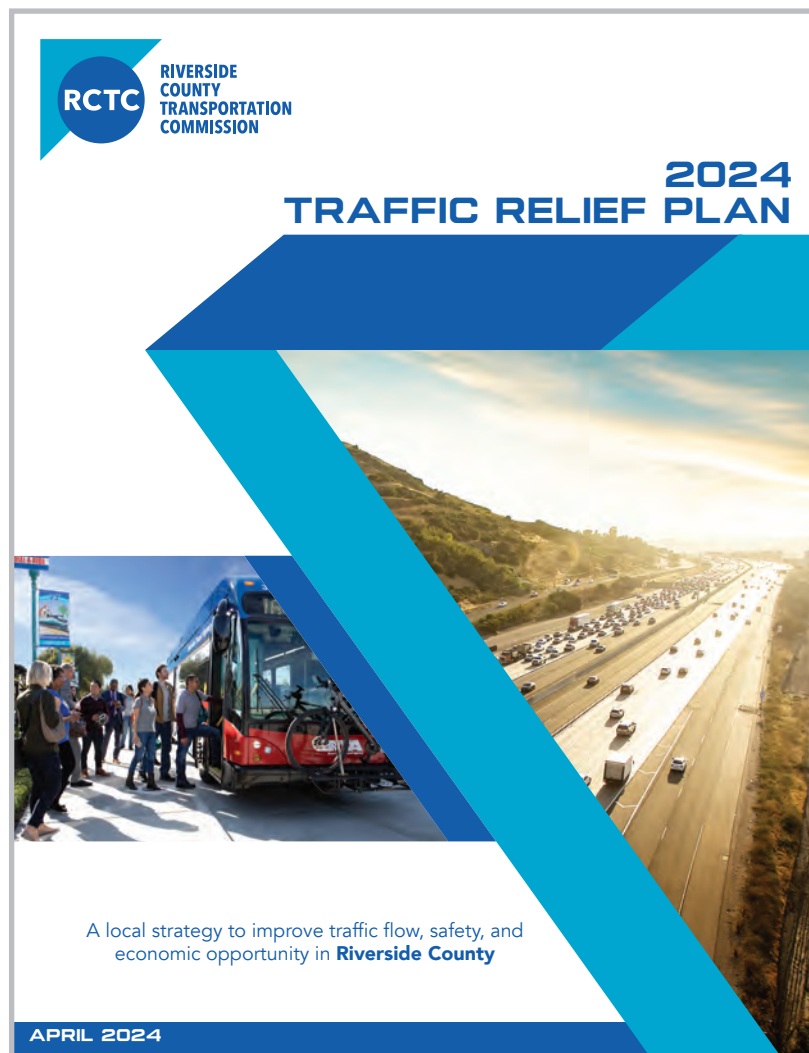




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COMMISSION INTRODUCTION

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

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

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

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

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

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

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

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

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

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

RIVERSIDE COUNTY TRANSPORTATION COMMISSION — LIST OF PRINCIPAL OFFICIALS

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

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

EXECUTIVE SUMMARY

INTRODUCTION

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

POLICY GOALS AND OBJECTIVES

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

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

OPERATIONAL EXCELLENCE

RCTC is a responsible and conservative steward of taxpayer dollars.

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

CONNECTING THE ECONOMY

RCTC is a driver of economic growth in Riverside County.

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

RESPONSIBLE PARTNER

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

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

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

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

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

OPERATIONS

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

REGIONAL PROGRAMS

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

MANAGEMENT SERVICES

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

LINKING COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

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

TABLE 1 – RELATIONSHIP BETWEEN COMMISSION AND DEPARTMENTAL MISSION STATEMENTS

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

BUDGET OVERVIEW

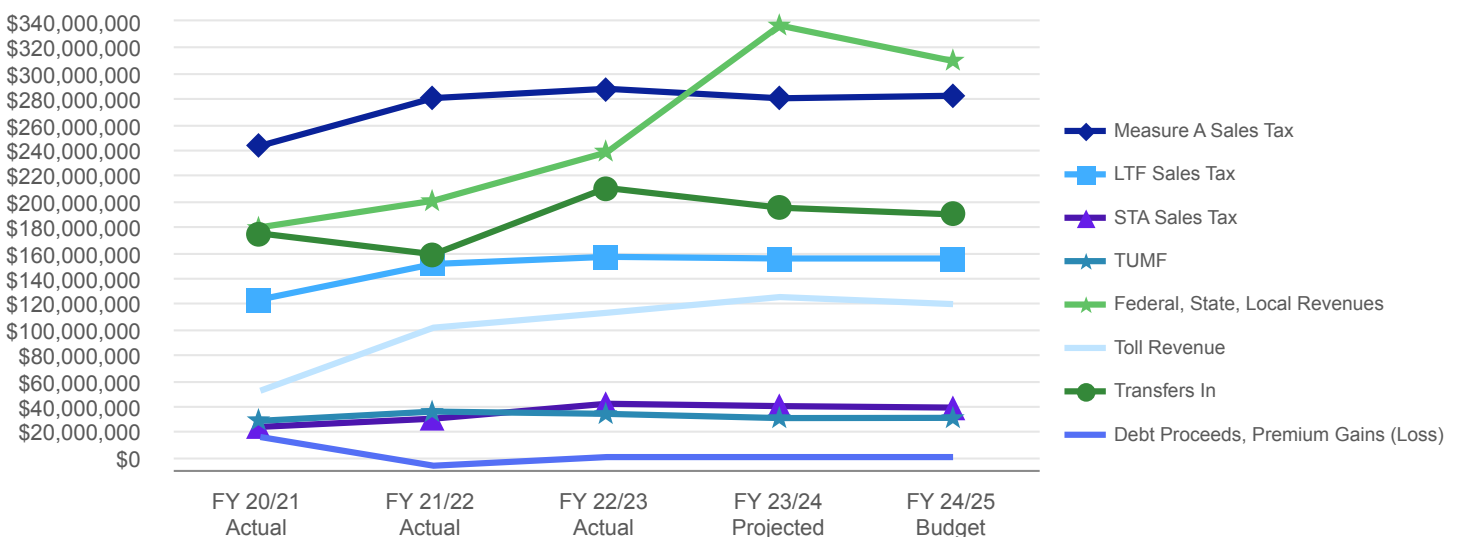
Total Sources (Table 2) are budgeted at \$1,124,088,400, a 9% increase over FY 2023/24 budget. The increase is primarily a result of the intergovernmental revenues related to the 71/91 connector, SR-79 realignment, Mid County Parkway (MCP), Smart Freeway, 15 Express Lanes — Southern Extension, Santa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

TABLE 2 – SOURCES FY 2023-2025

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

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

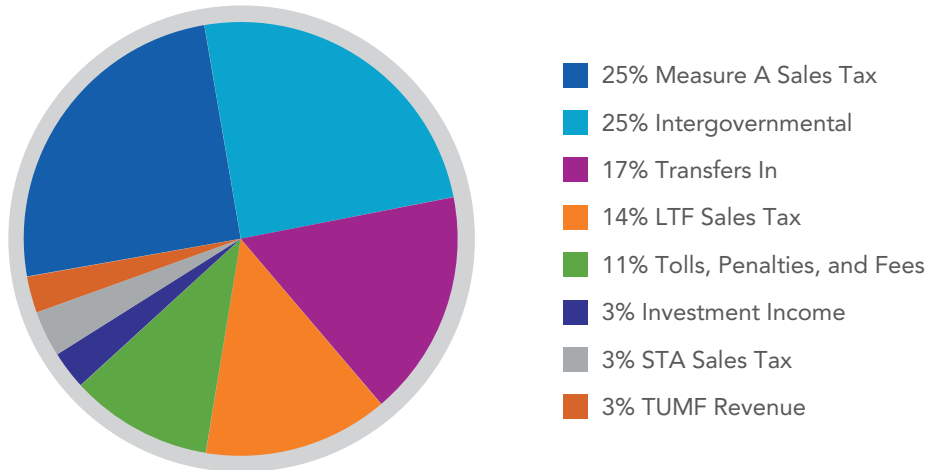
CHART 3 – SOURCES: FIVE-YEAR TREND



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

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

CHART 4 – SOURCES: MAJOR CATEGORIES



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

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

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

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

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

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

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

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

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

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

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

TABLE 3 – USES FY 2023-2025

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

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

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

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

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

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

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

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

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

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

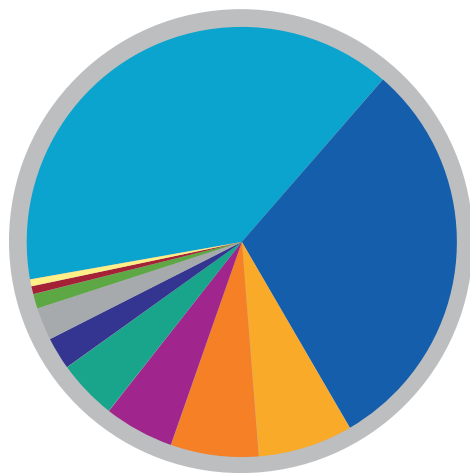
The rail maintenance and operations budgeted expenditures of \$67,623,100 are 13% higher than the FY 2023/24 budget due to rail station security guards, program management, utilities, and Metrolink Operations.

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

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

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

CHART 5 – USES: MAJOR CATEGORIES

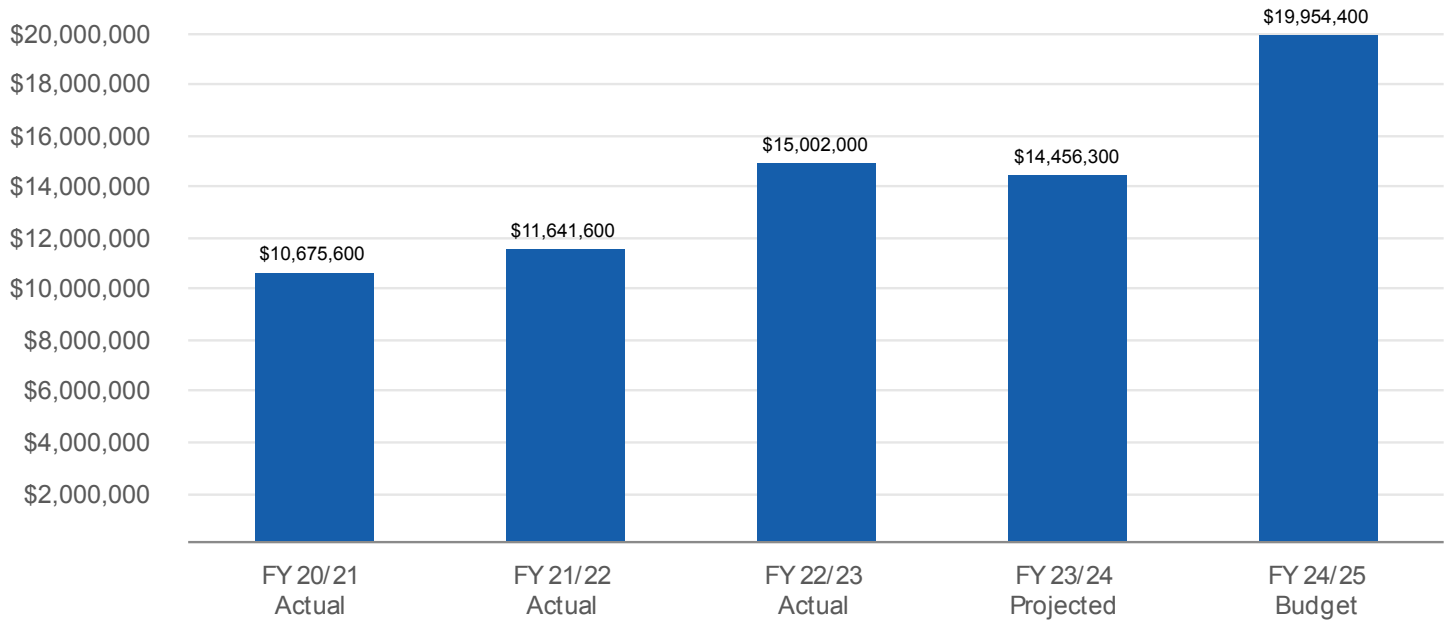


- 39% Capital Highway, Rail, and Regional Arterials
- 30% Public and Specialized Transit
- 7% Debt Service
- 7% Capital Local Streets and Roads
- 5% Rail Maintenance and Operations
- 4% Toll Operations
- 2% Management Services
- 2% Planning and Programming
- 1% Regional Conservation
- 1% Commuter Assistance
- 1% Motorist Assistance

COMMISSION PERSONNEL

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

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



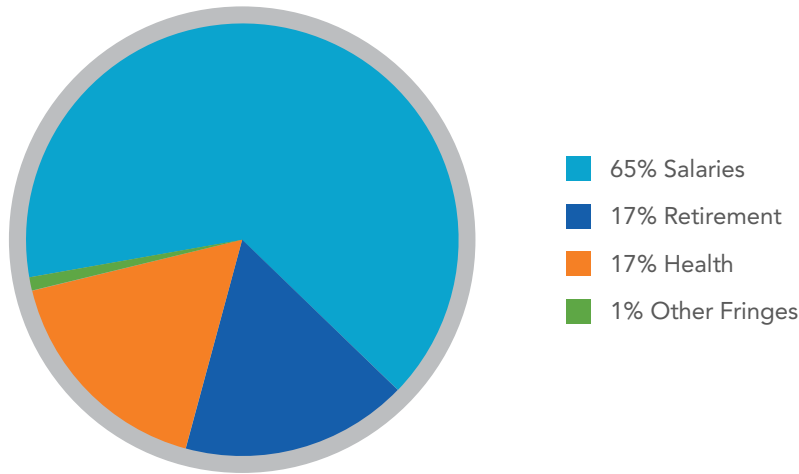
The 84 FTE positions included in the FY 2024/25 budget (Table 4) reflects an increase of three FTEs and the reclassification of four FTEs from the FY 2023/24 budget. Management continues its commitment with its intent for the Commission’s enabling legislation requiring a lean organization. The Commission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

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

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

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

CHART 7 – PERSONNEL SALARIES AND BENEFITS



DEPARTMENT INITIATIVES

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

EXECUTIVE MANAGEMENT

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

TABLE 5 – EXECUTIVE MANAGEMENT

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

ADMINISTRATION

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

TABLE 6 – ADMINISTRATION

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

EXTERNAL AFFAIRS

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

TABLE 7 – EXTERNAL AFFAIRS

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

FINANCE

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

TABLE 8 – FINANCE

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

PLANNING AND PROGRAMMING

- Monitor funding authority and responsibility related to the State Transportation Improvement Program (STIP).
- Ensure administration and implementation of STIP/Regional Improvement Program (RIP), Active Transportation Program (ATP), and other funded projects consistent with California Transportation Commission (CTC), Caltrans, and Southern California Association of Governments (SCAG) policies.
- Continue to strategically program projects for all local agencies countywide into the Federal Transportation Improvement Program (FTIP) and obligate funds in an expeditious manner for the maximum use of all available funding, including monitoring the use of such funding to prevent from lapsing.
- Monitor all projects programmed to receive 2009 Measure A, TUMF, state, and federal funds to ensure timely delivery and prevent funds from lapsing.
- Focus on interregional concerns and maintain effective working relationships involving various multi-county transportation issues.
- Coordinate planning efforts with regional and local agencies relating to the development of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and greenhouse gas reduction (GHG) implementation guidelines.
- Administer the Bicycle and Pedestrian Facilities Program (SB 821).
- Monitor and track local, state, and federal funding sources in a customized database system including assisting in the administration of 2009 Measure A local streets and roads and LTF SB 821 programs.

TABLE 9 – PLANNING AND PROGRAMMING

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

RAIL MAINTENANCE AND OPERATIONS

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

TABLE 10 – RAIL MAINTENANCE AND OPERATIONS

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

PUBLIC AND SPECIALIZED TRANSIT

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

TABLE 11 – PUBLIC AND SPECIALIZED TRANSIT

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

COMMUTER ASSISTANCE

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

TABLE 12 – COMMUTER ASSISTANCE

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

MOTORIST ASSISTANCE

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

TABLE 13 – MOTORIST ASSISTANCE

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

REGIONAL CONSERVATION

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

TABLE 14 – REGIONAL CONSERVATION

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

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

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

TABLE 15 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY

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

TOLL OPERATIONS

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

TABLE 16 – TOLL OPERATIONS

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

FUND BALANCES

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

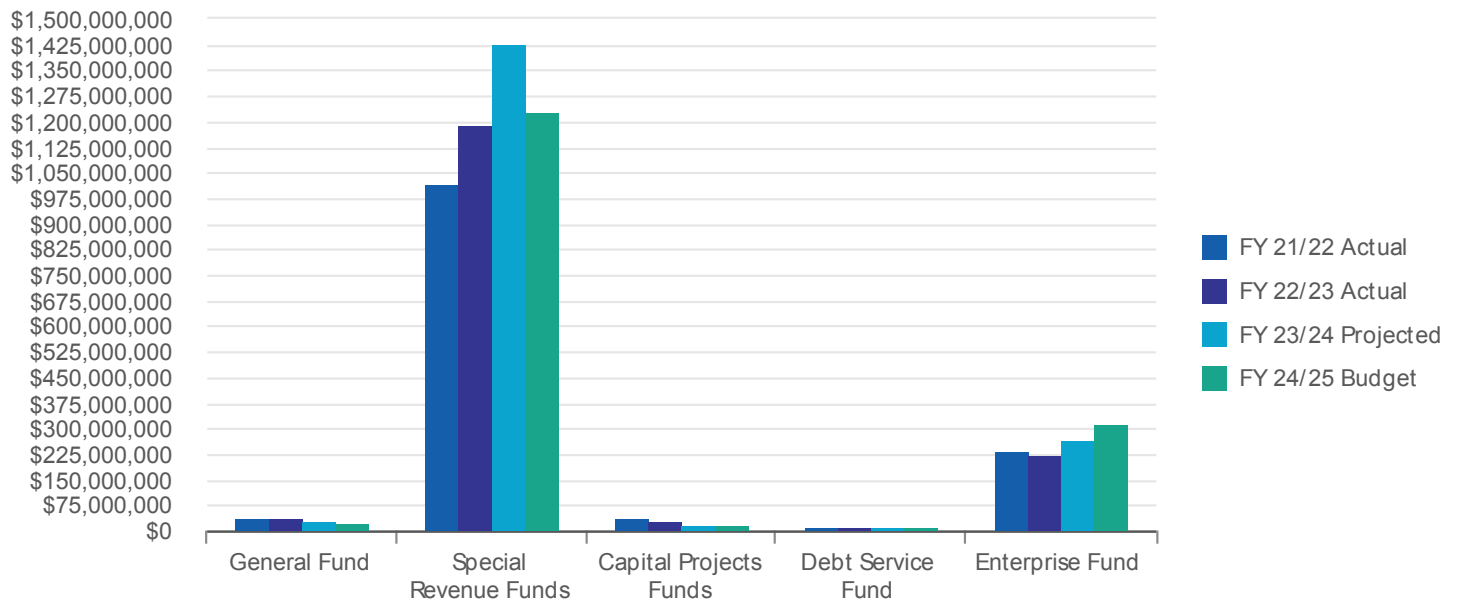
TABLE 17 – PROJECTED FUND BALANCES BY FUND TYPE AND PROGRAM AT JUNE 30, 2025

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

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

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

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



BUDGET SUMMARY

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

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

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

TABLE 19 – OPERATING AND CAPITAL BUDGET FY 2024/25

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

TABLE 20 – BUDGET BY FUND TYPE FY 2024/25

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

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

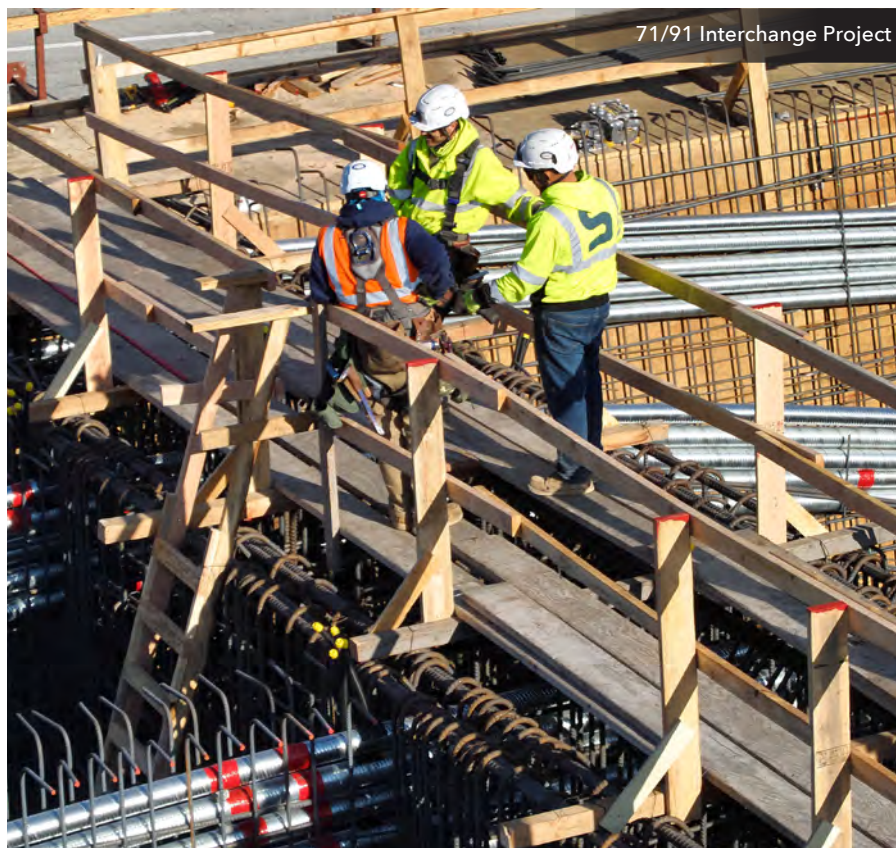
Description	
HIGHWAY ENGINEERING	
71/91 Connector	\$ 450,000
91 eastbound COP	2,398,000
91 Express Lanes roadway repair and rehabilitation	1,000,000
I-15 Express Lanes	224,000
I-15 Express Lanes — Southern Extension	7,700,000
MCP	30,000
MCP Sweeney mitigation	110,000
MCP construction package	1,100,000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

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

Description	
REGIONAL ARTERIAL CONSTRUCTION	
Various Western County MARA and TUMF regional arterial projects	\$ 120,973,100
SUBTOTAL REGIONAL ARTERIAL CONSTRUCTION	120,973,100
RAIL CONSTRUCTION	
Moreno Valley — March Field station upgrade	1,600,000
Perris Valley Line double track	100,000
Perris Valley Line station layover facility	9,750,000
Riverside Downtown station grade crossing	1,800,000
Riverside — Hunter Park station expansion	125,000
SUBTOTAL RAIL CONSTRUCTION	13,375,000
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	35,000,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, AND RAIL CONSTRUCTION	\$ 261,290,200
HIGHWAY DESIGN-BUILD	
15/91 Express Lanes Connector	\$ 5,622,000
91 Project	340,000
I-15 Express Lanes	349,000
I-15 Express Lanes — Northern Extension	2,297,000
I-15 Express Lanes — Southern Extension	11,145,000
TOTAL HIGHWAY DESIGN-BUILD	\$ 19,753,000
HIGHWAY RIGHT OF WAY AND LAND	
15/91 Express Lanes connector	\$ 124,000
60/215 East Junction high occupancy vehicle (HOV) lane connectors	15,000
71/91 Connector	75,000
91 Project	750,000
I-15 Express Lanes	30,000
I-215 corridor improvements (central segment)/Scott Road to Nuevo Road	300,000
McKinley Avenue grade separation	7,000,000
MCP	800,000
MCP I-215/Placentia Avenue Interchange	30,000
MCP Sweeney mitigation	2,700,000
MCP construction package	33,100,000
Riverside County — Santa Ana River Trail Extension <i>(details presented in Section 3.2 Planning and Programming)</i>	5,721,500
SR-60 Truck Lanes	30,000
SR-91 High Occupancy Vehicle (HOV) lanes/Adams Street to 60/91/215 interchange	15,000
General <i>(details presented in Section 3.3 Capital Projects)</i>	175,000
SUBTOTAL HIGHWAY RIGHT OF WAY AND LAND	50,865,500
REGIONAL ARTERIAL RIGHT OF WAY AND LAND	
I-10/Highland Springs Avenue Interchange	10,000
SR-79 realignment	25,350,000
SR-79/I-10 study	3,000
Various Western County MARA and TUMF regional arterial projects	7,331,000
SUBTOTAL REGIONAL ARTERIAL RIGHT OF WAY AND LAND	\$ 32,694,000

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

Description	
RAIL RIGHT OF WAY AND LAND	
Perris Valley Line double track	\$ 150,000
Perris Valley Line station layover facility	250,000
Perris — Ramona station	2,000
Riverside — Hunter Park station expansion	2,000
General	327,000
SUBTOTAL RAIL RIGHT OF WAY AND LAND	731,000
PUBLIC AND SPECIALIZED TRANSIT	
SB 125 Formula Funds	2,000
REGIONAL CONSERVATION RIGHT OF WAY AND LAND	
Regional Conservation acquisition consultant costs <i>(details presented in Section 3.2 Regional Conservation)</i>	1,200,000
TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION RIGHT OF WAY AND LAND	\$ 85,492,500
GRAND TOTAL HIGHWAY, REGIONAL ARTERIAL, RAIL, AND REGIONAL CONSERVATION PROGRAMS	\$ 425,956,700



GANN APPROPRIATIONS LIMIT

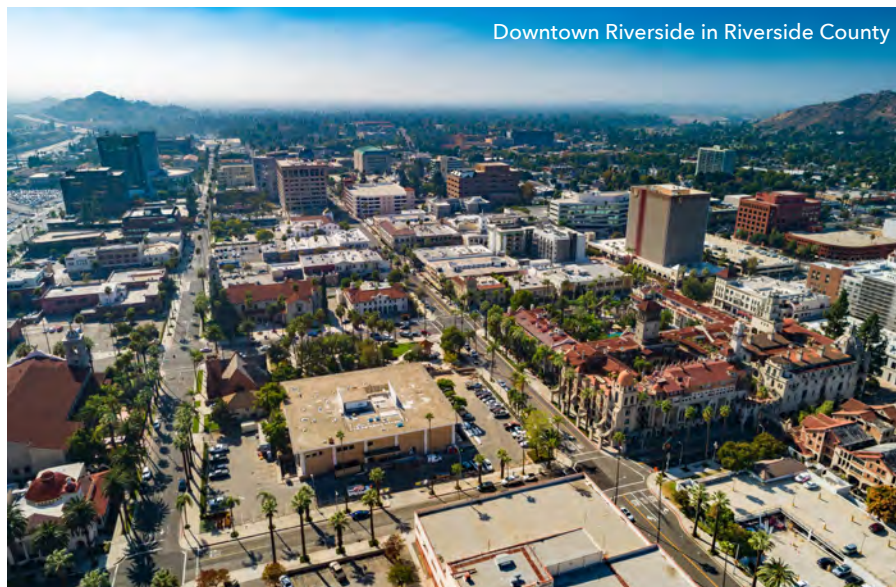
In November 1979, the voters of the State approved Proposition 4, commonly known as the Gann Initiative (Gann). The proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.” In 1980, the State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

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

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

FY 2023/24 Appropriations Limit	\$614,246,608
FY 2024/25 adjustment:	x 1.0418991
<ul style="list-style-type: none"> Change in California per capita personal income Change in Population, Riverside County Calculation of factor for FY 2024/25 	<ul style="list-style-type: none"> 1.0362% $((3.62 + 100) / 100 = 1.0362)$ 1.0055% $((0.55 + 100) / 100 = 1.0055)$ $1.0362 \times 1.0055 = 1.0418991$
FY 2024/25 Appropriations Limit	\$639,982,988
<ul style="list-style-type: none"> $\\$614,246,608 \times 1.0418991 = \\$639,982,988$ 	

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



RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

60/91/215 Interchange in Riverside

SECTION 1
FINANCIAL OVERVIEW



SECTION 1

FINANCIAL OVERVIEW

FINANCIAL OVERVIEW

FISCAL ACCOUNTABILITY POLICIES

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

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

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

EXPENDITURES/EXPENSES

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

DEBT MANAGEMENT

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

CASH MANAGEMENT

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

ACCOUNTING AND FINANCIAL REPORTING

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

FUNCTIONAL MANAGEMENT

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

CHART 9 – FUNCTIONAL ORGANIZATION CHART FY 2024/25

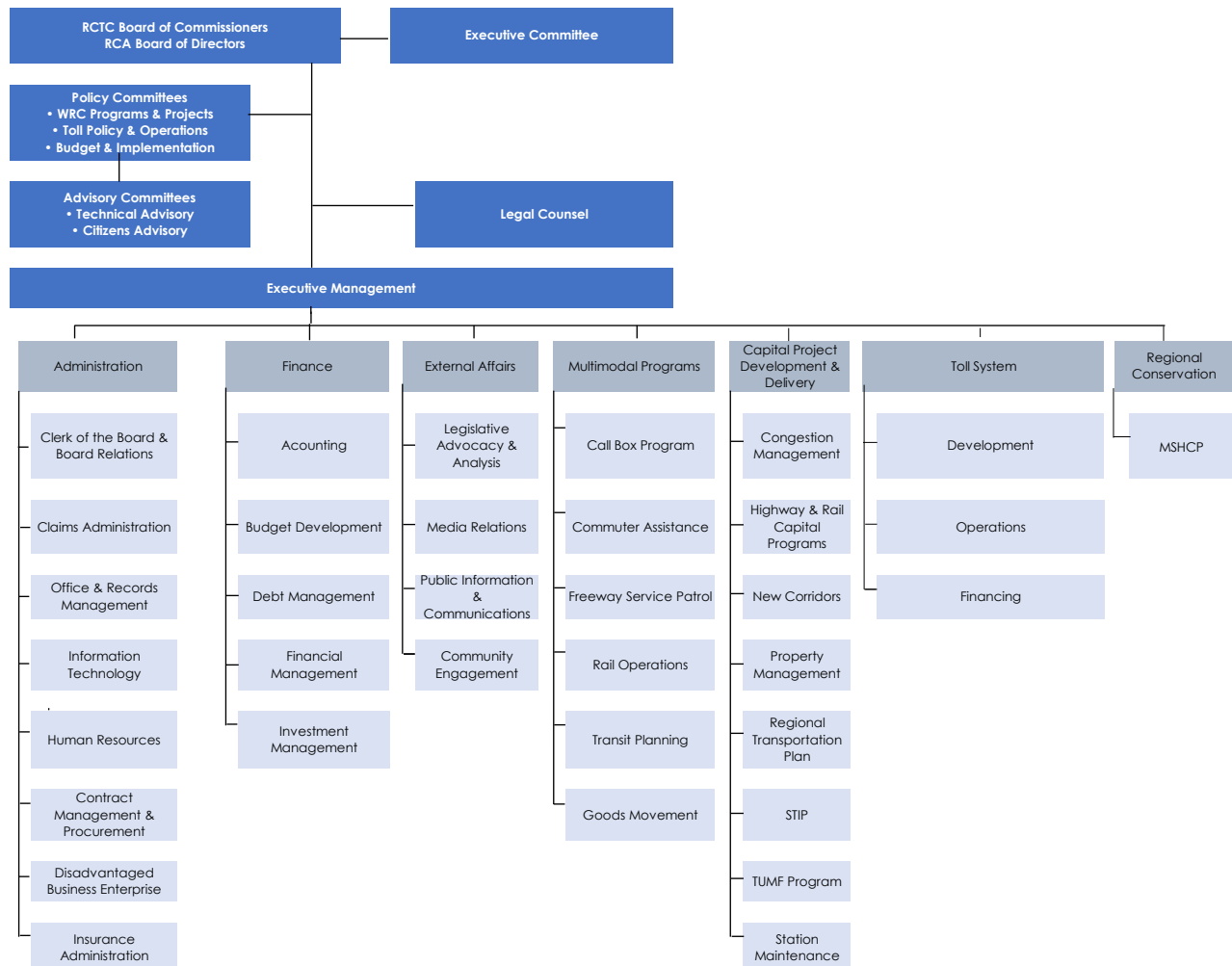


Chart 10 illustrates the relationship between the Commission’s functional management or departments and the Commission’s fund structure.

CHART 10 – RELATIONSHIP OF FUNCTIONAL MANAGEMENT AND FUND STRUCTURE

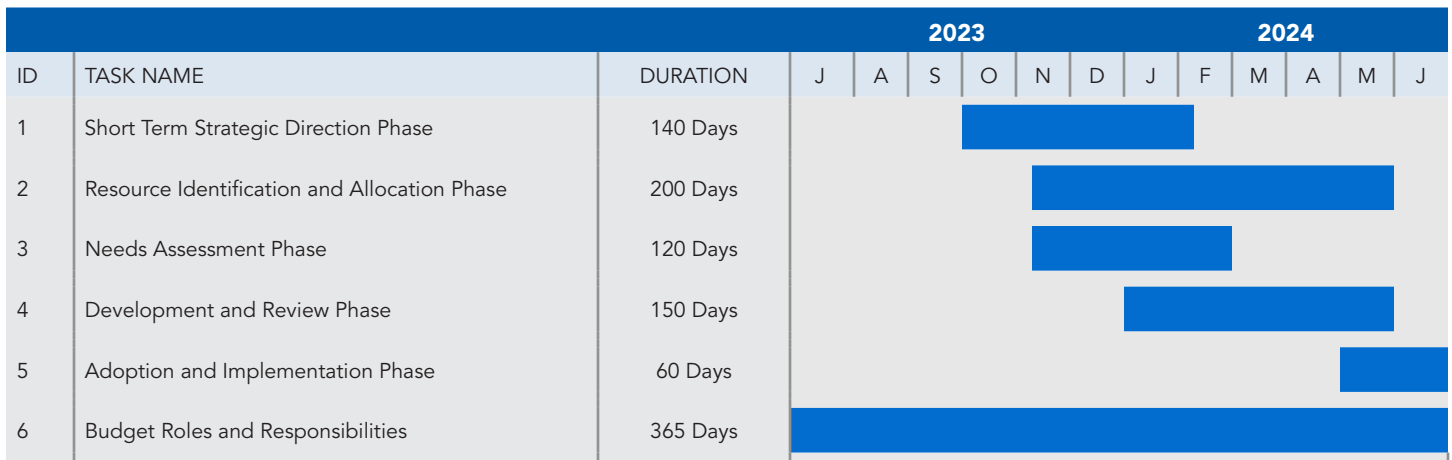
Functional Management/Department	General Fund	Special Revenue Fund	Capital Projects Fund	Debt Service Fund	Enterprise Fund
Management Services					
Executive Management	X				
Administration	X				
External Affairs	X				
Finance	X	X		X	
Regional Programs					
Planning and Programming Services	X	X			
Rail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

BUDGET PROCESS

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

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

CHART 11 – BUDGET PROCESS



SHORT-TERM STRATEGIC DIRECTION PHASE

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

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

RESOURCE IDENTIFICATION AND ALLOCATION PHASE

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

NEEDS ASSESSMENT PHASE

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

DEVELOPMENT AND REVIEW PHASE

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

ADOPTION AND IMPLEMENTATION PHASE

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

BUDGET ROLES AND RESPONSIBILITIES

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

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

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

RCTC

**RIVERSIDE
COUNTY
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COMMISSION**

15/91 Express Lanes Connector



SECTION 2

FUND BUDGETS

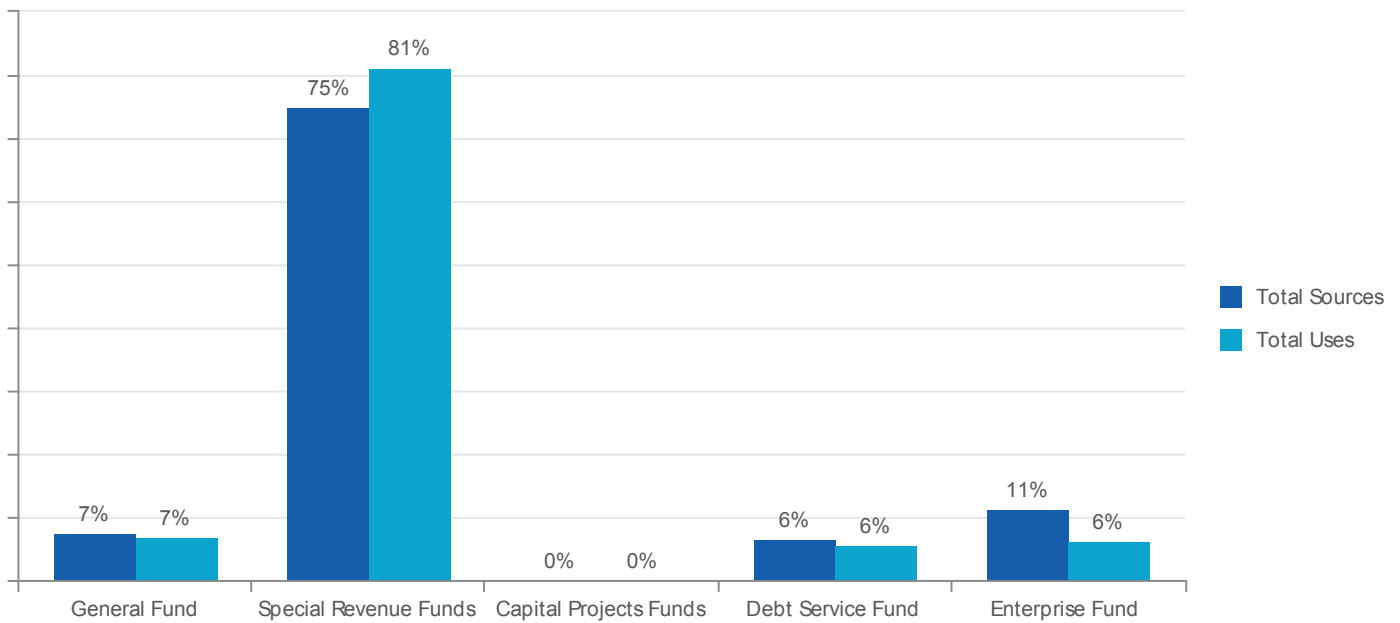
SECTION 2
FUND BUDGETS

FUND BUDGETS

BUDGETARY BASIS

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

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



FUND STRUCTURE

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

CHART 13 – BUDGETED FUNDS STRUCTURE FY 2024/25

General Fund	Special Revenue Funds	Capital Projects Funds	Debt Service Fund	Enterprise Funds
Administration Rail Operations Planning & Programming	<p>2009 MEASURE A</p> Western County Highways Local Streets & Roads Public Transit Specialized Transit Bus Transit Rail Transit & Maintenance Commuter New Corridors Bond Financing Regional Arterials Economic Coachella Valley Highways & Regional Arterials Local Streets & Roads Specialized Transit Palo Verde Valley Local Streets & Roads	Commercial Paper Sales Tax Bonds		RCTC 91 Express Lanes 15 Express Lanes
	FSP SAFE LTF STA SGR TUMF Coachella Valley Rail Other Agency Projects Fund Regional Conservation SB125 SB132			

GENERAL FUND

OVERVIEW

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

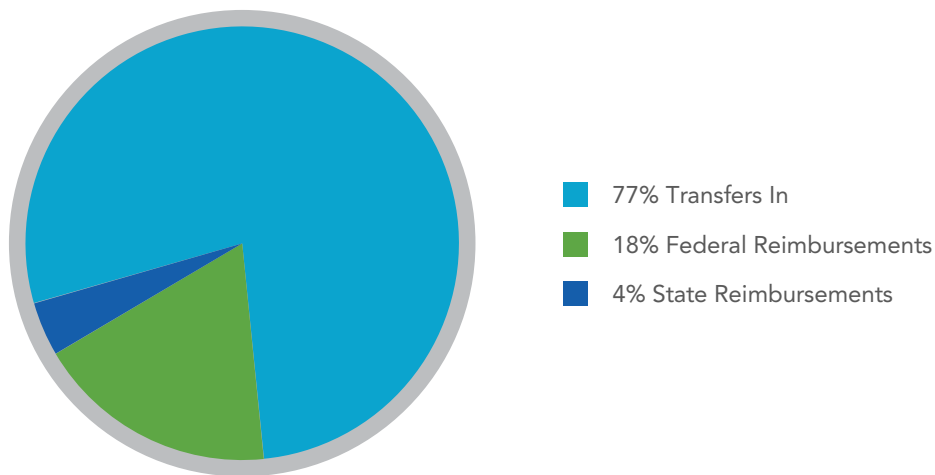
TABLE 22 – GENERAL FUND FY 2023 – 2025

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

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

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

CHART 14 – GENERAL FUND SOURCES FY 2024/25



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

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

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

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

CHART 15 – GENERAL FUND USES FY 2024/25

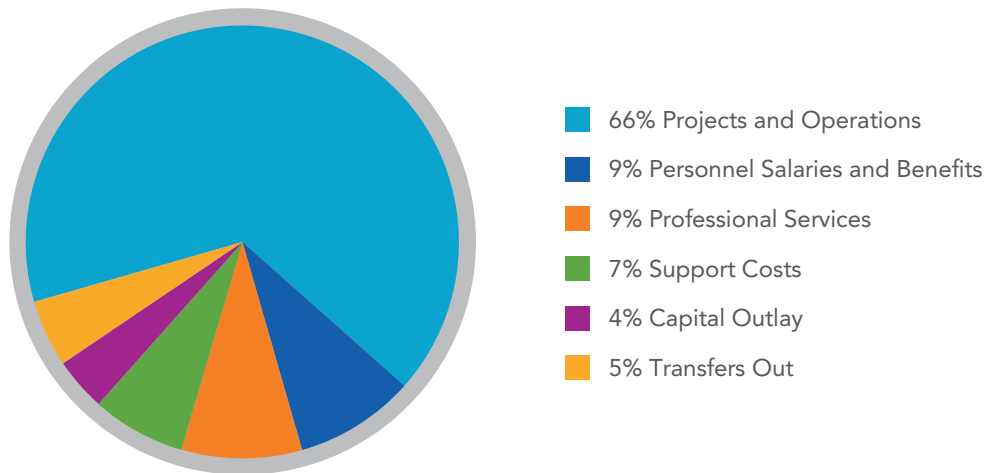


Chart 15 depicts General fund uses. Personnel salaries and benefits expenditures increased \$1,394,200 due to the net change in allocation of FTEs, including two new FTE positions for a Administrative Supervisor/Executive Assistance and Financial Budget Manager, and a 4% pool for performance merit-based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

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

SPECIAL REVENUE FUNDS

OVERVIEW

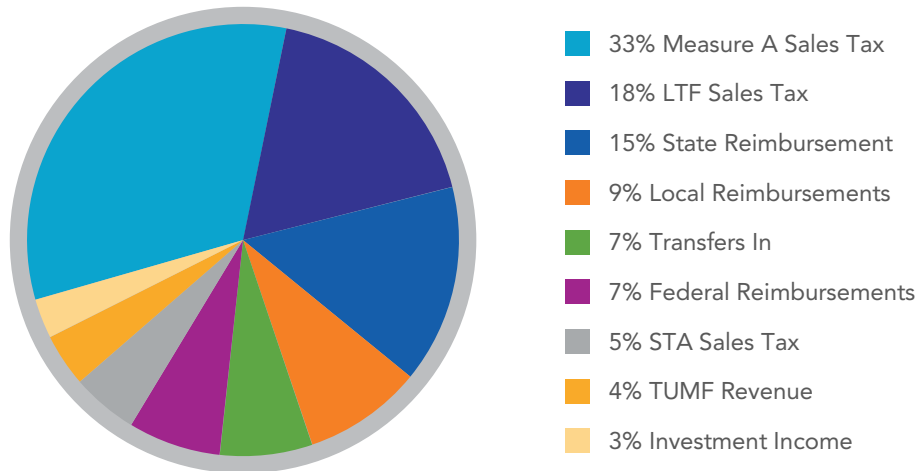
The Commission's special revenue funds are legally restricted as to use for Measure A projects and programs, TUMF projects, motorist assistance services, regional conservation, other agency project coordination, and funding transit operations and capital in the County. Table 23 is a summary of the special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

TABLE 23 – SPECIAL REVENUE FUNDS FY 2023 – 2025

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

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

CHART 16 – SPECIAL REVENUE FUNDS SOURCES FY 2024/25

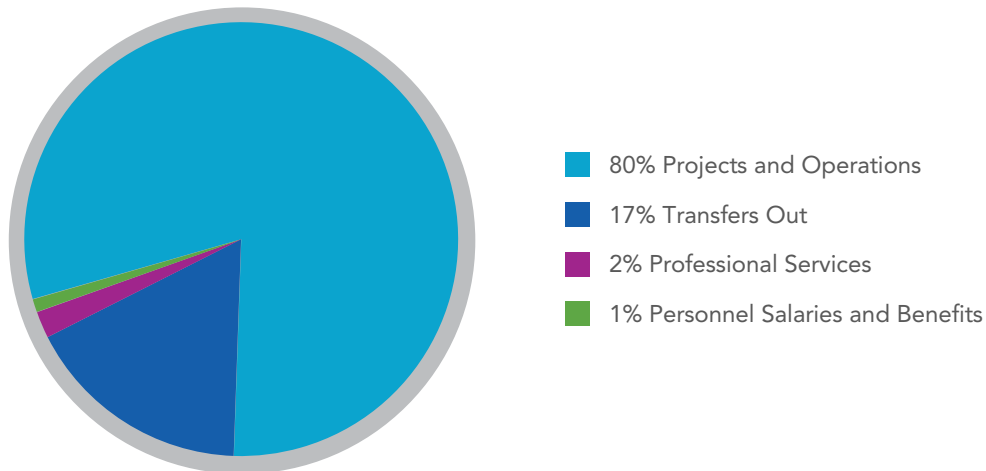


The Commission expends special revenue funds' resources on:

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

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

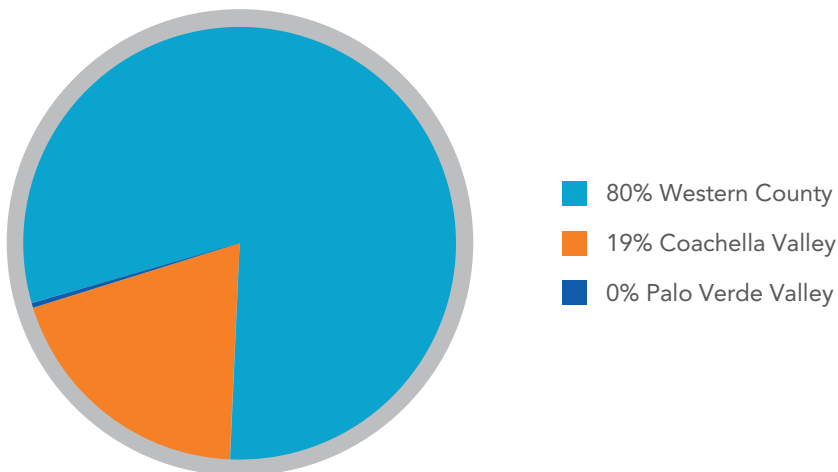
CHART 17 – SPECIAL REVENUE FUNDS USES FY 2024/25



MEASURE A SPECIAL REVENUE FUNDS

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

CHART 18 – MEASURE A SALES TAX REVENUES BY GEOGRAPHIC AREA



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

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

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

WESTERN COUNTY MEASURE A FUNDS

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



I-15 Railroad Canyon Road Interchange

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

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

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

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

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

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

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

Transfers in include:

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

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

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

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

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

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

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

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

COACHELLA VALLEY MEASURE A FUNDS

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

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

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

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

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

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

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

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

PALO VERDE VALLEY MEASURE A FUND

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

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

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

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

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

NON-MEASURE A SPECIAL REVENUE FUNDS

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

LOCAL TRANSPORTATION FUND

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

TABLE 27 – LOCAL TRANSPORTATION FUND FY 2023 – 2025

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

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

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

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



TRANSPORTATION UNIFORM MITIGATION FEE FUND

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

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

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

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

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

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

FREEWAY SERVICE PATROL FUND

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

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

TABLE 29 – FREEWAY SERVICE PATROL FUND FY 2023 – 2025

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

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

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND

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

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

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

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

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

STATE TRANSIT ASSISTANCE FUND

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



TABLE 31 – STATE TRANSIT ASSISTANCE FUND FY 2023 – 2025

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

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

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

STATE OF GOOD REPAIR FUND

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

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

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

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

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

SB 125 FORMULA FUND

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

TABLE 33 - SB 125 FORMULA FUNDS FY 2023 – 2025

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

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

Professional services reflects a 1363% increase due to anticipated grade separation studies. Program operations of \$25,200 includes Bechtel Infrastructure (Bechtel) management. Engineering of \$21,200,000 is allocated for grade separation projects in the cities of Banning and Beaumont and the County of Riverside. Construction of \$35,000,000 is allocated for grade separation projects in the city of Jurupa Valley. Right of way activity of \$2,000 is related to the Palo Verde Valley

Transit Agency facilities improvement project. Operating and capital disbursements for \$75,342,800 consists of capital allocations to various transit agencies. Transfers out of \$3,250,000 include the allocation to the Coachella Valley Rail fund for the initiation of the tier II environmental document.

COACHELLA VALLEY RAIL FUND

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

TABLE 34 – COACHELLA VALLEY RAIL FUND FY 2023 – 2025

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

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

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

OTHER AGENCY PROJECTS FUND

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

TABLE 35 – OTHER AGENCY PROJECTS FUND FY 2023 – 2025

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

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

SB 132 FUND

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

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

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

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

TABLE 36 – SB 132 FUND FY 2023 – 2025

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

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

REGIONAL CONSERVATION

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

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

TABLE 37 – REGIONAL CONSERVATION FUND FY 2023 – 2025

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

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

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



Mid County Parkway – Ramona Expressway

CAPITAL PROJECTS FUNDS

OVERVIEW

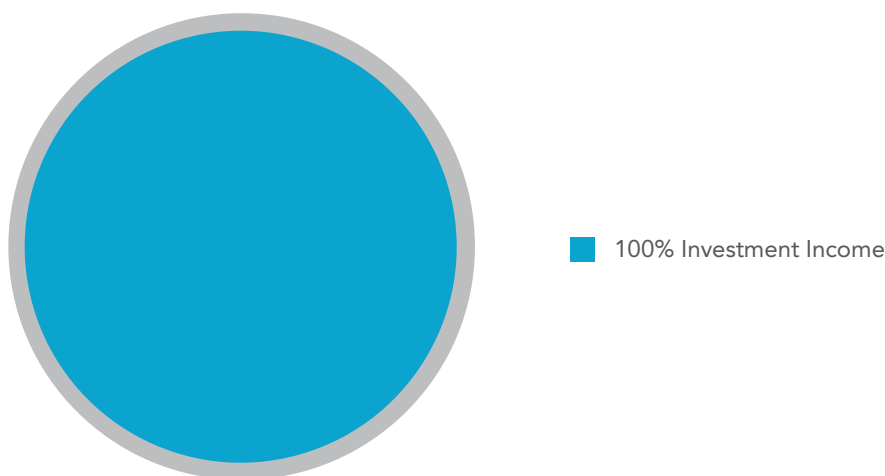
Two capital projects funds account for all debt proceeds from commercial paper notes and sales tax revenue bonds (Table 38).

TABLE 38 - CAPITAL PROJECTS FUNDS FY 2023 – 2025

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

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

CHART 19 – CAPITAL PROJECTS FUNDS SOURCES FY 2024/25



DEBT SERVICE FUND

OVERVIEW

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

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

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

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

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

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

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

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

TABLE 39 – DEBT SERVICE FUND FY 2023 – 2025

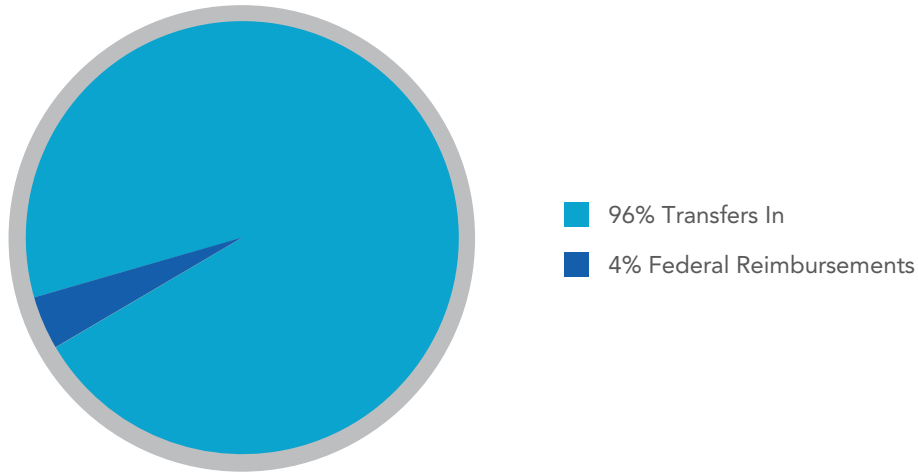
	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Sources						
Federal Reimbursements	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ 2,812,100	\$ –	0%
Investment Income	973,100	124,100	895,600	255,600	131,500	106%
TOTAL Sources	3,785,200	2,936,200	3,707,700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

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



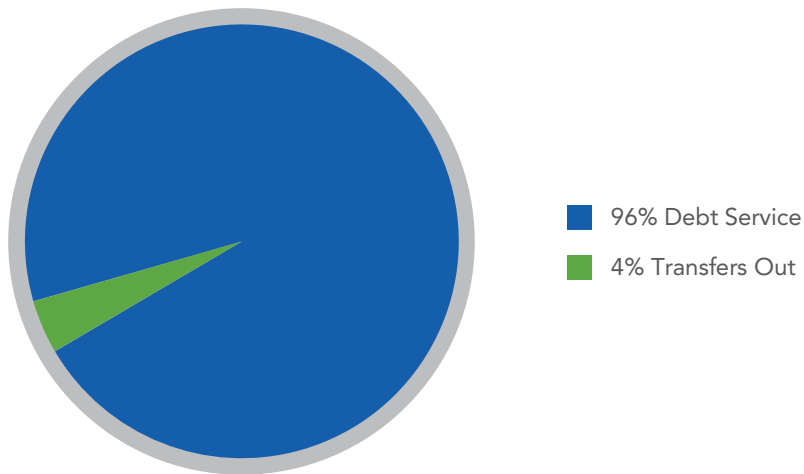
I-215/Placentia Avenue Interchange

CHART 20 – DEBT SERVICE FUND SOURCES FY 2024/25



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

CHART 21 – DEBT SERVICE FUND USES FY 2024/25



OVERVIEW

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

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

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

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

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

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

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

RCTC 91 EXPRESS LANES

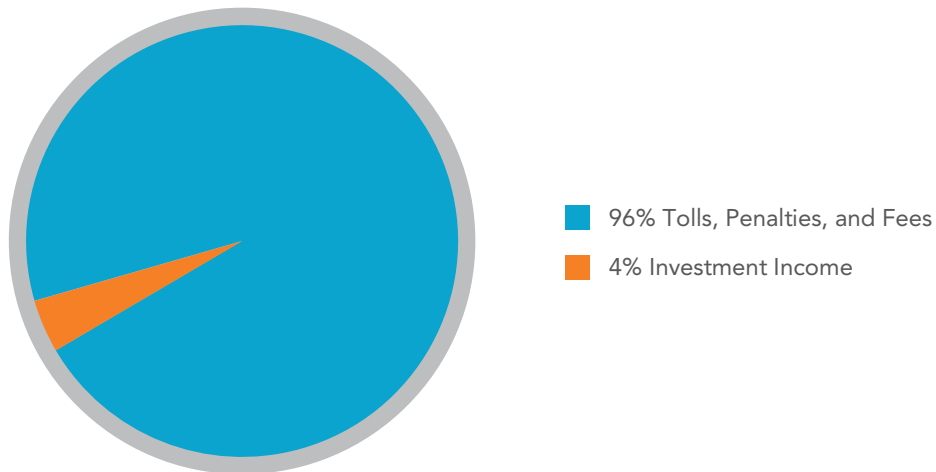
The RCTC 91 Express Lanes is a four-lane, eight-mile toll road in the median of SR-91 that extends the Orange County Transportation Authority (OCTA) 91 Express Lanes at the Orange County/Riverside County line to the SR-91/I-15 interchange. It includes a direct express lanes connector from SR-91 to I-15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

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

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

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

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



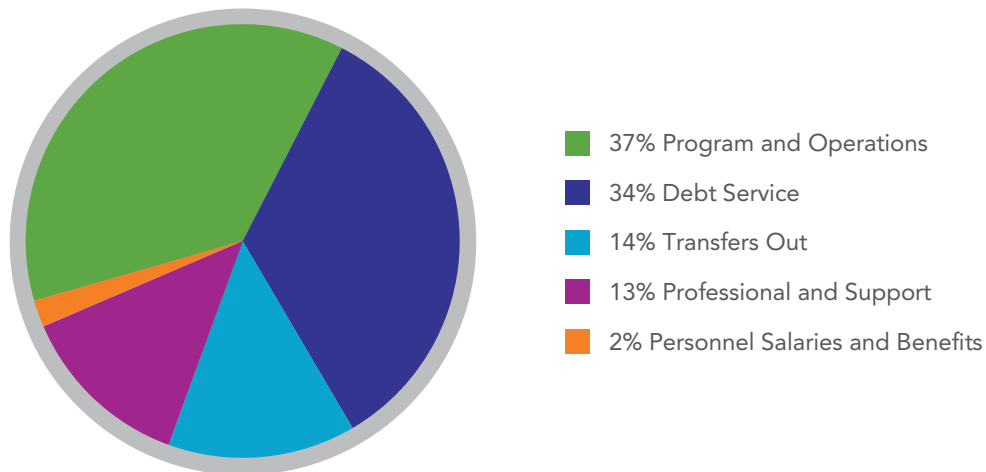
Toll operations expenses in FY 2024/25 are necessary to manage the operations, maintenance, and capital support of the RCTC 91 Express Lanes (Chart 23). Personnel salaries and benefits represents 2% of the total budgeted uses. Personnel salaries and benefits increased 27% due to the net allocation of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

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

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

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

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



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

15 EXPRESS LANES

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



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

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

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

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

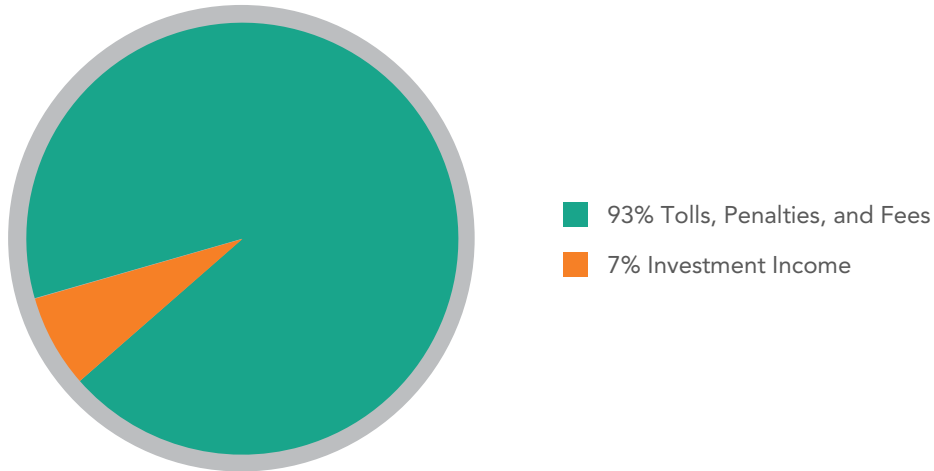
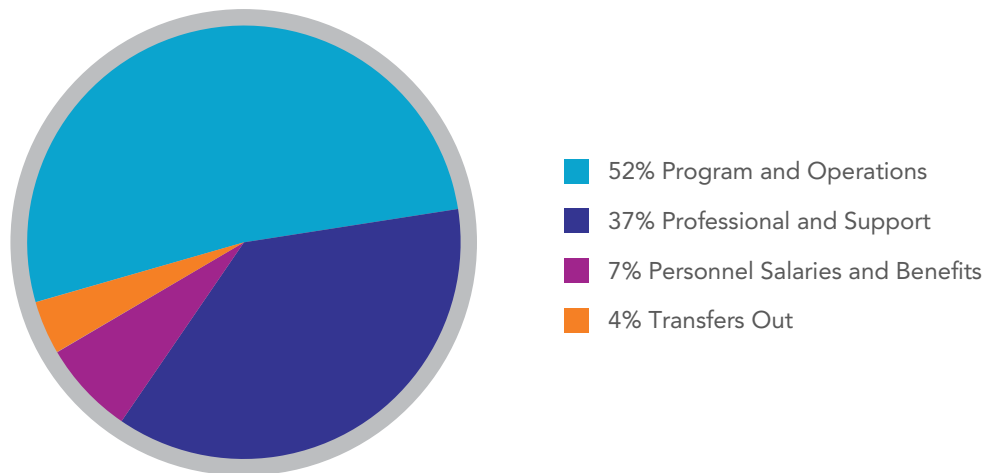


CHART 25 – RCTC 15 EXPRESS LANES ENTERPRISE FUND USES FY 2024/25



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



RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

Freeway Service Patrol



SECTION 3

DEPARTMENT BUDGETS

SECTION 3
DEPARTMENT BUDGETS

TABLE 42 – BUDGET COMPARISON BY DEPARTMENT FY 2023 - 2025

	FY 22/23 Actual	FY 23/24 Revised Budget	FY 23/24 Projected	FY 24/25 Budget	Dollar Change	Percent Change
Revenues						
Measure A Sales Tax	\$ 287,428,800	\$ 280,000,000	\$ 280,000,000	\$ 282,000,000	\$ 2,000,000	1%
LTF Sales Tax	156,282,400	155,000,000	155,000,000	155,000,000	–	0%
STA Sales Tax	41,608,700	38,394,500	39,775,900	38,619,900	225,400	1%
Federal Reimbursements	30,164,500	92,672,300	85,091,400	75,121,600	(17,550,700)	-19%
State Reimbursements	143,521,700	83,141,100	201,689,100	128,027,600	44,886,500	54%
Local Reimbursements	29,622,100	30,075,000	14,053,400	73,199,100	43,124,100	143%
TUMF Revenue	33,732,400	31,000,000	30,431,500	30,610,000	(390,000)	-1%
Tolls, Penalties, and Fees	112,597,800	97,989,000	124,894,900	119,373,000	21,384,000	22%
Other Revenue	3,035,100	723,500	1,718,200	767,500	44,000	6%
Investment Income	31,453,700	13,242,700	34,218,500	31,980,600	18,737,900	141%
Total Revenues	869,447,200	822,238,100	966,872,900	934,699,300	112,461,200	14%
Expenditures/Expenses						
Management Services:						
Executive Management	670,600	1,006,200	914,400	2,957,400	1,951,200	194%
Administration	3,312,700	5,520,600	3,782,800	10,365,900	4,845,300	88%
External Affairs	1,557,400	2,434,500	1,642,100	2,136,200	(248,900)	-12%
Finance	4,560,300	7,064,300	5,763,700	5,879,700	(1,184,600)	-17%
Total Management Services	10,101,000	16,025,600	12,103,000	21,339,200	5,363,000	33%
Regional Programs:						
Planning and Programming Services	5,633,800	25,979,600	12,542,200	28,263,500	2,283,900	9%
Rail Maintenance and Operations	37,364,000	58,743,300	50,444,100	65,976,800	7,233,500	12%
Public and Specialized Transit	137,364,600	201,906,300	166,962,500	331,954,400	130,048,100	64%
Commuter Assistance	3,865,800	6,683,900	3,583,100	7,467,900	784,000	12%
Motorist Assistance	4,283,600	5,830,000	4,762,400	6,014,100	184,100	3%
Regional Conservation	7,369,900	10,084,900	8,167,400	11,032,700	947,800	9%
Total Regional Programs	195,881,700	309,228,000	246,461,700	450,709,400	141,481,400	46%
Capital Project Development and Delivery	364,831,800	524,143,000	319,597,800	484,879,100	(39,263,900)	-7%
Toll Operations	50,979,200	47,621,700	30,587,400	47,890,800	269,100	1%
Debt Service:						
Principal Payments	31,405,000	32,635,000	32,635,000	34,210,000	1,575,000	5%
Interest Payments	60,351,304	58,781,200	58,781,200	57,149,300	(1,631,900)	-3%
Total Debt Service	91,756,300	91,416,200	91,416,200	91,359,300	(56,900)	0%
Total Expenditures/Expenses	713,550,000	988,434,500	700,166,100	1,096,177,800	107,743,300	11%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses	155,897,200	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Other Financing Sources (Uses)						
Transfers In	210,051,200	212,463,600	194,644,400	189,389,100	(23,074,500)	-11%
Transfers Out	(201,711,500)	(212,463,600)	(194,644,400)	(189,389,100)	23,074,500	-11%
Net Financing Sources (Uses)	8,339,700	–	–	–	–	-100%
Excess (deficiency) of Revenues over (under) Expenditures/ Expenses and Other Financing Sources (Uses)	164,236,900	(166,196,400)	266,706,800	(161,478,500)	4,717,900	-3%
Beginning Fund Balance	1,330,216,000	1,494,452,900	1,494,452,900	1,761,159,700	266,706,800	18%
Ending Fund Balance	\$ 1,494,452,900	\$ 1,328,256,500	\$ 1,761,159,700	\$ 1,599,681,200	\$ 271,424,700	20%





RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



SECTION 3.1

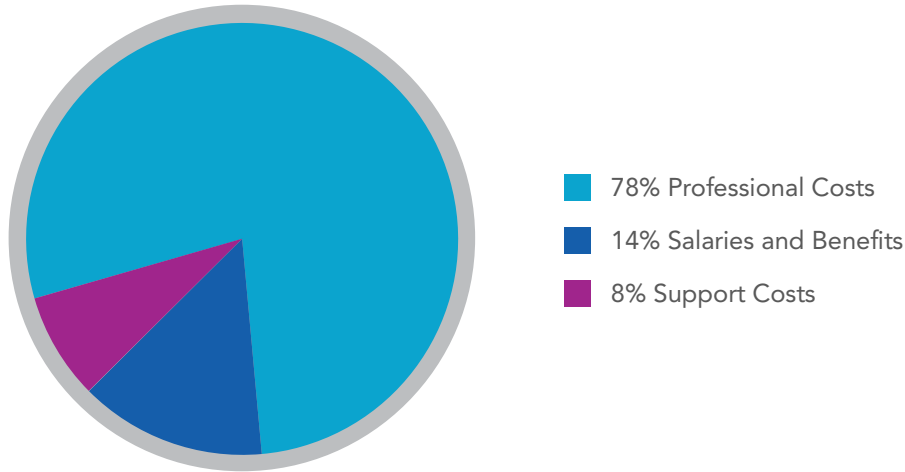
MANAGEMENT SERVICES

EXECUTIVE MANAGEMENT

MISSION STATEMENT:

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

CHART 26 – EXECUTIVE MANAGEMENT



EXPENDITURES

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

TABLE 43 – EXECUTIVE MANAGEMENT EXPENDITURE DETAIL

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

EXECUTIVE MANAGEMENT STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

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

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



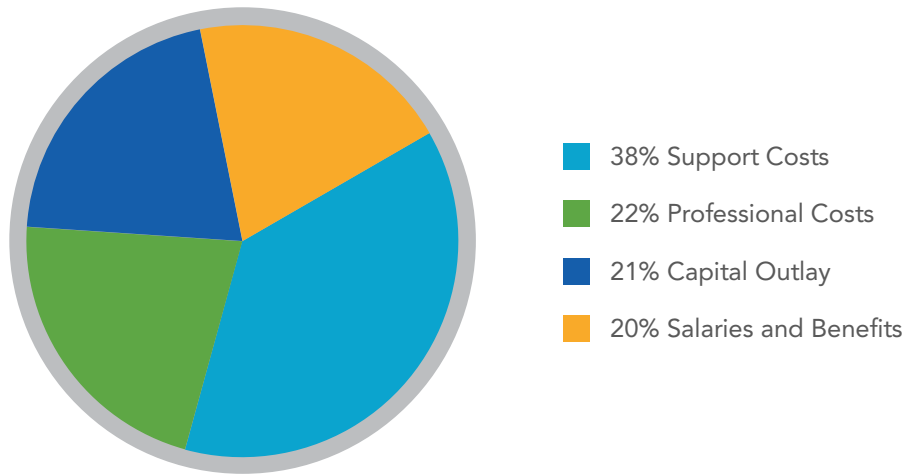
SR 79

ADMINISTRATION

MISSION STATEMENT:

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

CHART 27 – ADMINISTRATION



EXPENDITURES

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

TABLE 44 – ADMINISTRATION EXPENDITURE DETAIL

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

ADMINISTRATION STAFFING SUMMARY

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

DEPARTMENT OVERVIEW – OFFICE OPERATIONS

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

DEPARTMENT GOALS – OFFICE OPERATIONS

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

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

DEPARTMENT OVERVIEW – CLERK OF THE BOARD

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

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

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

DEPARTMENT GOALS – CLERK OF THE BOARD

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

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

DEPARTMENT GOALS – HUMAN RESOURCES

Human Resources responsibilities include:

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

DEPARTMENT GOALS – HUMAN RESOURCES

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

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

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

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

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

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

DEPARTMENT GOALS – PROCUREMENT

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

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

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

DEPARTMENT GOALS – PROCUREMENT

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

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

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

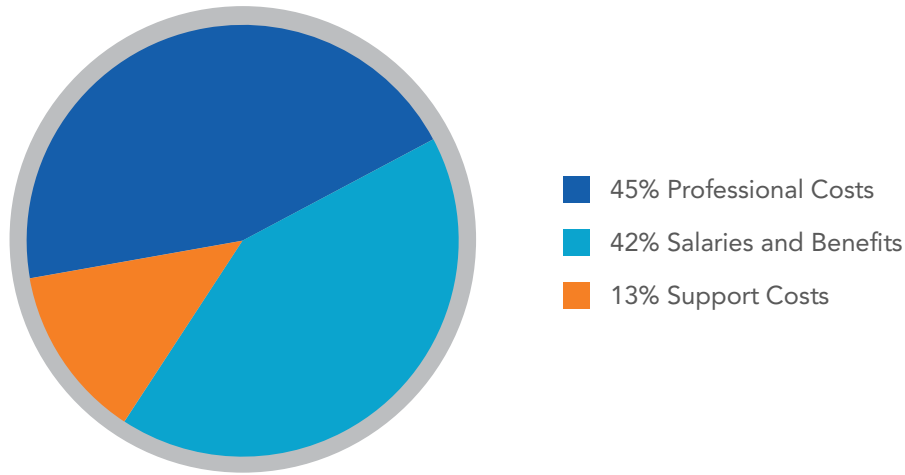
ID	Administration Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
OO1	Staff supported: Regular full-time	77	73	81	84
OO2	Legal notices	20	12	20	15
CB1, CB2	RCTC and RCA board, committee, and ad hoc meetings	75	70	75	75
CB1	RCTC and RCA board members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

EXTERNAL AFFAIRS

MISSION STATEMENT:

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

CHART 28 – EXTERNAL AFFAIRS



EXPENDITURES

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

TABLE 45 - EXTERNAL AFFAIRS EXPENDITURE DETAIL

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

EXTERNAL AFFAIRS STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

LEGISLATIVE AFFAIRS

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

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

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

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

best likened to a three-legged stool held up by Commissioners and Board members, professional staff, and professional legislative consultants.

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

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

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

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

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

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

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

PUBLIC AFFAIRS

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

- Participating in two-way dialogue to expand digital engagement and reach with the public via RCTC's and RCA's Facebook, X (formally known as Twitter), Instagram, Nextdoor, YouTube, and LinkedIn platforms, with a focus on thoughtful, quick responses to questions and comments, and an increasing number of short videos;

- Building awareness and support for the Commission’s projects, services, and funding needs through an all-inclusive, data-driven public engagement program, with tools to receive public feedback about transportation priorities and funding opportunities;
- Communicating in English and Spanish to reach the maximum number of residents and help ensure all voices are heard in the transportation decision-making process;
- Maintaining and enhancing the RCTC and RCA websites and promptly responding to web-based inquiries from residents and other interested parties;
- Publish news updates and storytelling features through RCTC’s blog, *The Point*, the RCA’s blog, *The Vista*, and sending monthly e-newsletters to subscribers via email and text message;
- Producing and providing resource materials, such as fact sheets, maps, videos, surveys, brochures, construction updates, text messages, frequently asked questions, annual reports, billboards, digital ads, and newsletters;
- Communicating with news media outlets through news releases, radio and television interviews, advertisements, news conferences, and video footage;
- Ongoing interactions with communities of interest and stakeholder groups, such as city councils, chambers of commerce, industry associations, service clubs, and other community-based organizations and businesses;
- Hosting public meetings, both in-person and virtual formats;
- Measuring public affairs activities to assess progress toward goals and determining the most effective means of reaching various stakeholders; and
- Integrating RCA communications, due to the Commission’s management role of this agency.

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

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

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

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

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

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

COMMUNITY ENGAGEMENT

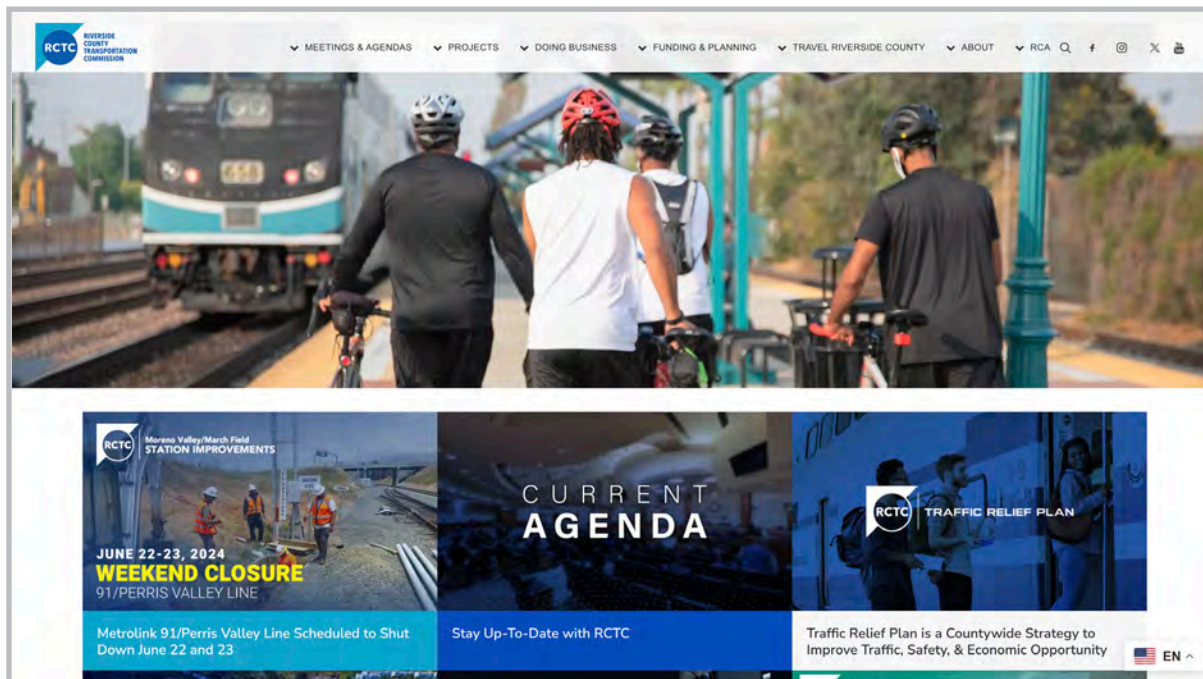
Awareness and understanding of Riverside County's diverse communities requires an extensive community engagement strategy that supports RCTC's transportation and habitat conservation efforts. The community engagement program engages and seeks understanding of Riverside County's community-based stakeholders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

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

DEPARTMENT GOALS

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

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



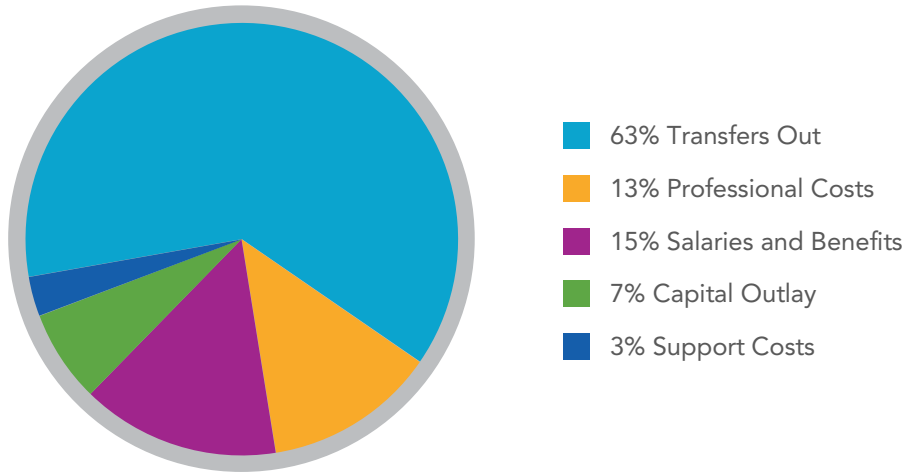
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FINANCE

MISSION STATEMENT:

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

CHART 29 – FINANCE



EXPENDITURES

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

TABLE 46 – FINANCE EXPENDITURE DETAIL

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

FINANCE STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

FINANCE AND ACCOUNTING

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

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

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

DEPARTMENT GOALS

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

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

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

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

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

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

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

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



I-15 Interim Corridor Operations Project

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

Metrolink at North Main Corona Station



SECTION 3.2

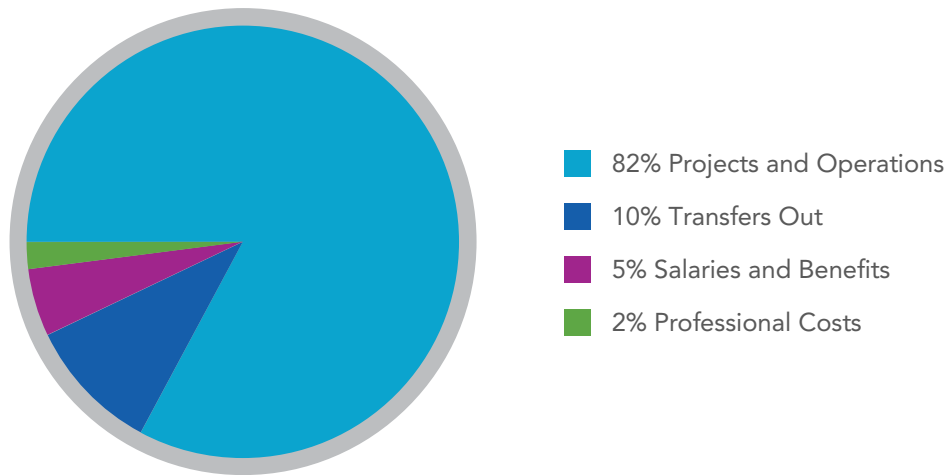
REGIONAL PROGRAMS

PLANNING AND PROGRAMMING

MISSION STATEMENT:

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

CHART 30 – PLANNING AND PROGRAMMING



EXPENDITURES

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

TABLE 47 – PLANNING AND PROGRAMMING EXPENDITURE DETAIL

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

PLANNING AND PROGRAMMING STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

TRANSPORTATION PLANNING AND PROGRAMMING

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

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

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

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

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

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

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

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

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

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

FEDERAL FUNDING

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

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

STATE FUNDING

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

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

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

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

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

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

LOCAL FUNDING

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

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

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

FUNDING PURSUIT

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

In November 2022, the Commission partnered with the County of Riverside and Metrolink to request approximately \$25 million in CTC-administered LPP funding to improve 8.6 miles of the Mid County Parkway Ramona Expressway Project and \$15.5 million to improve 6.5 miles of the Metrolink Double Track Project: Moreno Valley to Perris. These two projects

were combined and submitted to the CTC for \$60 million in SCCP funding and simultaneously the Metrolink Double Track Project - Moreno Valley to Perris was submitted to Caltrans for \$15.5 million in TIRCP funding. The Mid County Parkway Ramona Expressway Project was awarded \$44.5M in SCCP funding and the Metrolink Double Track Project: Moreno Valley to Perris was awarded \$15.5M in TIRCP funding.

LONG RANGE PLANNING AND CONGESTION MANAGEMENT

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

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

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

REGIONAL ISSUES - FREIGHT

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

The Commission participates in the California Freight Advisory Committee (CFAC). CFAC is a chartered member advisory body representing public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, Caltrans, and RTPAs. CFAC meets virtually on a quarterly basis to

discuss freight-related priorities, issues, projects, and funding needs as they relate to the development and implementation of the California Freight Mobility Plan.

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

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

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

OTHER AGENCY PROJECTS

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

SANTA ANA RIVER TRAIL EXTENSION (P007201 & P007202)

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

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

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

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

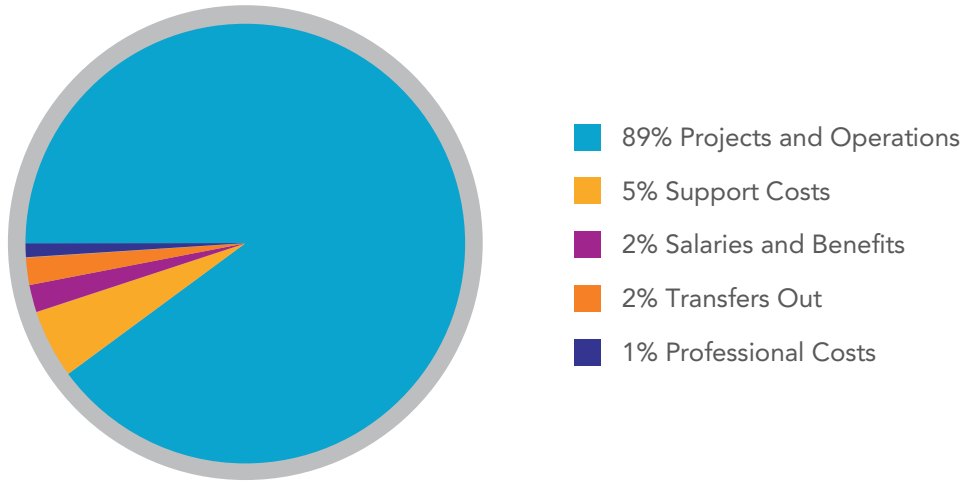
¹ FY 2023/24 and FY 2024/25 reflect N/A due to the RTP/SCS is updated every four years.

RAIL

MISSION STATEMENT:

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

CHART 31 – RAIL



EXPENDITURES

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

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

TABLE 48 – RAIL EXPENDITURE DETAIL

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

RAIL STAFFING SUMMARY

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

DEPARTMENT OVERVIEW—RAIL OPERATIONS

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

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

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

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

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





CHART 32 – RIVERSIDE COUNTY METROLINK STATION LOCATIONS



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

CHART 33 – COMMISSION-OWNED RAIL STATION FACILITIES

Location	In Service Date	Size	Transit Services	Primary Features
 <p>4066 Vine Street, Riverside</p>	June 1993	26.5 acres	Rail: 91/PVL IEOC Line Riverside Line Amtrak Bus: Riverside Transit Agency (RTA) OmniTrans SunLine Amtrak MegaBus	2 platforms with 4 boarding tracks 4 parking lots (1,240 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>6001 Pedley Road, Jurupa Valley</p>	June 1993	4.5 acres	Rail: Riverside Line Bus: RTA	Platform with boarding track Parking lot (288 spaces)
 <p>10901 Indiana Avenue, Riverside</p>	October 1995	24.69 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (1,065 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>155 South Auto Center Drive, Corona</p>	October 1995	5.49 acres	Rail: 91/PVL IEOC Line Bus: RTA	Platform with 2 boarding tracks Parking lot (564 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>250 East Blaine Street, Corona</p>	November 2002	6.72 acres	Rail: 91/PVL IEOC Line Bus: RTA Corona Cruiser	Platform with 2 boarding tracks Parking lot (579 spaces) Parking structure (1,000 spaces) Enclosed pedestrian bridge, elevators, stairwells
 <p>121 South C Street, Perris</p>	June 2016 (bus transit center opened 2010)	5.5 acres	Rail: 91/PVL Bus: RTA	Platform with boarding track Parking lot (444 spaces)

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

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

TABLE 49 - RAIL STATION MAINTENANCE SUMMARY

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

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

CHART 34 – SOUTHERN CALIFORNIA PASSENGER RAIL SYSTEM MAP



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

DEPARTMENT GOALS—RAIL OPERATIONS

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

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

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

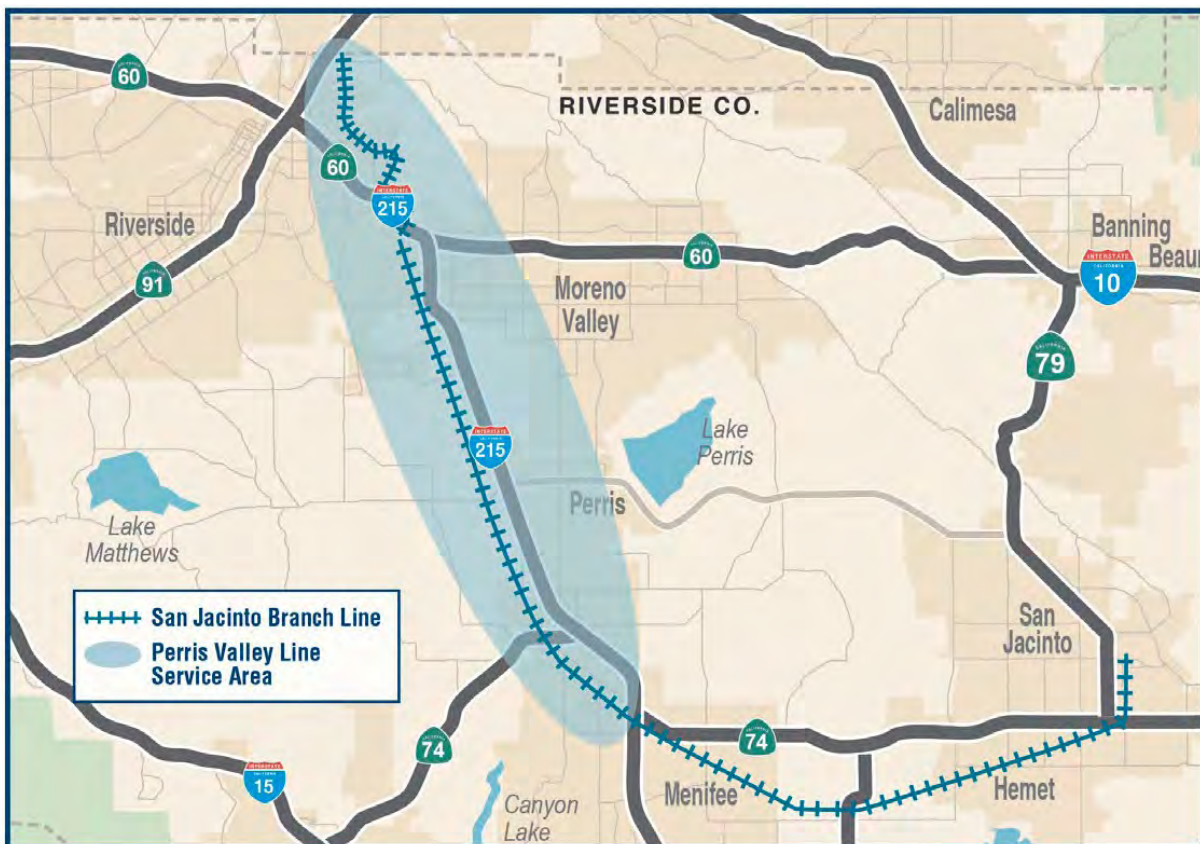
DEPARTMENT OVERVIEW — RAIL DEVELOPMENT

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

SAN JACINTO BRANCH LINE (SJBL)

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

CHART 35 – SAN JACINTO BRANCH LINE



PERRIS VALLEY LINE PROJECT

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

COACHELLA VALLEY RAIL PROJECT



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

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

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

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

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



HIGH SPEED RAIL

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

DEPARTMENT GOALS–RAIL DEVELOPMENT

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

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

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

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

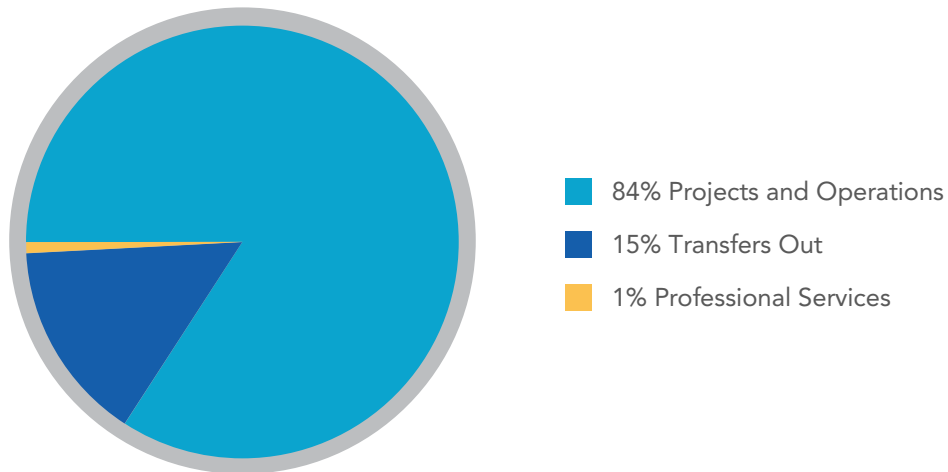


PUBLIC AND SPECIALIZED TRANSIT

MISSION STATEMENT:

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

CHART 37 – PUBLIC AND SPECIALIZED TRANSIT



EXPENDITURES

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

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

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

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

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

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

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

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

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

TABLE 50 – PUBLIC AND SPECIALIZED TRANSIT EXPENDITURE DETAIL

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



PUBLIC AND SPECIALIZED TRANSIT STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

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

PUBLIC TRANSIT

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

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

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

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

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

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

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

SPECIALIZED TRANSIT

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

DEPARTMENT GOALS

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

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

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

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

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

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

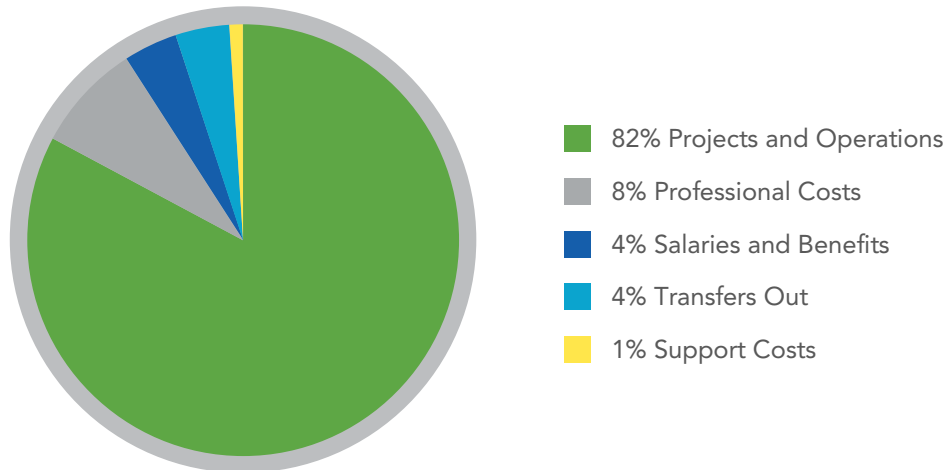


COMMUTER ASSISTANCE

MISSION STATEMENT:

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

CHART 38 – COMMUTER ASSISTANCE



EXPENDITURES

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

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

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

TABLE 51 – COMMUTER ASSISTANCE USES DETAIL

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

COMMUTER ASSISTANCE STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

Projected Annual Impact of CAP Employer Partners



5,482,545
Vehicle Trips
Reduced



186,624,442
Vehicle Miles Traveled
Reduced



106,880 tons
Emissions
Reduced

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

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

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

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

interested in sharing the ride to work via transit, carpool or vanpool. The CAP will continue to partner with regional stakeholders in an effort to merge or connect databases with other neighboring counties - San Diego and Imperial County.

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

DEPARTMENT GOALS

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

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

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

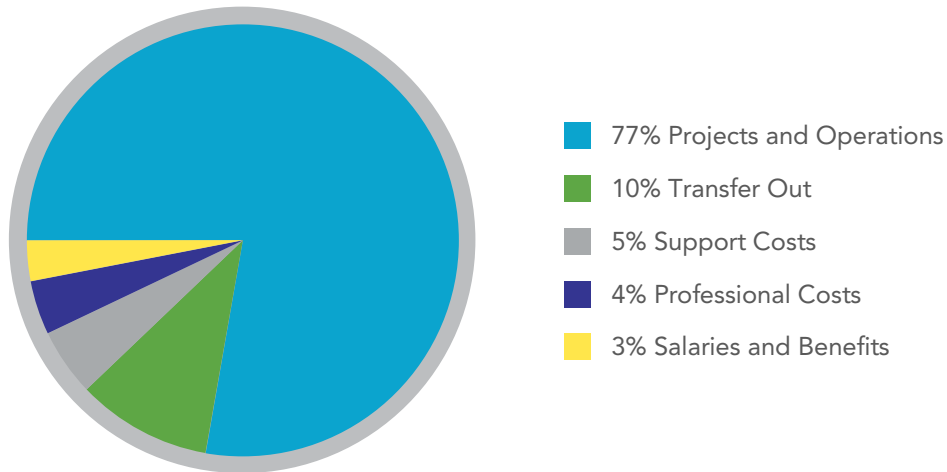
ID	Commuter Assistance Performance Measures and Results	FY 22/23 Estimated	FY 22/23 Actual	FY 23/24 Estimated	FY 24/25 Projected
CA1	Incentive participation:				
CA1	• Rideshare Incentive	1,600	1,613	1,500	1,700
CA1	• Rideshare/Telework Spotlight	4,250	4,344	4,200	4,200
CA1	Rideshare Week Pledges	1,261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

MOTORIST ASSISTANCE

MISSION STATEMENT:

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

CHART 39 – MOTORIST ASSISTANCE



EXPENDITURES

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

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

TABLE 52 – MOTORIST ASSISTANCE USES DETAIL

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

MOTORIST ASSISTANCE STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

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

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

DEPARTMENT GOALS

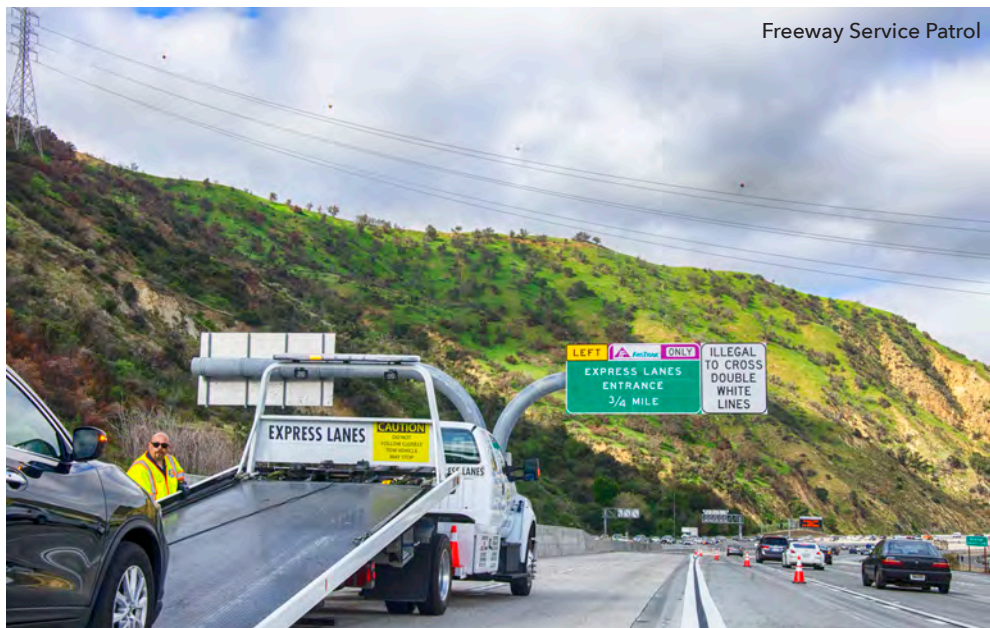
MA1 – Provide efficient delivery of a comprehensive motorist aid system (511, FSP, Call Box) and an outstanding level of service to the traveling public. *(Policy Goals: Quality of Life, Operational Excellence, Responsible Partner)*

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

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

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

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

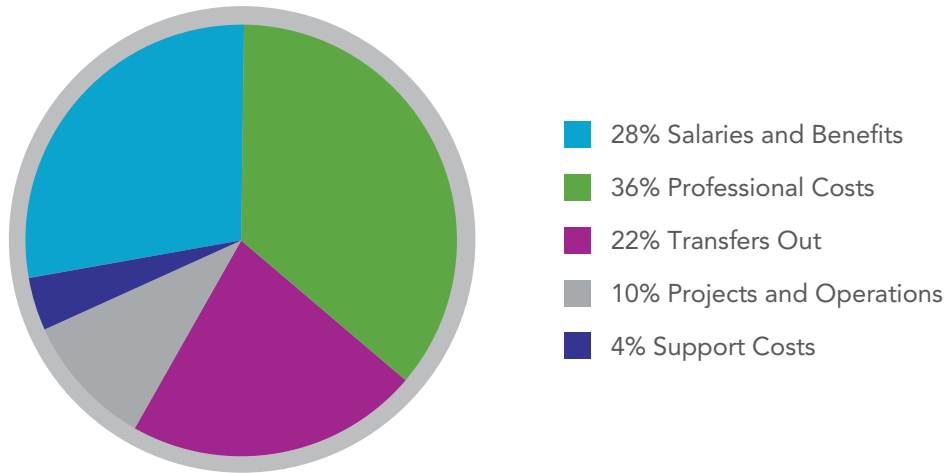


REGIONAL CONSERVATION

MISSION STATEMENT:

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

CHART 40 – REGIONAL CONSERVATION



EXPENDITURES

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

TABLE 53 – REGIONAL CONSERVATION EXPENDITURE DETAIL

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

REGIONAL CONSERVATION STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

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

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

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

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

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

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

DEPARTMENT OVERVIEW

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

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

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

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

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

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



Long Tailed Weasel

Walker Canyon



RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

71/91 Interchange Project



SECTION 3.3

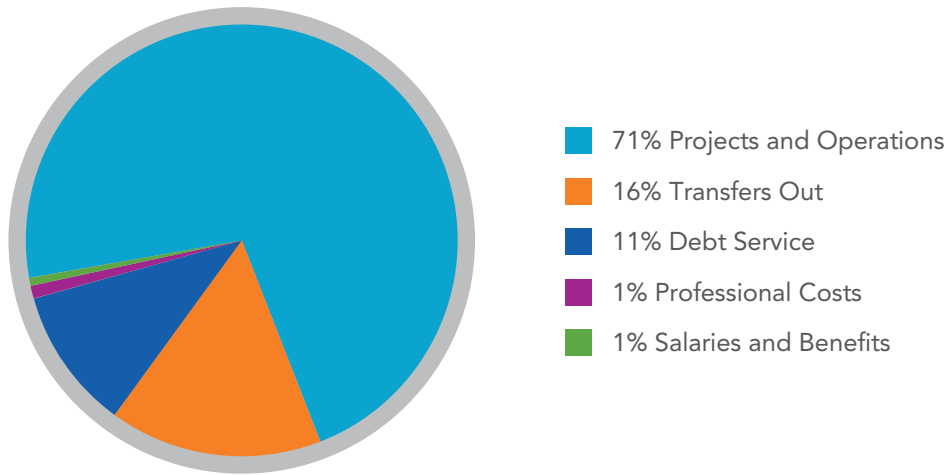
CAPITAL PROJECTS

CAPITAL PROJECT DEVELOPMENT AND DELIVERY

MISSION STATEMENT:

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

CHART 41 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY



EXPENDITURES

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

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

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

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

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

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

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

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

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

Significant transfers out consist of the following:

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



TABLE 54 – CAPITAL PROJECT DEVELOPMENT AND DELIVERY USES DETAIL

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



CAPITAL PROJECT DEVELOPMENT AND DELIVERY STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

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

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

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

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

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

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

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

RIGHT OF WAY ACQUISITION, UTILITY COORDINATION, AND SUPPORT SERVICES

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

PROPERTY MANAGEMENT

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

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

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

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

LONG-TERM STRATEGIC PLANNING

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

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

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

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

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

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

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

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

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

DEPARTMENT GOALS

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

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

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

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

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

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

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

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

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

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

CAPITAL PROJECTS SUMMARY

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

HIGHWAY AND REGIONAL ARTERIAL PROJECTS

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

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

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

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

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

SR-79 REALIGNMENT (P003003, P005127 & P005146)

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

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

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

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

91 PROJECT (P003028)

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

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

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

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

71/91 CONNECTOR PROJECT (P003021)

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

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

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

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

91 EASTBOUND CORRIDOR OPERATIONS PROJECT (P003055)

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

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

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

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

I-15 EXPRESS LANES PROJECT (P003027)

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

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

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

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

15/91 EXPRESS LANES CONNECTOR (P003039)

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

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

I-15 EXPRESS LANES—SOUTHERN EXTENSION (P003044)

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

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



I-15 EXPRESS LANES – NORTHERN EXTENSION (P003050)

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

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

I-15/FRANKLIN STREET INTERCHANGE (P005138)

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

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

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

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

FY 2024/25 Cost	\$1,240,000	Engineering
	\$500,000	Construction
	\$36,630,000	Right of way
	\$958,200	Other project-related costs
Funding Impact	Costs for the construction packages funded with TUMF CETAP, 2009 Measure A new corridor, SB 1 LPP, and STBG funds.	
Operating Budget Impact	The County of Riverside will be responsibility for highway operations on construction package 3.	

I-10/HIGHLAND SPRINGS INTERCHANGE (P005135)

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

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

Funding Impact Costs funded using TUMF regional arterial.

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

SMART FREEWAYS (P003051)

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

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

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

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

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

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

FY 2024/25 Cost	\$2,295,000	Construction
	\$505,000	Right of way
	\$4,307,400	Other project-related costs

Funding Impact Costs funded using primarily 1989 and 2009 Measure A highway funds.

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

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

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

FY 2024/25 Cost	\$10,385,000	Engineering
	\$120,973,100	Construction
	\$14,334,000	Right of way
	\$678,600	Other project-related costs

Funding Impact Costs funded using TUMF regional arterial and 2009 Measure A regional arterial funds with various local jurisdictions as lead agency for their respective projects.

Operating Budget Impact N/A; regional arterial operations are the responsibility of the local jurisdictions.

RAIL PROJECTS

MORENO VALLEY – MARCH FIELD STATION UPGRADE (P004026)

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

FY 2024/25 Cost	\$80,000	Engineering
	\$1,600,000	Construction
	\$292,300	Other project-related costs

Funding Impact Costs funded using FTA Section 5307 grant funds.

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

RIVERSIDE-DOWNTOWN STATION IMPROVEMENTS PROJECT (P003038)

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

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

Funding Impact Costs funded using FTA Section 5307 grant funds.

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

RIVERSIDE-HUNTER PARK EXPANSION (P003841)

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

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

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

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

SOUTH PERRIS STATION AND LAYOVER EXPANSION PROJECT (P003837)

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

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

Funding Impact Costs funded using FTA Section 5307 grant funds.

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

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

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

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

Funding Impact Costs funded using FTA Section 5307 grant funds.

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

STATION REHABILITATION AND SECURITY (P004011)

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

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

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

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

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

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

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

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

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

LOCAL STREETS AND ROADS

WESTERN COUNTY AREA

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

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

Funding Impact All costs distributed in accordance with 2009 Measure A local streets and roads funds.
 Operating Budget Impact N/A; local streets and roads operations are the responsibility of the local jurisdiction.



Perris Valley Line

COACHELLA VALLEY AREA

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

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

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

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

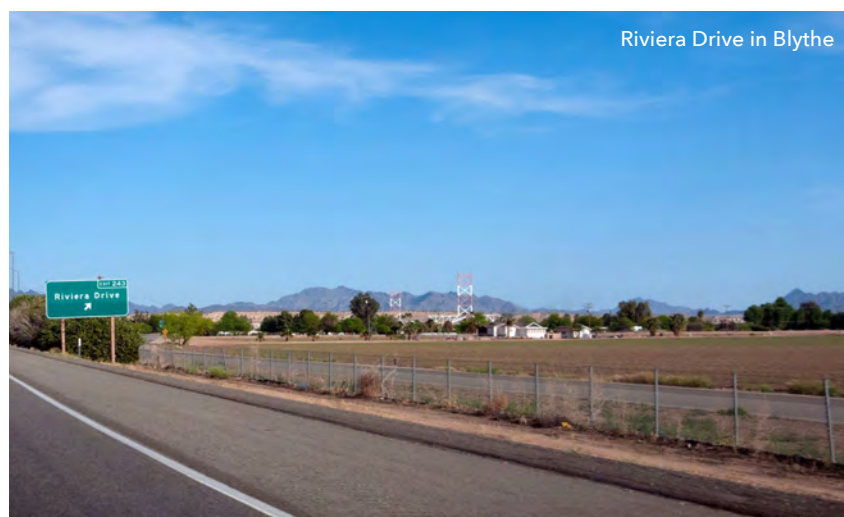
PALO VERDE VALLEY AREA

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

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

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

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



RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

91 Express Lanes

SECTION 3.4
TOLL OPERATIONS



SECTION 3.4

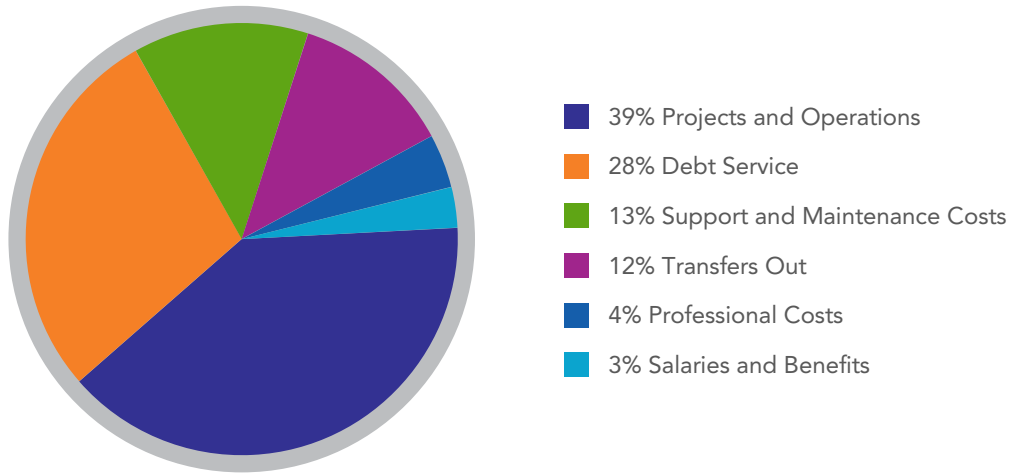
TOLL OPERATIONS

TOLL OPERATIONS

MISSION STATEMENT:

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

CHART 42 – TOLL OPERATIONS



EXPENDITURES

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

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

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

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

TABLE 55 – TOLL OPERATIONS USES DETAIL

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

TOLL OPERATIONS STAFFING SUMMARY

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

DEPARTMENT OVERVIEW

EXPRESS LANES PLANNING HISTORY

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

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

EXPRESS LANES OPERATIONS

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

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

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

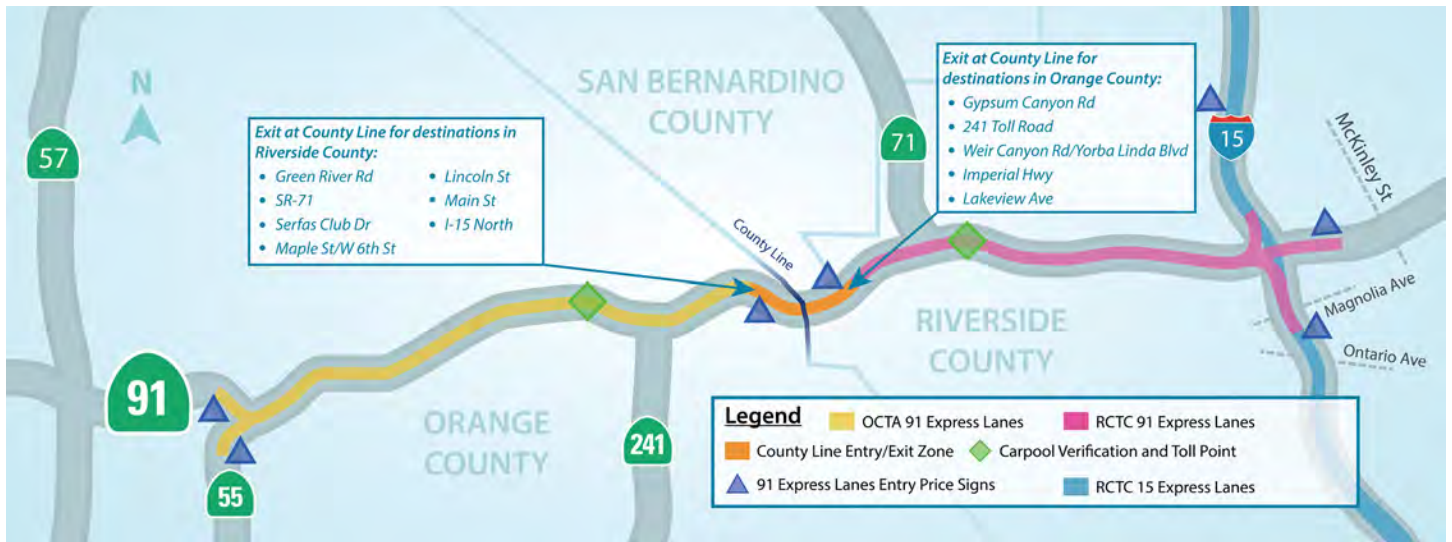
Toll Operations manages the operations and maintenance activities for the new Regional Operations Center and the Facilities and Maintenance Building in Corona, as the the Commission purchased these facilities for express lanes operations.

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

RCTC 91 EXPRESS LANES

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

CHART 43 – RCTC 91 EXPRESS LANES



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

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

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



15 EXPRESS LANES

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

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

CHART 45 – 15 EXPRESS LANES



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

FUTURE EXPRESS LANES FACILITIES

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

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

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

STATE AND REGIONAL TOLL EFFORTS

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

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

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

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

CASH FLOWS FROM TOLL OPERATIONS

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

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

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

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

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

15 EXPRESS LANES SYSTEM REPAIR AND REHABILITATION (P001504)

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

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

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

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

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



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

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

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

DEPARTMENT GOALS

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

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

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

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







**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



SECTION 4

APPENDICES

APPENDIX A — GLOSSARY OF ACRONYMS

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

FRA	– Federal Railroad Administration
FSP	– Freeway Service Patrol
FTA	– Federal Transit Administration
FTE	– Full-time Equivalent
FTIP	– Federal Transportation Improvement Program
FY	– Fiscal Year
Gann	– Gann Initiative approved by California voters in 1979
GASB	– Governmental Accounting Standards Board
GFOA	– Government Finance Officers Association
GHG	– Greenhouse Gas
HCP	– Habitat Conservation Plans
HIP	– Highway Infrastructure Program
HOV	– High Occupancy Vehicle (Carpool Lane)
HSIPR	– High Speed Intercity Passenger Rail
I	– Interstate
ICT	– Innovative Clean Transit
IE Commuter	– Inland Empire Commuter rideshare system
IE CMCP	– Inland Empire Comprehensive Multimodal Corridor Plan
Inland Empire	– Region covering Riverside and San Bernardino counties
LCTOP	– Low Carbon Transit Operations Programs
LDMF	– Local Development Mitigation Fee
LOSSAN	– Los Angeles-San Diego-San Luis Obispo, a rail corridor
LPP	– Local Partnership Program, an SB 1 funding category
LRTS	– Long Range Transportation Study
LTF	– Local Transportation Fund
MAAC	– Member Agency Advisory Committee
MARA	– 2009 Measure A Regional Arterial funding for Western County
MCP	– Mid County Parkway
Measure K	– Increase of sales tax revenue bonds debt limit to \$975 million approved by voters in November 2010
Metrolink	– Operating Name for SCRRRA (see SCRRRA)
MOE	– Maintenance of Effort
MOU	– Memorandum of Understanding
MPO	– Metropolitan Planning Organization
MSHCP	– Multiple Species Habitat Conservation Plan
NEPA	– National Environmental Policy Act
OCTA	– Orange County Transportation Authority
PPM	– Planning, Programming, and Monitoring
PSE	– Plans, Specs, and Estimates
PVL	– Perris Valley Line Metrolink Extension Project
RCA	– Western Riverside County Regional Conservation Authority
RCTC	– Riverside County Transportation Commission
RCTC 91 Express Lanes	– Express lanes on SR-91 from the Orange County line to I-15 owned and operated by the Commission

RDOCC	– Riverside Downtown Operations Control Center
REAP 2.0	– Regional Early Action Plan 2.0
RIP	– Regional Improvement Program
RTA	– Riverside Transit Agency
RTP	– Regional Transportation Plan
RTPA	– Regional Transportation Planning Agencies
RZEDBs	– Recovery Zone Economic Development Bonds
S&P	– Standard & Poor’s Rating Service
SAFE	– Service Authority for Freeway Emergencies
Sales tax	– Reference including transaction and use tax such as Measure A
SB	– Senate Bill
SB 1	– Road and Repair Accountability Act of 2017, state legislation that increased state gas tax for transportation purposes and was signed by the Governor in April 2017
SB 125	– Chapter 54, Statutes of 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion ZETCP to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.
SB 132	– State appropriation approved in April 2017 that provides \$427 million in funding for five Riverside County Transportation Efficiency Corridor projects
SB 743	– State legislation that created a process that changes how transportation impacts are analyzed under CEQA
SB 821	– State legislation that provides funding for bicycle and pedestrian projects through the TDA
SBCTA	– San Bernardino County Transportation Authority
SBE	– Small Business Enterprise
SCAG	– Southern California Association of Governments
SCCP	– Solutions for Congested Corridors Program
SCRRA	– Southern California Regional Rail Authority
SCS	– Sustainable Communities Strategy
SDP	– Service Development Plan
SGR	– State of Good Repair (SB 1 Program)
SHOPP	– State Highway Operations and Protection Program
SJBL	– San Jacinto Branch Line
SOV	– Single Occupant Vehicle
SR	– State Route
S RTP	– Short Range Transit Plan
STA	– State Transit Assistance
State	– State of California
STBG	– Surface Transportation Block Grant
STIP	– State Transportation Improvement Program
SunLine	– SunLine Transit Agency
TAP	– Transportation Alternatives Program
TCA	– Transportation Corridor Agencies
TCEP	– Trade Corridor Enhancement Program

TDA	– Transportation Development Act
TDM	– Transportation Demand Management
TEA	– Telework Employer Assistance Program
TIFIA	– Transportation Infrastructure Finance and Innovation Act
TIP	– Transportation Improvement Plan
TIRCP	– Transit and Intercity Capital Program
TOD	– Transit-Oriented Development
TUMF	– Transportation/Traffic Uniform Mitigation Fee (Western County/Coachella Valley)
U.S. DOT	– United States Department of Transportation
UAL	– Unfunded Actuarial Liability
UCR	– University of California at Riverside
VanClub	– RCTC’s vanpool subsidy program
Western County	– Western area of Riverside County
WRCOG	– Western Riverside Council of Governments
ZEB	– Zero-Emission Bus
ZETCP	– Zero-Emission Transit Capital Program
15 COP	– 15 Corridor Operations Project
15 Express Lanes	– Express lanes on I-15 in Riverside County from SR-60 to Cajalco Road in Corona owned and operated by the Commission; also referred to as Riverside Express
91 COP	– 91 Corridor Operations Project
91 Express Lanes	– Tolled express lanes on SR-91 in Orange County operated by OCTA (OCTA 91 Express Lanes) and in Riverside County by the Commission (RCTC 91 Express Lanes)
91 Project	– SR-91 corridor improvement project consisting of two tolled express lanes in each direction of SR-91 between the Orange County line and I-15, the addition of a general purpose lane between SR-71 and I-15, and other improvements
1989 Measure A	– Original 1/2 cent transportation sales tax measure approved by voters in November 1988 that expired in June 2009
2009 Measure A	– Extension of sales tax measure approved by voters in November 2002 which became effective upon expiration of original sales tax measure on July 1, 2009 for a 30-year period
2010B Bonds	– Sales Tax Revenue Bonds, Series B Taxable issued in November 2010 2013 Sales Tax Bonds
2013 Sales Tax Bonds	– Sales Tax Revenue Bonds issued in July 2013 for the 91 Project
2013 TIFIA Loan	– TIFIA Loan executed in July 2013 for the 91 Project
2013 Toll Bonds	– Toll Revenue Bonds issued in July 2013 for the 91 Project as two series (current interest bonds and capital appreciation bonds)
2016 Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in September 2016 to refund the Series A portion of bonds issued in 2009
2017 TIFIA Loan	– TIFIA Loan executed in July 2017 for the I-15 Express Lanes project
2017A Bonds	– Sales Tax Revenue Bonds issued in July 2017 for the I-15 Express Lanes project and completion of the 91 Project
2017B Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in December 2017 to refund all of the outstanding 2010A Bonds and a portion of the 2013 Sales Tax Bonds
2018 Refunding Bonds	– Sales Tax Revenue Refunding Bonds issued in April 2018 to refund all of the Series B and Series C bonds issued in 2009
2021 Toll Refunding Bonds	– RCTC 91 Express Lanes senior and second lien toll revenue bonds approved by the Commission in March 2020 to refund 2013 Toll Bonds (current interest bonds) and 2013 TIFIA Loan; the marketing and sale of the bonds was suspended due to the COVID-19 crisis and related market disruption but is anticipated to be completed in fall 202

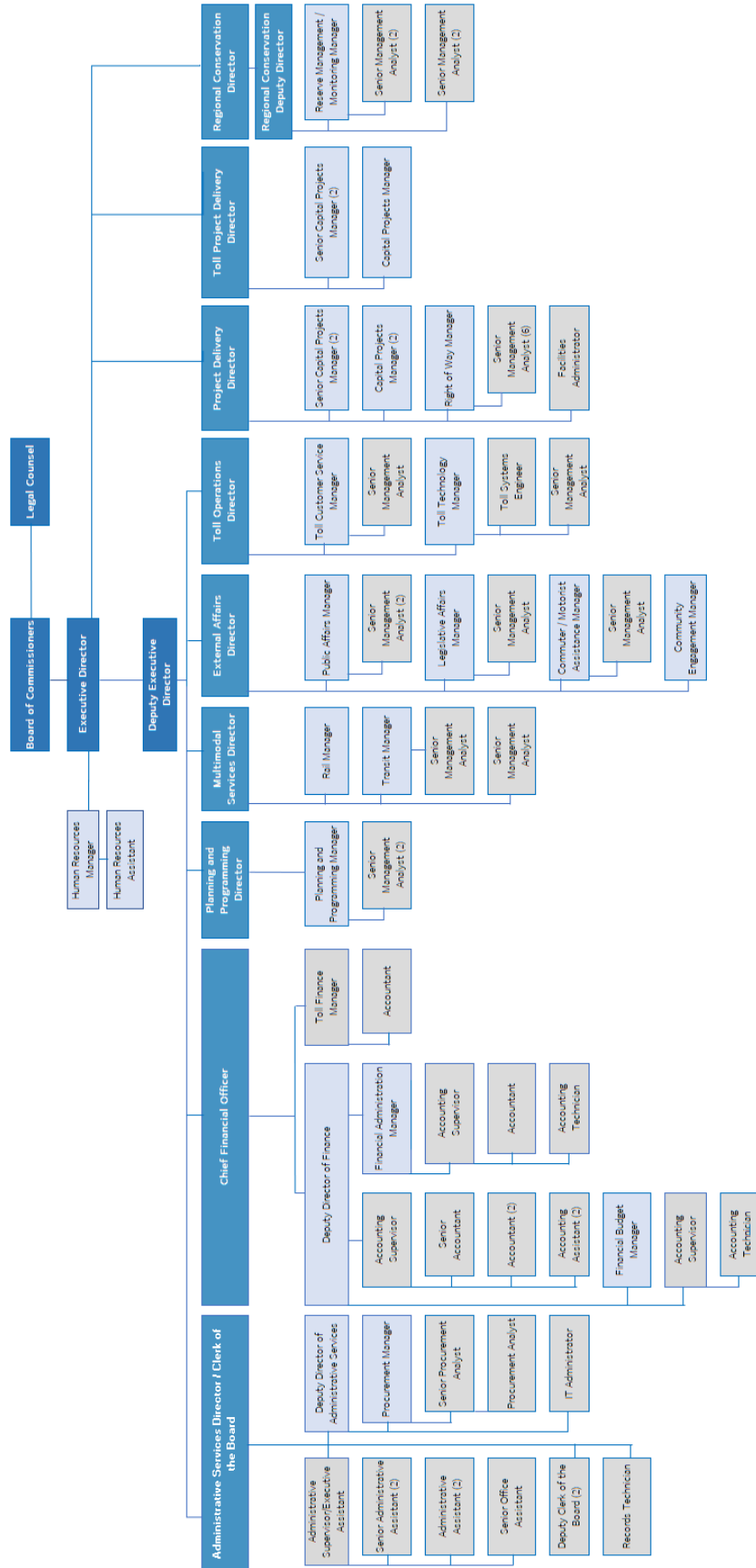
APPENDIX B – SALARY SCHEDULE EFFECTIVE 7/11/2024

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

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

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

APPENDIX B – FY 2024/25 ORGANIZATION CHART







RCTC

**RIVERSIDE
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**Riverside County
Transportation Commission**

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