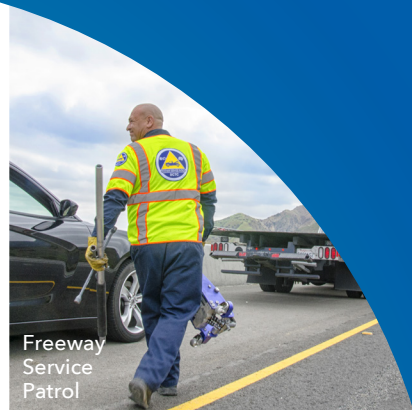


RCTC

RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



Downtown Riverside Station



Freeway
Service
Patrol

15/91 Express
Lanes Connector



Express Lanes



Moreno Valley
March Field Station

FISCAL YEAR ENDED JUNE 30, 2024

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Riverside County Transportation Commission
Riverside County, California



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



I-215 Placentia

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Fiscal Year Ended June 30, 2024

Submitted by:

Sergio Vidal
Chief Financial Officer



91/15 Connector

CONTENTS

Introductory Section

Letter of Transmittal	i
Organization Chart	x
List of Principal Officials and Management Staff	xii

Financial Section

Independent Auditor's Report	1
Management's Discussion and Analysis	5
Basic Financial Statements	
Government-wide Financial Statements	
Statement of Net Position	24
Statement of Activities	25
Fund Financial Statements	
Governmental Funds	
Balance Sheet—Governmental Funds	26
Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position	29
Statement of Revenues, Expenditures and Changes in Fund Balances	
—Governmental Funds	30
Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities	33
Proprietary Fund	
Statement of Fund Net Position	34
Statement of Revenues, Expenses and Changes in Fund Net Position	35
Statement of Cash Flows	36
Notes to Basic Financial Statements	38
Required Supplementary Information	
Budgetary Comparison Schedules	
General Fund	86
Major Special Revenue Funds	87
Schedule of Proportionate Share of Net Pension Liability	90
Schedule of Pension Contributions	91
Schedule of Changes in the Net OPEB Liability (Asset) and Related Ratios	92
Schedule of OPEB Contributions	93
Notes to Required Supplementary Information	95
Other Supplementary Information	
Nonmajor Governmental Funds	
Combining Balance Sheet	100
Combining Statement of Revenues, Expenditures and Changes in Fund Balances	102

Contents, Continued

Financial Section, Continued

Schedule of Revenues, Expenditures and Changes in Fund Balances–Budget and Actual:	
Nonmajor Special Revenue Funds	104
Capital Projects Funds.....	108
Debt Service Fund.....	109
Schedule of Expenditures for Local Streets and Roads by Geographic Area–All Special Revenue Funds.....	110
Schedule of Expenditures for Transit and Specialized Transportation by Geographic Area and Source–All Special Revenue Funds.....	111
Schedule of Uses of Debt Proceeds and Fund Balances.....	112

Statistical Section

Statistical Section Overview.....	113
Primary Government Net Position by Component.....	114
Changes in Primary Government Net Position.....	116
Fund Balances of Governmental Funds.....	120
Changes in Fund Balances of Governmental Funds	122
Sources of County of Riverside Taxable Sales by Business Type	124
Direct and Overlapping Sales Tax Rates	126
Principal Taxable Sales Generation by City	127
Measure A Sales Tax Revenues by Program and Geographic Area	128
Measure A Sales Tax by Economic Category	129
Measure A Revenues and Pledged Revenue Coverage	130
Ratios of Outstanding Debt by Type	132
Computation of Legal Debt Margin	134
Demographic and Economic Statistics for the County of Riverside.....	136
Employment Statistics by Industry for the County of Riverside	137
Full-time Equivalent Employees by Function/Program	138
Operating Indicators	140
Capital Asset Statistics by Program	143

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



15/91 Express Lanes Connector

INTRODUCTORY SECTION



October 31, 2024

To the Riverside County Transportation Commission Commissioners
and Citizens of the County of Riverside:

Letter of Transmittal

State law requires that the Riverside County Transportation Commission (Commission or RCTC) publish within six months of the close of each fiscal year a complete set of financial statements presented in conformity with accounting principles generally accepted in the United States (GAAP) and audited in accordance with generally accepted auditing standards by independent certified public accountants. Pursuant to that requirement, we hereby issue the Annual Comprehensive Financial Report (Annual Report) of the Commission for the fiscal year ended June 30, 2024.

Management assumes responsibility for the completeness and reliability of all the information presented in this report, based on the Commission's comprehensive framework of internal controls established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Eide Bailly LLP has issued an unmodified opinion on the Commission's financial statements for the year ended June 30, 2024. The independent auditor's report is at the front of the financial section.

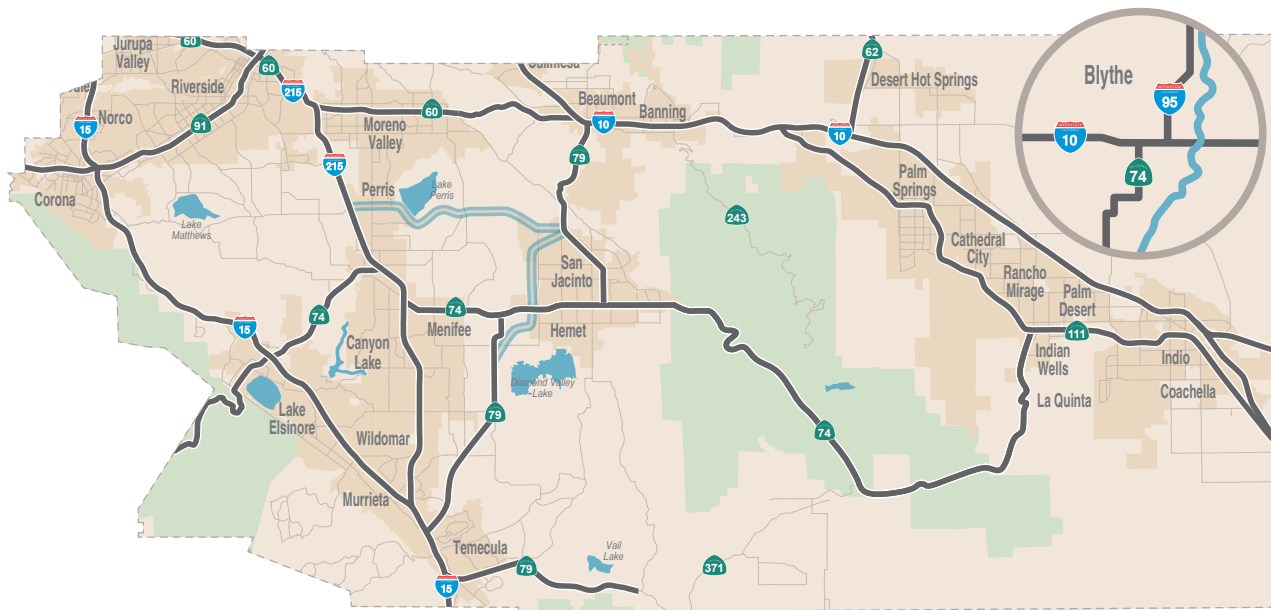
Management's Discussion and Analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complement this letter of transmittal and should be read in conjunction with it.

Profile of RCTC's Governance and Responsibilities

State law established the Commission in 1976 to oversee the funding and coordination of all public transportation services within the county of Riverside (County). The Commission's mission is to assume a leadership role in improving mobility in Riverside County and to maximize the cost effectiveness of transportation dollars in the County. The governing body is the Board of Commissioners (Board), which 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. The Commission is responsible for setting policies, establishing priorities, and coordinating activities among the County's various transportation operators and agencies. The Commission also programs and/or reviews the allocation of federal, state, and local funds for highways, transit, rail, non-motorized travel (bicycle and pedestrian), and other modes of transportation. The Commission has also developed two express lanes projects; the RCTC 91 Express Lanes opened in March 2017, and the 15 Express Lanes opened in April 2021.

The Commission also serves as the tax authority and implementation agency for the voter approved Measure A Transportation Improvement Program, which imposes a half-cent sales tax to fund transportation improvements. Originally approved in 1988 (1989 Measure A), Riverside County's voters in 2002 approved a 30-year extension of Measure A commencing July 1, 2009 through June 30, 2039 (2009 Measure A).

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



Additionally, as the Service Authority for Freeway Emergencies (SAFE), the Commission provides motorist aid services designed to enhance safety and traffic flow. These services include emergency call boxes along rural highways and the Freeway Service Patrol (FSP), a roving tow truck service to assist motorists with disabled vehicles on the main highways of the County during peak rush hour traffic periods. The motorist aid program also includes the Inland Empire 511 (IE511) system, which provides comprehensive real-time traveler information for freeways, bus, rail transit, and rideshare services. All services are provided at no charge to motorists and are funded through a \$1 surcharge on vehicle registrations; FSP also receives state allocations. The Commission is financially accountable for SAFE, a legally separate entity blended in the Commission’s financial statements.

The Commission must adopt a budget before the start of each fiscal year. The annual budget, which includes all funds, serves as the foundation for the Commission’s financial planning and control regarding staffing, operations, and capital plans. The budget is prepared by fund (financial responsibility unit), department, and function. Management has the discretion to transfer budgeted amounts within the financial responsibility unit according to function. During the fiscal year, all budget amendments requiring Board approval are presented to the Board for consideration and adoption.

Local Economy

Since 2019, pre-pandemic, Riverside County (County) continues to demonstrate resiliency. While unemployment slightly increased during the past fiscal year, the region has not yet experienced a significant economic contraction. Measure A sales taxes are down slightly from the previous fiscal year’s record highs, offset by a gradual increase in Local Transportation (LTF) sales taxes. This is due to the shift in consumer spending from brick and mortar to online sales along with sustained general price increases experienced throughout the region.

Development continues to be an economic driving force, evidenced by mitigation fees such as Transportation Uniform Mitigation Fees (TUMF) outperforming budgetary expectations. Increases in TUMF fees provide additional funding for Regional Arterials and Community Environmental Transportation Acceptability Process (CETAP) projects.

Riverside County maintains competitive advantages over nearby coastal counties (Los Angeles, Orange, and San Diego) due to affordable housing and available land. Also, the county’s population continues to climb which results in both the county’s employment and commercial base remaining stable. Also, due to continued growth in population, it is anticipated that demand for housing within Riverside County will

remain strong. However, property values may not experience robust increases on a year over year basis due to higher-than-normal interest rates.

For the Commission, formidable ongoing challenges remain in terms of providing needed infrastructure enhancements to support a population that has increased approximately four percent in the last ten years, while the local economy continues to outgrow the capacity of its existing infrastructure evidenced by the growing logistics sector.

Long-term Financial Planning

Innovative financial planning is a critical element for the success of the Commission as it builds for the future. Continually monitoring revenues and expenditures to actual amounts validates the Commission's expectations and goals are prudent and achievable. Development of forecasts for each funding source is also a critical element with identifying funding needs for key RCTC projects.

Local funding, specifically the Commission's voter-approved sales tax program (Measure A or Program), will continue to serve as RCTC's most significant source of funding. Measure A funds highway, local streets and roads, public transit, passenger rail projects and new transportation corridors throughout the county. The Program was established to ensure funding for each of the three identified geographic regions within the county, which include the Palo Verde Valley, Coachella Valley, and the more heavily populated area of Western Riverside County.

Measure A revenues of approximately \$282 million exceeded the Commission's approved revised projection for FY 2023/24 by one percent; however, they are down slightly when compared to the previous fiscal year. For FY 2024/25, the Commission is cautiously optimistic and projects minimal growth for this key revenue source.

Tolling is another important local funding source for the Commission, recovering from the impacts resulting from the pandemic. Tolling on both 15 and 91 Express lanes surpassed forecasted expectations related to revenue while operating expenditures continue to be under budget. During the upcoming fiscal year, RCTC will monitor traffic patterns to ensure budgetary expectations are met and evaluate opportunities to reduce I-15's long-term debt obligations.

At the State (State of California) level, transportation funding is a source of continuing debate regarding future priorities. Sustainability and vehicle miles traveled mitigation are key priorities identified statewide. RCTC will continue to innovate and identify unique approaches to enhancing its revenue base while also continuing to seek grant funding from its state partners.

Federal funding remains a key revenue source for various initiatives led by the Commission. Specifically, the Commission remains active in monitoring funding opportunities provided by the federal government including the Infrastructure Investment and Jobs Act or (IIJA), congressional surface transportation reauthorization, and other US Department of Transportation (US DOT) funding opportunities.

Future funding decisions will consider equity, which has been identified as an important priority for the Commission. Riverside County is home to a wide array of communities with differing transportation needs requiring unique solutions. RCTC will place a special emphasis on education, public outreach, and policy direction with equity in mind to serve the entire County, including disadvantaged communities that need targeted transportation investments to serve these unique needs.

Capital Project Delivery and Implementation—Critical Workers Delivering Needed Infrastructure

The Capital Project Development and Delivery Department is responsible for major highway and rail capital projects from initial environmental study through preliminary engineering, final design, right-of-way acquisition, and construction phases.

Since the beginning of the decade (2020), the Commission is operating during an unprecedented era of transportation investment in Riverside County due to higher than anticipated local revenues such as

Measure A and LTF along with in development mitigation fees. The results can be seen with various projects under construction, increasingly popular and successful transit services, and commitments of more on the way soon. There are also notable completed projects – providing tangible examples of the Commission achieving promises made to voters who approved Measure A, such as the recent completion of the 15/91 Express Lanes Connector project within the city of Corona, continued improvements for the SR-91 Corridor and investments to the county’s rail infrastructure and facilities. The Commission’s success is demonstrated in the projects identified below.

Progress Continues

The Commission continues to advance projects to meet both the short and long-term needs of County residents. Similar investments and resulting job creation can be seen throughout Riverside County with recently completed highway and passenger rail projects:

Regional Arterial Projects: The Commission recently awarded approximately \$130 million in regional arterial projects funded by both Transportation Uniform Mitigation Fee (TUMF) and Measure A. The award was distributed to areas within Western Riverside County for various street widening projects and local arterial extensions.

Placentia Interchange to link I-215 and future Mid County Parkway: Construction work was completed in early 2024 on the first component of the Mid County Parkway (MCP), a new 16 mile east-west corridor between the cities of San Jacinto and Perris. This \$42 million project adds a new freeway interchange at Placentia Avenue that will link to the MCP and improve a segment of Placentia Avenue within the city of Perris. MCP project has expanded to include continued right-of-way purchases and begin design work for the third phase of the project.

71/91 Interchange: The Commission began work in early 2023 for a new connector between the eastbound SR-91 and northbound SR-71 in the city of Corona. This approximate \$134 million project has environmental clearance and is anticipated to be completed in 2025.

Smart Freeways: Another key initiative on I-15 is the Smart Freeways project within the City of Temecula. The project includes ramp metering to ensure a consistent flow of vehicular traffic enters the freeway. The pilot project is scheduled to begin construction in late 2024.

15/91 Express Lanes Connector: The project was open to vehicular traffic in November 2023 enhancing connectivity within the Express Lanes network, between the SR-91 East and I-15 North and I-15 South and 91 West. The Connector was built with a combination of SB 132 Funding (\$180 million) and 91 Surplus Toll Revenue (\$90 million).

Commuter Rail Improvements: The Commission continues to invest in passenger rail infrastructure within the County, such as the Moreno Valley/March Field (MV/MF) Station Project, South Perris Station and Layover Expansion Project, and the Moreno Valley to Downtown Perris Double Track Project. The MV/MF project is slated to add an additional platform, rehabilitate, and replace an existing second track along with adding a new signal system. The project is expected to be completed during the upcoming fiscal year with an estimated total project cost of \$40 million.

Another exciting rail improvement is the South Perris Station and Layover expansion. The project is slated to add an additional platform, second station track, and a new signal system. Construction activities totaling approximately \$10 million are funded for the upcoming fiscal year.

The Moreno Valley to Perris Double Track Project will provide approximately six miles of a second main track to accommodate increased passenger trains and replace the current second track that is comprised of jointed rail, older wood ties, and poor ballast conditions. The project is under design and is estimated to begin construction next year.

Other investments aimed at rehabilitating and maintaining the Commission's nine Metrolink stations are prioritized in the Commission's Five-Year Station Rehabilitation Program, which is updated annually. Recently completed projects include elevator upgrades, pavement rehabilitation, upgraded ADA drop-off/pick-up zones, and installation of solar photo-voltaic panels. Planned station improvements for the next five years include projects such as comprehensive painting of station structures, bike and pedestrian safety improvements, LED fixtures and lighting, drought tolerant landscaping, CCTV camera systems, and station security and access control.



Projects for Future Construction

I-15 Express Lanes Southern Extension: Environmental work is complete, and procurement of a design-build contractor is under way to extend the 15 Express Lanes to the city of Lake Elsinore. A series of public scoping meetings were held in 2020, and additional public meetings were held in 2024 during circulation of the Draft Environmental Document as part of the environmental review process.

SR-91 Eastbound Corridor Operations Project: An environmental revalidation is complete, and procurement of a design consultant is underway to add an operational lane on eastbound SR-91 from SR-241 to SR-71.

79 Realignment: Another large effort affecting the Hemet and San Jacinto communities is the realignment of SR-79. This 2009 Measure A project is undergoing early project development partially funded through the TUMF program. An environmental document was approved in January 2017 to allow the realignment of SR-79 between Domenigoni Parkway, south of SR-74, and Gilman Springs Road, north of San Jacinto. The project will realign the highway to provide a more direct route within the San Jacinto Valley. Current work on this project includes acquisition of right of way needed for mitigation and to protect cultural sites. During the upcoming fiscal year, funding totaling approximately \$25 million is provided for anticipated right-of-way activity. In addition, procurement of a design consultant is currently underway with the anticipation that design will commence in 2025 of the first segment of the SR-79 project from Newport Road to Domenigoni Parkway or Simpson Road.

Active Transportation: Non-motorized transportation options are becoming an increasingly important part of California's transportation infrastructure. The Commission is also heading up project development for the Santa Ana River Trail - a multiuse facility that will provide a bike, pedestrian, and equestrian trail to link Riverside, San Bernardino, and Orange Counties for cyclists, pedestrians, and equestrians. The first phase of the Santa Ana River Trail was completed in early 2024 between Rincon Road and Butterfield Drive in Corona.

Other Projects: Furthermore, the Commission is working with Transportation Corridor Agencies (TCA) on a direct connection project between SR-241 and the 91 Express Lanes operated by TCA. Operational elements for this future facility are currently being addressed among the following agencies: TCA, Orange County Transportation Authority (OCTA), the California Department of Transportation (Caltrans), and RCTC.

TUMF Links Growth with Infrastructure

In the Coachella Valley, a TUMF program was established shortly after the passage of 1989 Measure A. The program requires developers to pay a fee on new developments to fund arterial improvements. Cities are required to participate in the program or forfeit Measure A local dollars to Coachella Valley Association of Governments, which oversees the regional arterials, and has been successful in funding key arterial and freeway interchange projects.

With the passage of the 2009 Measure A, a TUMF program with participation requirements like that in the Coachella Valley is also in place in Western County and administered by the Western Riverside Council of Governments. TUMF funds received by the Commission are split evenly between new corridors, including

the MCP, and regional arterials, including local projects and the SR-79 realignment project. As noted above, the Commission recently awarded approximately \$50.0 million in TUMF Regional Arterials funding to local areas for their regional arterial projects. The funding reflects the partnership and investment within the County.

Rail Development, Operations and Support

The Commission is one of five member agencies of the Southern California Regional Rail Authority, operating the Metrolink commuter rail service, and is engaged with its partners to provide effective regional service. Commuter rail service consists of eight lines serving six counties. The system typically carried an average of 43,000 passengers each weekday prior to COVID-19; however, ridership has decreased and has slowly recovered since the pandemic.

The Commission owns and operates nine stations served by the three Metrolink lines operating through the county, including four stations along the Perris Valley Line that commenced carrying passengers in June 2016. The Riverside Downtown Operations Control Center provides closed-circuit television monitoring at the stations and facilities for train crews. Below is a summary of the Metrolink lines operating in Riverside County:

- *Riverside Line:* Originates in the Riverside–Downtown station and stops at the Jurupa Valley–Pedley station before proceeding through the cities of Ontario, Pomona, Industry, and Montebello to Los Angeles Union Station. Average daily ridership on the Riverside Line during fiscal year 2023/24 was 1,225.
- *Inland Empire Orange County (IEOC) Line:* Begins in nearby San Bernardino County with stops at the Riverside–Downtown, Riverside–La Sierra, Corona–North Main, and Corona–West stations before entering Orange County with stops in Anaheim Canyon, Orange, Santa Ana, Tustin, Irvine, Laguna Niguel/Mission Viejo, San Juan Capistrano, San Clemente, and Oceanside. When initiated in 1995, this service was described as the first suburb-to-suburb commuter rail service in the nation. Average daily ridership on the IEOC Line during fiscal year 2023/24 was 2,237. This line also provides weekend service.
- *91/Perris Valley Line:* Provides service from the city of Perris to Los Angeles with stops in Perris–South, Perris–Downtown, Moreno Valley/March Field, Riverside–Hunter Park/UCR, Riverside–La Sierra, Corona–North Main, Corona–West, Fullerton, Buena Park, Norwalk, and Commerce before terminating at Union Station. Average daily ridership on the 91/Perris Valley Line during fiscal year 2023/24 was 1,909. This line also provides weekend service.

Coachella Valley-San Gorgonio Pass Rail Service

The Commission, in coordination with Caltrans and the Federal Railroad Administration, is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions between Riverside, Los Angeles, Orange, and San Bernardino Counties. The program proposes operating two to five daily roundtrips between Los Angeles Union Station and the cities of Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take approximately 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways such as I-5, SR-91, and I-10.

In July 2022, the Commission certified the Final Tier 1/Program Level Environmental Impact Report. Certification of the environmental report was a significant milestone for this project. The Commission has secured \$80 million for the station feasibility planning and Tier 2 environmental process. The Commission also plans to begin station feasibility planning in 2025. This service's proposed implementation will provide another important link between the Coachella Valley and Western Riverside County and the Southern California region.

Acting as the regional transportation planning agency (RTPA) for Riverside County, the Commission provides various commuter services to increase mobility, safety, and air quality throughout the region.

Commuter / Motorist Services

Commuter Assistance: The Commission applies Measure A funds to administer the Commuter Assistance Program to ease congestion, maximize the efficiency of its transportation investments, and reduce vehicle miles traveled and emissions from single occupant vehicle trips with the following programs and services:

Ride matching and Information Services: The Commission, in partnership with the San Bernardino County Transportation Authority (SBCTA) provides commuters and employer partners in the region with access to rideshare resources (IECommuter.org) and information to assist with finding ride matches for car/vanpool arrangements or transit options and to participate in incentives. A call center (866-RIDESHARE) is also available during business hours for commuters or employers who require additional support.

Rideshare Incentives: The most popular commuter incentive continues to be the \$5 per day Rideshare Incentives, a short-term incentive that offers \$5 per day for each day commuters use an alternate mode of transportation in a three-month period (up to a max of \$125). Long-term commuter ride sharers and teleworking employees are recognized and rewarded for their continuing commitment to use alternate modes of transportation to and from work with access opportunities to win monthly prizes for reported rideshare and telework activity through monthly Rideshare Spotlight and Telework Spotlight programs.

Vanpool Subsidies: The Commission provides ongoing subsidies to eligible vanpools commuting to employer worksites in Western County through its VanClub program. In FY 2023/24, VanClub supported an average of 35 vans per month resulting in the reduction of approximately 62,000 trips, 2.4 million miles, and 897 tons of emissions throughout the region.

Guaranteed Ride Home: Through the Commission's rideshare program, IE Commuter, a Guaranteed Ride Home (GRH) service is available to ridesharing commuters of employer partners. Should commuters experience an emergency and need to get home, they are reimbursed the cost of a Lyft/Uber or other transportation network company ride, rental car, taxi, or transit option used to get home. GRH also covers when an employee may miss his/her ride due to unexpected overtime. Eligible participants may claim up to two emergency rides home per year.

Park & Rides: Working in partnership with Caltrans, the Commission leases excess parking from retail and private property partners to facilitate ride sharing and to expand park and ride capacity. There are approximately 3,000 park and ride spaces available throughout Riverside County.

Motorist Assistance: The Commission also administers the Motorist Assistance Program to provide the following services designed to promote mobility and safety for motorists traveling through Riverside County:

Freeway Service Patrol: The FSP program is a special team of 20 tow trucks roving along 11 beats on portions of SR-60, SR-91, I-15, and I-215 within the County during peak, weekday commuter hours to assist drivers when their vehicles break down or experience other mechanical problems. The purpose of the FSP is to clear debris and remove disabled vehicles from the freeway as quickly as possible to keep freeway traffic moving during rush hour periods. Another effort augments existing FSP service with additional tow trucks in construction areas as another means of construction-related congestion mitigation. The Riverside County SAFE and the State fund the FSP program. During FY 2023/24, the FSP provided approximately 53,200 assists.

Call Boxes: In cooperation with the California Highway Patrol and Caltrans, the Commission assists motorists who experience accidents, mechanical breakdowns, or other unforeseen problems by providing access to cellular call boxes with enhanced reception along the County's major highways. In response to the proliferation and continued growth of cell phone usage and declining demand and use of call boxes, the Commission approved a substantial reduction to the call box system in 2017 and 2019. A cost-effective backbone of 136 call box units will remain in place and serve more than

176 centerline miles of highways. The call box program is funded by Riverside County SAFE revenue, an annual \$1 surcharge added to vehicle registrations. In FY 2023/24, call box operators answered approximately 645 calls from motorists.

Traveler Information: To further promote mobility, the Commission in collaboration with Southern California partners (LA Metro, OCTA, SBCTA, and Ventura County Transportation Commission), provides motorists with access to real-time freeway travel information and incident information on Southern California highways through its SoCal 511 Traveler Information system. SoCal 511 is designed to promote mobility by fostering more informed travel decisions to avoid congestion and is available via telephone by dialing 511 from any landline or cell phone within Riverside County, online at SoCal511.com, or the SoCal511 mobile app. SoCal 511 is funded with Riverside County SAFE funds. In FY 2023/24, SoCal 511 serviced 446,983 web visits across SoCal 511 partner regions and 55,184 phone calls within the Inland Empire.



Specialized Transit

The Commission has maintained a long-term commitment to assist residents with specialized transit needs. Through its Specialized Transit Program, the Commission has provided millions of dollars to public and nonprofit transit operators that provide special transit services to improve the mobility of seniors, persons with disabilities, and individuals with low income. Along with traditional demand response, or Dial-A-Ride type services, the Commission supports innovative programs providing transit assistance in hard-to-serve rural areas or for riders having special transit needs. With funding from this program, individuals can travel to work independently, shop at the neighborhood grocery stores, visit a doctor, and much more.

The Commission develops a Public Transit-Human Services Coordinated Plan (Coordinated Plan) every four years. This plan assists the Commission in identifying service gaps, additional qualifying populations, and underserved areas of Riverside County in need of transit services. The last Coordinated Plan was approved in January 2021 and the next update will be completed in 2025. To address some of these transit service needs identified in the Coordinated Plan, a portion of the Measure A sales tax in Western Riverside County is set aside for a Specialized Transit Call for Projects. This Specialized Transit Call for Projects is held every three years and provides funding awards for public and nonprofit transit operators. During fiscal year 2023/24, public and nonprofit transit operators provided over 190,000 one-way trips.

In addition to funding and planning, the Citizens, and Specialized Transit Advisory Committee (CSTAC) assists the Commission by reviewing service plans of the transit operators, promoting the various public and specialized transportation services throughout the County, and offers a forum for the public and social service agencies to share information and address public needs. The CSTAC consists of 13 members of the public and the two consolidated transportation service agencies (Riverside Transit Agency and SunLine Transit Agency), which were recently appointed by the Commission in May 2024. The CSTAC meets bimonthly and provides Commission staff additional insight into specialized transit needs throughout the County.

Awards and Acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Commission for its Annual Report for the fiscal year ended June 30, 2023. This was the 31st consecutive year the Commission has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an

easily readable and efficiently organized Annual Report. This report must satisfy both GAAP and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current Annual Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to the GFOA to determine its eligibility for another certificate.

The Annual Report each year is a collaborative effort by Commission staff and its independent auditors. The undersigned are grateful to all staff for their willingness to expend the effort necessary to ensure the financial information contained herein is informative and completed within established deadlines. Special thanks must be extended to the Finance staff, program management and staff, and Commission's auditors for the time, effort, and commitment so vital for the final completion of the Annual Report.

In closing, without the leadership and the support of the Board, preparation of this report would not have been possible, particularly the dedication, professional judgement, and prudence of the Finance department, led by the Deputy Director of Finance. Its prudent management must be credited for the strength of the Commission's fiscal condition, and its vision ensures that the Riverside County Transportation Commission will be on the move planning for and building a better future for Riverside County residents and commuters.

Very sincerely yours,



AARON HAKE
Executive Director



SERGIO VIDAL
Chief Financial Officer



Government Finance Officers Association

**Certificate of
Achievement
for Excellence
in Financial
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Presented to

**Riverside County Transportation Commission
California**

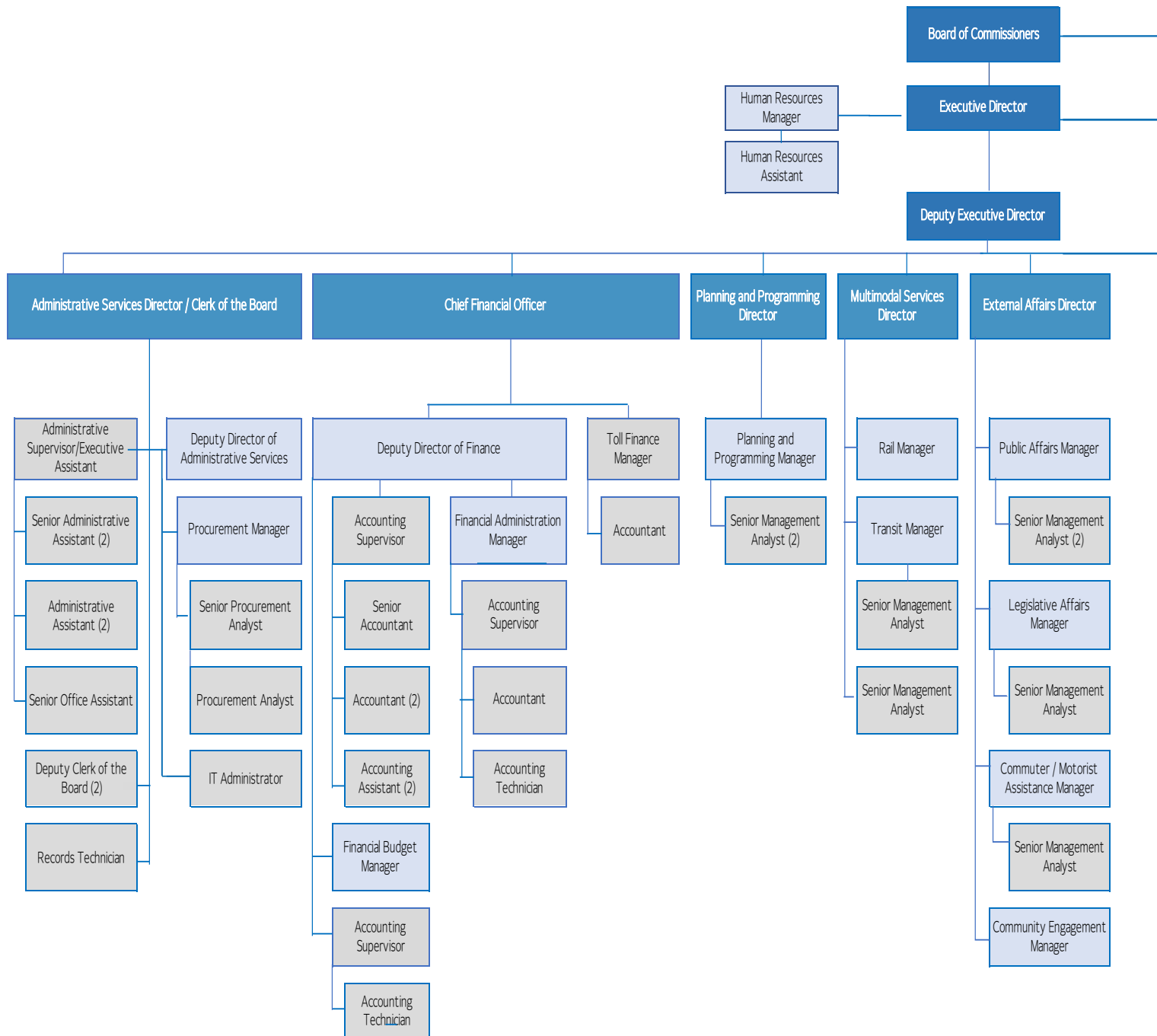
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

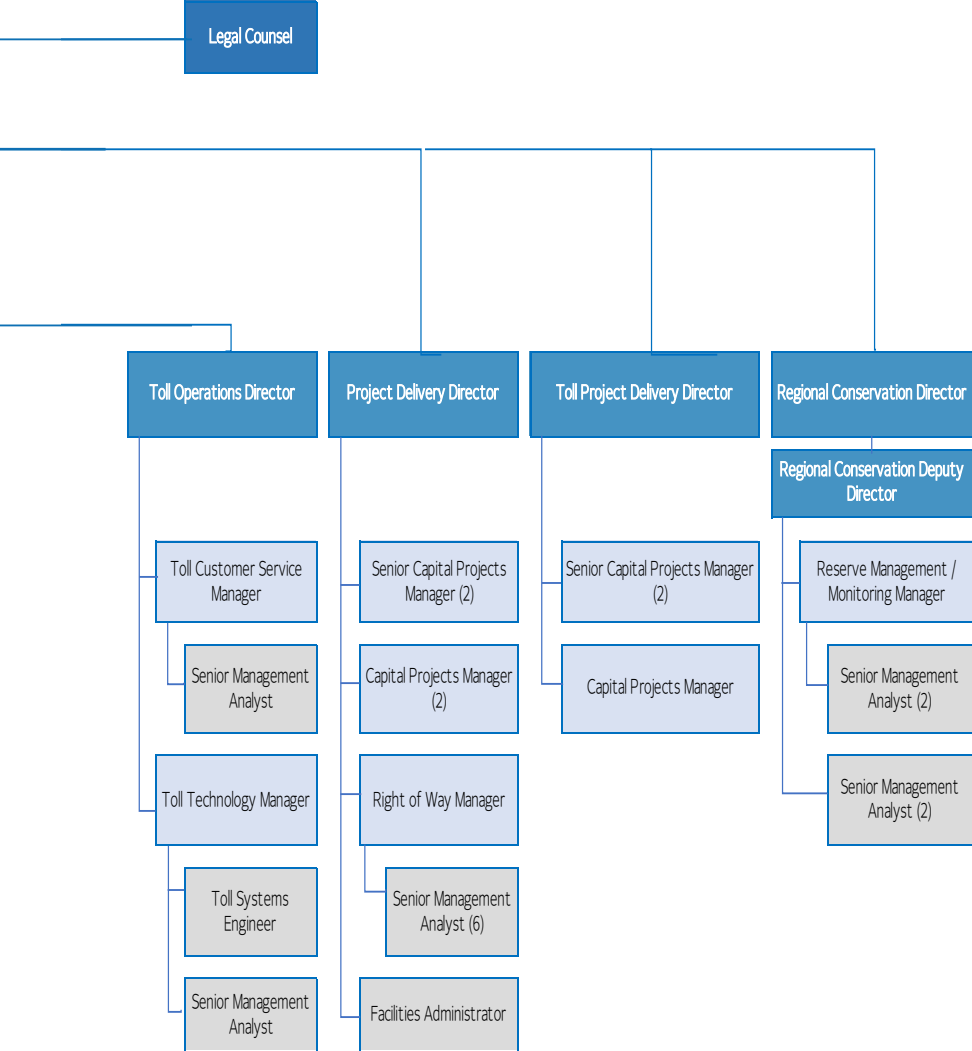
Christopher P. Morill

Executive Director/CEO

Riverside County Transportation Commission Organization Chart



Riverside County Transportation Commission Organization Chart



**Riverside County Transportation Commission
List of Principal Officials**

BOARD OF COMMISSIONERS		
Name	Title	Agency
Kevin Jeffries	Member	County of Riverside, District 1
Karen Spiegel	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
David Happe	Member	City of Banning
Lloyd White	Vice Chair (Commission)	City of Beaumont
Joseph DeConinck	Member	City of Blythe
Linda Molina	Chair (Budget and Implementation Committee)	City of Calimesa
Jeremy Smith	Member	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	Vice Chair (Budget and Implementation)	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

MANAGEMENT STAFF

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

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



Moreno Valley March Field Station

FINANCIAL SECTION



Independent Auditor's Report

Board of Commissioners
Riverside County Transportation Commission
Riverside, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Riverside County Transportation Commission (Commission), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the Commission, as of June 30, 2024, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Commission and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Adoption of New Accounting Standard

As discussed in Note 15 to the financial statements, the Commission has adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*, for the year ended June 30, 2024. Accordingly, a restatement has been made to the governmental activities, business-type activities, RCTC 91 Express Lanes Enterprise Fund, and 15 Express Lanes Enterprise Fund net position as of July 1, 2023 to restate beginning net position. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Commission's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, budgetary comparison schedules, schedule of proportionate share of net pension liability/(asset), schedule of pension contributions, schedule of changes in the net OPEB liability/(asset) and related ratios, and the schedule of OPEB contributions, as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The combining and individual nonmajor fund financial statements, budgetary comparison schedules, schedules of expenditures, and schedule of uses of debt proceeds and fund balances are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the combining and individual nonmajor fund financial statements, budgetary comparison schedules, schedules of expenditures, and schedule of uses of debt proceeds and fund balances are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Eide Bailly LLP

Rancho Cucamonga, California
October 31, 2024

Riverside County Transportation Commission
Management's Discussion and Analysis
Year Ended June 30, 2024

As management of the Riverside County Transportation Commission (Commission), we offer readers of the Commission's financial statements this narrative overview and analysis of the Commission's financial activities for the fiscal year ended June 30, 2024. We encourage readers to consider the information on financial performance presented here in conjunction with the transmittal letter on i-ix and the Commission's financial statements which begin on page 23.

Financial Highlights

- Total net position of the Commission was \$1,474,610,098 and consisted of net investment in capital assets of \$356,457,016; restricted other post-employment benefits net position of \$232,200, and restricted net position of \$1,585,005,703; and unrestricted net position (deficit) of (\$467,084,821).
- The unrestricted net deficit results primarily from the recording of the debt issued for Measure A highway, local streets and roads, and regional arterial projects. As title to substantially most of those asset's vests with the State of California (State) Department of Transportation (Caltrans) or local jurisdictions, there is no asset corresponding to the liability. Accordingly, the Commission does not have sufficient current resources to offset current and long-term liabilities; however, future Measure A sales taxes are pledged to cover Measure A debt service payments when made.
- Total net position increased by \$287,055,355 during fiscal year (FY) 2023/24. The net position included a decrease within the governmental activities of \$5,096,967, which was primarily due to decreases in capital grants and contributions related to funding received for the 15/91 Express Lanes Connector project in the City of Corona during the prior year; marginal decreases in Measure A and TDA sales taxes when compared to the prior year, due to a softening in the economy; offset by the increases in various motorist assistance, transit and specialized transportation, regional arterial, CETAP, and other agency managed project expenses. An increase in net position from business-type activities of \$292,152,322 resulted from the contribution of assets from the Commission governmental funds related to the 15/91 Express Lanes Connector that opened to traffic in November 2023, along with toll revenue and investment income increases; offset by decreases in required repair and rehabilitation expenses for the 91 Express Lanes and transfers of 91 Express Lanes surplus funding for the 15/91 Express Lanes Connector project from the 91 Express Lanes.
- Total capital assets, net of accumulated depreciation and amortization, were \$1,387,417,430 at June 30, 2024, representing an increase of \$36,204,246 or 3%, from June 30, 2023. The increase in capital assets was primarily related to purchases in land and temporary structures for the Mid County Parkway and SR-91 projects, along with the toll facility franchise for the 91 Express Lanes related to completed 15/91 Express Lanes Connector project.
- The long-term obligations decreased of \$32,519,115, or 2% and is related to principal payments on the sales tax revenue bonds and amortization of sales tax revenue bonds premium; offset by the compounded and accreted interest on the TIFIA loans. Additionally, deferred inflows of resources show a decrease of \$1,970,401, or 32% and is related to lower leases, pension and other post-employment benefits (OPEB).
- The Commission's governmental funds reported combined ending fund balances of \$1,434,326,368. Net change in fund balances for the current fiscal year, in the amount of \$163,164,137, is primarily due to Measure A Western County which include Measure A and intergovernmental revenues exceeding incurred program expenditures for highways, local streets and roads, and transfers out primarily for debt, offset by a net decrease in bicycle and pedestrian, commuter assistance, highway, and local streets and roads program expenditures. Fund balance also increased within the Local Transportation, State Transit Assistance, and TUMF due to outperforming sales taxes and TUMF fees along with lower than anticipated program expenditures. Approximately 56% of the governmental fund balances represent amounts available for the Measure A program, including debt service and funding from the issuance of debt, and the TUMF program.

Overview of the Financial Statements

This discussion and analysis are intended to serve as an introduction to the Commission's basic financial statements, which are comprised of three components consisting of government-wide financial statements, fund financial statements, and notes to the financial statements. This report also contains required supplementary information and other supplementary information in addition to the basic financial statements.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the Commission's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the Commission's assets, liabilities, and deferred outflows/inflows of resources with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Commission is improving or deteriorating.

The statement of activities presents information showing how the Commission's net position changed during the fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods.

The government-wide financial statements report the functions of the Commission that are principally supported by sales taxes and intergovernmental revenues, or governmental activities, from other functions that are intended to recover all or a significant portion of its costs through user fees and charges, or business-type activities. The governmental activities of the Commission include general government, the Measure A program, CETAP, commuter assistance, regional arterials, commuter rail, transit and specialized transportation services, planning and programming, regional conservation, bicycle and pedestrian facilities projects, and motorist assistance services. Measure A program services are divided within the three regions of Riverside County (County), namely Western County, Coachella Valley, and Palo Verde Valley. The business-type activities of the Commission include toll road operations.

The government-wide financial statements include only the Commission and its blended component unit. The government-wide financial statements can be found on pages 24-25 of this report.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Fund accounting is used to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements; however, governmental fund financial statements focus on near-term inflows and outflows of spendable resources and on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Since the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. As a result, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and related statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Commission maintains 17 individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the related statement of revenues, expenditures and changes in fund balances for the Commission's major governmental funds comprised of the General fund, Measure A

Western County, Measure A Coachella Valley, TUMF, Local Transportation Fund (LTF), State Transit Assistance, and SB 132 Special Revenue funds, Commercial Paper and Bonds Capital Projects funds, and Debt Service fund. Data from the other eight governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these nonmajor governmental funds is provided in the form of combining statements in the other supplementary information section.

The Commission adopts an annual appropriated budget for the General fund, Special Revenue funds, Capital Projects funds, and the Debt Service fund. Budgetary comparison schedules have been provided for the General fund and major Special Revenue funds as required supplementary information and for the nonmajor Special Revenue funds and the Capital Projects and Debt Service funds as other supplementary information to demonstrate compliance with these budgets.

The governmental fund financial statements, including the reconciliation between the fund financial statements and the government-wide financial statements, can be found on pages 24-33 of this report.

The proprietary fund consists of two enterprise funds, which are used to report the same functions presented as business-type activities in the government-wide financial statements. The Commission uses enterprise funds to account for its toll road operations.

Proprietary fund financial statements provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate financial information of the RCTC 91 Express Lanes and 15 Express Lanes, which are major enterprise funds of the Commission.

The proprietary fund financial statements can be found on pages 34-37 of this report.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 38-83 of this report.

Other Information

Other information is in addition to the basic financial statements and accompanying notes to the financial statements. This report also presents certain required supplementary information concerning the Commission's budgetary results for the General fund and major Special Revenue funds as well as the schedules of proportionate share of net pension liability, pension contributions, changes in the net other post-employment benefits (OPEB) asset and related ratios, and OPEB contributions. Required supplementary information can be found on pages 85-95 of this report.

Other supplementary information is presented immediately following the required supplementary information. Other supplementary information includes the combining statements referred to earlier relating to nonmajor governmental funds; budgetary results for the nonmajor Special Revenue funds, all Capital Projects funds, and the Debt Service fund; schedules of expenditures for local streets and roads and expenditures for transit and specialized transportation; and schedule of uses of debt proceeds and fund balances. This other supplementary information can be found on pages 97-112 of this report.

Government-wide Financial Analysis

As noted previously, net position may serve over time as a useful indicator of a government's financial position. At June 30, 2024, the Commission's assets, including deferred outflows of resources, exceeded liabilities, and deferred outflow of inflows, by \$1,474,610,098, a \$286,121,155 increase from June 30, 2023. Our analysis below focuses on the net position and changes in net position of the Commission's governmental and business-type activities.

Net Position

Approximately 25%, compared to 27% in FY 2022/23, of the Commission’s net position reflects its net investment in capital assets (i.e., intangibles consisting of toll facility franchise; construction in progress; land and improvements; toll infrastructure; buildings; construction and rail operating easements; rail stations; rail tracks; building and office improvements; development in progress; transponders; and office furniture, equipment, and vehicles), less any related outstanding debt used to acquire those assets, primarily related to land and tolled express lane projects. The Commission uses these capital assets to provide transportation services to the residents and business community of the County. Although the Commission’s investments in capital assets is reported net of related debt, the resources used to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities. For business-type activities, the related debt for the RCTC 91 Express Lanes exceeded the capital assets, net of accumulated depreciation and amortization, as a portion of the debt financed highway improvements on SR-91 for which title vests with Caltrans. The increase is related to the completion of the 15/91 Express Lanes Connector project that opened to traffic in November 2023, including the purchase of land with temporary structures, offset by the payment of debt.

The most significant portion of the Commission’s net position represents resources subject to external restrictions on how they may be used. Restricted net position from governmental activities represents the majority of the total governmental activities net position at June 30, 2024. Restricted net position from governmental activities increased by \$155,453,071, as a result of the increased investment income and operating grants and contributions, offset by a net decrease in program expenses, including a one-time contribution of assets to the to the 91 Express Lanes. Restricted net position from business-type activities increased \$37,711,981 primarily as a result of higher than anticipated toll revenues from operations, offset by decreases in repair and rehabilitation project costs on the 91 Express Lanes, and transfer of surplus funding for the 15/91 Express Lanes Connector project.

Unrestricted net position represents the portion of net position that can be used to finance day-to-day operations without constraints established by debt covenants, enabling legislation, or other legal requirements. Unrestricted net position from governmental activities deficit was reduced from a \$510,152,633 at June 30, 2023 to \$467,084,821 as of June 30, 2024. The governmental activities deficit results primarily from the impact of recording of the Commission’s long-term debt utilized to fund projects that are considered assets for the State of California’s highway system and not the asset of the Commission.



The following is condensed financial data related to net position at June 30, 2024 and June 30, 2023:

Net Position	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
Current and other assets	\$1,558,675,920	\$1,355,891,955	\$ 284,245,694	\$ 226,456,593	\$1,842,921,614	\$1,582,348,548
Capital assets not being depreciated	313,288,515	504,689,862	23,280,933	25,725,838	336,569,448	530,415,700
Capital assets, net of depreciation and amortization	229,557,689	240,059,671	821,290,293	580,737,813	1,050,847,982	820,797,484
Total assets	2,101,522,124	2,100,641,488	1,128,816,920	832,920,244	3,230,339,044	2,933,561,732
Deferred outflows of resources	35,306,581	38,837,345	14,749,590	15,546,499	50,056,171	54,383,844
Total assets and deferred outflows of resources	2,136,828,705	2,139,478,833	1,143,566,510	848,466,743	3,280,395,215	2,987,945,576
Long-term obligations	755,787,528	795,541,492	909,546,616	902,311,767	1,665,334,144	1,697,853,259
Other liabilities	124,346,136	79,610,619	11,974,461	15,891,978	136,320,597	95,502,597
Total liabilities	880,133,664	875,152,111	921,521,077	918,203,745	1,801,654,741	1,793,355,856
Deferred inflows of resources	3,694,066	5,403,507	436,310	697,270	4,130,376	6,100,777
Total liabilities and deferred inflows of resources	883,827,730	880,555,618	921,957,387	918,901,015	1,805,785,117	1,799,456,633
Net position:						
Net investment in capital assets	278,861,564	483,304,687	77,595,452	(176,735,962)	356,457,016	306,568,725
Restricted	1,441,224,232	1,285,771,161	144,013,671	106,301,690	1,585,237,903	1,392,072,851
Unrestricted (deficit)	(467,084,821)	(510,152,633)	-	-	(467,084,821)	(510,152,633)
Net position at end of year	\$1,253,000,975	\$1,258,923,215	\$ 221,609,123	\$ (70,434,272)	\$1,474,610,098	\$1,188,488,943

Changes in Net Position

The Commission’s total program and general revenues were \$888,157,700, while the total cost of all programs was \$601,102,345. Total revenues increased by 2%, and the total cost of all programs decreased by 5%. Those who directly benefited from the programs or other governments that subsidized certain programs with grants and contributions paid approximately 56% of the costs of the Commission’s programs in FY 2023/24, compared to 55% of the costs in FY 2022/23. Sales taxes ultimately financed a significant portion of the programs’ net costs.

Governmental and business-type activities combined increased the Commission’s net position by \$287,055,355 and condensed financial data related to the change in net position is presented in the table below. Key elements of this increase, are as follows:

- Charges for services increased by \$24,031,272, or 21%, due to increased traffic volumes, and higher than anticipated toll revenue on the RCTC 91 Express Lanes and 15 Express Lanes;
- Operating grants and contributions increased by \$5,265,545, or 6%, primarily due to state reimbursements related to commuter rail operations, state funding for freeway service patrol services, including, TUMF CETAP and regional arterial funding, and regional conservation agency funding for reimbursement of management services;
- Capital grants and contributions decreased by \$45,312,182, or 29%, primarily due to lower federal and state reimbursements related to the project funding for 15/91 Express Lanes Connector, Mid County Parkway, and smart freeway projects completion or projects in various stages of engineering or construction that have an impact in reimbursements when compared to the prior year;
- Measure A sales tax revenues decreased by \$5,634,064, or 2% and Transportation Development Act (TDA) sales taxes decreased by \$3,836,156, or 2%. when compared to the prior year. The decrease is primarily a result from economic slowing from inflation, higher interest rates, and consumer challenges of balancing higher prices and financing costs with essential household needs;

- Unrestricted investment earnings increased \$43,334,129, or 138% due to higher investment rates and unrealized gains in the portfolio;
- Other miscellaneous revenues decreased \$1,695,555, or 68%, due primarily to the sale of rail and highway properties in the previous fiscal year;

Changes in Net Position	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
Revenues						
Program revenues:						
Charges for services	\$ 339,420	\$ 314,643	\$ 136,713,562	\$ 112,707,067	\$ 137,052,982	\$ 113,021,710
Operating grants and contributions	86,823,807	81,558,262	-	-	86,823,807	81,558,262
Capital grants and contributions	112,927,101	158,239,283	-	-	112,927,101	158,239,283
General revenues:						
Measure A sales taxes	281,794,698	287,428,762	-	-	281,794,698	287,428,762
TDA sales taxes	194,054,971	197,891,127	-	-	194,054,971	197,891,127
Unrestricted investment earnings	61,540,294	25,402,156	13,181,977	5,985,986	74,722,271	31,388,142
Other miscellaneous revenue	781,870	2,477,425	-	-	781,870	2,477,425
Total revenues	738,262,161	753,311,658	149,895,539	118,693,053	888,157,700	872,004,711
Expenses						
General government	2,201,256	3,381,001	-	-	2,201,256	3,381,001
Bicycle and pedestrian facilities	1,756,152	2,578,177	-	-	1,756,152	2,578,177
CETAP	1,990,395	1,046,199	-	-	1,990,395	1,046,199
Commuter assistance	3,661,856	4,187,763	-	-	3,661,856	4,187,763
Commuter rail	53,509,321	58,899,642	-	-	53,509,321	58,899,642
Highways	161,285,466	177,171,636	-	-	161,285,466	177,171,636
Local streets and roads	85,454,316	87,229,315	-	-	85,454,316	87,229,315
Motorist assistance	4,947,814	4,606,991	-	-	4,947,814	4,606,991
Planning and programming	12,580,506	8,099,856	-	-	12,580,506	8,099,856
Regional arterials	17,106,887	8,157,544	-	-	17,106,887	8,157,544
Regional conservation	9,271,220	10,243,763	-	-	9,271,220	10,243,763
Toll operations	-	-	82,894,405	102,562,700	82,894,405	102,562,700
Transit and specialized transportation	134,904,281	134,722,572	-	-	134,904,281	134,722,572
Interest expense	29,538,470	29,443,644	-	-	29,538,470	29,443,644
Total expenses	518,207,940	529,768,103	82,894,405	102,562,700	601,102,345	632,330,803
Excess (deficiency) of revenues over (under) expenses	220,054,221	223,543,555	67,001,134	16,130,353	287,055,355	239,673,908
Transfers	(225,151,188)	45,694,519	225,151,188	(45,694,519)	-	-
Increase (decrease) in net position	(5,096,967)	269,238,074	292,152,322	(29,564,166)	287,055,355	239,673,908
Change in accounting principal	(825,273)	-	(108,927)	-	(934,200)	-
Net position at beginning of year	1,258,923,215	989,685,141	(70,434,272)	(40,870,106)	1,188,488,943	948,815,035
Net position at end of year	\$1,253,000,975	\$ 1,258,923,215	\$ 221,609,123	\$ (70,434,272)	\$ 1,474,610,098	\$ 1,188,488,943

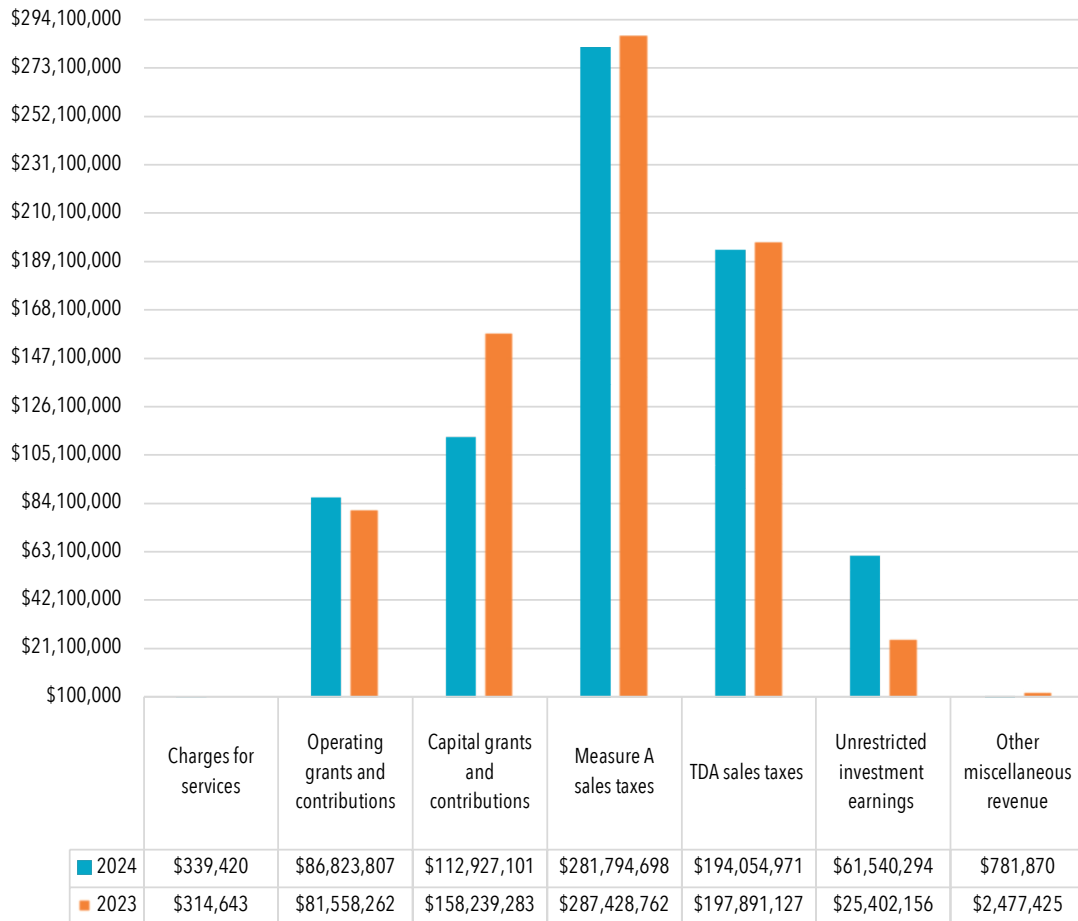
- General government expenses decreased by \$1,179,745, or 35%, primarily due to the recognition of the pension actuarial liability compared to a pension actuarial asset in FY 2022/23;
- Bicycle and pedestrian facilities expenses decreased by \$822,025, or 32%, due to a decrease in claims submitted for approved projects;
- CETAP expenses increased \$944,196, or 90%, due to Mid County Parkway project right of way expenses;
- Commuter assistance expenses decreased \$525,907, or 13%, primarily due to a decrease in program management and operation services;
- Commuter rail expenses decreased by \$5,390,321 or 9%, as a result decreased operating and capital contributions to the Southern California Regional Rail Authority (SCRRA) due to decreased claims;

- Highway expenses decreased by \$15,886,170, or 9%, due primarily to the completion of the 15/91 Express Lanes Connector project in November 2023;
- Local streets and roads expenses decreased by \$1,774,999 or 2%, because of a decrease in the overall Measure A sales tax revenue that have a corresponding allocation decrease to the local jurisdictions;
- Motorist assistance expenses increased by \$340,823, or 7%, due to freeway service patrol activities;
- Planning and programming expenses increased by \$4,480,650, or 55%, due to LTF planning allocations and various next generation express lanes and transit-oriented communities strategic plan development studies;
- Regional arterial expenses increased by \$8,949,343 or 110%, as a result of a net increase in reimbursements to local jurisdictions for approved regional arterial projects;
- Regional conservation expenses decreased by \$972,543, or 9%, primarily due to the recognition of the pension actuarial liability that is recognized as a deferred outflow of pension and OPEB contributions in the prior year;
- Toll operations expenses decreased by \$19,668,295, or 19%, due primarily to lower required repair and rehabilitation activities on the 91 Express Lanes in the prior year;
- Transit and specialized transportation expenses increased by \$181,709, or less than 1%, due to an increase in bus transit operating and capital claims in Western County and Coachella Valley geographic area;
- Interest expense related to governmental activities increased by \$94,826, or less than 1%, primarily as a result of the net impacts of the current year's interest payments, amortization of the loss on refunding bonds, and amortization of sales tax bond premiums; and
- Internal transfers increased \$270,845,707, or 593%, primarily due to capital contributions made from Governmental Activities to Business-Type Activities (91 Express Lanes), related to completion of the 15/91 Express Lanes Connector project.



The graphs below present the program and general revenues by source and program expenses for the Commission’s governmental activities for the fiscal years ended June 30, 2024 and June 30, 2023:

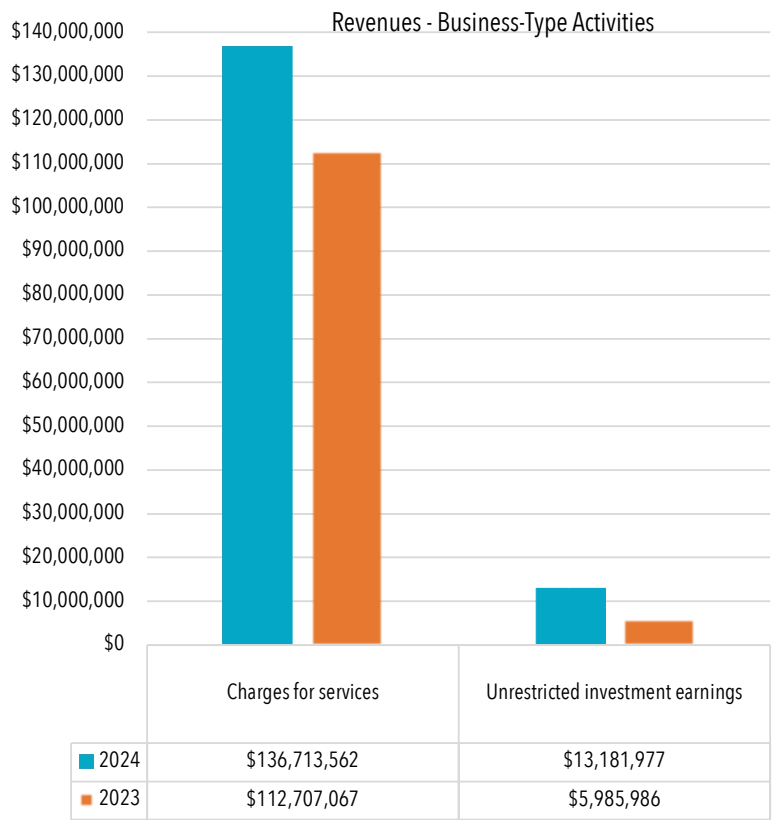
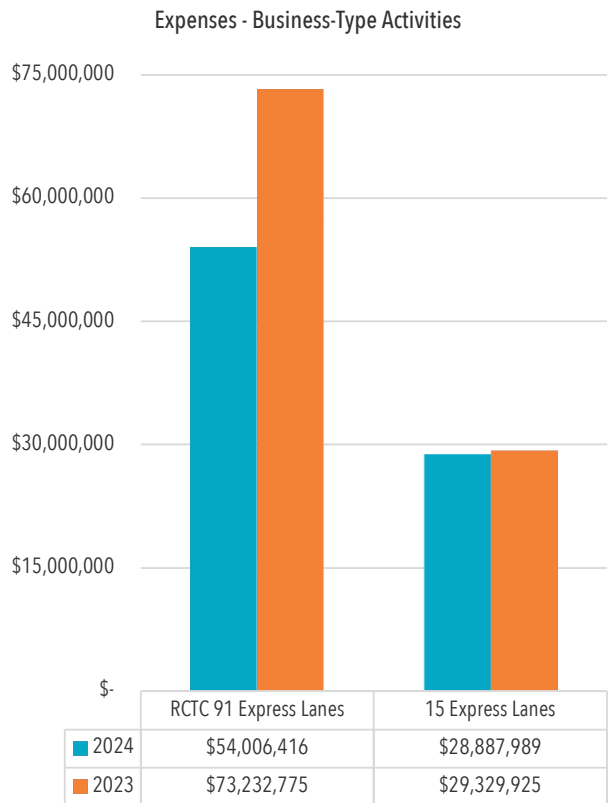
Revenues - Governmental Activities



Expenses - Governmental Activities



The graphs below present the program and general revenues by source and program expenses for the Commission’s business-type activities for the fiscal years ended June 30, 2024 and June 30, 2023:



Financial Analysis of the Commission's Funds

Governmental Funds

The focus of the Commission's governmental funds is to provide information on a near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Commission's financing requirements.

As of June 30, 2024, the Commission's governmental funds reported combined ending fund balances of \$1,434,326,368, an increase of \$163,164,137 compared to FY 2022/23. Less than 1%, or \$955,467, is nonspendable fund balance related to prepaid amounts; and \$2,264,865 is assigned fund balance for general government administration activities. The remainder of the fund balance is restricted to indicate the following externally enforceable legal restrictions:

- \$11,178,811 in TDA funds that have been allocated to jurisdictions within the County for bicycle and pedestrian projects;
- \$80,780,221 of TUMF funds for new CETAP corridors in Western County;
- \$25,844,508 for Western County commuter assistance activities such as expansion of park-and-ride facilities and other projects and programs that encourage commuters to use alternative modes of transportation under the 2009 Measure A program;
- \$94,899,655 in TDA, Measure A, and Proposition 1B funds for commuter rail operations and capital projects and \$2,364,134 in TDA and Proposition 1B funds for the Coachella Valley/San Geronio Pass rail corridor;
- \$13,452,855 in 2009 Measure A funds available to pay sales tax revenue bonds debt service over the next year;
- \$392,417,720 for highway, economic development, and new corridor projects related to the 1989 Measure A and 2009 Measure A programs;
- \$14,700,623 in state funds for motorist assistance services;
- \$4,111,547 of TDA funds and \$62,808 intergovernmental funds for planning and programming activities;
- \$111,759,741 and \$99,765,129 for regional arterial projects in Western County related to the 2009 Measure A and TUMF programs, respectively;
- \$25,004,245 of Measure A funds for transit and specialized transportation in the Western County and \$1,530,287 for specialized transportation in the Coachella Valley; and
- \$553,182,105 in TDA funds available to the commuter rail and bus transit operations and capital in the County, including state of good repair.



The following table presents the changes in fund balances for the governmental funds by fund category for the fiscal years ended June 30, 2024 and 2023:

	Fund Balances		
	Year Ended June 30		
	2024	2023	% Change
General fund	\$ 41,638,227	\$ 37,100,151	12%
Special Revenue major funds:			
Measure A Western County	532,829,032	438,154,128	22%
Measure A Coachella Valley	66,767,816	96,210,303	-31%
Transportation Uniform Mitigation Fee	180,545,350	148,270,737	22%
Local Transportation Fund	388,170,511	336,576,925	15%
State Transit Assistance	161,469,466	142,158,549	14%
SB 132	2,914,808	1,003,665	190%
Capital Projects major funds:			
Commercial Paper	11,847,729	13,392,732	-12%
Bonds	2,790,423	18,149,828	-85%
Debt Service fund	13,452,855	11,871,675	13%
Nonmajor governmental funds	31,900,151	28,273,538	13%
Total	<u>\$1,434,326,368</u>	<u>\$1,271,162,231</u>	

Key elements for the changes in fund balances during fiscal year 2023/24 are as follows:

- The 12% increase in the General fund resulted from increased commuter rail TDA funds transfers, decreases in commuter rail and transit and specialized transportation program expenditures, offset by the increase in planning and programming program expenditures;
- The 22% increase in the Measure A Western County Special Revenue fund was attributed to excess 2009 Measure A revenues and interest income, offset by increased commuter rail, highways, and regional arterial expenditures;
- The 31% decrease in the Measure A Coachella Valley Special Revenue fund was attributed to excess 2009 Measure A expenditures for Coachella Valley highway, local streets and roads, and transit and specialized transportation projects over revenues;
- The 22% increase in the TUMF Special Revenue fund was attributable to excess TUMF revenues over CETAP and regional arterial expenditures;
- The 15% and 14% increase in the Local Transportation Fund and State Transit Assistance, respectively, resulted from the excess of sales tax revenues over claims of allocations for transit operations and capital projects, and for bicycle and pedestrian facility projects;
- The 190% increase in the SB 132 fund resulted from portfolio earnings generating substantial investment income;
- The 12% decrease in the Commercial Paper Capital Projects fund was attributed to the use of excess funds for the repayment of debt service;
- The 85% decrease in the Bonds Capital Projects fund was attributed to transfers to the Measure A Western County Special Revenue fund and 15 Express Lanes Enterprise fund for reimbursement of project costs related to the I-15 Express Lanes Project;
- The 13% increase in the Debt Service fund was attributable to an increase in investment income; and
- The 13% increase in nonmajor governmental funds resulted primarily from the excess of State of Good Repairs revenues over claims of allocations for transit operations and capital projects and excess Service Authority for Freeway Emergencies funding over program expenditures.

Proprietary Fund

The Commission's proprietary fund provides the same type of information found in the government-wide financial statements. The net position of the proprietary fund totaled \$221,609,123 at June 30, 2024.

General Fund Budgetary Highlights

The \$130,000 increase in General Fund expenditure appropriations between the original budget and the final amended budget for the General fund was related to the following changes:

- \$1,300,800 decrease to general government for various operations support services;
- \$1,355,000 increase to the planning and programming program;
- \$900,800 increase to lease and subscription IT debt service costs; and
- \$825,000 decrease to capital outlay.

During the year, General fund revenues were lower than budgetary estimates by \$21,533,980; expenditures were less than budgetary estimates by \$45,950,319. General fund budgetary variances between the final amended budget and actual amounts are as follows:

General Fund Budgetary Variances	Year Ended June 30, 2024			
	Original Budget	Final Amended Budget	Actual	% Variance
Revenues				
Intergovernmental	\$ 32,765,000	\$ 32,765,000	\$ 9,424,247	\$ (23,340,753)
Investment income	353,500	353,500	1,700,164	1,346,664
Other	-	-	460,109	460,109
Total revenues	33,118,500	33,118,500	11,584,520	(21,533,980)
Expenditures				
Current				
General government	13,248,600	11,947,800	-	11,947,800
Commuter rail	47,103,400	47,103,400	24,855,817	22,247,583
Planning and programming	18,106,400	19,461,400	10,002,033	9,459,367
Transit and specialized transportation	997,500	997,500	766,231	231,269
Debt service	-	900,800	900,755	45
Capital outlay	3,410,000	2,585,000	520,745	2,064,255
Total expenditures	82,865,900	82,995,900	37,045,581	45,950,319
Other financing sources (uses)				
Lease and subscription financing	-	-	319,719	319,719
Transfers in	50,976,300	50,976,300	29,679,418	(21,296,882)
Transfers out	(5,877,700)	(5,877,700)	-	5,877,700
Total other financing sources (uses)	\$ 45,098,600	\$ 45,098,600	\$ 29,999,137	\$ (15,099,463)

Significant budgetary variances between the final amended budget and actual amounts are as follows:

- \$23,340,753 negative variance for intergovernmental revenues primarily related to lower eligible intergovernmental reimbursements due to lower commuter rail expenditures;
- \$1,346,664 positive variance for investment income includes higher investment yields and unrealized gains;
- \$460,109 positive variance for other revenues related to commuter rail offender fees and miscellaneous revenues;
- \$11,947,800 positive variance for general government expenditures related to the administrative cost allocations process;
- \$22,247,583 positive variance for commuter rail expenditures related to lower Metrolink operations costs due to the availability of federal relief funds to SCRRRA and delay in various rail capital projects;
- \$9,459,367 positive variance for planning and programming expenditures related to lower professional services, special studies, planning allocations, and other expenditures such as staff support;
- \$231,269 positive variance for transit and specialized transportation expenditures related to lower salaries and benefits, professional services, and other expenditures such as staff support;
- \$45 positive variance for debt service expenditures related to the GASB Statement No. 87 *Leases* and GASB Statement No. 96 *Subscriptions*;
- \$2,064,255 positive variance for capital outlay expenditures related to implementation of replacement of finance enterprise resource planning system and rail station improvements;
- \$319,719 positive variance related to lease and subscription financing;
- \$21,296,882 negative variance for transfers in related to the administrative cost allocations process and lower commuter rail activities than anticipated; and
- \$5,877,700 positive variance for transfers out related to the administrative cost allocations process that affected commuter rail, planning and programming, and transit and specialized transportation activities.

Capital Assets

As of June 30, 2024, the Commission had \$1,387,417,430, net of accumulated depreciation and amortization, invested in a broad range of capital assets including development and construction in progress and easements; land and land improvements; construction rail operating easements, stations, and tracks; buildings; toll infrastructure; transponders; toll facility franchise; office improvements, furniture, equipment, and vehicles; and leased and subscription IT assets. During FY 2023/24, the Commission's total capital assets increased primarily due to an increase in business-type activities related to the toll facility franchise in the amount of \$245,454,469 in connection with the completion of the 15/91 Express Lanes Connector project, offset by a decrease in construction in progress within the governmental activities totaling \$208,002,298.

Other major capital asset additions during 2024 included right of way acquisition, development in progress, buildings and improvements, toll facility franchise on various projects, including office improvements, furniture, equipment and vehicles.

The table below is a comparative summary of the Commission’s capital assets, net of accumulated depreciation:

	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
Capital assets not being depreciated:						
Land and land improvements	\$ 188,630,014	\$ 179,033,069	\$ 23,021,276	\$ 19,237,061	\$ 211,651,290	\$ 198,270,130
Construction easements	4,204,493	4,202,495	259,657	259,657	4,464,150	4,462,152
Rail operating easements	63,846,199	63,846,199	-	-	63,846,199	63,846,199
Construction in progress	55,159,317	256,932,495	-	6,229,120	55,159,317	263,161,615
Development in progress	1,448,492	675,604	-	-	1,448,492	675,604
Total capital assets not being depreciated	313,288,515	504,689,862	23,280,933	25,725,838	336,569,448	530,415,700
Capital assets being depreciated and amortized, net of accumulated depreciation and amortization:						
Rail stations	110,170,980	116,671,691	-	-	110,170,980	116,671,691
Rail tracks	113,521,842	118,701,546	-	-	113,521,842	118,701,546
Temporary construction easements	-	368,352	-	-	-	368,352
Buildings and building improvements	2,117,356	-	4,308,199	5,167,778	6,425,555	5,167,778
Toll infrastructure	-	-	13,224,681	17,231,726	13,224,681	17,231,726
Transponders	-	-	-	-	-	-
Toll facility franchise	-	-	803,736,678	558,282,209	803,736,678	558,282,209
Office improvements, furniture, equipment, and vehicles	895,578	737,440	20,735	56,100	916,314	793,540
Total capital assets, net of accumulated depreciation and amortization	226,705,756	236,479,029	821,290,293	580,737,813	1,047,996,049	817,216,842
Intangible right to use leased assets, net of accumulated amortization						
Land	84	8,401	-	-	84	8,401
Buildings	2,025,982	2,636,321	-	-	2,025,982	2,636,321
Equipment	63,397	33,795	-	-	63,397	33,795
Total intangible right to use leased assets, net of accumulated amortization	2,089,463	2,678,517	-	-	2,089,463	2,678,517
Intangible right to use subscription IT assets, net of accumulated amortization	762,470	902,125	-	-	762,470	902,125
Total capital assets	\$ 542,846,204	\$ 744,749,533	\$ 844,571,226	\$ 606,463,651	\$1,387,417,430	\$1,351,213,184

On March 20, 2017, the 91 Project was substantially completed and the RCTC 91 Express Lanes opened to motorists. In connection with a toll facilities agreement with Caltrans, or service concession agreement, the Commission may collect tolls and operate and maintain a toll facility on SR-91 from the Orange/Riverside County line to I-15 for 50 years from opening. On April 10, 2021, the I-15 Express Lanes project was substantially completed and the 15 Express Lanes opened to motorists; the 15 Express Lanes began tolling on April 14, 2021. In connection with a toll facilities agreement with Caltrans, or service concession agreement, the Commission may collect tolls and operate and maintain a toll facility on I-15 between Cajalco Road in Corona and SR-60 in Jurupa Valley for 50 years from opening and commencement of tolling.

More detailed information about the Commission’s capital assets is presented in Note 5 to the financial statements.

Debt Administration

As of June 30, 2024, the Commission had \$1,656,350,419 outstanding in sales tax and toll revenue bonds, including a TIFIA loan as follows:

Sales tax revenue bonds	\$ 747,482,057
Toll revenue bonds	737,054,074
TIFIA loan	<u>171,814,288</u>
Total outstanding sales tax and toll revenue bonds	<u>\$ 1,656,350,419</u>

The total outstanding debt as of June 30, 2024 decreased \$34,446,890 when compared to the prior fiscal year, primarily due to the following:

	Balance June 30, 2023	Additions	Reduction	Balance June 30, 2024
Governmental activities				
Sales tax revenue bonds	\$ 715,915,000	\$ -	\$ (32,635,000)	\$ 683,280,000
Sales tax bonds premium	72,960,246	-	(8,758,189)	64,202,057
Business-type activities				
Toll revenue bonds	683,060,572	4,699,739	-	687,760,311
Toll revenue bonds premium	51,831,137	-	(2,537,374)	49,293,763
TIFIA loan	<u>167,030,354</u>	<u>4,783,934</u>	<u>-</u>	<u>171,814,288</u>
Total outstanding sales tax and toll revenue bonds	<u>\$ 1,690,797,309</u>	<u>\$ 9,483,673</u>	<u>\$ (43,930,563)</u>	<u>\$ 1,656,350,419</u>

- Sales tax revenue bonds decreased \$41,393,189 due to reductions resulting from principal payments in the amount of \$32,635,000 and related premium amortization of \$8,758,189;
- Toll revenue bonds and related unamortized premium increased \$2,162,365 due to the accretion of the 2013 Toll Revenue Bonds offset by a reduction for the premium amortization; and
- TIFIA loan increased \$4,783,934 due to compounded interest.

The Commission’s sales tax revenue bonds received ratings of “AA+” from S&P Global Ratings (S&P), “Aa2” from Moody’s Investors Service (Moody’s), and “AA+” from Fitch Ratings (Fitch), and the toll revenue bonds related to the 91 Project received ratings of “A” and “BBB+” from S&P and Fitch, respectively. The TIFIA loan related to the I-15 Express Lanes project received ratings of “BBB” from Kroll Bond Rating Agency and “BBB-” from Fitch.

In March 2005 the Commission established a commercial paper program, currently authorized at \$60,000,000 to provide advance funding for 2009 Measure A capital projects. The commercial paper notes are rated “A1+” by S&P and “P1” by Moody’s. As of June 30, 2024, the Commission had \$0 in commercial paper notes outstanding.

As of June 30, 2024, outstanding sales tax revenue bonds for the Commission totaled \$683,280,000, which is \$291,720,000 under the debt limit of \$975,000,000 required by the 2009 Measure A ordinance. Long-term debt issued within the business-type activities is not subject to the limitation outlined by 2009 Measure A Ordinance.

The Commission had authorized the issuance of toll revenue bonds, for the 91 Project not to exceed \$900,000,000, which is in excess of the total outstanding debt of \$687,760,311. In March 2020, the Commission authorized the sale and issuance of not to exceed \$725 million of toll revenue refunding bonds and prepaid the TIFIA loan in October 2021. The Commission also authorized the issuance of a TIFIA loan, for the I-15 Express Lanes project not to exceed \$165,000,000, which is in excess of the total outstanding debt of \$171,814,288 due to annual accrued compounding interest. TIFIA loans provided federal funding up to \$152,214,260 for the I-15 Express Lanes project on a senior lien basis.

Additional information on the Commission’s long-term debt can be found in Note 6 to the financial statements.

Economic Factors and Other Factors

During its March 2024 Commission meeting, the Commission adopted guiding principles for use in the preparation of the FY 2024/25 Budget. These principles have been incorporated in goals of the Commission and will continue to be updated annually in response to the ever-changing social, political, and economic environment. The principles are a business planning tool designed to assist the Commission in implementing its strategic goals and objectives and lays the foundation for future financial planning for the annual budget process.

The Commission adopted the FY 2024/25 annual budget on June 12, 2024. Approximately 39% of the \$1,096,177,800 balanced budget is related to capital project expenditures, including:

- \$10,057,100 for completion of right of way acquisition, construction, and design-build activities related to the 91 Project;
- \$1,000,000 for repair and rehabilitation of the 91 Express Lanes;
- \$2,398,000 for engineering activities related to the 91 eastbound Corridor Operations project (COP);
- \$603,000 for engineering, design-build, and right of way activities related to the I-15 Express Lanes projects;
- \$5,746,000 for design-build and right of way activities related to the 15/91 Express Lanes Connector project;
- \$18,845,000 for engineering and design-build related to the I-15 Express Lanes-Southern Extension project;
- \$2,297,000 for design-build related to the I-15 Express Lanes-Northern Extension project;
- \$51,355,000 for engineering, right of way activities, and construction related to the 71/91 Connector project;
- \$7,000,000 for right of way activities related to the Western County SB 132 projects for which the Commission is not the lead agency;
- \$17,682,500 engineering, construction, and right of way activities related to the Santa Ana River Trail Extension projects for which the Commission is the lead agency for the Riverside County Regional Park and Open Space District;
- \$610,000 for engineering and right of way for the I-10/Highland Springs interchange;
- \$420,000 for construction and right of way related to the SR-60 Truck Lanes project;
- \$17,965,000 of engineering and construction related to the smart freeways project;
- \$140,939,100 for various Western County Measure A and TUMF regional arterial projects;
- \$38,370,000 for engineering, construction, and right of way acquisition/support services for the Mid County Parkway projects;
- \$29,078,600 for engineering for the SR-79 project;
- \$2,904,000 for construction and right of way for general highway projects;
- \$56,202,000 for engineering, construction and right of way for SB 125 projects; and
- \$22,484,400 for engineering, construction, and right of way activities for various rail station upgrades.

Distributions to the local jurisdictions for local streets and roads are budgeted at \$85,122,200. Budgeted expenditures related to funding of public bus transit operations and capital projects in the County aggregate \$328,846,900. Debt service costs are \$91,359,300, or 8% of the budget.

While capital and operating grants and contributions continue to be an important source of funding for Commission capital projects, they only represent 22% of total revenues as of June 30, 2024. General revenues along with charges for services represent the majority of revenues at 78%. Specifically, the increase in this revenue source is reflected in higher than anticipated strong management of the Commission's express lanes via the receipt of higher than projected toll revenues and investment income due to higher yields and unrecognized gains, . While the transportation needs for the County continue to remain high, the

Commission is poised to leverage its recent strong financial performance to meet its debt covenants and deliver on the projects outlined in the Measure A ordinance.

The Commission continues to study alternative financing alternatives such as tolled express lane facilities and federal financing programs to support the delivery of 2009 Measure A projects.

Contacting the Commission's Management

This financial report is designed to provide a general overview of the Commission's finances for all those with an interest in the government's finances and to show the Commission's accountability for the money it receives. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Chief Financial Officer, Finance Department at the Riverside County Transportation Commission, 4080 Lemon Street, 3rd Floor, P.O. Box 12008, Riverside, California 92502-2208.





RCTC

RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



Sunline Transit Agency

Basic Financial Statements

Riverside County Transportation Commission
Statement of Net Position
June 30, 2024

	Governmental Activities	Business-type Activities	Total
Assets			
Cash and investments	\$ 1,316,530,652	\$ 45,268,598	\$ 1,361,799,250
Receivables:			
Accounts	172,348,495	8,958,932	181,307,427
Violations	-	50,989	50,989
Advances to other governments	13,335,025	-	13,335,025
Interest	15,715,085	801,213	16,516,298
Leases	2,229,210	245,229	2,474,439
Internal balances	20,901,022	(20,901,022)	-
Due from other governments	234,345	-	234,345
Prepaid expenses and other assets	955,467	471,865	1,427,332
Restricted cash and investments	12,469,962	249,324,347	261,794,309
Net other post-employment benefits assets	206,657	25,543	232,200
Capital assets not being depreciated	313,288,515	23,280,933	336,569,448
Capital assets, net of accumulated depreciation and amortization	226,705,756	821,290,293	1,047,996,049
Intangible right to use lease asset, net of amortization	2,089,463	-	2,089,463
Intangible right to use subscription IT asset, net of amortization	762,470	-	762,470
Total assets	2,101,522,124	1,128,816,920	3,230,339,044
Deferred outflows of resources			
Loss on refunding of bonds	27,105,748	13,689,527	40,795,275
Pension related	5,572,670	735,226	6,307,896
Other post-employment benefits related	2,628,163	324,837	2,953,000
Total deferred outflows of resources	35,306,581	14,749,590	50,056,171
Total assets and deferred outflows of resources	2,136,828,705	1,143,566,510	3,280,395,215
Liabilities			
Accounts payable	116,399,770	7,567,132	123,966,902
Interest payable	2,965,536	3,977,828	6,943,364
Other liabilities	4,980,830	429,501	5,410,331
Long-term liabilities:			
Due within one year - bonds, leases, subscriptions, and compensated absences	44,775,962	2,648,311	47,424,273
Due in more than one year			
Net pension liabilities	2,934,672	387,184	3,321,856
Bonds, loans, leases, and compensated absences	708,076,894	906,511,121	1,614,588,015
Total liabilities	880,133,664	921,521,077	1,801,654,741
Deferred inflows of resources			
Pension related	1,198,336	158,101	1,356,437
Leases	2,128,338	232,801	2,361,139
Other post-employment benefits related	367,392	45,408	412,800
Total deferred inflows of resources	3,694,066	436,310	4,130,376
Total liabilities and deferred inflows of resources	883,827,730	921,957,387	1,805,785,117
Net position			
Net investment in capital assets	278,861,564	77,595,452	356,457,016
Restricted for:			
Pension benefits	-	-	-
Other post-employment benefits	206,657	25,543	232,200
Bicycle and pedestrian facilities	11,178,811	-	11,178,811
CETAP	80,780,221	-	80,780,221
Commuter assistance	25,844,508	-	25,844,508
Commuter rail	97,344,573	-	97,344,573
Debt service	13,452,855	-	13,452,855
Highways	402,248,476	-	402,248,476
Motorist assistance	14,700,623	-	14,700,623
Express lanes	-	143,988,128	143,988,128
Planning and programming	4,174,355	-	4,174,355
Regional arterials	211,524,870	-	211,524,870
Regional conservation	51,647	-	51,647
Transit and specialized transportation	579,716,636	-	579,716,636
Unrestricted (deficit)	(467,084,821)	-	(467,084,821)
Total net position	\$ 1,253,000,975	\$ 221,609,123	\$ 1,474,610,098

See notes to basic financial statements

Riverside County Transportation Commission
Statement of Activities
Year Ended June 30, 2024

Functions/Programs	Expenses	Program Revenues			Net (Expense) Revenue and Changes in Net Position		
		Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
Primary Government							
Governmental Activities:							
General government	\$ 2,201,256	\$ 15	\$ -	\$ -	\$ (2,201,241)	\$ -	\$ (2,201,241)
Bicycle and pedestrian facilities	1,756,152	-	-	-	(1,756,152)	-	(1,756,152)
CETAP	1,990,395	-	20,014,220	-	18,023,825	-	18,023,825
Commuter assistance	3,661,856	-	2,367,927	-	(1,293,929)	-	(1,293,929)
Commuter rail	53,509,321	339,405	9,918,771	19,988,906	(23,262,239)	-	(23,262,239)
Highways	161,285,466	-	3,648,475	92,865,471	(64,771,520)	-	(64,771,520)
Local streets and roads	85,454,316	-	-	-	(85,454,316)	-	(85,454,316)
Motorist assistance	4,947,814	-	5,665,951	-	718,137	-	718,137
Planning and programming	12,580,506	-	1,586,689	-	(10,993,817)	-	(10,993,817)
Regional arterials	17,106,887	-	20,964,859	72,724	3,930,696	-	3,930,696
Regional conservation	9,271,220	-	8,863,324	-	(407,896)	-	(407,896)
Transit and specialized transportation	134,904,281	-	13,793,591	-	(121,110,690)	-	(121,110,690)
Interest expense	29,538,470	-	-	-	(29,538,470)	-	(29,538,470)
Total governmental activities	<u>518,207,940</u>	<u>339,420</u>	<u>86,823,807</u>	<u>112,927,101</u>	<u>(318,117,612)</u>	<u>-</u>	<u>(318,117,612)</u>
Business-type Activities:							
RCTC 91 Express Lanes	54,006,416	92,717,269	-	-	-	38,710,853	38,710,853
15 Express Lanes	28,887,989	43,996,293	-	-	-	15,108,304	15,108,304
Total Business-type activities	<u>82,894,405</u>	<u>136,713,562</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>53,819,157</u>	<u>53,819,157</u>
Total Primary Government	<u>\$ 601,102,345</u>	<u>\$ 137,052,982</u>	<u>\$ 86,823,807</u>	<u>\$ 112,927,101</u>	<u>(318,117,612)</u>	<u>53,819,157</u>	<u>(264,298,455)</u>
General Revenues:							
Measure A sales taxes					281,794,698	-	281,794,698
Transportation Development Act sales taxes					194,054,971	-	194,054,971
Unrestricted investment earnings					61,540,294	13,181,977	74,722,271
Other miscellaneous revenue					781,870	-	781,870
Transfers					(225,151,188)	225,151,188	-
Total general revenues and transfers					<u>313,020,645</u>	<u>238,333,165</u>	<u>551,353,810</u>
Change in net position					(5,096,967)	292,152,322	287,055,355
Net position (deficit) at beginning of year, as previously reported					1,258,923,215	(70,434,272)	1,188,488,943
Change in accounting principle					(825,273)	(108,927)	(934,200)
Net position (deficit) at beginning of year, as restated					<u>1,258,097,942</u>	<u>(70,543,199)</u>	<u>1,187,554,743</u>
Net position at end of year					<u>\$ 1,253,000,975</u>	<u>\$ 221,609,123</u>	<u>\$ 1,474,610,098</u>

See notes to basic financial statements

Riverside County Transportation Commission
Balance Sheet - Governmental Funds
June 30, 2024

Major Funds

Special Revenue

Transportation

	General	Measure A	Measure A	Uniform	Local	State	SB 132
		Western County	Coachella Valley	Mitigation Fee	Transportation Fund	Transit Assistance	
Assets							
Cash and investments	\$ 31,808,183	\$ 455,476,088	\$ 91,479,139	\$ 174,606,872	\$ 355,915,099	\$ 170,537,302	\$ -
Receivables							
Accounts	11,171,725	96,164,123	9,666,104	11,216,930	30,129,897	8,943,837	156,716
Advances	-	3,750,000	-	-	-	-	-
Interest	377,273	6,216,661	991,438	1,867,134	3,663,592	1,832,813	317,974
Leases	-	2,025,594	-	203,616	-	-	-
Due from other funds	4,295,320	11,152,777	124,220	10,787	-	-	12,081,926
Advances to other funds	-	11,727,273	-	-	-	-	-
Prepaid expenditures and other assets	436,073	519,394	-	-	-	-	-
Restricted cash and investments	-	-	-	-	-	-	-
Total assets	\$ 48,088,574	\$ 587,031,910	\$ 102,260,901	\$ 187,905,339	\$ 389,708,588	\$ 181,313,952	\$ 12,556,616
Liabilities, deferred inflows of resources, and fund balances							
Liabilities							
Accounts payable	\$ 5,991,308	\$ 50,184,391	\$ 34,981,883	\$ 3,446,190	\$ 840,077	\$ 12,141,380	\$ 6,943,711
Advances from other funds	-	-	-	-	-	-	-
Due to other funds	-	702,755	511,202	3,722,341	698,000	7,703,106	2,698,097
Other liabilities	459,039	1,378,852	-	-	-	-	-
Total liabilities	6,450,347	52,265,998	35,493,085	7,168,531	1,538,077	19,844,486	9,641,808
Deferred inflows of resources							
Leases	-	1,936,880	-	191,458	-	-	-
Total deferred inflows of resources	-	1,936,880	-	191,458	-	-	-
Fund balances							
Nonspendable							
Prepaid amounts	436,073	519,394	-	-	-	-	-
Restricted for:							
Bicycle and pedestrian facilities	-	-	-	-	11,178,811	-	-
CETAP	-	-	-	80,780,221	-	-	-
Commuter assistance	-	25,844,508	-	-	-	-	-
Commuter rail	34,825,742	60,073,913	-	-	-	-	-
Debt service	-	-	-	-	-	-	-
Highways	-	309,627,231	65,237,529	-	-	-	2,914,808
Motorist assistance	-	-	-	-	-	-	-
Planning and programming	4,111,547	-	-	-	-	-	-
Regional arterials	-	111,759,741	-	99,765,129	-	-	-
Regional conservation	-	-	-	-	-	-	-
Transit and specialized transportation	-	25,004,245	1,530,287	-	376,991,700	161,469,466	-
Unassigned	2,264,865	-	-	-	-	-	-
Total fund balances	41,638,227	532,829,032	66,767,816	180,545,350	388,170,511	161,469,466	2,914,808
Total liabilities, deferred inflows of resources, and fund balances	\$ 48,088,574	\$ 587,031,910	\$ 102,260,901	\$ 187,905,339	\$ 389,708,588	\$ 181,313,952	\$ 12,556,616

See notes to basic financial statements

**Riverside County Transportation Commission
Balance Sheet - Governmental Funds, Continued
June 30, 2024**

	Major Funds				
	Capital Projects				Total
	Commercial Paper	Bonds	Debt Service	Other Nonmajor Governmental Funds	
Assets					
Cash and investments	\$ 666,844	\$ 104,285	\$ 4,664,622	\$ 31,272,218	\$ 1,316,530,652
Receivables					
Accounts	-	-	-	4,899,163	172,348,495
Advances	11,518,833	1,816,192	-	-	17,085,025
Interest	17,102	2,674	81,598	346,826	15,715,085
Leases	-	-	-	-	2,229,210
Due from other funds	434,145	67,894	-	248,349	28,415,418
Advances to other funds	-	-	-	-	11,727,273
Prepaid expenditures and other assets	-	-	-	-	955,467
Restricted cash and investments	-	3,639,107	8,830,855	-	12,469,962
Total assets	\$ 12,636,924	\$ 5,630,152	\$ 13,577,075	\$ 36,766,556	\$ 1,577,476,587
Liabilities, deferred inflows of resources, and fund balances					
Liabilities					
Accounts payable	\$ -	\$ -	\$ -	\$ 1,870,830	\$ 116,399,770
Advances from other funds	-	2,727,273	-	-	2,727,273
Due to other funds	-	-	124,220	354,675	16,514,396
Other liabilities	789,195	112,456	-	2,640,900	5,380,442
Total liabilities	789,195	2,839,729	124,220	4,866,405	141,021,881
Deferred inflows of resources					
Leases	-	-	-	-	2,128,338
Total deferred inflows of resources	-	-	-	-	2,128,338
Fund balances					
Nonspendable					
Prepaid amounts	-	-	-	-	955,467
Restricted for:					
Bicycle and pedestrian facilities	-	-	-	-	11,178,811
CETAP	-	-	-	-	80,780,221
Commuter assistance	-	-	-	-	25,844,508
Commuter rail	-	-	-	2,364,134	97,263,789
Debt service	-	-	13,452,855	-	13,452,855
Highways	11,847,729	2,790,423	-	-	392,417,720
Motorist assistance	-	-	-	14,700,623	14,700,623
Planning and programming	-	-	-	62,808	4,174,355
Regional arterials	-	-	-	-	211,524,870
Regional conservation	-	-	-	51,647	51,647
Transit and specialized transportation	-	-	-	14,720,939	579,716,637
Unassigned	-	-	-	-	2,264,865
Total fund balances	11,847,729	2,790,423	13,452,855	31,900,151	1,434,326,368
Total liabilities, deferred inflows of resources, and fund balances	\$ 12,636,924	\$ 5,630,152	\$ 13,577,075	\$ 36,766,556	\$ 1,577,476,587

See notes to basic financial statements



60/91/215 Interchange

Riverside County Transportation Commission
Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position
June 30, 2024

Total fund balances - Governmental funds page 27	\$ 1,434,326,368
Amounts reported for governmental activities in the statement of net position page 24 are different because:	
Amounts due from other governments are not an available resource and therefore, are not reported in the funds.	234,345
Deferred outflows of pension resources are not available to pay for current-period expenditures and, therefore, are not reported in the funds.	5,572,670
Deferred inflows of pension resources are not due and payable in the current period and, therefore, are not reported in the funds.	(1,198,336)
Deferred outflows of other post-employment benefits resources are not available to pay for current-period expenditures and, therefore, are not reported in the funds.	2,628,163
Deferred inflows of other post-employment benefits resources are not due and payable in the current period and, therefore, are not reported in the funds.	(367,392)
Capital and right to use lease and subscription assets, less related accumulated depreciation and amortization, used in governmental activities are not financial resources and therefore are not reported in the funds.	542,846,204
Certain revenues are not available to pay for current period expenditures and, therefore, are reported as deferred inflows of resources in the funds.	399,612
Interest payable on long-term debt outstanding is not due and payable in the current period and therefore is not reported in the funds.	(2,965,536)
Net other post-employment asset is not reported in the funds.	206,657
Net pension liabilities are not reported in the funds.	(2,934,672)
Long-term liabilities are not due and payable in the current period and therefore are not reported in the funds. Those liabilities consist of:	
Compensated absences	(2,355,029)
Intangible right to use lease and subscription IT assets	(3,015,770)
Sales tax bonds payable	(683,280,000)
Loss on refunding of sales tax bonds	27,105,748
Premium on sales tax revenue bonds payable	(64,202,057)
Net adjustment	(725,747,108)
Net position of governmental activities page 24	\$ 1,253,000,975

See notes to basic financial statements

Riverside County Transportation Commission
Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds
Year Ended June 30, 2024

Major Funds

	Special Revenue						
	General	Measure A	Measure A	Transportation	Local	State	SB 132
		Western	Coachella	Uniform	Transportation	Transit	
		County	Valley	Mitigation	Fund	Assistance	
				Fee			
Revenues							
Salestaxes	\$ -	\$ 226,342,519	\$ 54,370,450	\$ -	\$ 156,212,458	\$ 33,112,641	\$ -
Transportation Uniform Mitigation Fee	-	-	-	40,959,784	-	-	-
Intergovernmental	9,424,247	119,656,661	-	72,724	13,765,144	-	-
Investment income	1,700,164	18,325,614	5,051,702	7,748,214	15,332,310	7,379,002	1,624,267
Other	460,109	2,276,531	225,096	19,300	-	-	316,810
Total revenues	11,584,520	366,601,325	59,647,248	48,800,022	185,309,912	40,491,643	1,941,077
Expenditures							
Current:							
General government	-	377,203	-	-	12,000	-	-
Bicycle and pedestrian facilities	-	-	-	-	1,756,152	-	-
CETAP	-	-	-	6,576,188	-	-	-
Commuter assistance	-	3,614,528	-	-	-	-	-
Commuter rail	24,855,817	34,143,569	-	-	-	-	-
Highways	-	107,182,697	61,730,298	-	-	-	31,919,458
Local streets and roads	-	65,342,930	19,029,657	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-
Planning and programming	10,002,033	-	-	-	1,163,000	-	-
Regional arterials	-	14,324,752	-	2,764,633	-	-	-
Regional conservation	-	-	-	-	-	-	-
Transit and specialized transportation	766,231	5,249,795	8,454,000	-	101,105,756	17,137,525	-
Total programs	35,624,081	230,235,474	89,213,955	9,340,821	104,036,908	17,137,525	31,919,458
Debt service:							
Principal	878,193	22,442	-	-	-	-	-
Interest	22,562	478	-	-	-	-	-
Total debt service	900,755	22,920	-	-	-	-	-
Capital outlay	520,745	5,486,882	-	-	-	-	-
Total expenditures	37,045,581	235,745,276	89,213,955	9,340,821	104,036,908	17,137,525	31,919,458
Excess (deficiency) of revenues over (under) expenditures	(25,461,061)	130,856,049	(29,566,707)	39,459,201	81,273,004	23,354,118	(29,978,381)
Other financing sources (uses):							
Lease and subscription financing	319,719	-	-	-	-	-	-
Transfers in	29,679,418	31,273,321	124,220	38,208	-	-	32,016,475
Transfers out	-	(67,454,466)	-	(7,222,796)	(29,679,418)	(4,043,201)	(126,951)
Total other financing sources (uses)	29,999,137	(36,181,145)	124,220	(7,184,588)	(29,679,418)	(4,043,201)	31,889,524
Net change in fund balances	4,538,076	94,674,904	(29,442,487)	32,274,613	51,593,586	19,310,917	1,911,143
Fund balances at beginning of year	37,100,151	438,154,128	96,210,303	148,270,737	336,576,925	142,158,549	1,003,665
Fund balances at end of year	\$ 41,638,227	\$ 532,829,032	\$ 66,767,816	\$ 180,545,350	\$ 388,170,511	\$ 161,469,466	\$ 2,914,808

See notes to basic financial statements

Riverside County Transportation Commission
Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental
Year Ended June 30, 2024

	Major Funds				
	Capital Projects			Other Nonmajor Governmental Funds	Total
	Commercial Paper	Bonds	Debt Service		
Revenues					
Salestaxes	\$ -	\$ -	\$ -	\$ 5,811,601	\$ 475,849,669
Transportation Uniform Mitigation Fee	-	-	-	-	40,959,784
Intergovernmental	-	-	2,823,205	15,487,627	161,229,608
Investment income	892,259	560,925	1,499,203	1,498,742	61,612,402
Other	-	-	-	-	3,297,846
Total revenues	892,259	560,925	4,322,408	22,797,970	742,949,309
Expenditures					
Current:					
General government	-	-	-	-	389,203
Bicycle and pedestrian facilities	-	-	-	-	1,756,152
CETAP	-	-	-	-	6,576,188
Commuter assistance	-	-	-	-	3,614,528
Commuter rail	-	-	-	128,532	59,127,918
Highways	-	-	-	-	200,832,453
Local streets and roads	-	-	-	1,081,729	85,454,316
Motorist assistance	-	-	-	4,933,764	4,933,764
Planning and programming	-	-	-	916,648	12,081,681
Regional arterials	-	-	-	-	17,089,385
Regional conservation	-	-	-	8,863,323	8,863,323
Transit and specialized transportation	-	-	-	2,234,650	134,947,957
Total programs	-	-	-	18,158,646	535,666,868
Debt service:					
Principal	-	-	32,635,000	-	33,535,635
Interest	-	-	36,580,038	-	36,603,078
Total debt service	-	-	69,215,038	-	70,138,713
Capital outlay	-	-	-	369	6,007,996
Total expenditures	-	-	69,215,038	18,159,015	611,813,577
Excess (deficiency) of revenues over (under) expenditures	892,259	560,925	(64,892,630)	4,638,955	131,135,732
Other financing sources (uses):					
Lease and subscription financing	-	-	-	-	319,719
Transfers in	-	632,802	70,054,037	131,888	163,950,369
Transfers out	(2,437,262)	(16,553,132)	(3,580,227)	(1,144,230)	(132,241,683)
Total other financing sources (uses)	(2,437,262)	(15,920,330)	66,473,810	(1,012,342)	32,028,405
Net change in fund balances	(1,545,003)	(15,359,405)	1,581,180	3,626,613	163,164,137
Fund balances at beginning of year	13,392,732	18,149,828	11,871,675	28,273,538	1,271,162,231
Fund balances at end of year	\$ 11,847,729	\$ 2,790,423	\$ 13,452,855	\$ 31,900,151	\$ 1,434,326,368

See notes to basic financial statements.



15/91 Express Lanes Connector

Riverside County Transportation Commission
Reconciliation of the Statement of Revenues, Expenditures and Changes in
Fund Balances of Governmental Funds to the Statement of Activities
Year Ended June 30, 2024

Net change in fund balances - Total governmental funds page 31 \$ 163,164,137

Amounts reported for governmental activities in the statement of activities page 25 are different because:

Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over its estimated useful lives and reported as depreciation and amortization expense. The adjustment combines the net changes of the following amounts:

Capital outlay	68,952,001
Loss on disposal	(610,551)
Depreciation and amortization expense	(13,384,905)
Net adjustments	54,956,545

Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds. (4,687,144)

The issuance of long-term debt (e.g., bonds) provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of premiums, discounts, and similar items when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities. The adjustment combines the net changes of the following amounts:

Principal payments for sales tax revenue refunding bonds	27,095,000
Principal payment for sales tax revenue bonds	5,540,000
Amortization of sales tax revenue bonds premium	8,758,189
Amortization of loss on 2017B refunding bonds	(1,807,050)
Change in accrued interest	113,467
Lease and subscription liabilities issued	(319,719)
Principal payment for intangible right to use lease assets	620,674
Principal payment for intangible right to use subscription IT assets	396,311
Net pension liability	(1,284,123)
Pension change in deferred outflows of resources	(2,539,847)
Pension change in deferred inflows of resources	1,483,562
Net other post-employment benefits asset	(415,818)
Other post-employment benefits change in deferred outflows of resources	816,133
Other post-employment benefits change in deferred inflows of resources	99,685
Net adjustments	38,556,464

Some expenses reported in the statement of activities do not require the use of current financial resources and therefore are not reported as expenditures in governmental funds. The adjustment combines the net changes of the compensated absences. (227,095)

The effect of contributions and transfers between the Governmental and Business-type activities.

Contribution of capital and intangible assets	(256,859,874)
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Change in net position of governmental activities page 25 **\$ (5,096,967)**

See notes to basic financial statements

Riverside County Transportation Commission

Statement of Net Position

Proprietary Fund

June 30, 2024

Business-Type Activities

	RCTC 91 Express Lanes Enterprise Fund	15 Express Lanes Enterprise Fund	Total
Assets			
Current assets:			
Cash and investments	\$ 41,243,868	\$ 4,024,730	\$ 45,268,598
Receivables			
Accounts	3,564,091	5,394,841	8,958,932
Interest	720,478	80,735	801,213
Lease	-	47,975	47,975
Violations	50,989	-	50,989
Due from Commission funds	553,232	-	553,232
Due from Enterprise funds	-	12,426	12,426
Prepaid expenses	230,591	241,274	471,865
Total current assets	46,363,249	9,801,981	56,165,230
Noncurrent assets:			
Restricted cash and investments	135,677,263	113,647,084	249,324,347
Lease receivable	-	197,254	197,254
Other post-employment benefits assets	17,149	8,394	25,543
Capital assets, net:			
Nondepreciable	22,669,178	611,755	23,280,933
Depreciable and amortizable	477,099,830	344,190,463	821,290,293
Total noncurrent assets	635,463,420	458,654,950	1,094,118,370
Total assets	681,826,669	468,456,931	1,150,283,600
Deferred outflows of resources			
Pension benefits	486,140	249,086	735,226
Other post-employment benefits	218,089	106,748	324,837
Refunding bonds	13,689,527	-	13,689,527
Total deferred outflows of resources	14,393,756	355,834	14,749,590
Total assets and deferred outflows of resources	696,220,425	468,812,765	1,165,033,190
Liabilities			
Current liabilities:			
Accounts payable	5,628,756	1,938,376	7,567,132
Interest payable	1,853,921	2,123,907	3,977,828
Due to Commission funds	12,392,906	61,348	12,454,254
Due to Enterprise funds	12,426	-	12,426
Other liabilities	536	428,965	429,501
Compensated absences liability	74,529	36,407	110,936
Bonds payable - due in less than one year	2,537,375	-	2,537,375
Total current liabilities	22,500,449	4,589,003	27,089,452
Noncurrent liabilities:			
Net pension liabilities	256,011	131,173	387,184
Compensated absences liability	121,018	59,117	180,135
Advance from other Commission fund	-	9,000,000	9,000,000
Bonds payable - due in more than one year	734,516,698	171,814,288	906,330,986
Total noncurrent liabilities	734,893,727	181,004,578	915,898,305
Total liabilities	757,394,176	185,593,581	942,987,757
Deferred inflows of resources			
Pension benefits	104,539	53,562	158,101
Other post-employment benefits	30,486	14,922	45,408
Lease revenues	-	232,801	232,801
Total deferred inflows of resources	135,025	301,285	436,310
Total liabilities and deferred inflows of resources	757,529,201	185,894,866	943,424,067
Net position			
Net investment (deficit) in capital assets	(114,992,507)	192,587,959	77,595,452
Restricted for other post-employment benefits	17,149	8,394	25,543
Restricted for toll operations	53,666,582	90,321,546	143,988,128
Total net position (deficit)	\$ (61,308,776)	\$ 282,917,899	\$ 221,609,123

See notes to basic financial statements

Riverside County Transportation Commission
Statement of Revenues, Expenses and Changes in Fund Net Position
Proprietary Fund
For the Year Ended June 30, 2024

	Business-Type Activities		Total
	RCTC 91 Express Lanes Enterprise Fund	15 Express Lanes Enterprise Fund	
Operating revenues			
Tolls, penalties, and fees	\$ 92,717,269	\$ 43,996,293	\$ 136,713,562
Operating expenses			
Management and operational services	12,880,451	9,384,855	22,265,306
Administrative overhead	1,545,000	354,500	1,899,500
Other operating expenses	2,841,029	268,697	3,109,726
Professional services	859,205	481,843	1,341,048
General and administrative expenses	1,361,106	670,394	2,031,500
Depreciation and amortization	9,570,928	12,517,271	22,088,199
Total operating expenses	<u>29,057,719</u>	<u>23,677,560</u>	<u>52,735,279</u>
Operating income	<u>63,659,550</u>	<u>20,318,733</u>	<u>83,978,283</u>
Nonoperating revenues (expenses)			
Investment earnings (loss)	8,442,744	4,739,233	13,181,977
Interest expense	(24,916,889)	(5,210,429)	(30,127,318)
Capital expenses	(31,808)	-	(31,808)
Total nonoperating revenues (expenses)	<u>(16,505,953)</u>	<u>(471,196)</u>	<u>(16,977,149)</u>
Income before contributions and transfers	47,153,597	19,847,537	67,001,134
Contributions from other governmental funds	256,470,619	389,255	256,859,874
Transfers in from other governmental funds	307,585	204	307,789
Transfers to other governmental funds	(32,016,475)	-	(32,016,475)
Total contributions and transfers	<u>224,761,729</u>	<u>389,459</u>	<u>225,151,188</u>
Change in net position	271,915,326	20,236,996	292,152,322
Net position (deficit) at beginning of year, as previously reported	(333,152,076)	262,717,804	(70,434,272)
Change in accounting principle	(72,026)	(36,901)	(108,927)
Net position (deficit) at beginning of year, as restated	<u>(333,224,102)</u>	<u>262,680,903</u>	<u>(70,543,199)</u>
Net position (deficit) at end of year	<u>\$ (61,308,776)</u>	<u>\$ 282,917,899</u>	<u>\$ 221,609,123</u>

Riverside County Transportation Commission
Statement of Cash Flows
Proprietary Fund
For the Year Ended June 30, 2024

	RCTC 91 Express Lanes Enterprise Fund	15 Express Lanes Enterprise Fund	Total
Cash flows from operating activities			
Receipts from customers and users	\$ 90,566,194	\$ 40,712,644	\$ 131,278,838
Payments to vendors	(31,741,928)	(10,021,386)	(41,763,314)
Payments to employees	(1,138,349)	(563,688)	(1,702,037)
Payments for RCTC interfund services used	(1,979,591)	(415,900)	(2,395,491)
Payments for reimbursable costs	424,911	-	424,911
Reimbursements received for lease costs	-	50,791	50,791
Net cash provided by operating activities	<u>56,131,237</u>	<u>29,762,461</u>	<u>85,893,698</u>
Cash flows from noncapital financing activities			
Transfers of surplus funds to governmental activities	(31,740,697)	-	(31,740,697)
Transfers from governmental activities for operations and maintenance	-	771,795	771,795
Net cash used for noncapital financing activities	<u>(31,740,697)</u>	<u>771,795</u>	<u>(30,968,902)</u>
Cash flows from capital and related financing activities			
Interest paid on long-term debt	(22,201,017)	-	(22,201,017)
Acquisition of capital assets	(3,087,762)	(199,128)	(3,286,890)
Net cash used for capital and related financing activities	<u>(25,288,779)</u>	<u>(199,128)</u>	<u>(25,487,907)</u>
Cash flows from investing activities			
Interest	9,171,056	3,991,054	13,162,110
Net cash provided by investing activities	<u>9,171,056</u>	<u>3,991,054</u>	<u>13,162,110</u>
Net increase in cash and cash equivalents	8,272,817	34,326,182	42,598,999
Cash and cash equivalents at beginning of year	168,648,314	83,345,632	251,993,946
Cash and cash equivalents at end of year	<u>\$ 176,921,131</u>	<u>\$ 117,671,814</u>	<u>\$ 294,592,945</u>

See notes to basic financial statements

Riverside County Transportation Commission
Statement of Cash Flows, Continued
Proprietary Fund
For the Year Ended June 30, 2024

	RCTC 91 Express Lanes Enterprise Fund	15 Express Lanes Enterprise Fund	Total
Reconciliation of operating income to net cash provided by (used for) operating activities			
Operating income	\$ 63,659,550	\$ 20,318,733	\$ 83,978,283
Adjustments to reconcile operating income to net cash provided by (used for) operating activities			
Depreciation and amortization expense	9,570,928	12,517,271	22,088,199
(Increase) Decrease in violations receivables	(17,321)	-	(17,321)
(Increase) Decrease in other receivables, net	(1,063,712)	(2,314,970)	(3,378,682)
(Increase) Decrease in due from other funds	(553,233)	-	(553,233)
(Increase) Decrease in prepaid assets	(92,894)	(98,303)	(191,197)
(Increase) Decrease in lease receivable, net of deferred items	-	92,330	92,330
Increase (Decrease) in pension and other-post employment benefits liabilities, net of deferred items	171,051	(6,127)	164,924
Increase (Decrease) in accounts payable	(3,647,555)	(427,769)	(4,075,324)
Increase (Decrease) in lease payable	(50,792)	-	(50,792)
Increase (Decrease) in due to other funds	(11,854,614)	(49,307)	(11,903,921)
Increase (Decrease) in compensated absences liability	9,829	376	10,205
Increase (Decrease) in other liabilities	-	(269,773)	(269,773)
Total adjustments	<u>(7,528,313)</u>	<u>9,443,728</u>	<u>1,915,415</u>
Net cash provided by operating activities	<u>\$ 56,131,237</u>	<u>\$ 29,762,461</u>	<u>\$ 85,893,698</u>
Noncash capital, financing and investing activities			
Accreted and compounded interest	\$ 4,699,739	\$ 4,783,933	\$ 9,483,672
Amortization of bond premium	2,537,375	-	2,537,375
Amortization of loss on bond refunding	(547,581)	-	(547,581)
Contribution of capital and intangible assets from governmental activities	256,470,619	389,255	256,859,874
Transfer in of accrued investment income from other Commission funds	-	204	204

See notes to basic financial statements

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 1. Summary of Significant Accounting Policies

Reporting entity: The Riverside County Transportation Commission (Commission) was formed in 1976 under Division 12 (commencing with Section 130000) of the California Public Utilities Code (PUC). The Commission is a special district governed by a 34 member board of commissioners (Board) consisting of one representative from each city in the county, all five county supervisors, and one nonvoting state representative.

The Commission provides short-range transportation planning and programming for Riverside County (County), which includes the administration of the Local Transportation Fund (LTF), and the State Transit Assistance (STA) programs created under the Transportation Development Act (TDA) by the State of California (State). The LTF is administered by the Commission on behalf of the County. The purpose of this program is to allocate funds for public transportation needs, local streets and roads, bicycle and pedestrian facilities, and multimodal transportation terminals. The STA program allocates funds for public transportation purposes to those geographic areas with special public transportation needs, which cannot be met otherwise.

On November 8, 1988, the Commission was empowered by the voters of the County, under Ordinance No. 88-1 (1989 Measure A), to collect a one-half of one percent sales tax for the purpose of improving the transportation system of the County. Measure A was enacted, in part, pursuant to the provisions of Division 25 (commencing with Section 240000) of the California Public Utilities Code and Section 7252.22 of the Revenue and Taxation Code. On November 12, 2002 Riverside County's voters approved a 30-year renewal of Measure A under Ordinance No. 02 001 (2009 Measure A). The voter action ensured the replacement of the 1989 Measure A program when it expired in 2009 with a new 30-year program that continues funding transportation improvements until June 2039.

In connection with the 2009 Measure A program, the County and cities in the Western County area implemented a Transportation Uniform Mitigation Fee (TUMF) program to fund a regional arterial system to handle the traffic demands in the Western Riverside County (Western County) area as a result of future development. Under the 2009 Measure A program, the Commission shall receive the first \$400 million of TUMF revenues to fund the regional arterial projects and new Community Environmental Transportation Acceptability Process (CETAP) corridors included in the 2009 Measure A Transportation Improvement Plan. Under the Memorandum of Understanding (MOU), the majority of net revenues are allocated in equal amounts to the Commission for regional arterial projects and to Western Riverside Council of Governments (WRCOG) for local arterial projects; a small percentage is allocated for public transit. In September 2008, the Commission approved an amendment to the MOU whereby the \$400 million cap was lifted, and the Commission will continue to receive its share of TUMF revenues indefinitely.

In August 2008, the State amended the Commission's authority under the PUC to include authorization to set, levy and collect tolls, user fees, or other similar charges, payable for use of the toll lanes and other facilities on the portion of State Highway Route 91 (SR-91) between the Orange County and Riverside County line to the west and Interstate 15 (I-15) to the east and to issue bonds or other obligations payable from the proceeds of such tolls and other revenues that are pledged. In March 2017, the Commission achieved substantial completion of the SR-91 corridor improvement project (91 Project) and opened the RCTC 91 Express Lanes.

In September 2008, the State amended the Commission's authority under the State's Streets and Highways Code (Sections 149.7 through 149.8) to include authorization to set, levy and collect tolls, user fees, or other similar charges, payable for use of high-occupancy toll lanes and other facilities in the I-15 corridor in Riverside County and to issue bonds or other obligations payable from the proceeds of such tolls and other revenues that are pledged. The Commission commenced the design-build phase of the I-15 Express Lanes project in 2017; in April 2021, the Commission achieved substantial completion of the I-15 Express Lanes project and opened the 15 Express Lanes.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 1. Summary of Significant Accounting Policies, Continued

Accounting principles generally accepted in the United States require that the reporting entity include the primary government, organizations for which the primary government is financially accountable, and other organizations for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete. The basic financial statements include all funds of the Commission including those of the Service Authority for Freeway Emergencies (SAFE), a component unit, for which the Commission is considered financially accountable. SAFE was created under Chapter 14 (commencing with Section 2550) of Division 3 of the California Streets and Highways Code and Sections 2421.5 and 9250.1 of the Vehicle Code. SAFE receives monies from fees levied on registered vehicles to be used to implement and maintain an emergency motorist aid system, as specified, on portions of the California Freeway and Expressway System in the County. The governing body of SAFE is substantially identical to that of the Commission, and management of the Commission has operational responsibility for SAFE. SAFE is presented as a special revenue fund. Separate financial statements are not issued for SAFE.

During the year ended June 30, 2024, the Commission implemented Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated absences*. The effect of implementation of this standard on beginning net position is disclosed in Note 15.

There are many other governmental agencies, including the County of Riverside, providing services within the area served by the Commission. These other governmental agencies have independently elected governing boards and consequently are not under the direction of the Commission. Financial information for these agencies is not included in the accompanying financial statements.

Basis of presentation: The Commission's basic financial statements consist of government-wide financial statements, including a statement of net position and a statement of activities, and fund financial statements which provide a more detailed level of financial information.

Government-wide statements: The statement of net position and the statement of activities report information on all of the activities of the Commission. The effect of interfund activity has been removed from these statements; however, interfund services provided and used are not eliminated in consolidation. These statements report governmental activities, which normally are supported by taxes and intergovernmental revenues, and are reported separately from business-type activities, which rely to a significant extent on charges and fees for services.

The statement of activities demonstrates the degree to which the program expenses of a given function are offset by program revenues. Program expenses include direct expenses, which are clearly identifiable with a specific function, and allocated indirect expenses. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. Taxes and other internally dedicated resources, which are properly not included among program revenues, are reported instead as general revenues.

Fund financial statements: The fund financial statements provide information about the Commission's governmental and proprietary funds; the Commission has no fiduciary funds. The emphasis of fund financial statements is on major governmental and proprietary funds, each displayed in a separate column. The Commission has categorized the Commercial Paper, Bonds Capital Projects fund and Debt Service fund as major funds for public interest reasons. The Commission believes that these judgmentally determined major funds are particularly important to the financial statement users. All remaining governmental funds not reported as major funds are aggregated and reported as nonmajor funds.

Note 1. Summary of Significant Accounting Policies, Continued

The Commission reports the following major governmental funds:

General Fund: The General Fund is the general operating fund of the Commission and accounts for financial resources not required to be accounted for in another fund.
Note 1. Summary of Significant Accounting Policies, Continued

Measure A Western County Special Revenue Fund: This fund accounts for the revenues from sales taxes which are restricted to expenditures for 1989 Measure A and 2009 Measure A Western County programs.

Measure A Coachella Valley Special Revenue Fund: This fund accounts for the revenues from sales taxes which are restricted to expenditures for 2009 Measure A Coachella Valley programs.

Transportation Uniform Mitigation Fee Special Revenue Fund: This fund accounts for TUMF revenues, which are restricted to expenditures for Western County regional arterial and CETAP projects.

Local Transportation Fund: This special revenue fund accounts for the one-quarter percent of the state sales tax collected within the County under TDA for planning and programming, bicycle and pedestrian facilities, and transit operations including the Commission's commuter rail operations.

State Transit Assistance Special Revenue Fund: This fund is used to account for revenues from sales taxes on diesel fuel restricted for transit projects.

SB 132 Special Revenue Fund: This fund is used to account for program revenues allocated by the State for the Riverside County Transportation Efficiency Corridor. The program comprises five projects in northwest Riverside County.

Commercial Paper Capital Projects Fund: This fund records proceeds from the issuance of commercial paper notes and the use of these proceeds for capital projects included in the 2009 Measure A.

Bonds Capital Projects Fund: This fund records proceeds from the issuance of sales tax and toll revenue bonds and the use of these proceeds for capital projects included in the 2009 Measure A.

Debt Service Fund: This fund accounts for the resources accumulated and payments made for principal and interest on the sales tax and toll revenue bonds.

The Commission reports the following major proprietary funds:

RCTC 91 Express Lanes Enterprise fund: This fund accounts for toll and non-toll revenues earned on the RCTC 91 Express Lanes that extend on SR-91 from the Riverside/Orange County line to I-15. These revenues are restricted to pay operations and maintenance costs, repair and rehabilitation costs, debt service, and other in accordance with the toll bond indenture.

15 Express Lanes Enterprise fund: This fund accounts for toll and non-toll revenues earned on the 15 Express Lanes. The 15-mile stretch includes two lanes in each direction of the center median along I-15 corridor between Cajalco Road in Corona and SR-60 in Jurupa Valley. These revenues are restricted to pay operations and maintenance costs, repair and rehabilitation costs, debt service, and other in accordance with the toll bond indenture.

Note 1. Summary of Significant Accounting Policies, Continued

Measurement focus and basis of accounting: The government-wide financial statements and proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Toll revenues are recognized when customers utilize the toll road facility and payment is collected. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Commission considers revenues to be available if they are collected within 180 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred; however, principal and interest expenditures on long-term debt as well as compensated absences, leases, and claims and judgments are recorded only when payment is due.

Those revenues susceptible to accrual include sales taxes collected and held by the State at year-end on behalf of the Commission, TUMF, intergovernmental revenues when all applicable eligibility requirements have been met, interest revenue, and vehicle registration user fees, and charges for services.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with a proprietary funds principal and ongoing operations. The principal operating revenues of the Commission's proprietary fund are charges for services. Operating expenses for the proprietary fund include the cost of services, administrative expenses, and depreciation and amortization on capital and intangible assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

Violations: Violations that the Commission anticipates collecting consist of uncollected violation tolls and penalties. Unpaid violations of the RCTC 91 Express Lanes and 15 Express Lanes in the amounts of \$76,832,809 and \$42,603,386, respectively, as of June 30, 2024 are not recognized as revenue until payment is received. Unpaid violations will remain recorded for a period of four years in accordance with the statute of limitations, at which time, they will be deemed uncollectible.

Cash and investments: The Commission maintains cash and investments in accordance with an investment policy adopted initially by the Board in September 1995, and most recently amended in October 2023. The investment policy complies with, or is more restrictive than, applicable state statutes. This investment policy requires the Commission's investment program to meet three criteria in the order of their importance: safety, liquidity, and return on investments. Investments of bond and commercial paper proceeds as permitted by the applicable debt documents are maintained by U.S. Bank, as trustee or custodial bank, and the earnings for each bond and commercial paper issue are accounted for separately. Cash from other Commission revenue sources is commingled for investment purposes, with investment earnings allocated to the different funds based on average monthly dollar balances in the funds.

The Commission's investment policy is summarized in the table below; investments held by bond trustees are governed by the provisions of the Commission's bond indentures. Other investments permitted by the California Government Code (Code) are permitted but only with prior Board authorization; securities that could result in zero interest accrual if held to maturity are ineligible.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 1. Summary of Significant Accounting Policies, Continued

Authorized Investment Type	Maximum Effective Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer	Minimum Ratings
United States (U.S.) Treasury obligations	5 years	None	None	Not applicable
Federal agency securities	5 years	None	None	Not applicable
State/Municipal obligations	5 years	25%	10%	A1/A+
Mortgage and asset-backed securities	5 years	10%	10%	AA
Repurchase agreements	30 days	None	10%	A
U.S. corporate debt	5 years	25%	10%	A1/A+
Commercial paper notes	270 days	25%	10%	A
Banker's acceptances	180 days	40%	30%	Not applicable
Money market mutual funds	Not applicable	20%	10%	Not applicable
Riverside County Pooled Investment Fund (RCPIF)	Not applicable	None	Set by RCPIF	Not applicable
Local Agency Investment Fund (LAIF)	Not applicable	N/A	Set by LAIF	Not applicable
Negotiable certificates of deposit	1 year	30%	10%	P-1/A-1/F-1
Federally insured certificates of deposit	1 year	20%	10%	Not applicable
Collateralized certificates of deposit	1 year	15%	10%	Not applicable
Time deposits	5 years	None	10%	Not applicable

Oversight of the RCPIF is conducted by the County Treasury Oversight Committee. All investments, except for those related to bond reserve funds, are subject to a maximum maturity of five years unless specific direction to exceed the limit is given by the Board. LTF moneys are legally required to be deposited in the RCPIF.

The RCPIF is carried at fair value, or the value of each participating dollar as provided by the RCPIF and LAIF, respectively. The fair value of the Commission's position in the RCPIF and LAIF is the same as the value of the pool shares. The pooled funds are not subject to Level 1, 2, or 3 of the fair value hierarchy prescribed by GASB Statement No. 72, *Fair Value Measurement and Application*. Investments in U.S. Treasury, federal agency, mortgage and asset-backed, municipal, corporate, negotiable certificates of deposit, and commercial paper securities are carried at fair value based on quoted market prices. Money market mutual funds are carried at fair value based on each fund's share price.

Bank balances are secured by the pledging of a pool of eligible securities to collateralize the Commission's deposits with the bank in accordance with the Code.

Cash and cash equivalents: For the purposes of the statement of cash flows, the Commission considers all short-term investments with an initial maturity of three months or less to be cash equivalents. All deposits, commercial paper, money market funds, certificates of deposit, and the share of RCIPF represent cash and cash equivalents for cash flow purposes.

Accounts receivable: Accounts receivable consist primarily of Measure A and LTF sales tax revenues from the California Department of Tax and Fee Administration on all taxable sales within the County of Riverside, California through June 30, 2024.

Interfund transactions: During the course of operations, numerous transactions occur between individual funds involving goods provided or services rendered. There are also transfers of revenues from funds authorized to receive the revenue to funds authorized to expend it. Outstanding interfund balances are reported as due from/to other funds; internal financing balances are reported as advances to/from other funds. Any residual balances outstanding between the governmental activities and business-type activities are reported in the government wide financial statements as "internal balances".

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 1. Summary of Significant Accounting Policies, Continued

Prepaid expenditures/expenses and other assets: Certain payments to vendors and condemnation payments with the State, which are related primarily to the 91 Project, reflect costs applicable to future accounting periods and are recorded as prepaid expenditures/expenses using the consumption method in both the government-wide and fund financial statements.

Restricted investments held by trustee: Restricted investments held by trustee represent unexpended bond proceeds, interest earnings thereon, and capitalized interest and reserve amounts for bonds. Under the related bond resolutions and indentures, any remaining bond proceeds are restricted for the use of future construction improvements to the respective projects, for debt service, or for reserve requirements in accordance with applicable debt covenants.

Capital assets: Capital assets consisting of land and land improvements; construction in progress; construction and rail easements; buildings; rail stations; rail tracks; office improvements; office furniture, equipment, and vehicles; development in progress; toll infrastructure; right to use assets; intangible assets, including a toll facility franchise; and transponders are reported in applicable governmental or business-type activities in the government-wide financial statements. Capital assets are defined by the Commission as assets with an initial, individual cost of more than \$100,000 and an estimated useful life in excess of three years and are primarily included within the function of current expenditures in the governmental fund financial statements. Such assets are recorded at historical costs or estimated historical costs if purchased or constructed. Donated capital assets are recorded at acquisition value at the date of donation.

Highway construction and certain purchases of right of way property, for which title vests with the California Department of Transportation (Caltrans), are included in highway program expenditures. Infrastructure consisting primarily of highway construction and right of way acquisition is generally not recorded as a capital asset, because the Commission does not have title to such assets or rights of way. However, costs related to the development of tolled express lanes are recorded as land and land improvements and construction in progress. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

Rail stations, rail tracks, temporary construction easements, buildings, office improvements, furniture and equipment, vehicles, toll infrastructure, intangible assets, and transponders are depreciated and amortized using the straight-line method over the following estimated useful lives:

Asset Type	Useful Life
Rail stations	10 to 30 years
Rail tracks	30 years
Temporary construction easements	1 to 3 years
Buildings	10 to 20 years
Office improvements	7 to 10 years
Furniture and equipment	3 to 5 years
Vehicles	5 years
Toll facility franchise	50 years
Toll infrastructure	5 to 10 years
Transponders	5 years

Note 1. Summary of Significant Accounting Policies, Continued

Project costs that have been incurred for the tolled express lanes projects, consisting of the 91 Project and the I-15 Express Lanes project, and are expected to remain the Commission's assets, are capitalized upon completion as intangible assets that will be amortized over the life of the toll facility franchise with Caltrans. These capitalizable costs have been accumulated in the capital assets as land and land improvements and construction in progress. The costs of the tolled express lanes projects that are not capitalized are expensed as incurred based on management's estimation which is generally based upon the allocation of Measure A and other funding sources, including toll-supported debt. As of June 30, 2024, the estimated project costs incurred but not capitalized related to the 91 Project is primarily right of way, or approximately \$113.5 million. All costs related to the I-15 Express Lanes project are considered capitalizable.

The intangible right to use lease assets are initially measured at an amount equal to the initial measurement of the related lease liability plus any lease payments made prior to the lease term, less lease incentives, and plus ancillary charges necessary to place the lease asset into place. The right to use assets are amortized on a straight-line basis over the life of the related lease.

Right to use subscription IT assets are recognized at the subscription commencement date and represent the Commission's right to use the underlying IT asset for the subscription term. Right to use subscription IT assets are measured at the initial value of the subscription liability plus any payments made to the vendor at the commencement of the subscription term, less any subscription incentives received from the vendor at or before the commencement of the subscription term, plus any capitalizable initial implementation costs necessary to place the subscription asset into service. Right to use subscription IT assets are amortized over the shorter of the subscription term or useful life of the underlying asset using the straight-line method. The amortization period varies based on individual subscription IT arrangements.

In May 2012 the Commission entered into a toll facility agreement with Caltrans and obtained authority to toll the SR-91 from the Orange/Riverside County line to I-15. The Commission's 91 Project included the RCTC 91 Express Lanes, which opened on March 20, 2017. The toll facility is amortized over the remaining life of the toll facility agreement through March 2067.

In September 2016 the Commission entered into a toll facility agreement with Caltrans and obtained authority to toll the I-15 from Cajalco Road in Corona to SR-60 in Jurupa Valley. The Commission's I-15 Express Lanes Project included the 15 Express Lanes, which opened to motorists on April 10, 2021 and commenced tolling on April 14, 2021. The toll facility is amortized over the remaining life of the toll facility agreement through April 2071.

Long-Term Obligations: In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources, while discounts on debt issuances are reported as other financing uses. Issuance costs, whether withheld from the actual debt proceeds received, are reported as debt service expenditures.

Lease liabilities represent the Commission's obligation to make lease payments arising from the lease. Lease liabilities are recognized at the lease commencement date based on the present value of future lease payments expected to be made during the lease term. The present value of lease payments is discounted based on a borrowing rate determined by the Commission.

Note 1. Summary of Significant Accounting Policies, Continued

Subscription liabilities represent the Commission's obligation to make subscription payments arising from the subscription contract. Subscription liabilities are recognized at the subscription commencement date based on the present value of future subscription payments expected to be made during the subscription term. The present value of subscription payments is discounted based on a borrowing rate determined by the Commission.

Compensated absences: Sick, vacation, and administrative hours earned and accumulated that have not been taken at year-end is reported as a long-term liability in the government-wide and proprietary fund financial statements.

Pensions: For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of the Commission's California Public Employees' Retirement System (CalPERS) plans (Plans) and additions to/deduction from Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

Post-employment Benefits Other Than Pensions: For purposes of measuring the net other post-employment benefits (OPEB) asset, deferred outflows/inflows of resources related to the OPEB asset and OPEB expense, information about the fiduciary net position of the Commission's OPEB plan, and additions to/deductions from the OPEB fiduciary net position have been determined on the same basis as they are reported by California Employers' Retiree Benefit Trust (CERBT) administered by CalPERS. For this purpose, benefit payments are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value, except for money markets and participating interest-earning investment contracts that have a maturity at the time of purchase of one year or less, which is reported at cost.

Risk management: The Commission is exposed to various risks of loss related to workers' compensation; torts; theft of, damage to, or destruction of assets; and errors or omissions. The Commission protects itself against such losses by a balanced program of risk retention, risk transfers, and the purchase of commercial insurance. Loss exposures retained by the Commission are treated as normal expenditures and include any loss contingency not covered by the Commission's purchased insurance policies. Construction projects and rail properties are protected through a combination of commercial insurance, insurance required of Commission consultants, and a self-insurance fund established by the Southern California Regional Rail Authority (SCRRA). The RCTC 91 Express Lanes and 15 Express Lanes Enterprise funds have purchased commercial property insurance, including business interruption, earthquake and flood coverage related to the RCTC 91 Express Lanes and 15 Express Lanes.

Deferred outflows of resources: In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources, or expenditure, until then. The Commission has the following items—loss on refunding of bonds, net differences between projected and actual pension earnings, pension contributions subsequent to measurement date, differences between expected and actual pension experiences, changes in pension assumptions, pension changes in Commission's proportion, changes in OPEB assumptions, differences between expected and actual OPEB experiences, differences between projected and actual OPEB earnings, and OPEB contributions subsequent to measurement date—which qualify for reporting in this category in the applicable column for governmental and business-type activities on the statement of net position.

Note 1. Summary of Significant Accounting Policies, Continued

Deferred inflows of resources: In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources, or revenue, until then. The Commission has the following items—leases, differences between expected and actual pension experiences, the proportionate share of pension contributions, changes in OPEB assumptions, and differences between expected and actual OPEB experiences—which qualify for reporting in this category in the applicable governmental and business-type activities on the statement of net position.

Fund equity: In the fund financial statements, the governmental funds report fund balances in various categories based on the nature of any limitations requiring the use of the resources for specific purposes:

Nonspendable fund balances cannot be spent, because they are in nonspendable form such as prepaid expenditures and leases or are required to be maintained intact.

Restricted fund balances are restricted for specific purposes by third parties or enabling legislation.

Committed fund balances include amounts that can be used only for specific purposes determined by adoption of a resolution of the Board. These committed amounts cannot be used for any other purpose unless the Commission removes or changes the specified use through the same type of formal action taken to establish the commitment.

Assigned fund balances comprise amounts intended to be used by the Commission for specific purposes but are not restricted or committed. The Board delegates the authority to assign amounts to be used for specific purposes to the Chief Financial Officer. Assignments generally only exist temporarily; an additional action does not have to be taken for the removal of an assignment.

Unassigned fund balance is residual positive net resources of the General Fund in excess of what can properly be classified in one of the other four categories. In all other governmental funds, it is the negative residual fund balance of any other governmental fund that cannot be eliminated by offsetting assigned fund balance amounts.

When both restricted and unrestricted resources are available for an incurred expenditure, it is the Commission's policy to spend restricted resources first and then unrestricted resources, as necessary. When unrestricted resources are available for an incurred expenditure, it is the Commission's policy to use committed amounts first, followed by assigned amounts, and then unassigned amounts. In June 2012, the Commission adopted a resolution to establish a policy on reporting and classifying fund balance in the General fund.

Net position (deficit): In the government-wide and proprietary fund financial statements, net position (deficit) represents the difference between assets and deferred outflows of resources and liabilities and deferred inflows and is classified into three categories:

Net investment (deficit) in capital assets consists of capital assets, net of accumulated depreciation and amortization, reduced by the outstanding balances of any borrowings used for the acquisition, construction, or improvement of those assets and excludes unspent debt proceeds.

Restricted—net position represents restricted assets less liabilities and deferred inflows of resources related to those assets. Restricted assets are recorded when there are limitations imposed by creditors (such as through debt covenants), contributions, or laws and regulations of other governments or constraints imposed by law through constitutional provisions or through enabling legislation.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 1. Summary of Significant Accounting Policies, Continued

Unrestricted–(deficit) represents the amount of unrestricted resources that will need to be provided for in future periods.

When both restricted and unrestricted resources are available for use, it is the Commission’s policy to use restricted–net position resources first and then unrestricted–net position resources, as they are needed.

Administration expenditures: The Commission’s staff and resources are used in the performance of its responsibilities relating to the activities of the Commission and its component unit. Accordingly, the Commission allocates salaries and benefits to each applicable fund on the basis of actual hours spent by activity, and other indirect overhead is allocated based on a systematic basis. Administrative salaries and benefits, net of administrative cost allocations of \$2,548,800 allocated to Measure A in 2024 were less than 1% of revenues and in compliance with the law.

Use of estimates: The preparation of the financial statements in conformity with accounting principles generally accepted in the United States requires management to make estimates and assumptions that affect certain reported amounts and disclosures during the reporting period. As such, actual results could differ from those estimates.

Note 2. Cash and Investments

Cash and investments at June 30, 2024 consist of the following:

	Unrestricted			Restricted			Total
	Cash	Investments	Sub-Total	Cash	Investments	Total	
Cash in bank	\$ 18,174,033	\$ -	\$ 18,174,033	\$ 790,054	\$ -	\$ 790,054	\$ 18,964,087
Petty cash	1,018	-	1,018	-	-	-	1,018
RCPIF	-	1,286,739,718	1,286,739,718	-	-	-	1,286,739,718
Operations pooled investments	-	56,884,481	56,884,481	-	-	-	56,884,481
Investments with fiscal agents	-	-	-	-	261,004,255	261,004,255	261,004,255
Total cash and investments	\$ 18,175,051	\$ 1,343,624,199	\$ 1,361,799,250	\$ 790,054	\$ 261,004,255	\$ 261,794,309	\$ 1,623,593,559

Total cash and investments are reported in the following funds:

Unrestricted cash and investments	
Governmental funds	\$ 1,316,530,652
Enterprise fund	45,268,598
Subtotal	<u>1,361,799,250</u>
Restricted cash and investments	
Governmental funds	12,469,962
Enterprise fund	249,324,347
Subtotal	<u>261,794,309</u>
Total cash and investments	<u>\$ 1,623,593,559</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 2. Cash and Investments, Continued

Restricted cash and investments at June 30, 2024 represent investments held by bond trustees for project costs and debt service and for cash held by a bank for the 15 Express Lanes toll customer deposits.

Fair Value Hierarchy: The Commission categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are based on similar observable assets either directly or indirectly, which may include inputs in markets that are not considered to be active; and Level 3 inputs are significant unobservable inputs (the Commission does not value any of its investments using Level 3 inputs).

The following is a summary of the fair value hierarchy of the fair value of investments of the Commission as of June 30, 2024:

Investments by fair value level:	June 30, 2024	Fair Value Measurements Using	
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)
Investments subject to fair value hierarchy:			
U.S. Treasury obligations	\$ 53,199,651	\$ 53,199,651	\$ -
Mortgage and asset-backed securities	48,337,163	-	48,337,163
Corporate notes	21,558,214	-	21,558,214
Money market mutual funds	185,165,825	185,165,825	-
U.S. agency securities	6,872,401	-	6,872,401
Municipal bonds	2,755,482	-	2,755,482
Total investments measured at fair value		\$ 238,365,476	\$ 79,523,260
Investments not subject to fair value hierarchy:			
RCPIF	1,286,739,718		
Total investments	\$ 1,604,628,454		

Investments classified in Level 1 of the value hierarchy, valued at \$238,365,476 are valued using quoted prices in active markets.

Mortgage and asset-backed securities totaling \$48,337,163, corporate notes totaling \$21,558,214, U.S. agency securities totaling \$6,872,401, and municipal bonds totaling \$2,755,482 in 2024, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by various pricing vendors. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices. Fair value is defined as the quoted market value on the last trading day of the period. These prices are obtained from various pricing sources by the custodian bank.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 2. Cash and Investments, Continued

As of June 30, 2024, the Commission had the following investments:

Investments	Fair Value	Principal	Interest Rate Range	Maturity Range	Weighted Average Maturity (Year)
Unrestricted:					
RCPIF	\$ 1,286,739,718	\$ 1,301,082,198	0.273% - 6.197%	7/1/24 - 6/1/29	1.270
Operations pooled investments:					
Corporate notes	15,900,015	15,945,438	1.108% - 6.091%	3/15/25 - 2/15/29	2.522
Money market mutual funds	115,920	115,920	4.556% - 4.931%	N/A	37 days or 0.104
Mortgage and asset-backed securities	1,554,576	1,554,242	2.833% - 3.069%	1/25/26 - 8/25/27	2.564
Municipal bonds	1,929,004	1,921,553	0.692% - 5.525%	11/1/24 - 5/1/26	1.512
U.S. agency securities	6,872,401	6,927,593	0.458% - 5.606%	7/8/24 - 4/30/29	1.232
U.S. Treasury obligations	30,512,565	30,734,382	3.552% - 4.621%	9/15/25 - 4/30/29	2.386
Total unrestricted investments	<u>\$ 1,343,624,199</u>	<u>\$ 1,358,281,326</u>			
			Unrestricted investment portfolio weighted average		1.656
Restricted:					
Corporate notes	\$ 5,658,199	\$ 5,624,100	0.342% - 6.597%	12/15/25 - 4/16/29	3.454
Money market mutual funds	185,049,905	185,049,905	4.556% - 4.931%	N/A	37 days or 0.104
Mortgage and asset-backed securities	46,782,587	47,674,776	0.630% - 6.381%	1/25/24 - 9/16/55	9.966
Municipal bonds	826,478	820,791	0.726% - 4.535%	5/15/25 - 7/1/26	1.576
U.S. Treasury obligations	22,687,086	22,722,860	0.000% - 5.057%	7/5/24 - 8/15/30	2.161
Total restricted investments	<u>\$ 261,004,255</u>	<u>\$ 261,892,432</u>			
			Restricted investment portfolio weighted average		3.452

The weighted average maturity is calculated using the investment's effective duration weighted by the investment's fair value.

As of June 30, 2024, mortgage and asset-backed securities totaled \$48,337,163. The underlying assets are consumer receivables that include credit cards, auto/equipment, and home loans. The securities have a fixed interest rate and are rated AAA/Aaa by at least two of the three nationally recognized statistical rating organizations.

Interest rate risk: While the Commission does not have a formal policy related to the interest rate risk of investments, the Commission's investment policy follows the Code as it relates to limits on investment maturities as a means of managing exposure to fair value losses arising from increasing interest rates. In accordance with the Commission's investment policy, restricted investments are invested in accordance with the maturity provisions of the specific bond indenture, which may extend beyond five years.

Custodial credit risk: Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The Commission's investment policy requires that a third-party bank trust department hold all securities owned by the Commission. All trades are settled on a delivery versus payment basis through the Commission's safekeeping agent.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 2. Cash and Investments, Continued

The Commission has deposits with a bank balance of \$5,642,148 with financial institutions; bank balances over \$5,000,000 are swept daily into a money market fund. Of the bank balance, up to \$250,000 is federally insured under the Federal Depository Insurance Corporation with balances in excess of \$250,000 collateralized in accordance with the Code; however, the collateralized securities are not held in the name of the Commission.

Credit risk: The Commission’s investment policy as well as the specific bond indentures set minimum acceptable credit ratings for investments from any of the three nationally recognized statistical rating organizations. The following is a summary of the credit quality distribution and concentration of credit risk by investment type as a percentage of each category’s fair value at June 30, 2024; securities denoted as NR are not rated by one of the nationally recognized statistical rating organizations.

Investments	Moody's	S&P	% of Portfolio
RCPIF	Aaa-bf	NR	80.15%
Corporate			
Notes	A1	A	0.10%
Notes	A1	A-	0.07%
Notes	A1	A+	0.09%
Notes	A1	AA-	0.04%
Notes	A1	BBB+	0.05%
Notes	A2	A	0.05%
Notes	A2	A-	0.01%
Notes	A2	A+	0.02%
Notes	Aa2	A	0.04%
Notes	Aa2	A+	0.05%
Notes	Aa2	AA	0.05%
Notes	Aa2	AA-	0.02%
Notes	Aa3	A	0.04%
Notes	Aa3	A+	0.15%
Notes	Aa3	AA-	0.03%
Notes	Aaa	AA+	0.02%
Notes	Aaa	AAA	0.15%
Notes	Aaa	NR	0.08%
Notes	NR	AAA	0.29%
Money market mutual funds			
Funds	Aaa	AAA	11.58%
Mortgage and asset-backed securities			
Securities	Aaa	AA+	0.36%
Securities	Aaa	AAA	0.01%
Securities	Aaa	NR	0.04%
Securities	NR	AA+	2.60%

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 2. Cash and Investments, Continued

Investments	Moody's	S&P	% of Portfolio
Municipal bonds			
City of Los Angeles	Aa3	AA-	0.02%
City of Los Angeles	NR	AA-	0.01%
County of Riverside	NR	AA-	0.01%
County of Santa Clara	NR	AAA	0.02%
Florida Housing Corporation	Aaa	NR	0.03%
Golden State Tobacco Securitization Corporation	AA3	A+	0.02%
Solano Community College District	AA2	AA	0.02%
State of California	AA3	A+	0.01%
State of Connecticut	AA3	AA-	0.01%
State of Wisconsin	AA2	NR	0.02%
U.S. agency notes			
Notes	Aaa	AA+	0.36%
Notes	Aaa	NR	0.02%
Notes	NR	AA+	0.05%
U.S. Treasuries			
Treasury	NR	NR	3.31%
Total			100.00%

Concentration of credit risk: The Commission's investment policy places a limit of 10% on the amount of investment holdings with any one non-U.S. Government or non-federal agency issuer. As of June 30, 2024, the Commission did not have investments in any one issuer that represent more than 5% of the Commission's total investments.

Note 3. Advances

The Commission approved interest-bearing advances, which may be funded by debt proceeds, to the Coachella Valley Association of Governments (CVAG) in the amount of \$43,300,000. CVAG pledged its share of 2009 Measure A highway and regional road revenue allocations in accordance with repayment terms specified in each agreement for actual advances. Repayment amounts are withheld from revenue allocations on a monthly basis. The final maturities of the CVAG advances are due on or before September 1, 2029. Interest rates range from .910% to 7.307%, excluding the portion of cash subsidy payments (as discussed in Note 6) that may be received by CVAG to reduce its repayment obligations. The outstanding interest-bearing advances, including capitalized interest of \$399,612, as of June 30, 2024 were \$13,335,025.

The Commission approved an interest-bearing advance in December 2023, which will be funded by Measure A Western County New Corridor fund, to the city of Desert Hot Springs (City) for storm damage road repairs. The term of the advance is for up to \$7.5 million and 48 months. The City will repay the Commission within 45 days upon receipt of funds from the Federal Highway Administration Emergency Relief Program, including interest at the rate of the County of Riverside's investment pool at approximately 4%. The advance outstanding at June 30, 2024 is \$3,750,000.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 4. Lease Receivable

The Commission has the following lease receivables as of June 30, 2024:

On 6/23/2015, the Commission entered into a 60-month lease as lessor for the use of 6001 Pedley Road, Jurupa Valley, Ca. An initial lease receivable was recorded in the amount of \$391,784. As of 6/30/2024, the value of the lease receivable is \$333,022. The lessee is required to make monthly fixed payments of \$2,251. The lease has an interest rate of 2.2610%. The value of the deferred inflow of resources as of 6/30/2024 was \$308,274, and the Commission recognized lease revenue of \$28,160 during the fiscal year. The lessee has two extension option(s), each for 60 months.

On 10/10/2016, the Commission entered into a 240-month lease as lessor for the use of real property adjacent to the SR-91. An initial lease receivable was recorded in the amount of \$306,635. As of 6/30/2024, the value of the lease receivable is \$253,810. The lessee is required to make monthly fixed payments of \$2,000. The lease has an interest rate of 2.3460%. The value of the deferred inflow of resources as of 6/30/2024 was \$245,982, and the Commission recognized lease revenue of \$20,218 during the fiscal year. The lessee has one extension option(s), for 60 months.

On 10/31/2016, the Commission entered into a 60-month lease as lessor for the use of 2550 Cajalco Road, Corona, Ca. An initial lease receivable was recorded in the amount of \$437,708. As of 6/30/2024, the value of the lease receivable is \$ 381,863. The lessee is required to make monthly fixed payments of \$2,251. The lease has an interest rate of 2.4320%. The value of the deferred inflow of resources as of 6/30/2024 was \$353,738, and the Commission recognized lease revenue of \$29,197 during the fiscal year. The lessee has two extension option(s), each for 60 months.

On 8/3/2015, the Commission entered into a 120-month lease as lessor for the use of 202 North State Street, Hemet, Ca. An initial lease receivable was recorded in the amount of \$10,083. As of 6/30/2024, the value of the lease receivable is \$2,538. The lessee is required to make annual fixed payments of \$2,538. The lease has an interest rate of 1.1690%. The value of the deferred inflow of resources as of 6/30/2024 was \$2,685, and the Commission recognized lease revenue of \$2,466 during the fiscal year.

On 12/20/2021, the Commission entered into a 419-month lease as lessor for the use of real property adjacent to the SR-60/SR-91/I-215 Interchange. An initial lease receivable was recorded in the amount of \$1,106,235. As of 6/30/2024, the value of the lease receivable is \$1,054,241. The lessee is required to make monthly fixed payments of \$4,167. The lease has an interest rate of 2.8600%. The value of the deferred inflow of resources as of 6/30/2024 was \$1,026,202, and the Commission recognized lease revenue of \$31,682 during the fiscal year. The lessee has one extension option for 168 months.

On 7/13/2015, the Commission entered into a 240-month lease as lessor for real property adjacent to I-215, north of Orange Avenue, Perris, Ca. An initial lease receivable was recorded in the amount of \$242,894. As of 6/30/2024, the value of the lease receivable is \$203,616. The lessee is required to make monthly fixed payments of \$1,500. The lease has an interest rate of 2.2610%. The value of the deferred inflow of resources as of 6/30/2024 was \$191,457, and the Commission recognized lease revenue of \$17,145 during the fiscal year.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 4. Lease Receivable, Continued

The principal and interest expected to maturity for governmental activities is as follows:

Year ending June 30	Principal	Interest	Total
2025	\$ 97,701	\$ 56,498	\$ 154,199
2026	101,842	54,078	155,920
2027	106,723	51,539	158,262
2028	111,268	48,892	160,160
2029	115,982	46,133	162,115
2030 - 2034	656,920	185,087	842,007
2035 - 2039	355,810	113,576	469,386
2040 - 2044	163,618	86,417	250,035
2045 - 2049	188,738	61,297	250,035
2050 - 2054	217,716	32,319	250,035
2055 - 2057	112,892	3,938	116,830
Total lease receivable	<u>\$ 2,229,210</u>	<u>\$ 739,774</u>	<u>\$ 2,968,984</u>

On November 1, 2019, the 15 Express Lanes fund entered a 120-month lease for the use of 301 Corporate Terrace Circle, Corona, Ca with the Orange County Transportation Authority. An initial lease receivable was recorded in the amount of \$379,833. As of June 30, 2024, the value of the lease receivable is \$245,229. The lessee is required to make quarterly fixed payments of \$12,171. The lease has an interest rate of 1.7670%. The value of the deferred inflow of resources as of June 30, 2024 was \$232,801 and the Fund recognized lease revenue of \$49,011.

The principal and interest expected to maturity for business-type activities is as follows:

Year ending June 30	Principal	Interest	Total
2025	\$ 47,975	\$ 4,018	\$ 51,993
2026	50,038	3,157	53,195
2027	51,989	2,259	54,248
2028	53,669	1,330	54,999
2029	41,558	368	41,926
Total lease receivable	<u>\$ 245,229</u>	<u>\$ 11,132</u>	<u>\$ 256,361</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 5. Capital Assets

Capital assets activity for the year ended June 30, 2024 was as follows:

Governmental activities	Balance June 30, 2023	Additions	Deletions	Transfers	Balance June 30, 2024
Capital assets not being depreciated:					
Land and land improvements	\$ 179,033,069	\$ 13,381,160	\$ -	\$(3,784,215)	\$ 188,630,014
Construction in progress	256,932,495	51,302,481	-	(253,075,659)	55,159,317
Rail operating easements	63,846,199	-	-	-	63,846,199
Construction easements	4,202,495	1,998	-	-	4,204,493
Development in progress	675,604	1,208,200	(435,312)	-	1,448,492
Total capital assets not being depreciated	<u>504,689,862</u>	<u>65,893,839</u>	<u>(435,312)</u>	<u>(256,859,874)</u>	<u>313,288,515</u>
Capital assets being depreciated:					
Rail stations	211,432,620	-	-	-	211,432,620
Rail tracks	154,791,511	-	-	-	154,791,511
Buildings temporarily held	-	2,127,136	-	-	2,127,136
Construction easements	1,921,470	-	-	-	1,921,470
Office improvements	536,982	-	-	-	536,982
Office furniture, equipment and vehicles	2,668,305	552,353	-	-	3,220,658
Total capital assets being depreciated	<u>371,350,888</u>	<u>2,679,489</u>	<u>-</u>	<u>-</u>	<u>374,030,377</u>
Less accumulated depreciation for:					
Rail stations	(94,760,929)	(6,500,711)	-	-	(101,261,640)
Rail tracks	(36,089,965)	(5,179,704)	-	-	(41,269,669)
Buildings temporarily held	-	(9,780)	-	-	(9,780)
Construction easements	(1,553,118)	(368,352)	-	-	(1,921,470)
Office improvements	(353,026)	(64,405)	-	-	(417,431)
Office furniture, equipment and vehicles	(2,114,821)	(329,810)	-	-	(2,444,631)
Total accumulated depreciation	<u>(134,871,859)</u>	<u>(12,452,762)</u>	<u>-</u>	<u>-</u>	<u>(147,324,621)</u>
Total capital assets being depreciated, net	<u>236,479,029</u>	<u>(9,773,273)</u>	<u>-</u>	<u>-</u>	<u>226,705,756</u>
Intangible right to use lease assets:					
Land	25,205	-	-	-	25,205
Building	3,856,996	-	-	-	3,856,996
Equipment	94,026	115,594	(58,954)	-	150,666
Total intangible right to use lease assets	<u>3,976,227</u>	<u>115,594</u>	<u>(58,954)</u>	<u>-</u>	<u>4,032,867</u>
Less accumulated amortization for:					
Land	(16,804)	(8,318)	-	-	(25,122)
Building	(1,220,675)	(610,338)	-	-	(1,831,013)
Equipment	(60,231)	(27,104)	66	-	(87,269)
Total accumulated amortization	<u>(1,297,710)</u>	<u>(645,760)</u>	<u>66</u>	<u>-</u>	<u>(1,943,404)</u>
Total intangible right to use lease assets, net	<u>2,678,517</u>	<u>(530,166)</u>	<u>(58,888)</u>	<u>-</u>	<u>2,089,463</u>
Total intangible right to use subscription IT assets	1,125,117	263,079	(116,351)	-	1,271,845
Less total accumulated amortization	<u>(222,992)</u>	<u>(286,383)</u>	<u>-</u>	<u>-</u>	<u>(509,375)</u>
Total intangible right to use subscription IT assets, net	<u>902,125</u>	<u>(23,304)</u>	<u>(116,351)</u>	<u>-</u>	<u>762,470</u>
Governmental activities capital assets, net	<u>\$ 744,749,533</u>	<u>\$ 55,567,096</u>	<u>\$ (610,551)</u>	<u>\$ (256,859,874)</u>	<u>\$ 542,846,204</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 5. Capital Assets, Continued

Business-type activities	Balance June 30, 2023	Additions	Deletions	Transfers	Balance June 30, 2024
Capital assets not being depreciated:					
Land and land improvements	\$ 19,237,061	\$ -	\$ -	\$ 3,784,215	\$ 23,021,276
Construction easements	259,657	-	-	-	259,657
Construction in progress	6,229,120	802,348	(7,031,468)	-	-
Total capital assets not being depreciated	<u>25,725,838</u>	<u>802,348</u>	<u>(7,031,468)</u>	<u>3,784,215</u>	<u>23,280,933</u>
Capital assets being depreciated and amortized:					
Toll infrastructure	54,477,879	2,078,490	-	-	56,556,369
Transponders	453,818	-	-	-	453,818
Buildings	7,615,825	-	-	-	7,615,825
Equipment, furniture, and fixtures	188,942	-	-	-	188,942
Toll facility franchise	605,048,995	7,486,530	-	253,075,659	865,611,184
Total capital assets being depreciated and amortized	<u>667,785,459</u>	<u>9,565,020</u>	<u>-</u>	<u>253,075,659</u>	<u>930,426,138</u>
Less accumulated depreciation and amortization for:					
Toll infrastructure	(37,246,153)	(6,085,534)	-	-	(43,331,687)
Transponders	(453,818)	-	-	-	(453,818)
Buildings	(2,448,047)	(859,579)	-	-	(3,307,626)
Equipment, furniture, and fixtures	(132,842)	(35,366)	-	-	(168,208)
Toll facility franchise	(46,766,786)	(15,107,720)	-	-	(61,874,506)
Total accumulated depreciation and amortization	<u>(87,047,646)</u>	<u>(22,088,199)</u>	<u>-</u>	<u>-</u>	<u>(109,135,845)</u>
Total capital assets being depreciated and amortized, net	<u>580,737,813</u>	<u>(12,523,179)</u>	<u>-</u>	<u>253,075,659</u>	<u>821,290,293</u>
Business-type activities capital assets, net	<u>\$ 606,463,651</u>	<u>\$ (11,720,831)</u>	<u>\$ (7,031,468)</u>	<u>\$ 256,859,874</u>	<u>\$ 844,571,226</u>

On May 14, 2012, the Commission entered into a toll facilities agreement with Caltrans providing the Commission with authorization to toll the SR-91 from Orange/Riverside County line to I-15 for 50 years commencing as of the first day on which the RCTC 91 Express Lanes open for public use and toll operations. On September 29, 2016, the Commission entered into a toll facilities agreement with Caltrans providing the Commission with authorization to toll the I-15 from Cajalco Road to SR-60 for 50 years commencing as of the first day on which the 15 Express Lanes open for public use and toll operations. The agreements also set forth the Commission's rights to Caltrans' right of way and Caltrans' oversight role in the operations and maintenance of the RCTC 91 Express Lanes and 15 Express Lanes.

Depreciation and amortization expense was charged to functions/programs of the Commission's governmental and business-type activities during the year ended June 30, 2024 as follows:

Governmental activities:	
General government	\$ 1,008,438
Commuter assistance	8,318
Commuter rail	11,689,131
Highway	383,549
Planning and programming	295,469
Total depreciation and amortization expense - governmental activities	<u>\$ 13,384,905</u>
Business-type activities:	
RCTC 91 Express Lanes	\$ 1,555,731
Toll facility franchise	8,015,197
15 Express Lanes	5,424,748
Toll facility franchise	7,092,523
Total depreciation and amortization expense - business-type activities	<u>\$ 22,088,199</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 6. Interfund Transactions

Due from/to other funds: The total due from other funds and due to other funds of \$28,968,650. The composition of balances related to due from other funds and due to other funds at June 30, 2024 is as follows:

Receivable Fund	Payable Fund	Amount	Explanation
General fund	Nonmajor Governmental funds	\$ 261,975	Fringe benefits allocation
General fund	Nonmajor Governmental funds	92,700	Administrative cost allocation
General fund	Transportation Uniform Mitigation Fee Special Revenue fund	9,000	Administrative cost allocation
General fund	Measure A Western County Special Revenue fund	183,600	Administrative cost allocation
General fund	Measure A Coachella Valley Special Revenue fund	9,000	Administrative cost allocation
General fund	RCTC 91 Express Lanes Enterprise fund	75,600	Administrative cost allocation
General fund	15 Express Lanes Enterprise fund	16,800	Administrative cost allocation
General fund	Local Transportation Fund	698,000	Administrative cost allocation
General fund	State Transit Assistance fund	3,000	Administrative cost allocation
General fund	Transportation Uniform Mitigation Fee Special Revenue fund	12,321	Fringe benefits allocation
General fund	Measure A Western County Special Revenue fund	226,454	Fringe benefits allocation
General fund	Measure A Coachella Valley Special Revenue fund	163	Fringe benefits allocation
General fund	SB 132 fund	30,129	Fringe benefits allocation
General fund	RCTC 91 Express Lanes Enterprise fund	91,013	Fringe benefits allocation
General fund	15 Express Lanes Enterprise fund	44,548	Fringe benefits allocation
General fund	SB 132 fund	2,541,017	<i>Cash deficit</i>
Measure A Western County Special Revenue fund	Transportation Uniform Mitigation Fee Special Revenue fund	3,701,020	Highway project costs allocations
Measure A Western County Special Revenue fund	State Transit Assistance fund	7,451,757	Rail project costs allocations
Measure A Coachella Valley Special Revenue fund	Debt Service fund	124,220	Advance loan payment adjustment
Transportation Uniform Mitigation Fee Special Revenue fund	Measure A Western County Special Revenue fund	10,787	Regional arterial project costs allocations
SB 132 Special Revenue fund	RCTC 91 Express Lanes Enterprise fund	12,081,926	Toll project costs allocations
Commercial Paper Capital Projects fund	Measure A Coachella Valley Special Revenue fund	434,145	Advance loan payment adjustment
Bonds Capital Projects fund	Measure A Coachella Valley Special Revenue fund	67,894	Advance loan payment adjustment
Nonmajor Governmental funds	State Transit Assistance fund	248,349	Rail project costs allocations
RCTC 91 Express Lanes Enterprise fund	Measure A Western County Special Revenue fund	553,232	Toll express lanes project costs
Total due from/to other funds		<u>\$ 28,968,650</u>	

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 6. Interfund Transactions, Continued

Advances to/from other funds: The Measure A Western County Special Revenue fund advanced \$9,000,000 to the 15 Express Lanes Enterprise fund to establish an \$18,000,000 Transportation Infrastructure Finance and Innovation Act (TIFIA) debt service reserve for the I-15 Express Lanes project as required no later than June 30, 2024. Capitalized interest on the advance as of June 30, 2024 was \$1,853,345. Repayment of this initial Commission advance is subject to satisfying certain conditions under the related indenture, including the occurrence of the second anniversary of the TIFIA debt service payment commencement date. Additionally, the Measure A Western County Special Revenue fund has advanced \$2,727,273 to the Bonds Capital Projects fund in the event that the 15 Express Lanes does not have sufficient funds to meet the annual TIFIA debt service reserve.

Advances From	Advances To	Amount	Explanation
Measure A Western County Special Revenue fund	15 Express Lanes Enterprise fund	\$ 9,000,000	Initial TIFIA debt service reserve requirement
Measure A Western County Special Revenue fund	Bonds Capital Projects fund	2,727,273	Additional TIFIA debt service reserve
Total Advances from/to other funds		<u>\$ 11,727,273</u>	



Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 6. Interfund Transactions, Continued

Interfund transfers: During 2024, interfund transfers were as follows:

Transfers Out	Transfers In	Amount	Explanation
Measure A Western County Special Revenue fund	Transportation Uniform Mitigation Fee Special Revenue fund	\$ 38,208	Highway project costs allocations
Measure A Western County Special Revenue fund	Debt Service fund	67,235,624	Debt service funding related to highway projects for Western County and to advance agreements for Western County jurisdictions
Measure A Western County Special Revenue fund	91 Express Lanes Enterprise fund	180,634	Toll project costs allocations
Transportation Uniform Mitigation Fee Special Revenue fund	Measure A Western County Special Revenue fund	7,222,796	Highway project costs allocations
Local Transportation Fund	General fund	29,679,418	Administration, planning and programming, commuter rail operating and station maintenance, and grade separation costs allocations
State Transit Assistance fund	Nonmajor Governmental funds	131,888	Coachella Valley commuter rail costs allocations
State Transit Assistance fund	Measure A Western County Special Revenue fund	3,911,313	Rail operation costs allocations
SB 132 Special Revenue fund	91 Express Lanes Enterprise fund	126,951	Surplus funds returned for the 15/91 Express Lanes Connector project
Commercial Paper fund	Debt Service fund	2,437,262	Debt service funding related to highway projects for Western County
Bonds Capital Projects fund	Measure A Western County Special Revenue fund	16,171,777	Highway project costs allocations
Bonds Capital Projects fund	15 Express Lanes Enterprise fund	204	Toll project costs allocations
Bonds Capital Projects fund	Debt Service fund	381,151	Debt service funding related to highway projects for Western County
Debt Service fund	Measure A Western County Special Revenue fund	2,823,205	Cash subsidies available after debt service payment
Debt Service fund	Measure A Coachella Valley Special Revenue fund	124,220	Share of cash subsidy related to CVAG advance agreement
Debt Service fund	Bonds Capital Projects fund	632,802	Allocation of reserve funds
Nonmajor Governmental funds	Measure A Western County Special Revenue fund	8,200	Commuter assistance costs allocations
Nonmajor Governmental funds	Measure A Western County Special Revenue fund	1,136,030	Rail operation costs allocations
RCTC 91 Express Lanes Enterprise fund	SB 132 Special Revenue fund	32,016,475	Surplus funds used for the 15/91 Express Lanes Connector project
Total transfers		<u>\$ 164,258,158</u>	

The Commission contributed \$256,470,619 of land and intangible costs from the governmental activities to the 91 Express Lanes related to the completion of the 15/91 Express Lanes Connector Project. The Commission also contributed \$389,255 of capital and intangible costs from the governmental activities to the 15 Express Lanes.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations

The following is a summary of the changes in long-term obligations for the year ended June 30, 2024:

Governmental activities	Balance June 30, 2023	Adjustment	Additions / Accretion	Reductions	Balance June 30, 2024	Due Within One Year
Sales tax revenue bonds:						
2010 Bonds	\$ 112,370,000	\$ -	\$ -	\$ -	\$112,370,000	\$ -
2016 Refunding Bonds	41,240,000	-	-	(6,305,000)	34,935,000	6,620,000
2017 Bonds, series A	130,700,000	-	-	(5,540,000)	125,160,000	5,820,000
2017 Refunding Bonds, series B	392,730,000	-	-	(15,045,000)	377,685,000	15,800,000
2018 Refunding Bonds	38,875,000	-	-	(5,745,000)	33,130,000	5,970,000
Total bonds payable	715,915,000	-	-	(32,635,000)	683,280,000	34,210,000
Sales tax revenue bonds premium	72,960,246	-	-	(8,758,189)	64,202,057	8,758,189
Total bonds payable, net	788,875,246	-	-	(41,393,189)	747,482,057	42,968,189
Lease liability	2,798,410	-	56,640	(620,674)	2,234,376	642,162
Subscription IT liability	914,626	(116,350)	263,079	(279,961)	781,394	268,041
Compensated absences liability, as restated	2,127,934	-	623,323	(396,228)	2,355,029	897,570
Total long-term obligations, as restated	\$ 794,716,216	\$ (116,350)	\$ 943,042	\$ (42,690,052)	\$ 752,852,856	\$ 44,775,962

Business-type activities	Balance June 30, 2023	Additions / Accretion	Reductions	Balance June 30, 2024	Due Within One Year
Toll revenue bonds:					
2013 Bonds, Series B	\$ 68,001,572	\$ 4,699,739	\$ -	\$ 72,701,311	\$ -
2021 Bonds, Series A, B, C	615,059,000	-	-	615,059,000	-
Toll revenue bonds premium	51,831,137	-	(2,537,375)	49,293,762	2,537,375
Total bonds payable, net	734,891,709	4,699,739	(2,537,375)	737,054,073	2,537,375
TIFIA loan	167,030,355	4,783,933	-	171,814,288	-
Compensated absences liability, as restated	280,866	59,177	(48,972)	291,071	110,936
Total long-term obligations, as restated	\$ 902,202,930	\$ 9,542,849	\$ (2,586,347)	\$ 909,159,432	\$2,648,311

The Commission has pledged a portion of future sales tax revenues through maturities of the bonds to repay \$683,280,000 in outstanding sales tax revenue bonds payable at June 30, 2024. The debt was issued during multiple transactions as follows: November 2010 (2010 Bonds), September 2016 (2016 Refunding Bonds), July 2017 (2017A Sales Tax Bonds), December 2017 (2017B Refunding Bonds), and March 2018 (2018 Refunding Bonds). The bonds are payable solely from the 2009 Measure A sales tax revenues on a senior and subordinate lien basis, respectively. For the current year, interest paid on the bonds was \$36,580,039. Cash subsidies of \$2,823,205 related to the bonds were also received from the U.S. Treasury during the current year and were recorded as intergovernmental revenues.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

In July 2010, the Commission authorized the issuance and sale of not to exceed \$900 million of toll revenue bonds related to the 91 Project. In March 2020, the Commission authorized the issuance and sale of not to exceed \$725 million of toll revenue refunding bonds related to the RCTC 91 Express Lanes. In October 2021, the Commission authorized the issuance of toll revenue refunding bonds (2021 Toll Refunding Bonds) consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds 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 tender for cash, refund and prepay the TIFIA loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds issued were exchanged 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. Cost of issuance of \$3.8 million was expended in connection with the issuance of the 2021 Toll Refunding Bonds. Loss on refunding of \$6.7 million was recognized in connection with the issuance of the 2021 Toll Refunding Bonds.

The Commission executed a TIFIA loan agreement for up to \$152,214,260 in July 2017 as a senior toll revenue bond on the trust estate, which consists primarily of toll revenues and account revenues less operating and maintenance expenses of the 15 Express Lanes. The 15 Express Lanes opened to motorists on April 10, 2021, and tolling commenced on April 14, 2021. The amount outstanding under the TIFIA loan at June 30, 2024 is \$152,214,260, and compounded interest of \$19,600,028.

Sales tax revenue bonds payable: Under the provisions of the 2009 Measure A, as amended by Measure K approved by the voters in November 2010, the Commission has the authority to issue bonds subject to a bond debt limitation of \$975,000,000. The following is a summary of bonds issued and secured by 2009 Measure A revenues that are outstanding at June 30, 2024:

2010 Sales Tax Revenue Bonds (Limited Tax Bonds), Series B (Taxable Build America Bonds):	Outstanding
In November 2010, the Commission issued sales tax revenue bonds consisting of the \$37,630,000 Series A (2010A Bonds) and \$112,370,000 Series B (2010B Bonds), for a total issuance of \$150,000,000 (collectively, the 2010 Bonds). For the Series B Build America Bonds (BABs), \$44,800,000 was designated as recovery zone economic development bonds (RZEDBs). A portion of the 2010 Bonds was used to retire \$103,284,000 of the outstanding commercial paper notes with the remaining proceeds used to fund 2009 Measure A Western County and Coachella Valley capital projects and pay costs of issuance for the 2010 Bonds. In December 2017, the 2010A Bonds were refunded. The remaining 2010B Bonds mature in annual installments ranging from \$530,000 to \$17,980,000 on various dates from June 1, 2032 to June 1, 2039 at an interest rate of 6.807%. The Commission expects, but is not guaranteed, to receive a cash subsidy from the U.S. Treasury equal to 35% of the interest payable on the BABs or 45% of the interest payable on the 2010B Bonds additionally designated as RZEDBs.	<u>\$ 112,370,000</u>

During 2023 the cash subsidy related to the 2010 Bonds that was received from the U.S. Treasury was approximately \$2,823,205, or \$158,895 less than the amount anticipated. The subsidy reduction resulted from federal sequestration cuts of 5.7% for federal fiscal year ending September 30, 2024. The federal sequestration cuts may continue for an unknown duration.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

In accordance with the bond maturity schedule, and assuming no subsidy reduction, the approximate annual debt service requirements to maturity for the 2010B Bonds payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total	Subsidy	Total, net
2025	\$ -	\$ 7,649,000	\$ 7,649,000	\$ (2,982,100)	\$ 4,666,900
2026	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2027	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2028	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2029	-	7,649,000	7,649,000	(2,982,100)	4,666,900
2030-2034	29,170,000	37,219,300	66,389,300	(14,551,500)	51,837,800
2035-2039	83,200,000	17,452,100	100,652,100	(7,386,200)	93,265,900
	<u>\$ 112,370,000</u>	<u>\$ 92,916,400</u>	<u>\$ 205,286,400</u>	<u>\$ (36,848,200)</u>	<u>\$ 168,438,200</u>

2016 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series A (Tax-exempt):

Outstanding

In October 2016, the Commission issued sales tax revenue bonds of \$76,140,000. A portion of the 2016 Refunding Bonds was used to refund all of the outstanding Series A bonds issues in 2009, retire all of the outstanding commercial paper notes, finance a termination payment in connection with an interest rate swap agreement and pay costs of issuance. The outstanding 2016 Refunding Bonds mature in annual installments ranging from \$6,620,000 to \$7,305,000 on various dates from June 1, 2025 through June 1, 2029 at interest rates ranging from 2.00% to 5.00%.

\$ 34,935,000

In accordance with the bond maturity schedule, the approximate annual debt service requirements to maturity for the 2016 Refunding Bonds payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 6,620,000	\$ 833,100	\$ 7,453,100
2026	6,820,000	634,500	7,454,500
2027	7,025,000	429,900	7,454,900
2028	7,165,000	289,400	7,454,400
2029	7,305,000	146,100	7,451,100
	<u>\$ 34,935,000</u>	<u>\$ 2,333,000</u>	<u>\$ 37,268,000</u>

2017 Sales Tax Revenue Bonds (Limited Tax Bonds), Series A (Tax-exempt):

Outstanding

In July 2017, the Commission issued sales tax revenue bonds of \$158,760,000 at a premium of \$28,931,909 to fund a portion of the I-15 Express Lanes project and complete the 91 Project. The outstanding 2017A Bonds mature in annual installments ranging from \$5,820,000 to \$11,440,000 on various dates from June 1, 2025 to June 1, 2039 at interest rates ranging from 3.00% to 5.00%.

\$ 125,160,000

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

In accordance with the bond maturity schedule, the approximate annual debt service requirements to maturity for the 2017A Sales Tax Bonds payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 5,820,000	\$ 6,195,600	\$ 12,015,600
2026	6,110,000	5,904,600	12,014,600
2027	6,415,000	5,599,100	12,014,100
2028	6,735,000	5,278,300	12,013,300
2029	7,075,000	4,941,600	12,016,600
2030-2034	40,965,000	19,103,300	60,068,300
2035-2039	52,040,000	8,026,900	60,066,900
	<u>\$ 125,160,000</u>	<u>\$ 55,049,400</u>	<u>\$ 180,209,400</u>

In connection with the issuance of the 2017A Sales Tax Bonds, the Commission provided for the establishment of an I-15 Trust Fund for deposits of sales tax revenues as required by the toll indenture for the I-15 Express Lanes project.

2017 Sales Tax 2017 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series B (Tax-exempt): **Outstanding**

In December 2017, the Commission issued sales tax revenue bonds of \$392,730,000 at a premium of \$80,058,109 to refund all of the outstanding 2010A Bonds and refund a portion of the 2013 Sales Tax Bonds. The 2017B Refunding Bonds mature in annual installments ranging from \$15,800,000 to \$35,045,000 on various dates from June 1, 2024 to June 1, 2039 at interest rates ranging from 4.00% to 5.00%.

\$ 377,685,000

In accordance with the bond maturity schedule, the approximate annual debt service requirements to maturity for the 2017B Refunding Bonds payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 15,800,000	\$ 18,614,100	\$ 34,414,100
2026	16,590,000	17,824,100	34,414,100
2027	17,415,000	16,994,600	34,409,600
2028	18,290,000	16,123,800	34,413,800
2029	15,800,000	18,614,100	34,414,100
2030-2034	149,050,000	55,037,700	204,087,700
2035-2039	144,740,000	17,905,600	162,645,600
	<u>\$ 377,685,000</u>	<u>\$ 161,114,000</u>	<u>\$ 538,799,000</u>

The refunding was undertaken to advance refund all of the outstanding 2010A Bonds and the callable portion of the outstanding 2013 Sales Tax Bonds in the amounts of \$37,630,000 and \$372,445,000, respectively, and reduce future debt service payments. The reacquisition price exceeded the net carrying amount of the old debt by approximately \$41,742,900. This amount is reflected as a deferred outflow of resources and amortized over the life of the old debt, which is the same as the 2017B Refunding Bonds obligation. At June 30, 2024, the unamortized deferred amount on refunding was approximately \$27,105,700.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

2018 Sales Tax Revenue Refunding Bonds (Limited Tax Bonds), Series A (Tax-exempt):	Outstanding
<p>In April 2018, the Commission issued sales tax revenue bonds of \$64,285,000 at a premium of \$10,723,789 to refund all of the outstanding Series B and Series C bonds issued in 2009 and finance a termination payment in connection with an interest rate swap agreement with Bank of America. The refunding was undertaken to eliminate certain risks associated with managing the Commission’s variable rate debt. The outstanding 2018 Refunding Bonds mature in annual installments ranging from \$5,970,000 to \$7,290,000 on various dates from June 1, 2025 through June 1, 2029 at interest rates ranging from 4.00% to 5.00%.</p>	<p><u>\$ 33,130,000</u></p>

In accordance with the bond maturity schedule, the approximate annual debt service requirements to maturity for the 2018 Refunding Bonds payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 5,970,000	\$ 1,656,500	\$ 7,626,500
2026	6,295,000	1,358,000	7,653,000
2027	6,620,000	1,043,200	7,663,200
2028	6,955,000	712,300	7,667,300
2029	7,290,000	364,500	7,654,500
	\$ 33,130,000	\$ 5,134,500	\$ 38,264,500

Toll revenue bonds payable: In July 2010, the Commission authorized the issuance and sale of not to exceed \$900 million of toll revenue bonds related to the 91 Project. In March 2020, the Commission authorized the issuance and sale of not to exceed \$725 million of toll revenue refunding bonds related to the RCTC 91 Express Lanes. In October 2021, the Commission authorized the issuance of toll revenue refunding bonds (2021 Toll Refunding Bonds) consisting of \$88,735,000 senior lien federally taxable bonds, \$450,629,000 senior lien tax-exempt bonds, and \$75,695,000 second lien tax-exempt bonds. The proceeds of the 2021 Toll Refunding Bonds were used to refund a portion of the RCTC 91 Express Lanes 2013 Toll Revenue capital interest bonds (CIBs), pay the purchase price of the 2013 Toll Revenue CIBs accepted for tender for cash, refund and prepay the TIFIA loan, fund capitalized interest, make deposits to required reserves, and pay costs of issuance. Certain senior lien tax-exempt bonds issued were exchanged 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 capital appreciation bonds (CABs) maturing in the years 2022 through 2025 and 2027 through 2029. The amount outstanding on the 2013 Toll Revenue CABs on June 30, 2024 is \$14,339,802. Cost of issuance of \$3.8 million was expended in connection with the issuance of the 2021 Toll Refunding Bonds. Loss on refunding of \$6.7 million was recognized in connection with the issuance of the 2021 Toll Refunding Bonds.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

2013 Toll Revenue Bonds, Series B (Capital Appreciation Obligation):

Outstanding

In July 2013, the Commission issued \$52,829,602 principal amount of serial CABs to fund a portion of the 91 Project, pay capitalized interest during construction, fund a debt service reserve fund, fund an initial amount for an operations and maintenance fund, and pay costs of issuance. In October 2021, the Commission refunded a portion of the 2013 Series B Senior Bonds. The CABs will not pay current interest as interest will be compounded commencing December 2021 semiannually and paid at maturity. Therefore, the CABs will increase in value, or accrete, by the accumulation of such compounded interest from its initial principal amount to the maturity value in installments ranging from \$4,580,000 to \$34,220,000 on various dates from June 1, 2025 through June 1, 2043. Interest rates and yield to maturity range from 3.00% to 4.00%. During 2024, the accretion amount was \$4,699,739; the aggregate accretion through June 30, 2024 is \$11,718,111.

\$ 72,701,311

In accordance with the bond maturity schedule, the approximate annual debt service requirements to maturity for the 2013 Toll Bonds CABs payable throughout the term of the bonds are as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 3,696,600	\$ 5,025,700	\$ 8,722,300
2026	3,681,000	5,095,100	8,776,100
2027	3,312,500	5,145,400	8,457,900
2028	4,179,600	5,203,100	9,382,700
2029	4,944,800	5,025,700	9,970,500
2030-2034	20,087,200	23,679,900	43,767,100
2035-2039	-	21,490,700	21,490,700
2040-2043	21,081,500	17,738,100	38,819,600
	<u>\$ 60,983,200</u>	<u>\$ 88,403,700</u>	<u>\$ 149,386,900</u>

2021 Toll Revenue Refunding Bonds, Series A:

Outstanding

In October 2021, the Commission issued \$88,735,000 principal amount to (i) refund a portion of the Commission's outstanding Toll Revenue Senior Lien Bonds, 2013 Series A (current interest obligations), (ii) fund capitalized interest with respect to the 2021 Series A Senior Bonds, (iii) make a deposit to the 2013 Bonds Reserve Account (which secured the 2021 Series A Senior Bonds and the 2013 Series B Senior Bonds), and (iv) pay certain costs of issuance of the 2021 Series A Senior Bonds. The outstanding 2021 Toll Revenue Refunding Bonds, Series A mature in annual installments ranging from \$2,305,000 to \$27,750,000 on various dates from June 1, 2030 to June 1, 2041 at interest rates from 2.477% to 3.335%.

\$ 88,735,000

Year Ending June 30	Principal	Interest	Total
2025	\$ -	\$ 2,725,300	\$ 2,725,300
2026	-	2,725,300	2,725,300
2027	-	2,725,300	2,725,300
2028	-	2,725,300	2,725,300
2029	-	2,725,300	2,725,300
2030-2034	23,060,000	12,740,400	35,800,400
2035-2039	51,070,000	4,888,400	55,958,400
2040-2041	14,605,000	974,400	15,579,400
	<u>\$ 88,735,000</u>	<u>\$ 32,229,700</u>	<u>\$ 120,964,700</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

2021 Toll Revenue Refunding Bonds, Series B-1:

Outstanding

In October 2021, the Commission issued \$437,895,000 principal amount at a premium of \$46,512,600 to (i) refund and prepay a portion of the Commission's outstanding Toll Revenue Subordinate Bonds, 2013 TIFIA Series by prepaying a corresponding portion of its obligations under the related TIFIA Loan Agreement, (ii) pay the purchase price of 2013 Series A Senior Bonds accepted for tender for cash, (iii) make a deposit to the 2021 Series B Senior Bonds Reserve Account, and (iv) pay certain costs of issuance of the 2021 Series B Senior Bonds. The outstanding 2021 Toll Revenue Refunding Bonds, Series B-1 mature in annual installments ranging from \$5,010,000 to \$65,105,000 on various dates from June 1, 2037 to June 1, 2049 at interest rates from 3.000 to 4.000%.

\$ 437,895,000

Year Ending June 30	Principal	Interest	Total
2025	\$ -	\$ 16,065,800	\$ 16,065,800
2026	-	16,065,800	16,065,800
2027	-	16,065,900	16,065,900
2028	-	16,065,900	16,065,900
2029	-	16,065,900	16,065,900
2030-2034	-	80,329,200	80,329,200
2035-2039	106,590,000	76,407,000	182,997,000
2040-2044	148,748,000	48,240,100	196,988,100
2045-2049	182,557,000	18,861,600	201,418,600
	<u>\$ 437,895,000</u>	<u>\$ 304,167,200</u>	<u>\$ 742,062,200</u>

2021 Toll Revenue Refunding Bonds, Series B-2:

Outstanding

In October 2021, the Commission issued \$12,734,000 principal amount together with the 2021 Series B-1 Senior Bonds, the 2021 Series B Senior Bonds exchanged for the 2013 Series A Senior Bonds accepted a tender for exchange. The outstanding 2021 Toll Revenue Refunding Bonds, Series B-2 mature in annual installments ranging from \$1,894,000 to \$5,420,000 on various dates from June 1, 2044 to June 1, 2048 at an interest rate of 3.000%.

\$ 12,734,000

Year Ending June 30	Principal	Interest	Total
2025	\$ -	\$ 382,000	\$ 382,000
2026	-	382,000	382,000
2027	-	382,000	382,000
2028	-	382,000	382,000
2029	-	382,000	382,000
2030-2034	-	1,910,100	1,910,100
2035-2039	-	1,910,100	1,910,100
2040-2044	1,894,000	1,910,100	3,804,100
2045-2048	10,840,000	1,138,300	11,978,300
	<u>\$ 12,734,000</u>	<u>\$ 8,778,600</u>	<u>\$ 21,512,600</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

2021 Toll Revenue Refunding Bonds, Series C:	Outstanding
<p>In October 2021, the Commission issued \$75,695,000 principal amount at a premium of \$9,455,800, to (i) refund and prepay the remaining portion of the Commission’s outstanding TIFIA Obligations and (ii) pay certain costs of issuance of the 2021 Series C Second Lien Bonds. The outstanding 2021 Toll Revenue Refunding Bonds, Series C mature in annual installments ranging from \$17,585,000, to \$58,110,000 on various dates from June 1, 2046 to June 1, 2047 at an interest rate of 4.000%.</p>	<p><u>\$ 75,695,000</u></p>

Year Ending June 30	Principal	Interest	Total
2025	\$ -	\$ 3,027,800	\$ 3,027,800
2026	-	3,027,800	3,027,800
2027	-	3,027,800	3,027,800
2028	-	3,027,800	3,027,800
2029	-	3,027,800	3,027,800
2030-2034	-	15,139,000	15,139,000
2035-2039	-	15,139,000	15,139,000
2040-2044	-	15,139,000	15,139,000
2045-2047	75,695,000	6,759,000	82,454,000
	<u>\$ 75,695,000</u>	<u>\$ 67,315,000</u>	<u>\$ 143,010,000</u>

2017 TIFIA Loan Agreement - I-15 Express Lanes:	Outstanding
<p>In July 2017, the Commission executed a TIFIA loan of up to \$152,214,260, which proceeds will finance a portion of the costs for the I-15 Express Lanes project. During construction and for a period of up to five years following substantial completion, interest is compounded and added to the initial TIFIA loan. The TIFIA loan requires mandatory debt service payments at a minimum and scheduled debt service payments to the extent additional funds are available. TIFIA debt service payments are expected to commence on June 1, 2025, which is five years after substantial completion of the I-15 Express Lanes project, through June 1, 2055. The interest rate of the TIFIA loan is 2.84%. During the year, \$4,783,933 in interest was compounded for a total compounded interest of \$19,600,028.</p>	<p><u>\$ 171,814,288</u></p>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

The TIFIA loan is a senior toll revenue bond per the I-15 Express Lanes project indenture. In accordance with the projected TIFIA loan maturity schedule, the annual debt service requirements to maturity for the TIFIA loan payable throughout the term of the loan are as follows:

Year ending June 30	Mandatory		
	Principal	Interest	Total
2026	\$ -	\$ 5,018,900	\$ 5,018,900
2027	-	5,018,900	5,018,900
2028	-	5,025,800	5,025,800
2029-2033	4,017,700	24,942,900	28,960,600
2034-2038	17,483,200	23,762,300	41,245,500
2039-2043	21,475,000	20,852,900	42,327,900
2044-2048	40,678,500	17,012,300	57,690,800
2049-2053	64,144,700	9,709,600	73,854,300
2054-2055	28,922,600	1,291,600	30,214,200
Total	176,721,700	\$ 112,635,200	\$ 289,356,900
Future compounded interest	(4,907,412)		
Total TIFIA loan	\$ 171,814,288		

Pursuant to the I-15 Express Lanes project toll indenture, the Commission is required to establish the following reserve accounts to support the 15 Express Lanes:

- A \$16.5 million ramp-up reserve was funded prior to substantial completion and commencement of express lanes operations. The balance at June 30, 2024 is approximately \$16.2 million and reflects a \$1 million withdrawal in accordance with the indenture and is not required to be replenished;
- An \$18 million TIFIA loan reserve from an advance of Measure A sales tax revenues up to \$3 million per year from 2019 through 2024 to the extent that 15 Express Lanes revenues are not sufficient to fund the TIFIA loan reserve. Through FY 2020/21 \$9 million was funded by Measure A Sales Tax revenue and \$9 million was funded by 15 Express Lanes toll revenues for a total of \$18 million funded through FY 2023/24. The balance as of June 30, 2024 is approximately \$18.7 million; and
- Up to a \$38.5 million backstop loan from Measure A sales tax revenues of up to \$3.85 million per year to the extent 15 Express Lanes revenues are not sufficient to cover operations and maintenance costs, TIFIA loan mandatory debt service, and TIFIA scheduled interest. Funding for this account is scheduled to begin in FY 2024/25.

The Commission has funded \$9,000,000 required for the TIFIA loan reserve with an advance of Measure A sales tax revenues. The loan is included in advances from the Measure A Western County Special Revenue fund to the 15 Express Lanes Enterprise fund.

Commercial paper notes payable: In February 2005, the Commission authorized the issuance of tax-exempt commercial paper notes in an amount not to exceed \$200,000,000 for the primary purpose of financing right of way and mitigation land acquisition and project development costs of capital projects under the 2009 Measure A. The Commission reduced the authorization to \$60,000,000 in September 2013. As of June 30, 2024, \$0 was outstanding in commercial paper notes.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

The source of revenue to repay the commercial paper notes and any subsequent long-term debt refinancing is the 2009 Measure A sales tax. Interest is payable on the respective maturity dates of the commercial paper notes, which is up to 270 days from the date of issuance. The maximum allowable interest rate on the commercial paper notes is 12%.

As a requirement for the issuance of the commercial paper notes, the Commission entered into a \$60,750,000 irrevocable direct draw letter of credit and reimbursement agreement with State Street Bank and Trust Company (State Street) as credit and liquidity support for the commercial paper notes through October 2025. The commitment fees paid to State Street were \$259,403 in 2024.

Funds are drawn under the letter of credit to pay debt service on the commercial paper notes, and the Commission is required to reimburse the bank for such drawings. Amounts drawn on the letter of credit and not reimbursed within 30 days are not due until five years after the date of such draw. Accordingly, the commercial paper notes would be classified as long-term liabilities in the Commission's government-wide financial statements if an amount was owed. There were no unreimbursed draws by the Commission on the letter of credit during the year ended June 30, 2024, nor were there any amounts outstanding under the letter of credit agreement at June 30, 2024.

The Commission's commercial paper program functions similar to bond anticipation notes for reporting purposes, as the commercial paper notes are issued and retired with long-term debt issuances. Commercial paper notes are classified as long-term debt as long as the Commission's letter of credit facility extends at least one year past its fiscal year end; otherwise, the commercial paper notes are classified as a fund liability.

Arbitrage rebate: The Tax Reform Act of 1986 instituted certain arbitrage restrictions with respect to the issuance of tax-exempt bonds and commercial paper notes after August 31, 1986. In general, arbitrage regulations deal with the investment of all tax-exempt bond and commercial paper note proceeds at an interest yield greater than the interest yield paid to bondholders or noteholders. Failure to follow the arbitrage regulations could result in all interest paid to bondholders or noteholders retroactively rendered taxable. In accordance with the arbitrage regulations, if excess earnings were calculated, 90% of the amount calculated would be due to the Internal Revenue Service at the end of each five-year period. The remaining 10% would be recorded as a liability and paid after all bonds had been redeemed. During the current year, the Commission performed calculations of excess investment earnings on all bond and commercial paper financings. There was no arbitrage liability at June 30, 2024.

Lease Liability: The Commission has the following leases as of the year ended June 30, 2024:

On 6/20/2011, the Commission entered into a 48-month lease for the use of Pedley Metrolink Station dark fiber. An initial lease liability was recorded in the amount of \$56,267. As of 06/30/2024, the value of the lease liability is \$14,309. The Commission is required to make monthly fixed payments of \$1,200. The lease has an interest rate of 1.1690%. The value of the right to use asset as of 06/30/2024 is \$56,267 with accumulated amortization of \$42,201.

On 11/13/2023, Commission entered into a 60-month lease for the use of Canon copiers. An initial lease liability was recorded in the amount of \$56,640. As of 06/30/2024, the value of the lease liability is \$53,478. The Commission is required to make monthly fixed payments of \$1,108. The lease has an interest rate of 4.0410%. The value of the right to use asset as of 06/30/2024 is \$53,478 with accumulated amortization of \$45,068.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 7. Long-term Obligations, Continued

On 3/27/2018, the Commission entered into a 75-month lease for the use of 4080 Lemon Street, 3rd Floor. An initial lease liability was recorded in the amount of \$3,856,996. As of 06/30/2024, the value of the lease liability is \$2,166,421. The Commission is required to make monthly fixed payments of \$48,220. The lease has an interest rate of 1.5130%. The value of the right to use asset as is 06/30/2024 of \$3,856,996 with accumulated amortization of \$1,831,011.

On 07/01/2021, the Commission entered into a 36-month lease for the use of Automobile Parking - Park & Ride. An initial lease liability was recorded in the amount of \$25,206. As of 06/30/2024, the value of the lease liability is \$168. The Commission is required to make quarterly fixed payments of \$2,130. The lease has an interest rate of 1.0030%. The value of the right to use asset as of 06/30/2024 is \$25,206 with accumulated amortization of \$25,124.

The principal and interest expected to maturity for governmental activities is as follows:

Year Ending June 30	Principal	Interest	Total
2025	\$ 642,162	\$ 30,592	\$ 672,586
2026	667,189	20,564	677,753
2027	687,404	10,059	697,463
2028	242,326	1,225	243,551
2029	5,295	55	5,518
Total lease liability	<u>\$ 2,234,376</u>	<u>\$ 62,495</u>	<u>\$ 2,296,871</u>

Subscription Liability: The Commission has the following subscription-based IT arrangements at June 30, 2024:

On 03/18/2021, the Commission entered into a 69-month subscription for the use of Cloud Based Data Base System. An initial subscription liability was recorded in the amount of \$296,843. As of 06/30/2024, the value of the subscription liability is \$103,939. The Commission is required to make annual fixed payments of \$37,320. The subscription has an interest rate of 2.4440%. The value of the right to use asset as of 06/30/2024 is \$180,493 with accumulated amortization of \$78,755. The Commission has 2 extension option(s), each for 12 months.

On 04/27/2022, the Commission entered into a 58-month subscription for the use of Questica Budget Software. An initial subscription liability was recorded in the amount of \$828,274. As of 06/30/2024, the value of the subscription liability is \$504,133. The Commission is required to make annual fixed payments of \$172,535. The subscription has an interest rate of 2.8360%. The value of the right to use asset as of 06/30/2024 is \$828,274 with accumulated amortization of \$342,734.

On 07/01/2023, the Commission entered into a 36-month subscription for the use of Tyler Munis Enterprise Resource Planning software. An initial subscription liability was recorded in the amount of \$263,079. As of 06/30/2024, the value of the subscription liability is \$173,322. The Commission is required to make annual fixed payments of \$89,757. The subscription has an interest rate of 3.1470%. The value of the right to use asset as of 06/30/2024 is \$263,078 with accumulated amortization of \$87,886.

Year Ending June 30	Principal	Interest	Total
2025	\$ 268,041	\$ 20,292	\$ 288,333
2026	278,994	14,514	293,508
2027	205,837	6,425	212,262
2028	28,522	697	29,219
Total subscription liability	<u>\$ 781,394</u>	<u>\$ 41,928</u>	<u>\$ 823,322</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 8. Net Position and Fund Balances

Net position: Net investment in capital assets of \$356,457,016, as reported on the statement of net position, represents capital assets, net of accumulated depreciation and amortization, of \$1,387,417,430 less the related debt of \$1,030,960,414. The related debt includes the portion of the sales tax revenue and toll revenue bonds that was used for the development of tolled express lane capital assets. The deficit in business-type activities will be reduced by future toll revenues for the payment of outstanding toll obligations.

Net Investment in Capital Assets	Governmental Activities	Business-Type Activities	Total
Capital assets, net	\$ 542,846,204	\$ 844,571,226	\$ 1,387,417,430
Less: related debt	(263,984,640)	(766,975,774)	(1,030,960,414)
Total	\$ 278,861,564	\$ 77,595,452	\$ 356,457,016

Additionally, the statement of net position reports \$1,585,237,903 of restricted net position, of which \$637,080,000 is restricted by enabling legislation with the remaining balance reported as an unrestricted deficit of \$467,084,821.

Fund balances:

Governmental Funds:

Measure A: Measure A sales tax revenues are allocated to the three defined geographic areas of Riverside County, consisting of Western County, Coachella Valley, and Palo Verde Valley in proportion to the funds generated within those areas. Revenues must then be allocated to the programs of the geographic areas according to percentages as defined by the Measure A ordinance and are legally restricted for applicable program expenditures. Bond and commercial paper note proceeds are allocated to the geographic areas based on the estimated uses. Accordingly, the related fund balances are classified as follows:

Highways: Funds are to be used for project costs including engineering, right of way acquisitions, and construction of the Western County highways and Coachella Valley highways and regional arterials. Funds for new corridors are to be used for environmental clearance, right of way acquisition, and construction of four new Western County transportation corridors identified through CETAP. In order to attract commercial and industrial development and jobs in the Western County, funds are expended to create an infrastructure improvement bank to improve and construct interchanges, provide public transit linkages or stations, and make other improvements to the transportation system. Funds are also provided to support bond financing costs. These program funds are intended to supplement existing federal, state, and local resources. Coachella Valley highway and regional arterial funds are matched by TUMF revenues generated in the Coachella Valley. Accordingly, funds for highways, Coachella Valley regional arterials, new corridors, economic development, and bond financing are reflected as restricted for these specific purposes as stipulated by the 1989 Measure A and 2009 Measure A.

Commuter rail: Funds for rail operations and to match federal funds for capital are restricted as stipulated by the 2009 Measure A Western County public transit program. Certain state revenues are restricted for the planning and development of the new Coachella Valley/San Gorgonio Pass corridor rail service.

Regional arterials: Funds for regional arterials are used to implement the planned Western County regional arterial system, as defined by WRCOG.

Local streets and roads: Funds to be expended by local jurisdictions for the construction, repair, and maintenance of local streets and roads are reflected as restricted as stipulated by the 2009 Measure A. The County and local cities are required to supplement those expenditures with other previously dedicated

Note 8. Net Position and Fund Balances, Continued

revenue sources to maintain road improvements. Monies are disbursed to the jurisdictions which comply with the requirements to maintain the same level of funding for streets and roads as existed prior to the passage of the 2009 Measure A and participate in TUMF (as applicable in the Western County and Coachella Valley areas) and the MSHCP in Western County and which annually submit a five-year capital improvement plan.

Commuter assistance and transit: Funds for public transit are used to promote and subsidize commuter assistance programs such as ridesharing and telecommuting and specialized transportation to guarantee reduced transit fares, expand existing transit services, and implement new transit services for seniors and persons with disabilities. These funds are restricted as stipulated by the 2009 Measure A. Funds for intercity bus services in Western County and bus replacement and more frequent service in the Coachella Valley are restricted as stipulated by the 2009 Measure A.

Debt service: Certain bond proceeds that have been used to make required sinking fund payments in the Debt Service fund as required by the bond agreements are classified as restricted. Amounts held by the trustee equal to the maximum annual debt service are recorded in the Debt Service fund as restricted.



Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 8. Net Position and Fund Balances, Continued

Transportation Development Act: Restricted fund balance for the LTF represents the apportionments related to transit programs by geographic area, bicycle and pedestrian facilities, and planning and programming services and unapportioned revenues. Restricted fund balance for the STA and State of Good Repair represents the apportionments for transit by geographic area. The TDA restrictions at June 30, 2024 are as follows:

	Local Transportation Fund	State Transit Assistance	State of Good Repair	Total
Bicycle and pedestrian facilities	\$ 11,178,811	\$ -	\$ -	\$ 11,178,811
Transit and specialized transportation				
Western County:				
Bus transit:				
City of Banning	19,286	2,098,921	45,722	2,163,929
City of Beaumont	100,000	10,087,463	235,689	10,423,152
City of Corona	-	1,072,086	427,889	1,499,975
City of Riverside	-	720,957	249,356	970,313
Riverside Transit Agency	2,397,610	28,225,145	3,461,313	34,084,068
Apportioned and unallocated	236,418,521	42,047,875	2,566,630	281,033,026
Commuter rail:				
Commission	-	7,742,858	866,819	8,609,677
Apportioned and unallocated	45,524,443	44,002,688	1,173,594	90,700,725
Total Western County	284,459,860	135,997,993	9,027,012	429,484,865
Coachella Valley:				
BusTransit				
SunLine Transit Agency	2,505,750	21,331,012	4,212,565	28,049,327
Apportioned and unallocated	46,037,378	2,093,710	1,243,977	49,375,065
Commuter rail:				
Commission	-	819,143	-	819,143
Apportioned and unallocated	-	288,901	-	288,901
Total Coachella Valley	48,543,128	24,532,766	5,456,542	78,532,436
Palo Verde Valley:				
Palo Verde Valley Transit Agency	-	706,543	159,104	865,647
Apportioned and unallocated for transit	3,481,436	232,164	78,281	3,791,881
Total Palo Verde Valley	3,481,436	938,707	237,385	4,657,528
Unapportioned funds	40,507,276	-	-	40,507,276
Total transit and specialized transportation	\$ 388,170,511	\$ 161,469,466	\$ 14,720,939	\$ 564,360,916

Commuter rail: Restricted fund balances in the General fund and a nonmajor governmental fund represent TDA monies to be used for commuter rail operations and capital.

Transportation Uniform Mitigation Fee: TUMF revenues to be received by the Commission are to be used for new CETAP corridors and the regional arterial system in Western County and are restricted as follows:

CETAP: Funds for the development of new transportation corridors are used to provide congestion relief and mobility within the County and between the County and its neighboring Orange and San Bernardino counties. Funds will be matched by revenues of \$370 million generated from the 2009 Measure A.

Regional arterials: Funds for regional arterials are used to implement the planned Western County regional arterial system. Funds will be matched by revenues of \$300 million generated from the 2009 Measure A.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 8. Net Position and Fund Balances, Continued

Prepaid amounts: Prepaid amounts are reported as nonspendable fund balance as they are in nonspendable form.

Motorist assistance: Funds in the Service Authority for Freeway Emergencies and Freeway Service Patrol Special Revenue funds are reported as nonmajor governmental funds of \$6,853,206 and \$7,847,417, respectively, to assist motorists on County roads are restricted as stipulated by the State.

General government: Funds allocated by Measure A, TUMF, LTF, motorist assistance, STA, Coachella Valley Rail, and SB 132 programs to the General Fund have been assigned by the Commission for general government administration.

Proprietary Funds:

RCTC 91 Express Lanes: Restricted net position for toll operations consists of net toll revenues from toll operations in the RCTC 91 Express Lanes Enterprise fund in accordance with the toll bond indenture.

15 Express Lanes: Restricted net position for toll operations consist of net toll revenues from toll operations in the 15 Express Lanes Enterprise fund in accordance with the toll bond indenture.

Note 9. Commitments and Contingencies

Real property and project agreements: The Commission has entered into other agreements in the ordinary course of business with companies and other governmental agencies for the acquisition of real property as well as the engineering and construction of certain highway and commuter rail projects. These agreements, which are significant, are funded with available and future revenues and debt proceeds.

In June 2024, the Commission entered into an agreement to open escrow for the acquisition of property in connection with the Mid County Parkway project for an amount of \$7,476,547. Under the terms of the agreement, the Commission will pay the required escrow deposit in July 2024.

Litigation: Certain claims involving disputed construction costs and property acquisition costs, including goodwill claims, have arisen in the ordinary course of business. Additionally, the Commission is a defendant in lawsuits. Although the outcome of these matters is not presently determinable, management does not expect that the resolution of these matters will have a material adverse impact on the financial condition of the Commission.

The Commission is party to an ongoing litigation which if settled, would be material to the governmental activity's enterprise fund. Due to the nature of the litigation, outlays, if any, would be recorded as a capital asset in the fiscal year paid.

Note 10. Joint Agreements

Joint ventures: The Commission is one of five members of the SCRRA, an independent joint powers authority created in June 1992. The SCRRA's board consists of one member from the Ventura County Transportation Commission; two each from the Orange County Transportation Authority (OCTA), the San Bernardino Associated Governments, and the Commission; and four members from the Los Angeles County Metropolitan Transportation Authority. The SCRRA is responsible for implementing and operating a regional commuter rail system (Metrolink) in five southern California counties. As a member of SCRRA, the Commission makes capital and operating contributions for its pro rata share of rail lines servicing the County. The Commission expended \$29,087,212 and \$1,659,132 during 2024 for its share of Metrolink operating and capital costs, respectively. As of June 30, 2024, cumulative capital contributions

Note 10. Joint Agreements, Continued

were \$68,725,385. Other funds for rail service are contributed to the SCRRA by the State from state rail bonds on behalf of the Commission. Separate financial statements are prepared by and available from the SCRRA, which is located at 900 Wilshire Boulevard, Suite 1500, Los Angeles, California 90017.

In May 2013 the Commission became a full voting member of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency with the intent to have greater involvement in regional rail issues because of its legal ownership rights regarding passenger rail service between Fullerton and Los Angeles. The LOSSAN Rail Corridor Agency is a locally governed joint powers authority comprised of 13 agencies created to oversee the intercity passenger rail service in the travel corridor between San Diego and San Luis Obispo County. The Commission’s share of administration costs is subject to future negotiations; however, during 2024 the Commission contributed \$0 for administration efforts.

In May 2017, the Commission became a member of the California Vanpool Authority (CalVans) to share resources and provide public vanpool transportation options for the traveling public. CalVans is a joint powers authority comprised of 12 agencies created to operate vanpool services within the territories of the member agencies. The Commission did not expend any funds during 2024 for CalVans.

RCTC 91 Express Lanes cooperative agreements: The RCTC 91 Express Lanes are jointly operated with the existing OCTA 91 Express Lanes and collectively referred to as the 91 Express Lanes.

Under the Orange-Riverside Cooperative Agreement, which was entered into in December 2011, the Commission and OCTA agreed on the use of the same initial toll operator, cost and revenue sharing, toll policies, business rules, interoperability of technology, and marketing activities as well as OCTA review of design plans and construction activities for the 91 Project.

In May 2013 the Commission entered into a three-party agreement with OCTA and the third-party toll operator, for the operations of the 91 Express Lanes. This ensures a streamlined and consistent intercounty travel for motorists on the OCTA 91 Express Lanes in Orange County and RCTC 91 Express Lanes in Riverside County. The third-party toll operator provides operating services in the annual amount of \$6,087,538 plus inflation for five initial years with two extension options, subject to Board of Commissioners approval. The third-party toll operator is responsible for the day-to-day operations of the toll facility; another contractor is responsible for maintaining the roadside toll collection system under a separate agreement with the Commission. The three-party agreement expired on March 6, 2022 and was amended March 7, 2022 for an initial five-year term, with two 36-month options, not to exceed 13 years.

In November 2019, the Commission awarded an agreement to the third-party operator to develop and install a new back-office system and to provide express lane operator services, including the back office and customer services center. The agreement is a three-party contract including OCTA. The contract has a five-year term beginning upon completion and implementation of the new back-office system, plus two 3-year options, to operate both the OCTA and RCTC 91 Express Lanes. The operating term began on March 7, 2022 with the conversion to the new back-office system.

I-15 Corridor Freight and Express Lanes Project: The Commission and San Bernardino County Transportation Agency (SBCTA) entered into a Cooperative Agreement (Agreement) on May 24, 2023, formalizing the coordination of the toll facilities between Riverside and San Bernadino counties; collectively referred to as the I-15 Corridor Freight and Express Lanes project or I-15 Next. Specifically, the Agreement requires the Commission to assign approximately 2.2 miles of its existing RCTC 15 Toll Lanes to SBCTA in exchange for annual toll revenue payments payable by SBCTA.

Note 10. Joint Agreements, Continued

The assignment is made by the Commission to SBCTA in preparation for planning and constructing a toll facility within the median of I-15. Construction by SBCTA is anticipated to begin during calendar year 2025 with an estimated completion date of summer 2028.

As of June 30, 2024, no impacts have been incurred by the existing RCTC 15 Express Lanes as a result of entering into this Agreement. However, SBCTA will reimburse RCTC 15 Express Lanes for any impacts during construction phase of the project. Furthermore, assignment of the RCTC 15 Express Lanes will not occur until sixty (60) days prior to project completion estimated to occur during calendar year 2028.

Management services agreement: The Commission and RCA entered into an Implementation and Management Services Agreement effective January 1, 2021. Under the agreement, the Commission shall administer, coordinate, and supervise the activities of the RCA as set forth in the RCA Joint Exercise of Powers Agreement and shall act for RCA in accomplishing its purposes. The RCA oversees and administers the Multiple Species Habitat Conservation Plan (MSHCP), one of America's most ambitious environmental efforts, in support of its member agencies. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the permanent conservation of 500,000 acres and the protection of 146 covered species, including 33 that are currently listed as threatened or endangered. RCA reimbursed the Commission \$8,863,324 during the year ended June 30, 2024 in connection with the management services provided under this agreement.

Note 11. Employees' Pension Plans

General Information about the CalPERS Pension Plan: The Commission contracts with CalPERS to provide its employees retirement as well as death and retirement disability benefits, which are paid by the CalPERS under a cost sharing multiple-employer plan. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be obtained from its executive office located at 400 P Street, Sacramento, California 95814, or by visiting the CalPERS website at www.calpers.ca.gov. All permanent Commission employees are eligible to participate in the Miscellaneous Employee Pension Plan, cost-sharing multiple employers defined benefit pension plan administered by CalPERS. Benefit provisions under the Plan are established by State statute and Commission resolution.

Benefits Provided - CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Employees hired prior to January 1, 2013 and attaining the age of 55 with five years of credited California service (service) are eligible for normal retirement and are entitled to a monthly benefit of 2.7% of their final compensation for each year of service. Final compensation is defined as the highest annual salary earned. Retirement may begin at age 50 with a reduced benefit rate. The plan also credits employees for unused sick leave. Employees hired on or after January 1, 2013 who are not "classic" members and attaining the age of 62 with five years of credited service are eligible for normal retirement and are entitled to a monthly benefit of 2% of their three-year final compensation for each year of service. Retirement may begin at age 52 with a reduced benefit rate. Upon separation from the plan prior to retirement, members' accumulated contributions are refundable with interest credited through the date of separation. All members are eligible for non-duty disability benefits after 10 years of service. The pre-retirement death benefit is one of the following: the 1957 Survivor Benefit - level 3 or the Optional Settlement 2W Death Benefit. The post-retirement death benefit is one of the following: lump sum or survivor allowance. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 11. Employees' Pension Plans, Continued

The Plan provisions and benefits in effect at June 30, 2024, are summarized as follows:

Hire date	Miscellaneous	
	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.7% @ 55	2% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit payments	Monthly for life	Monthly for life
Retirement age	50 - 55	52 - 62
Monthly benefits, as a % of eligible compensation	2.0% to 2.7%	1.0% to 2.0%
Required employee contribution rates	8.00%	8.00%
Required Commission contribution rates	17.84%	9.05%

Contributions - Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in rate. Funding contributions for the Plan are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Commission is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2024, the contributions recognized as part of pension expense for the Plan were as follows:

Miscellaneous	
Contributions - Commission	\$ 1,471,166
Contributions - Employee	832,180

Pension Liabilities, Pension Expenses, and Deferred Outflows/Inflows of Resources Related to Pensions:

As of June 30, 2024, the Commission reported a net pension liability for its proportionate shares of the net pension liability of the Plan as follows:

Proportionate Share of Net Pension Liability	
Miscellaneous	\$ 3,321,856

The Commission's net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2024, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. The Commission's proportionate share of the net pension liability for the Plan as of June 30, 2023 and 2024 is as follows:

Miscellaneous	
Proportion - June 30, 2023	0.03993%
Proportion - June 30, 2024	0.06643%
Change - Increase (Decrease)	<u>0.02650%</u>

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 11. Employees' Pension Plans, Continued

For the year ended June 30, 2024, the Commission recognized pension expense of \$4,120,355. At June 30, 2024, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 1,471,166	\$ -
Differences between actual and expected experiences	169,698	26,324
Changes in assumptions	200,556	-
Differences between contributions and the proportionate share of contributions	-	1,330,113
Changes in Commission's proportion	3,928,638	-
Net differences between projected and actual earnings on plan investments	537,838	-
Total	<u>\$ 6,307,896</u>	<u>\$ 1,356,437</u>

The \$1,471,166 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the subsequent fiscal year. Other amounts reported as deferred outflows of resources and deferred (inflows) of resources related to pensions will be recognized as pension expense as follows:

Year Ending June 30	
2025	\$ 1,823,024
2026	1,236,364
2027	405,471
2028	15,434
	<u>\$ 3,480,293</u>

Actuarial Methods and Assumptions - The total pension liability in the June 30, 2023 actuarial valuation was determined using the following actuarial assumptions:

Miscellaneous	
Valuation Date	June 30, 2022
Measurement Date	June 30, 2023
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Projected Salary Increase	Varies by entry age and service
Investment Rate of Return	6.90% net of pension plan investment and administrative expenses, includes inflation
Mortality	Derived using CalPERS' membership data for all funds

The mortality table was developed based on CalPERS specific data. The rates incorporate Generational Mortality to capture ongoing mortality improvement using 80% of Scale MP 2020 published by the Society of Actuaries. Further details of the experience study can be found on the CalPERS website.

Changes in Actuarial Assumptions - For the measurement period ended June 30, 2023, the discount rate remained at 6.90%, and the inflation rate remained at 2.30%, and the investment rate of return remained at 6.90%.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 11. Employees' Pension Plans, Continued

Discount Rate - The discount rate used to measure the total pension liability was 6.90% for the Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Long-Term Expected Rate of Return - - In determining the long-term expected rate of return, CalPERS considered long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and combined with risk estimates, are used to project compound (generic) returns over the long-term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return.

The table below reflects the expected real rates of return by asset class.

Asset Class	Current Target Allocation	Real Return Years 1 - 10 ^(1,2)
Global equity - cap-weighted	30%	4.45%
Global equity - non-cap weighted	12%	3.84%
Private equity	13 %	7.28%
Treasury	5%	0.27%
Mortgage-backed securities	5%	0.50%
Investment grade corporates	10%	1.56%
High yield	5%	2.27%
Emerging market debt	5%	2.48%
Private debt	5%	3.57%
Real assets	15%	3.21%
Leverage	(5%)	(0.59%)
Total	100%	

(1) An expected inflation rate of 2.3% used for this period.

(2) Figures are based on the 2021/22 Asset Liability Management study

Sensitivity of the Collective Net Pension Liability to Changes in the Discount Rate - The following presents the Commission's collective net pension liability/(asset) for the Plan, calculated using the discount rate for the Plan, as well as what the Commission's collective net pension asset would be if it were calculated using a discount rate that is 1% below or 1% higher than the current rate:

Miscellaneous	
1% Decrease	5.90%
Net Pension Liability	\$10,547,305
Current Discount Rate	6.90%
Net Pension Liability	\$3,321,856
1% Increase	7.90%
Net Pension Asset	(\$2,625,310)

Pension Plan Fiduciary Net Position - Detailed information about the pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 11. Employees' Pension Plans, Continued

Payable to the Pension Plan - At June 30, 2024, the Commission reported a payable of \$0 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2024.

401(a) plan: The Commission offers its employees a 401(a) single employer defined contribution plan referred to as the Money Purchase Plan & Trust (Plan), which covers all permanent full-time employees. Employees are fully vested in the Plan after five years. The Plan, which is administered by the International City/County Management Association (ICMA), requires the Commission to make a contribution of 7.5% of the employees' earnings for the Plan year. Fiduciary responsibility and reporting of the Plan assets rests with ICMA. The Commission has the authority to amend the contribution requirements. Total payroll for covered employees for the current year was \$10,719,178. The Commission's contributions to the Plan were \$799,133 for the year ended June 30, 2024.

Note 12. Post-employment Benefits Other Than Pensions (OPEB)

Plan description - The Commission's OPEB plan through the CERBT, is an agent multiple-employer defined benefit plan for eligible retirees and their dependents. CERBT issues a publicly available financial report that can be obtained from its executive office or its website.

Benefits provided - The Commission provides post-employment health benefits for eligible retirees and their dependents at retirement. For employees hired on or after January 1, 2007, retirees must have a minimum of 10 years of PERS service and no less than five years of Commission service in order to receive post-employment health benefits in accordance with PERS as per Government Code Section 22893. For employees hired prior to January 1, 2007, retirees are not required to meet the eligibility criteria and may receive post-employment health benefits at the monthly health benefit rate paid for active employees, which was \$1,500 at June 30, 2024. The Commission's contributions toward premiums for retiree health insurance are coordinated with Medicare and other benefits provided by federal and state law, when available, to the extent it reduces the cost of insurance premiums.

Employees covered by benefit terms at June 30, 2024 are as follows:

Inactive employees or beneficiaries currently receiving benefit payments	32
Inactive employees entitled to but not yet receiving benefits	3
Active employees	<u>76</u>
Total	<u>111</u>

Contributions - The contribution requirements of plan members are established and may be amended by the Commission. The Commission has adopted a policy to fund 100% of the actuarially determined amount. For the year ended June 30, 2024, the Commission's average contribution rate was 14.05% of covered-employee payroll. Employees are not required to contribute to the plan.

Net OPEB Asset - The Commission's net OPEB asset was measured as of June 30, 2023, and the total OPEB asset used to calculate the net OPEB asset was determined by an actuarial valuation as of that date.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 12. Post-employment Benefits Other Than Pensions (OPEB), Continued

Actuarial assumptions - The total OPEB liability in the June 30, 2023 actuarial valuation was determined using the following assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Assumptions	June 30, 2023 Measurement Date
Inflation	2.50% per annum
Discount rate	5.25% per annum
Salary increases	2.75% aggregate
Investment rate of return	5.25%
Healthcare cost trend rates	Non-Medicare: 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 and later years Medicare: 7.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 and later years

Mortality rates are based on projected fully generational with Scale MP-2021.

The actuarial assumptions used in the June 30, 2023 actuarial valuation was based on the results of an actuarial experience study for the period July 1, 2022 to June 30, 2023.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB Plan investment expenses and inflation) are developed for each major asset class.

These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by target asset allocation percentage and by adding expected inflation.

Best estimates of geometric real rates of return for each major asset class included in the OPEB Plan's target asset allocation adopted as of June 30, 2023, as provided by CERBT - Strategy 2, are summarized in the following table:

Asset Class	Target Allocation Strategy 2	Expected Real Rate of Return
Global equity	34%	4.56%
Fixed income	41%	1.56%
TIPS	5%	(0.08%)
Commodities	3%	1.22%
REITs	17%	4.06%
Total	100%	

Changes in Actuarial Assumptions - For the measurement period ended June 30, 2023, the discount rate was reduced from 6.90% to 5.25%, the inflation rate was increased from 2.30% to 2.50%, and the investment rate of return was reduced from 6.90% to 5.25%.

Discount rate - The discount rate to measure the total OPEB asset was 5.25%. The projection of cash flows used to determine the discount rate assumed that contributions from the Commission will be made at actuarially determined contribution rates. Based on this assumption, the OPEB plan's fiduciary net position was projected to be available to make projected OPEB payments for current and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB asset.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 12. Post-employment Benefits Other Than Pensions (OPEB), Continued

Changes in the Net OPEB Liability (Asset) – The changes in the net OPEB liability (asset) from the measurement date of June 30, 2022 to June 30, 2023 are as follows:

	Increase (Decrease)		
	Total OPEB Liability (Asset)	Plan Fiduciary Net Position	Net OPEB Liability (Asset)
Balances at June 30, 2022 (measurement date)	\$ 9,646,500	\$ 10,351,100	\$ (704,600)
Changes for the year:			
Service cost	662,300	-	662,300
Interest	530,000	-	530,000
Experience gains/losses	188,500	-	188,500
Assumption changes	468,200	-	468,200
Contributions – employer	-	961,600	(961,600)
Net investment income	-	419,300	(419,300)
Benefit payments	(427,400)	(427,400)	-
Administrative expense	-	(4,300)	4,300
Net changes	1,421,600	949,200	472,400
Balances at June 30, 2023 (measurement date)	<u>\$ 11,068,100</u>	<u>\$ 11,300,300</u>	<u>\$ (232,200)</u>

Sensitivity of the net OPEB liability to changes in the discount rate – The following table presents the Commission’s net OPEB liability (asset), as well as what the Commission’s net OPEB liability would be if it were calculated using a discount rate that is 1% below or 1% higher than the current discount rate:

Changes in the Discount Rate	
1% Decrease	4.25%
Net OPEB Liability	\$1,389,436
Current Discount Rate	5.25%
Net OPEB Asset	(\$232,200)
1% Increase	6.25%
Net OPEB Asset	(\$1,552,027)

Sensitivity of the net OPEB liability (asset) to changes in the healthcare cost trend rates – The following table presents the net OPEB liability (asset) as well as what the Commission’s net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1% below or 1% higher than the current healthcare cost trend rates:

Changes in the Healthcare Cost Trend Rate	
1% Decrease	1% Decrease
Net OPEB Asset	(\$1,717,580)
Current Healthcare Trend Rate	Current Trend
Net OPEB Asset	(\$232,200)
1% Increase	1% Increase
Net OPEB Liability	\$1,620,522

OPEB plan fiduciary net position – Detailed information about the OPEB plan’s fiduciary net position is available in the separately issued CERBT financial reports at <https://www.calpers.ca.gov/page/employers/benefit-programs/cerbt>.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 12. Post-employment Benefits Other Than Pensions (OPEB), Continued

OPEB expense and deferred outflows of resources and deferred inflows of resources related to OPEB - For the year ended June 30, 2023, the Commission recognized OPEB expense/(income) of \$812,100. At June 30, 2024 the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources.

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions subsequent to measurement date	\$ 1,357,500	\$ -
Changes in assumptions	558,200	69,100
Differences between actual and expected experiences	167,200	343,700
Net differences between projected and actual earnings on plan investments	870,100	-
Total	<u>\$ 2,953,000</u>	<u>\$ 412,800</u>

The \$1,357,500 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the subsequent fiscal year. Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending June 30	
2025	\$ 197,400
2026	188,500
2027	468,800
2028	62,100
2029	47,200
Thereafter	218,700
	<u>\$ 1,182,700</u>

Payable to the OPEB Plan - At June 30, 2024 the Commission reported a payable of \$0 for the outstanding amount of contributions to CERBT required for the year ended June 30, 2024.

Note 13. Measure A Conformance Requirements

Measure A requires that the sales taxes collected may only be used for transportation purposes including administration and the construction, capital acquisition, maintenance, and operation of streets, roads, highways including state highways, and public transit systems and for related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right of way acquisition.

Note 14. Subsequent Events

On October 9, 2024, the Commission approved the payoff of the TIFIA Loan in full approximating \$173,734,100 which included the compounded interest amount through October 2024. The TIFIA Loan will be paid off with a combination of I-15 toll revenues and established reserves, a contribution from Measure A, and establishment of a Measure A inter-fund loan to the I-15 Express Lanes totaling \$48,700,000. Annual payments are due for the inter-fund loan with the balance due in four fiscal years or by August 31, 2028. Also, the inter-fund loan is assessed interest annually, which is indexed to RCTC's portfolio rate of return at the Riverside County Treasurer-Tax Collector.

Riverside County Transportation Commission
Notes to Basic Financial Statements
June 30, 2024

Note 15. Adoption of GASB Statement No. 101, Compensated Absences

As of July 1, 2023, the Commission adopted GASB Statement No. 101 *Compensated Absences*. The Statement requires the recognition of certain earned and accumulated leave balances, including salary-related payments. The Commission's professional judgment is that earned and accumulated leave balances, specifically related to sick leave, will more likely than not, be used, rather than cashed out as previously determined. Additionally, as required in the Statement, pension-related payments have been removed as this is encapsulated in GASB Statement No. 68, Pensions disclosure. Sick, vacation, and administrative hours earned and accumulated that have not been taken at year-end is reported as a long-term liability in the government-wide and proprietary fund financial statements. Beginning balances of compensated absences liabilities were restated to adopt the provisions of GASB Statement No. 101, Compensated Absences as follows:

	Governmental Activities		
Net position at July 1, 2023, as previously reported			\$ 1,258,923,215
Change in accounting principle			(825,273)
Net position at July 1, 2023, as adjusted			<u>\$ 1,258,097,942</u>

	15 Express Lanes	91 Express Lanes	Business-Type Activities
Net position at July 1, 2023, as previously reported	\$ 262,717,804	\$ (333,152,076)	\$ (70,434,272)
Change in accounting principle	(36,901)	(72,026)	(108,927)
Net position at July 1, 2023, as adjusted	<u>\$ 262,680,903</u>	<u>\$ (333,224,102)</u>	<u>\$ (70,543,199)</u>

Note 16. Pronouncements Issued, Not Yet Effective

The GASB pronouncements issued prior to June 30, 2024 that have an effective date that may impact future financial presentations include:

- GASB Statement No. 102, *Certain Risk Disclosures*. The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2025; and
- GASB Statement No. 103, *Financial Reporting Model Improvements*. The requirements of this Statement will take effect for financial statements starting with the fiscal year that ends June 30, 2025.



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SR-60 Wildlife Crossing

Required Supplementary Information

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual - General Fund
Year Ended June 30, 2024

	General			Variance with Final Budget Positive (Negative)
	Original Budget	Final Budget	Actual	
Revenues				
Intergovernmental	\$ 32,765,000	\$ 32,765,000	\$ 9,424,247	\$ (23,340,753)
Investment income(loss)	353,500	353,500	1,700,164	1,346,664
Other	-	-	460,109	460,109
Total revenues	33,118,500	33,118,500	11,584,520	(21,533,980)
Expenditures				
Current:				
General government	13,248,600	11,947,800	-	11,947,800
Commuterrail	47,103,400	47,103,400	24,855,817	22,247,583
Planning and programming	18,106,400	19,461,400	10,002,033	9,459,367
Transit and specialized transportation	997,500	997,500	766,231	231,269
Total programs	79,455,900	79,510,100	35,624,081	43,886,019
Debt service:				
Principal	-	878,200	878,193	7
Interest	-	22,600	22,562	38
Total debt service	-	900,800	900,755	45
Capital outlay	3,410,000	2,585,000	520,745	2,064,255
Total expenditures	82,865,900	82,995,900	37,045,581	45,950,319
Excess (deficiency) of revenues over (under) expenditures	(49,747,400)	(49,877,400)	(25,461,061)	24,416,339
Other financing sources (uses)				
Lease and subscription financing	-	-	319,719	319,719
Transfers in	50,976,300	50,976,300	29,679,418	(21,296,882)
Transfers out	(5,877,700)	(5,877,700)	-	5,877,700
Total other financing sources (uses)	45,098,600	45,098,600	29,999,137	(15,099,463)
Net change in fund balances	\$ (4,648,800)	\$ (4,778,800)	4,538,076	\$ 9,316,876
Fund balances at beginning of year			37,100,151	
Fund balances at end of year			<u>\$ 41,638,227</u>	

See notes to required supplementary information

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual - Major Special Revenue Funds
Year Ended June 30, 2024

	Measure A Western County				Measure A Coachella Valley			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$223,745,000	\$223,745,000	\$226,342,519	\$ 2,597,519	\$ 55,168,000	\$ 55,168,000	\$ 54,370,450	\$ (797,550)
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-
Intergovernmental	131,656,800	135,021,000	119,656,661	(15,364,339)	-	-	-	-
Investment income(loss)	3,815,700	3,815,700	18,325,614	14,509,914	818,300	818,300	5,051,702	4,233,402
Other	605,500	605,500	2,276,531	1,671,031	-	-	225,096	225,096
Total revenues	359,823,000	363,187,200	366,601,325	3,414,125	55,986,300	55,986,300	59,647,248	3,660,948
Expenditures								
Current:								
General government	567,000	567,000	377,203	189,797	-	-	-	-
Bicycle and pedestrian facilities	-	-	-	-	-	-	-	-
CETAP	-	-	-	-	-	-	-	-
Commuter assistance	6,638,000	6,638,000	3,614,528	3,023,472	-	-	-	-
Commuter rail	38,109,300	40,359,200	34,143,569	6,215,631	-	-	-	-
Highways	142,985,400	146,907,000	107,182,697	39,724,303	30,009,400	61,730,300	61,730,298	2
Local streets and roads	64,443,700	65,343,000	65,342,930	70	19,161,700	19,161,700	19,029,657	132,043
Planning and programming	-	-	-	-	-	-	-	-
Regional arterials	109,017,800	78,114,100	14,324,752	63,789,348	-	-	-	-
Transit and specialized transportation	7,844,500	7,844,500	5,249,795	2,594,705	9,000,000	8,454,000	8,454,000	-
Total programs	369,605,700	345,772,800	230,235,474	115,537,326	58,171,100	89,346,000	89,213,955	132,045
Debt service:								
Principal	-	22,500	22,442	58	-	-	-	-
Interest	-	500	478	22	-	-	-	-
Total debt service	-	23,000	22,920	80	-	-	-	-
Capital outlay	4,342,200	4,790,700	5,486,882	(696,182)	-	-	-	-
Total expenditures	373,947,900	350,586,500	235,745,276	114,841,224	58,171,100	89,346,000	89,213,955	132,045
Excess (deficiency) of revenues over (under) expenditures	(14,124,900)	12,600,700	130,856,049	118,255,349	(2,184,800)	(33,359,700)	(29,566,707)	3,792,993
Other financing sources (uses)								
Transfers in	34,521,900	36,415,300	31,273,321	(5,141,979)	-	-	124,220	124,220
Transfers out	(92,999,500)	(92,999,500)	(67,454,466)	25,545,034	(441,900)	(441,900)	-	441,900
Total other financing sources (uses)	(58,477,600)	(56,584,200)	(36,181,145)	20,403,055	(441,900)	(441,900)	124,220	566,120
Net change in fund balances	\$ (72,602,500)	\$ (43,983,500)	94,674,904	\$ 138,658,404	\$ (2,626,700)	\$ (33,801,600)	(29,442,487)	\$ 4,359,113
Fund balances at beginning of year			438,154,128				96,210,303	
Fund balances at end of year			<u>\$ 532,829,032</u>				<u>\$ 66,767,816</u>	

See notes to required supplementary information

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual - Major Special Revenue Funds, Continued
Year Ended June 30, 2024

	Transportation Uniform Mitigation Fee				Local Transportation Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ 155,000,000	\$ 155,000,000	\$ 156,212,458	\$ 1,212,458
Transportation Uniform Mitigation Fee	31,000,000	31,000,000	40,959,784	9,959,784	-	-	-	-
Intergovernmental	889,900	889,900	72,724	(817,176)	-	-	13,765,144	13,765,144
Investment income(loss)	897,900	897,900	7,748,214	6,850,314	3,248,400	3,248,400	15,332,310	12,083,910
Other	18,000	18,000	19,300	1,300	-	-	-	-
Total revenues	32,805,800	32,805,800	48,800,022	15,994,222	158,248,400	158,248,400	185,309,912	27,061,512
Expenditures								
Current:								
General government	-	-	-	-	12,000	12,000	12,000	-
Bicycle and pedestrian facilities	-	-	-	-	7,942,300	7,942,300	1,756,152	6,186,148
CETAP	6,910,300	7,165,300	6,576,188	589,112	-	-	-	-
Commuter assistance	-	-	-	-	-	-	-	-
Commuter rail	-	-	-	-	-	-	-	-
Highways	-	-	-	-	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	1,163,000	1,163,000	1,163,000	-
Regional arterials	59,448,400	56,583,400	2,764,633	53,818,767	-	-	-	-
Transit and specialized transportation	-	-	-	-	115,620,000	115,620,000	101,105,756	14,514,244
Total programs	66,358,700	63,748,700	9,340,821	54,407,879	124,737,300	124,737,300	104,036,908	20,700,392
Debt service:								
Principal	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	66,358,700	63,748,700	9,340,821	54,407,879	124,737,300	124,737,300	104,036,908	20,700,392
Excess (deficiency) of revenues over (under) expenditures	(33,552,900)	(30,942,900)	39,459,201	70,402,101	33,511,100	33,511,100	81,273,004	47,761,904
Other financing sources (uses)								
Transfers in	-	-	38,208	38,208	-	-	-	-
Transfers out	(25,326,900)	(25,326,900)	(7,222,796)	18,104,104	(35,664,400)	(35,664,400)	(29,679,418)	5,984,982
Total other financing sources (uses)	(25,326,900)	(25,326,900)	(7,184,588)	18,142,312	(35,664,400)	(35,664,400)	(29,679,418)	5,984,982
Net change in fund balances	\$(58,879,800)	\$(56,269,800)	32,274,613	\$ 88,544,413	\$ (2,153,300)	\$ (2,153,300)	51,593,586	\$ 53,746,886
Fund balances at beginning of year			148,270,737				336,576,925	
Fund balances at end of year			<u>\$180,545,350</u>				<u>\$388,170,511</u>	

See notes to required supplementary inform

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual - Major Special Revenue Funds, Continued
Year Ended June 30, 2024

	State Transit Assistance				SB 132			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ 33,820,600	\$ 33,820,600	\$ 33,112,641	\$ (707,959)	\$ -	\$ -	\$ -	\$ -
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-
Intergovernmental	-	-	-	-	230,000	230,000	-	(230,000)
Investment income(loss)	1,236,900	1,236,900	7,379,002	6,142,102	-	-	1,624,267	1,624,267
Other	-	-	-	-	-	-	316,810	316,810
Total revenues	35,057,500	35,057,500	40,491,643	5,434,143	230,000	230,000	1,941,077	1,711,077
Expenditures								
Current:								
General government	-	-	-	-	-	-	-	-
Bicycle and pedestrian facilities	-	-	-	-	-	-	-	-
CETAP	-	-	-	-	-	-	-	-
Commuter assistance	-	-	-	-	-	-	-	-
Commuter rail	-	-	-	-	-	-	-	-
Highways	-	-	-	-	54,631,400	52,998,400	31,919,458	21,078,942
Local streets and roads	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	-	-	-	-
Regional arterials	-	-	-	-	-	-	-	-
Transit and specialized transportation	49,019,700	49,019,700	17,137,525	31,882,175	-	-	-	-
Total programs	49,019,700	49,019,700	17,137,525	31,882,175	54,631,400	52,998,400	31,919,458	21,078,942
Debt service:								
Principal	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	49,019,700	49,019,700	17,137,525	31,882,175	54,631,400	52,998,400	31,919,458	21,078,942
Excess (deficiency) of revenues over (under) expenditures	(13,962,200)	(13,962,200)	23,354,118	37,316,318	(54,401,400)	(52,768,400)	(29,978,381)	22,790,019
Other financing sources (uses)								
Transfers in	-	-	-	-	53,159,000	53,159,000	32,016,475	(21,142,525)
Transfers out	(3,539,700)	(5,433,100)	(4,043,201)	1,389,899	-	-	(126,951)	(126,951)
Total other financing sources (uses)	(3,539,700)	(5,433,100)	(4,043,201)	1,389,899	53,159,000	53,159,000	31,889,524	(21,269,476)
Net change in fund balances	\$(17,501,900)	\$(19,395,300)	19,310,917	\$ 38,706,217	\$ (1,242,400)	\$ 390,600	1,911,143	\$ 1,520,543
Fund balances at beginning of year			142,158,549				1,003,665	
Fund balances at end of year			<u>\$ 161,469,466</u>				<u>\$ 2,914,808</u>	

See notes to required supplementary information

Riverside County Transportation Commission
Schedule of Proportionate Share of Net Pension Liability
Last Ten Fiscal Years
June 30, 2024

	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Measurement Date	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Proportion of the net pension liability/(asset)	0.06643%	0.03993%	-0.11824%	0.00482%	0.08706%	0.08656%	0.08794%	0.08829%	0.09176%	0.08559%
Proportionate share of the net pension liability/(asset)	\$ 3,321,856	\$ 1,868,313	\$ (6,394,605)	\$ 524,003	\$ 8,921,123	\$ 8,340,905	\$ 8,721,456	\$ 7,639,639	\$ 6,298,052	\$ 5,325,565
Covered payroll (measurement year)	\$ 9,934,449	\$ 9,301,613	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781	\$ 5,287,151	\$ 4,792,270	\$ 4,316,567
Proportionate share of the net pension liability/(asset) as percentage of covered payroll	33.44%	20.09%	-85.60%	8.28%	151.96%	147.54%	157.52%	144.49%	131.42%	123.38%
Plan fiduciary net position as a percentage of the total pension liability/(asset)	76.21%	84.58%	88.29%	75.10%	75.26%	75.26%	73.31%	74.06%	78.40%	78.21%

See notes to required supplementary information

Riverside County Transportation Commission
Schedule of Pension Contributions
Last Ten Fiscal Years
June 30, 2024

	Fiscal Year									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Contractually required contribution (actuarially determined)	\$ -	\$ -	\$ -	\$ 1,525,557	\$ 1,675,734	\$ 1,507,484	\$ 1,321,564	\$ 1,222,802	\$ 1,101,641	\$ 1,044,018
Contributions in relation to the actuarially determined contributions	(1,471,166)	(1,304,460)	(1,203,364)	(925,486)	(10,221,550) ¹	(1,443,593)	(1,308,877)	(1,238,891)	(1,132,393)	(1,125,317)
Contribution deficiency (excess)	<u>\$ (1,471,166)</u>	<u>\$ (1,304,460)</u>	<u>\$ (1,203,364)</u>	<u>\$ 600,071</u>	<u>\$ (8,545,816)</u>	<u>\$ 63,891</u>	<u>\$ 12,687</u>	<u>\$ (16,089)</u>	<u>\$ (30,752)</u>	<u>\$ (81,299)</u>
Covered payroll	\$ 10,881,882	\$ 9,934,449	\$ 9,301,613	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781	\$ 5,287,151	\$ 4,792,270
Contributions as a percentage of covered payroll	13.52%	13.13%	12.94%	12.39%	161.53%	24.59%	23.15%	22.38%	21.42%	23.48%
Valuation date	6/30/22	6/30/21	6/30/20	6/30/19	6/30/18	6/30/17	6/30/14	6/30/15	6/30/14	6/30/13
Actuarial cost method	Entry age normal cost method									
Amortizations method	Level of percentage of payroll									
Remaining amortization period	20 years as of valuation date									
Asset valuation method	15 year smoothed market									
Inflation	2.30%									
Projected salary increases	Varies by entry age and service									
Discount rate	6.90% (net of administrative expenses)									
Retirement age	55 years									
Mortality	Derived using CalPERS membership data for all funds									

See notes to required supplementary information

¹ In FY 2019/20 the Commission paid off the California Public Employees' Retirement System net pension liability of \$8.1 million, resulting in \$0 required actuarially determined contribution beginning in FY 2021/22.

Riverside County Transportation Commission
Schedule of Changes in the Net OPEB Liability (Asset) and Related Ratios
Last Ten Fiscal Years¹
June 30, 2024

	Fiscal Year							
	2024	2023	2022	2021	2020	2019	2018	2017 ¹
Measurement date	2023	2022	2021	2020	2019	2018	2017	2016
Total OPEB liability (asset)								
Service cost	\$ 662,300	\$ 641,500	\$ 421,100	\$ 408,900	\$ 477,000	\$ 463,000	\$ 449,000	\$ 437,000
Interest	530,000	482,900	496,000	470,500	462,000	416,000	377,000	338,000
Experience gains/losses	188,500	-	-	-	-	-	-	-
Changes of benefit terms	-	150,300	-	-	80,000	74,000	-	-
Differences between expected and actual experience	-	-	(388,000)	-	(338,000)	-	-	-
Changes of assumptions	468,200	-	161,400	(148,300)	137,000	-	-	-
Benefit payments	(427,400)	(366,400)	(315,700)	(282,700)	(229,000)	(192,000)	(172,000)	(155,000)
Net change in total OPEB liability (asset)	1,421,600	908,300	374,800	448,400	589,000	761,000	654,000	620,000
Beginning total OPEB liability (asset)	9,646,500	8,738,200	8,363,400	7,915,000	7,326,000	6,565,000	5,911,000	5,291,000
Ending total OPEB liability (asset)	<u>\$ 11,068,100</u>	<u>\$ 9,646,500</u>	<u>\$ 8,738,200</u>	<u>\$ 8,363,400</u>	<u>\$ 7,915,000</u>	<u>\$ 7,326,000</u>	<u>\$ 6,565,000</u>	<u>\$ 5,911,000</u>
Plan fiduciary net position								
Employer contributions	\$ 961,600	\$ 884,100	\$ 728,300	\$ 448,000	\$ 778,000	\$ 725,000	\$ 666,000	\$ 634,000
Net investment income	419,300	(1,500,000)	1,825,700	452,700	577,000	522,000	597,000	86,000
Benefit payments	(427,400)	(366,400)	(315,700)	(282,700)	(229,000)	(192,000)	(172,000)	(155,000)
Administrative expense	(4,300)	(1,800)	(5,700)	(5,400)	(2,000)	(12,000)	(3,000)	(2,000)
Net change in plan fiduciary net position	949,200	(984,100)	2,232,600	612,600	1,124,000	1,043,000	1,088,000	563,000
Beginning fiduciary net position	10,351,100	11,335,200	9,102,600	8,490,000	7,366,000	6,323,000	5,235,000	4,672,000
Ending fiduciary net position	<u>\$ 11,300,300</u>	<u>\$ 10,351,100</u>	<u>\$ 11,335,200</u>	<u>\$ 9,102,600</u>	<u>\$ 8,490,000</u>	<u>\$ 7,366,000</u>	<u>\$ 6,323,000</u>	<u>\$ 5,235,000</u>
Ending net OPEB liability (asset)	<u>\$ (232,200)</u>	<u>\$ (704,600)</u>	<u>\$ (2,597,000)</u>	<u>\$ (739,200)</u>	<u>\$ (575,000)</u>	<u>\$ (40,000)</u>	<u>\$ 242,000</u>	<u>\$ 676,000</u>
Plan fiduciary net position as a percentage of the total OPEB liability (asset)	102.10%	107.30%	129.72%	108.84%	107.26%	100.55%	96.31%	88.56%
Covered payroll (measurement year)	\$ 9,934,449	\$ 9,301,613	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781	\$ 5,287,151
Net OPEB liability (asset) as a percentage of covered payroll	-2.34%	-7.58%	-34.76%	-11.68%	-9.79%	-0.71%	4.37%	12.79%

See notes to required supplementary information

¹ Fiscal year 2017 was the first year of implementation. Represents most recent data available.

Riverside County Transportation Commission

Schedule of OPEB Contributions

Last Ten Fiscal Years ¹

June 30, 2024

	Fiscal Year							
	2024	2023	2022	2021	2020	2019	2018	2017 ¹
Actuarially determined contribution	\$ 889,000	\$ 533,000	\$ 517,000	\$ 412,000	\$ 399,000	\$ 549,000	\$ 533,000	\$ 494,000
Contributions in relation to the actuarially determined contribution	1,357,500	961,600	884,100	728,300	448,000	778,000	725,000	666,000
Contribution deficiency (excess)	<u>\$ (468,500)</u>	<u>\$ (428,600)</u>	<u>\$ (367,100)</u>	<u>\$ (316,300)</u>	<u>\$ (49,000)</u>	<u>\$ (229,000)</u>	<u>\$ (192,000)</u>	<u>\$ (172,000)</u>
Covered payroll	\$ 10,881,882	\$ 9,934,449	\$ 9,301,613	\$ 7,470,675	\$ 6,327,777	\$ 5,870,876	\$ 5,653,205	\$ 5,536,781
Contributions as a percentage of covered-employee payroll	12.47%	9.68%	9.50%	9.75%	7.08%	13.25%	12.82%	12.03%

Valuation date:

Actuarially determined contribution rates are calculated as of June 30, three years prior to the end of the fiscal year in which contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal - level percentage of payroll
Amortization method	Level percentage of payroll
Amortization period	Ten years
Asset valuation method	Investment gains and losses spread over five-year rolling period
Discount rate	5.25%
Inflation	2.50%
Healthcare cost trend rates	Non-Medicare: 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 and later years Medicare: 7.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 and later years
Salary increases	2.75% aggregate
Investment rate of return	5.25%
Retirement age	Classic employees: 50 - 55 Public Employees' Pension Reform Act: 52 - 62
Mortality	CalPERS 2000-2019 Experience Study. Mortality projected fully generational with Scale MP-2021.

See notes to required supplementary information

¹Fiscal year 2017 was the first year of implementation. Represents most recent data available.



Budgetary Data

In February of each year, department heads begin the process of compiling budget data for the upcoming fiscal year. Budget numbers along with supporting documentation are provided to the Chief Financial Officer by March 15. That budget data is compiled and presented to the Executive Director for review and approval and is submitted to the Budget and Implementation Committee at its April meeting. After review by the Budget and Implementation Committee, the proposed budget is scheduled for preliminary review and comment as well as public hearing at the Commission's May meeting. The final budget for the new fiscal year is then adopted by motion of the Board of Commissioners (Board) no later than June 15 of the current year. This appropriated budget covers substantially all Commission expenditures by financial responsibility unit [e.g., General fund and Measure A (for each of the three county areas), Local Transportation Fund, and Transportation Uniform Mitigation Fee special revenue funds] by fund. All appropriated amounts are as originally adopted or as amended by the Commission. Unexpended appropriations lapse at year-end. All budgets are adopted on a basis consistent with generally accepted accounting principles.

As adopted by the Board, expenditure activities of the funds with adopted budgets are controlled at the budgetary unit, which is the financial responsibility level, for each function (i.e., administration, programs, intergovernmental distributions, and capital outlay). These functions provide the legal level of budgetary control (i.e., the level at which expenditures cannot legally exceed the appropriated amount). Management has the discretion to transfer the budgeted amounts within the financial responsibility unit according to function. Supplemental budget appropriations were necessary during the year.

Pension Plan

Schedule of Proportionate Share of Net Pension Liability - The schedule provides the proportion (percentage) of the collective net pension liability (asset), proportionate share (amount) of the collective net pension liability (asset), the Commission's covered payroll, proportionate share (amount) of the collective net pension liability (asset) as a percentage of Commission's covered payroll, and the pension plan's fiduciary net position as a percentage of the total pension liability (asset).

Schedule of Pension Contributions - The schedule provides the Commission's actuarially determined contributions to the pension plan, the Commission's actual contributions, the difference between the actual and actuarially determined contributions, and a ratio of the actual contributions divided by covered payroll

Postemployment Benefits Other Than Pensions

Schedule of Changes in the Net OPEB Liability (Asset) and Related Ratios - The schedule provides the schedule of changes in the net OPEB liability (asset), the plan fiduciary net position as a percentage of the total OPEB liability (asset), the Commission's covered payroll, and the net OPEB liability (asset) as a percentage of covered payroll.

Schedule of OPEB Contributions - The schedule provides the Commission's actuarially determined contributions to the OPEB plan, the Commission's actual contributions, the difference between the actual and actuarially determined contributions, and a ratio of the actual contributions divided by covered payroll.



**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



71/91 Interchange

Other Supplementary Information



**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**

Special Revenue Funds

Measure A Palo Verde Valley: This fund is used to account for the revenues from sales taxes which are restricted to expenditures for Palo Verde Valley programs and activities.

Freeway Service Patrol: This fund is used to record the revenues received from state funds for the purpose of implementing a freeway service patrol for motorists.

Service Authority for Freeway Emergencies: This fund is used to record the revenues received from Department of Motor Vehicle user registration fees for the purpose of implementing an emergency call box system for motorists.

State of Good Repair: This fund is used to account for revenues from sales taxes on gasoline and vehicle fee revenues restricted for transit projects.

Coachella Valley Rail: This fund is used to account for revenues from state funds for the planning and development of the new Coachella Valley/San Geronio Pass corridor rail service.

SB 125: This fund is used to account for revenues from the state for transit operations and capital improvements.

Other Agency Projects: This fund is used to account for revenues from the Riverside County Regional Park and Open Space District for the interagency cooperative planning and development of projects in the County.

Regional Conservation: This fund is used to account for revenues related to management and oversight services provided to the RCA.

Riverside County Transportation Commission
Combining Balance Sheet - Nonmajor Governmental Funds
June 30, 2024

	Special Revenue				
	Measure A Palo Verde Valley	Freeway Service Patrol	Service Authority for Freeway Emergencies	State of Good Repair	Coachella Valley Rail
Assets					
Cash and investments	\$ -	\$ 6,978,619	\$ 6,466,633	\$ 13,927,285	\$ 2,107,455
Receivables:					
Accounts	192,312	1,234,783	368,158	1,245,565	-
Interest	-	78,898	68,535	154,506	24,124
Due from other funds	-	-	-	-	248,349
Prepaid expenditures and other assets	-	-	-	-	-
Total assets	\$ 192,312	\$ 8,292,300	\$ 6,903,326	\$ 15,327,356	\$ 2,379,928
Liabilities and fund balances					
Liabilities:					
Accounts payable	\$ 185,812	\$ 432,449	\$ 46,801	\$ 603,417	\$ 9,609
Due to other funds	6,500	12,434	3,319	3,000	6,185
Other liabilities	-	-	-	-	-
Total liabilities	192,312	444,883	50,120	606,417	15,794
Fund balances:					
Restricted for:					
Commuter rail	-	-	-	-	2,364,134
Motorist assistance	-	7,847,417	6,853,206	-	-
Planning and programming	-	-	-	-	-
Regional conservation	-	-	-	-	-
Transit and specialized transportation	-	-	-	14,720,939	-
Total fund balances	-	7,847,417	6,853,206	14,720,939	2,364,134
Total liabilities and fund balances	\$ 192,312	\$ 8,292,300	\$ 6,903,326	\$ 15,327,356	\$ 2,379,928

Riverside County Transportation Commission
Combining Balance Sheet - Nonmajor Governmental Funds, Continued
June 30, 2024

	Special Revenue				Capital Projects	Total Nonmajor Governmental Funds
	SB 125	Other	Regional	Total	Measure A	
		Agency Projects	Conservation		Western County Capital Projects	
Assets						
Cash and investments	\$ -	\$ 902,778	\$ 889,448	\$ 31,272,218	\$ -	\$ 31,272,218
Receivables:						
Accounts	-	222,000	1,636,345	4,899,163	-	4,899,163
Interest	-	9,427	11,336	346,826	-	346,826
Due from other funds	-	-	-	248,349	-	248,349
Prepaid expenditures and other assets	-	-	-	-	-	-
Total assets	\$ -	\$ 1,134,205	\$ 2,537,129	\$ 36,766,556	\$ -	\$ 36,766,556
Liabilities and fund balances						
Liabilities:						
Accounts payable	\$ -	\$ 149,965	\$ 442,777	\$ 1,870,830	\$ -	\$ 1,870,830
Due to other funds	-	6,152	317,085	354,675	-	354,675
Other liabilities	-	915,280	1,725,620	2,640,900	-	2,640,900
Total liabilities	-	1,071,397	2,485,482	4,866,405	-	4,866,405
Fund balances:						
Restricted for:						
Commuter rail	-	-	-	2,364,134	-	2,364,134
Motorist assistance	-	-	-	14,700,623	-	14,700,623
Planning and programming	-	62,808	-	62,808	-	62,808
Regional conservation	-	-	51,647	51,647	-	51,647
Transit and specialized transportation	-	-	-	14,720,939	-	14,720,939
Total fund balances	-	62,808	51,647	31,900,151	-	31,900,151
Total liabilities and fund balances	\$ -	\$ 1,134,205	\$ 2,537,129	\$ 36,766,556	\$ -	\$ 36,766,556

Riverside County Transportation Commission
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Nonmajor Governmental Funds
Year Ended June 30, 2024

	Special Revenue				
	Measure A Palo Verde Valley	Freeway Service Patrol	Service Authority for Freeway Emergencies	State of Good Repair	Coachella Valley Rail
Revenues					
Sales taxes	\$ 1,081,729	\$ -	\$ -	\$ 4,729,872	\$ -
Intergovernmental	-	3,499,495	2,179,700	28,447	-
Investment income(loss)	-	387,360	247,701	663,951	111,101
Total revenues	1,081,729	3,886,855	2,427,401	5,422,270	111,101
Expenditures					
Current:					
Commuter rail	-	-	-	-	128,532
Local streets and roads	1,081,729	-	-	-	-
Motorist assistance	-	4,666,872	266,892	-	-
Planning and programming	-	-	-	-	-
Regional conservation	-	-	-	-	-
Transit and specialized transportation	-	-	-	2,226,937	-
Total programs	1,081,729	4,666,872	266,892	2,226,937	128,532
Capital outlay	-	369	-	-	-
Total expenditures	1,081,729	4,667,241	266,892	2,226,937	128,532
Excess (deficiency) of revenues over (under) expenditures	-	(780,386)	2,160,509	3,195,333	(17,431)
Other financing sources (uses):					
Transfers in	-	-	-	-	124,175
Transfers out	-	-	(8,200)	(1,136,030)	-
Total other financing sources (uses)	-	-	(8,200)	(1,136,030)	124,175
Net change in fund balances	-	(780,386)	2,152,309	2,059,303	106,744
Fund balances at beginning of year	-	8,627,803	4,700,897	12,661,636	2,257,390
Fund balances at end of year	\$ -	\$ 7,847,417	\$ 6,853,206	\$ 14,720,939	\$ 2,364,134

Riverside County Transportation Commission
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Nonmajor Governmental Funds, Continued
Year Ended June 30, 2024

	Special Revenue				
	SB 125	Other Agency Projects	Regional Conservation	Total	Total Nonmajor Governmental Funds
Revenues					
Sales taxes	\$ -	\$ -	\$ -	\$ 5,811,601	\$ 5,811,601
Intergovernmental	-	916,661	8,863,324	15,487,627	15,487,627
Investment income(loss)	-	34,621	54,008	1,498,742	1,498,742
Total revenues	-	951,282	8,917,332	22,797,970	22,797,970
Expenditures					
Current:					
Commuterrail	-	-	-	128,532	128,532
Local streets and roads	-	-	-	1,081,729	1,081,729
Motorist assistance	-	-	-	4,933,764	4,933,764
Planning and programming	-	916,648	-	916,648	916,648
Regional conservation	-	-	8,863,323	8,863,323	8,863,323
Transit and specialized transportation	7,713	-	-	2,234,650	2,234,650
Total programs	7,713	916,648	8,863,323	18,158,646	18,158,646
Capital outlay	-	-	-	369	369
Total expenditures	7,713	916,648	8,863,323	18,159,015	18,159,015
Excess (deficiency) of revenues over (under) expenditures	(7,713)	34,634	54,009	4,638,955	4,638,955
Other financing sources (uses):					
Transfers in	7,713	-	-	131,888	131,888
Transfers out	-	-	-	(1,144,230)	(1,144,230)
Total other financing sources (uses)	7,713	-	-	(1,012,342)	(1,012,342)
Net change in fund balances	-	34,634	54,009	3,626,613	3,626,613
Fund balances at beginning of year	-	28,174	(2,362)	28,273,538	28,273,538
Fund balances at end of year	\$ -	\$ 62,808	\$ 51,647	\$ 31,900,151	\$ 31,900,151

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Nonmajor Special Revenue Funds
Year Ended June 30, 2024

	Measure A Palo Verde Valley				Freeway Service Patrol			
	Original Budget	Final Budget	Actual	Variance with Final Budget	Original Budget	Final Budget	Actual	Variance with Final Budget
				Positive (Negative)				Positive (Negative)
Revenues								
Sales taxes	\$ 1,087,000	\$ 1,087,000	\$ 1,081,729	\$ (5,271)	\$ -	\$ -	\$ -	\$ -
Intergovernmental	-	-	-	-	3,233,100	3,233,100	3,499,495	266,395
Investment income(loss)	-	-	-	-	85,700	85,700	387,360	301,660
Total revenues	1,087,000	1,087,000	1,081,729	(5,271)	3,318,800	3,318,800	3,886,855	568,055
Expenditures								
Current:								
Commuter rail	-	-	-	-	-	-	-	-
Local streets and roads	939,700	1,081,800	1,081,729	71	-	-	-	-
Motorist assistance	-	-	-	-	5,368,900	5,363,900	4,666,872	697,028
Planning and programming	-	-	-	-	-	-	-	-
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	-	-	-	-
Total programs	939,700	1,081,800	1,081,729	71	5,368,900	5,363,900	4,666,872	697,028
Capital outlay	-	-	-	-	-	5,000	369	4,631
Total expenditures	939,700	1,081,800	1,081,729	71	5,368,900	5,368,900	4,667,241	701,659
Excess (deficiency) of revenues over (under) expenditures	147,300	5,200	-	(5,200)	(2,050,100)	(2,050,100)	(780,386)	1,269,714
Other financing sources (uses)								
Transfers in	-	-	-	-	2,500,000	2,500,000	-	(2,500,000)
Transfers out	(147,300)	(147,300)	-	147,300	(176,500)	(176,500)	-	176,500
Total other financing sources (uses)	(147,300)	(147,300)	-	147,300	2,323,500	2,323,500	-	(2,323,500)
Net change in fund balances	\$ -	\$ (142,100)	-	\$ 142,100	\$ 273,400	\$ 273,400	(780,386)	\$ (1,053,786)
Fund balances at beginning of year							8,627,803	
Fund balances at end of year			\$ -				\$ 7,847,417	

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Nonmajor Special Revenue Funds, Continued
Year Ended June 30, 2024

	Service Authority for Freeway Emergencies				State of Good Repair			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ 4,543,300	\$ 4,573,900	\$ 4,729,872	\$ 155,972
Intergovernmental	2,168,600	2,168,600	2,179,700	11,100	105,000	105,000	28,447	(76,553)
Investment income(loss)	38,900	38,900	247,701	208,801	54,500	54,500	663,951	609,451
Total revenues	2,207,500	2,207,500	2,427,401	219,901	4,702,800	4,733,400	5,422,270	688,870
Expenditures								
Current:								
Commuter rail	-	-	-	-	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Motorist assistance	507,000	507,000	266,892	240,108	-	-	-	-
Planning and programming	-	-	-	-	-	-	-	-
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	9,515,000	9,515,000	2,226,937	7,288,063
Total programs	507,000	507,000	266,892	240,108	9,515,000	9,515,000	2,226,937	7,288,063
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	507,000	507,000	266,892	240,108	9,515,000	9,515,000	2,226,937	7,288,063
Excess (deficiency) of revenues over (under) expenditures	1,700,500	1,700,500	2,160,509	460,009	(4,812,200)	(4,781,600)	3,195,333	7,976,933
Other financing sources (uses)								
Transfers in	-	-	-	-	-	-	-	-
Transfers out	(2,899,700)	(2,899,700)	(8,200)	2,891,500	(1,198,100)	(1,198,100)	(1,136,030)	62,070
Total other financing sources (uses)	(2,899,700)	(2,899,700)	(8,200)	2,891,500	(1,198,100)	(1,198,100)	(1,136,030)	62,070
Net change in fund balances	\$ (1,199,200)	\$ (1,199,200)	2,152,309	\$ 3,351,509	\$ (6,010,300)	\$ (5,979,700)	2,059,303	\$ 8,039,003
Fund balances at beginning of year			4,700,897				12,661,636	
Fund balances at end of year			<u>\$ 6,853,206</u>				<u>\$ 14,720,939</u>	

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Nonmajor Special Revenue Funds, Continued
Year Ended June 30, 2024

	Coachella Valley Rail				SB 125			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intergovernmental	2,000,000	2,000,000	-	(2,000,000)	-	798,000	-	(798,000)
Investment income(loss)	24,100	24,100	111,101	87,001	-	-	-	-
Total revenues	2,024,100	2,024,100	111,101	(1,912,999)	-	798,000	-	(798,000)
Expenditures								
Current:								
Commuter rail	2,827,000	2,827,000	128,532	2,698,468	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-	-
Planning and programming	-	-	-	-	-	-	-	-
Regional conservation	-	-	-	-	-	-	-	-
Transit and specialized transportation	-	-	-	-	-	791,300	7,713	783,587
Total programs	2,827,000	2,827,000	128,532	2,698,468	-	791,300	7,713	783,587
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	2,827,000	2,827,000	128,532	2,698,468	-	791,300	7,713	783,587
Excess (deficiency) of revenues over (under) expenditures	(802,900)	(802,900)	(17,431)	785,469	-	6,700	(7,713)	(14,413)
Other financing sources (uses)								
Transfers in	992,400	992,400	124,175	(868,225)	-	-	7,713	7,713
Transfers out	(162,300)	(162,300)	-	162,300	-	-	-	-
Total other financing sources (uses)	830,100	830,100	124,175	(705,925)	-	-	7,713	7,713
Net change in fund balances	\$ 27,200	\$ 27,200	106,744	\$ 79,544	\$ -	\$ 6,700	-	\$ (6,700)
Fund balances at beginning of year			2,257,390					
Fund balances at end of year			\$ 2,364,134			\$ -		

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Nonmajor Special Revenue Funds, Continued
Year Ended June 30, 2024

	Other Agency Projects				Regional Conservation			
	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)	Original Budget	Final Budget	Actual	Variance with Final Budget Positive (Negative)
Revenues								
Sales taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Intergovernmental	6,756,700	6,756,700	916,661	(5,840,039)	11,034,600	11,364,900	8,863,324	(2,501,576)
Investment income(loss)	100	100	34,621	34,521	-	-	54,008	54,008
Total revenues	6,756,800	6,756,800	951,282	(5,805,518)	11,034,600	11,364,900	8,917,332	(2,447,568)
Expenditures								
Current:								
Commuter rail	-	-	-	-	-	-	-	-
Local streets and roads	-	-	-	-	-	-	-	-
Motorist assistance	-	-	-	-	-	-	-	-
Planning and programming	6,756,700	6,756,700	916,648	5,840,052	-	-	-	-
Regional conservation	-	-	-	-	10,084,900	10,415,200	8,863,323	1,551,877
Transit and specialized transportation	-	-	-	-	-	-	-	-
Total programs	6,756,700	6,756,700	916,648	5,840,052	10,084,900	10,415,200	8,863,323	1,551,877
Capital outlay	-	-	-	-	-	-	-	-
Total expenditures	6,756,700	6,756,700	916,648	5,840,052	10,084,900	10,415,200	8,863,323	1,551,877
Excess (deficiency) of revenues over (under) expenditures	100	100	34,634	34,534	949,700	949,700	54,009	(895,691)
Other financing sources (uses)								
Transfers in	-	-	-	-	-	-	-	-
Transfers out	-	-	-	-	(949,700)	(949,700)	-	949,700
Total other financing sources (uses)	-	-	-	-	(949,700)	(949,700)	-	949,700
Net change in fund balances	\$ 100	\$ 100	34,634	\$ 34,534	\$ -	\$ -	54,009	\$ 54,009
Fund balances at beginning of year			28,174				(2,362)	
Fund balances at end of year			<u>\$ 62,808</u>				<u>\$ 51,647</u>	

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Capital Projects Funds
Year Ended June 30, 2024

Capital Projects Funds

	Commercial Paper				Bonds			
	Original Budget	Final Budget	Actual	Variance with	Original Budget	Final Budget	Actual	Variance with
				Final Budget Positive (Negative)				Final Budget Positive (Negative)
Revenues								
Intergovernmental	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Investment income(loss)	178,300	178,300	892,259	713,959	69,800	69,800	560,925	491,125
Total revenues	178,300	178,300	892,259	713,959	69,800	69,800	560,925	491,125
Expenditures								
Debt service:								
Principal	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-
Total expenditures	-	-	-	-	-	-	-	-
Excess (deficiency) of revenues over (under) expenditures	178,300	178,300	892,259	713,959	69,800	69,800	560,925	491,125
Other financing sources (uses)								
Transfers in	-	-	-	-	-	-	632,802	632,802
Transfers out	-	-	(2,437,262)	(2,437,262)	-	-	(16,553,132)	(16,553,132)
Total other financing sources (uses)	-	-	(2,437,262)	(2,437,262)	-	-	(15,920,330)	(15,920,330)
Net change in fund balances	\$ 178,300	\$ 178,300	(1,545,003)	\$ (1,723,303)	\$ 69,800	\$ 69,800	(15,359,405)	\$ (15,429,205)
Fund balances at beginning of year			13,392,732				18,149,828	
Fund balances at end of year			\$ 11,847,729				\$ 2,790,423	

Riverside County Transportation Commission
Schedule of Revenues, Expenditures and Changes in Fund Balances
Budget and Actual—Debt Service Fund
Year Ended June 30, 2024

	Debt Service Fund			Variance with Final Budget Positive (Negative)
	Original Budget	Final Budget	Actual	
Revenues				
Intergovernmental	\$ 2,812,100	\$ 2,812,100	\$ 2,823,205	\$ 11,105
Investment income(loss)	124,100	124,100	1,499,203	1,375,103
Total revenues	<u>2,936,200</u>	<u>2,936,200</u>	<u>4,322,408</u>	<u>1,386,208</u>
Expenditures				
Debt service:				
Principal	32,635,000	32,635,000	32,635,000	-
Interest	36,580,200	36,580,200	36,580,038	162
Total expenditures	<u>69,215,200</u>	<u>69,215,200</u>	<u>69,215,038</u>	<u>162</u>
Excess (deficiency) of revenues over (under) expenditures	(66,279,000)	(66,279,000)	(64,892,630)	1,386,370
Other financing sources (uses)				
Transfers in	69,215,200	69,215,200	70,054,037	838,837
Transfers out	(2,812,100)	(2,812,100)	(3,580,227)	(768,127)
Total other financing sources (uses)	<u>66,403,100</u>	<u>66,403,100</u>	<u>66,473,810</u>	<u>70,710</u>
Net change in fund balances	<u>\$ 124,100</u>	<u>\$ 124,100</u>	1,581,180	<u>\$ 1,457,080</u>
Fund balances at beginning of year			11,871,675	
Fund balances at end of year			<u>\$ 13,452,855</u>	

Riverside County Transportation Commission
Schedule of Expenditures for Local Streets and Roads
by Geographic Area - All Special Revenue Funds
Year Ended June 30, 2024

Western County:	
City of Banning	\$ 892,410
City of Beaumont	936,622
City of Calimesa	325,507
City of Canyon Lake	284,590
City of Corona	5,706,205
City of Eastvale	3,236,220
City of Hemet	2,793,612
City of Jurupa Valley	3,372,280
City of Lake Elsinore	2,294,453
City of Menifee	3,131,206
City of Moreno Valley	6,381,536
City of Murrieta	3,598,202
City of Norco	998,842
City of Perris	2,912,680
City of Riverside	10,717,801
City of San Jacinto	1,498,815
City of Temecula	4,311,987
City of Wildomar	1,004,709
Riverside County	9,346,320
WRCOG 60% share of city of Beaumont	1,404,933
Other	194,000
	<u>65,342,930</u>
Coachella Valley:	
City of Cathedral City	1,957,894
City of Coachella	815,242
City of Desert Hot Springs	593,021
City of Indian Wells	328,216
City of Indio	2,634,859
City of La Quinta	1,959,770
City of Palm Desert	3,469,376
City of Palm Springs	3,236,275
City of Rancho Mirage	1,181,843
Riverside County	2,659,161
Other	194,000
	<u>19,029,657</u>
Palo Verde Valley:	
City of Blythe	808,487
Riverside County	233,742
Other	39,500
	<u>1,081,729</u>
Total local streets and roads expenditures	<u>\$ 85,454,316</u>

Riverside County Transportation Commission
Schedule of Expenditures for Transit and Specialized Transportation
by Geographic Area and Source - All Special Revenue Funds
Year Ended June 30, 2024

	Sales Taxes				Total
	Measure A	Local Transportation Fund	State Transit Assistance	State of Good Repair	
Western County:					
Boys and Girls Club of Menifee Valley	\$ 32,531	\$ -	\$ -	\$ -	\$ 32,531
Boys and Girls Club of Southwest County	46,335	-	-	-	46,335
Care-A-Van	246,161	-	-	-	246,161
CareConnexus	237,848	-	-	-	237,848
City of Banning	-	1,994,228	6,930,841	50,000	8,975,069
City of Beaumont	169,000	2,656,495	3,005,290	-	5,830,785
City of Corona	-	1,439,980	500,000	175,330	2,115,310
City of Norco	104,407	-	-	-	104,407
City of Riverside	-	3,674,302	190,000	200,000	4,064,302
Exceed	152,632	-	-	-	152,632
Forest Folk	52,920	-	-	-	52,920
Friends of Moreno Valley Center, Inc	92,319	-	-	-	92,319
Independent Living Partnership	376,601	-	-	-	376,601
Michelle's Place	10,004	-	-	-	10,004
Operation Safehouse	37,516	-	-	-	37,516
Riverside University Health Systems	1,157,207	-	-	-	1,157,207
Riverside Transit Agency	2,000,000	64,160,088	5,457,445	1,607,566	73,225,099
United States Veterans Initiative	(107)	-	-	-	(107)
Voices for Children	160,542	-	-	-	160,542
Other	373,879	194,000	90,094	162,809	820,782
	<u>5,249,795</u>	<u>74,119,093</u>	<u>16,173,670</u>	<u>2,195,705</u>	<u>97,738,263</u>
Coachella Valley:					
SunLine Transit Agency	8,275,000	25,914,209	803,855	20,790	35,013,854
Riverside County Transportation Commission	-	-	-	-	-
Other	179,000	-	-	-	179,000
	<u>8,454,000</u>	<u>25,914,209</u>	<u>803,855</u>	<u>20,790</u>	<u>35,192,854</u>
Palo Verde Valley:					
Palo Verde Valley Transit Agency	-	1,072,454	160,000	10,442	1,242,896
	<u>-</u>	<u>1,072,454</u>	<u>160,000</u>	<u>10,442</u>	<u>1,242,896</u>
Total transit and specialized transportation expenditures	<u>\$ 13,703,795</u>	<u>\$ 101,105,756</u>	<u>\$ 17,137,525</u>	<u>\$ 2,226,937</u>	<u>\$ 134,174,013</u>

Riverside County Transportation Commission
Schedule of Uses of Debt Proceeds and Fund Balances
Year Ended June 30, 2024

	Capital Projects		
	Commercial Paper		
	Notes	Sales Tax Revenue Bonds	
	I-15 Express Lanes, advance agreements, and other	I-15 Express Lanes, 91 Project, advance agreements, and other	Total
Revenues			
Investment income	\$ 892,259	\$ 560,925	\$ 1,453,184
Total revenues	<u>892,259</u>	<u>560,925</u>	<u>1,453,184</u>
Excess (deficiency) of revenues over (under) expenditures	892,259	560,925	1,453,184
Other financing sources (uses)			
Transfers in			
I-15 Express Lanes ramp-up reserve	-	632,802	632,802
Transfers out			
Debt service offset	(2,437,262)	(381,151)	(2,818,413)
15 Express Lanes remaining bond proceeds for the use of operations and maintenance	-	(14,259,209)	(14,259,209)
Requisitions to reimburse Commission funds			
Salaries and benefits	-	(10,750)	(10,750)
Professional services	-	(19,817)	(19,817)
Support services	-	(7,973)	(7,973)
Program operations	-	(37,264)	(37,264)
Right of way	-	(2,395)	(2,395)
Design-build	-	(1,834,573)	(1,834,573)
Total other financing sources (uses)	<u>(2,437,262)</u>	<u>(15,920,330)</u>	<u>(18,357,592)</u>
Net change in fund balance	(1,545,003)	(15,359,405)	(16,904,408)
Fund balances at beginning of year	13,392,732	18,149,828	31,542,560
Fund balances at end of year	<u>\$ 11,847,729</u>	<u>\$ 2,790,423</u>	<u>\$ 14,638,152</u>

RCTC

**RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION**



91 Express Lanes

STATISTICAL SECTION

Riverside County Transportation Commission Statistical Section Overview

This part of the Riverside County Transportation Commission's annual comprehensive financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Commission's overall financial health.

Financial Trends: These schedules contain trend information to help the reader understand how the government's financial performance and well-being have changed over time. The schedules include:

- Net Position By Component
- Changes in Net Position
- Fund Balances of Governmental Funds
- Changes in Fund Balances of Governmental Funds

Revenue Capacity: These schedules contain information to help the reader assess the government's most significant local revenue source, the Measure A sales tax. These schedules include:

- Sources of County of Riverside Taxable Sales by Business Type
- Direct and Overlapping Sales Tax Rates
- Principal Taxable Sales Generation by City
- Measure A Sales Tax Revenues by Program and Geographic Area
- Measure A Sales Tax by Economic Category

Debt Capacity: These schedules present information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future. These schedules include:

- Pledged Revenue Coverage
- Ratios of Outstanding Debt by Type
- Computation of Legal Debt Margin

Demographic and Economic Information: These schedules offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place. These schedules include:

- Demographic and Economic Statistics for the County of Riverside
- Employment Statistics by Industry for the County of Riverside

Operating Information: These schedules contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs. These schedules include:

- Full-time Equivalent Employees by Function/Program
- Operating Indicators
- Capital Asset Statistics by Program

Riverside County Transportation Commission
Primary Government Net Position by Component
Last Ten Fiscal Years
(Accrual Basis)

	Fiscal Year				
	2024	2023	2022	2021	2020
Governmental activities:					
Net Investment in capital assets	\$ 278,861,564	\$ 483,304,687	\$ 415,495,777	\$ 353,189,808	\$ 552,756,477
Restricted	1,441,224,232	1,285,771,161	1,115,074,082	977,192,934	816,331,290
Unrestricted (deficit)	(467,084,821)	(510,152,633)	(540,884,718)	(593,657,822)	(652,278,554)
Total governmental activities net position	<u>\$ 1,253,000,975</u>	<u>\$ 1,258,923,215</u>	<u>\$ 989,685,141</u> ⁶	<u>\$ 736,724,920</u>	<u>\$ 716,809,213</u> ⁵
Business-type activities:					
Net Investment (deficit) in capital assets	\$ 77,595,452	\$ (176,735,962)	\$ (171,650,350)	\$ (109,184,608) ⁵	\$ (320,213,988)
Restricted	144,013,671	106,301,690	130,780,244	54,919,608	43,981,932
Unrestricted (deficit)	-	-	-	-	-
Total business-type activities net position (deficit)	<u>\$ 221,609,123</u>	<u>\$ (70,434,272)</u>	<u>\$ (40,870,106)</u> ⁶	<u>\$ (54,265,000)</u> ^{4,5}	<u>\$ (276,232,056)</u>
Primary government:					
Net Investment (deficit) in capital assets	\$ 356,457,016	\$ 306,568,725	\$ 243,845,427	\$ 244,005,200	\$ 232,542,489
Restricted	1,585,237,903	1,392,072,851	1,245,854,326	1,032,112,542	860,313,222
Unrestricted (deficit)	(467,084,821)	(510,152,633)	(540,884,718)	(593,657,822)	(652,278,554)
Total Primary government net position	<u>\$ 1,474,610,098</u>	<u>\$ 1,188,488,943</u>	<u>\$ 948,815,035</u>	<u>\$ 682,459,920</u>	<u>\$ 440,577,157</u>

Source: Finance Department

¹ In FY2015, the Commission implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - An Amendment of GASB Statement No. 68*. Prior year amounts in this presentation have not been revised to reflect this change.

² In FY2017, the Commission reached substantial completion on the 91 Project and in March 2017 the RCTC 91 Express Lanes opened to motorists.

³ In FY2018, the Commission changed its presentation of net position related to intangible assets.

⁴ In FY2021, the Commission reached substantial completion on the I-15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists.

⁵ Calculation of Net Investment in Capital Assets and Unrestricted (Deficit) was restated based on FY2021 calculation; prior year amounts in this presentation have not been revised to reflect this change.

⁶ In FY2022, the Commission implemented GASB Statement No. 87, *Leases*. Prior year amounts in this presentation have not been revised to reflect this change.

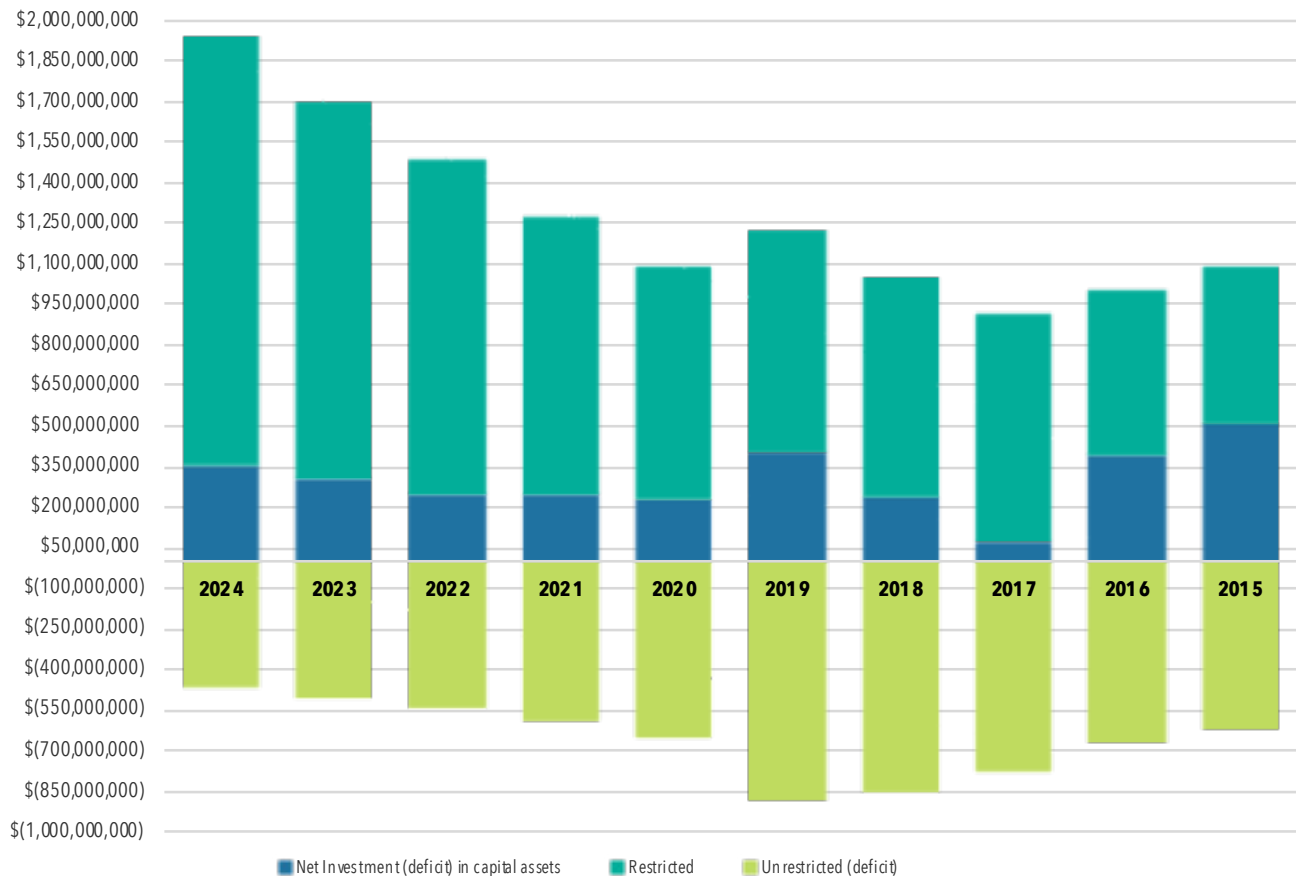
Riverside County Transportation Commission
Primary Government Net Position by Component, Continued

Last Ten Fiscal Years

(Accrual Basis)

	Fiscal Year				
	2019	2018	2017	2016	2015
Governmental activities:					
Net Investment in capital assets	\$ 706,935,587	\$ 529,178,100	\$ 377,309,766	\$ 389,646,370	\$ 509,106,481
Restricted	794,875,222	801,401,752	596,214,012	615,457,192	578,207,942
Unrestricted (deficit)	(887,668,580)	(857,485,575)	(538,356,445)	(668,395,594)	(623,769,876)
Total governmental activities net position	\$ 614,142,229	\$ 473,094,277	\$ 435,167,333	\$ 336,707,968	\$ 463,544,547 ¹
Business-type activities:					
Net Investment (deficit) in capital assets	\$ (299,852,425)	\$ (286,349,191)	\$ (301,737,495)		
Restricted	25,256,125	8,581,857	242,134,144		
Unrestricted (deficit)	-	-	(234,075,489)		
Total business-type activities net position (deficit)	\$ (274,596,300)	\$ (277,767,334)	\$ (293,678,840) ²		
Primary government:					
Net Investment (deficit) in capital assets	\$ 407,083,162	\$ 242,828,909	\$ 75,572,271	\$ 389,646,370	\$ 509,106,481
Restricted	820,131,347	809,983,609	838,348,156	615,457,192	578,207,942
Unrestricted (deficit)	(887,668,580)	(857,485,575)	(772,431,934)	(668,395,594)	(623,769,876)
Total Primary government net position	\$ 339,545,929	\$ 195,326,943	\$ 141,488,493	\$ 336,707,968	\$ 463,544,547

Primary Government Net Position by Component



Riverside County Transportation Commission
Changes in Primary Government Net Position
Last Ten Fiscal Years
(Accrual Basis)

	Fiscal Year Ended June 30				
	2024	2023	2022 ¹	2021 ²	2020
Expenses					
Governmental activities:					
General government	\$ 2,201,256	\$ 3,381,001	\$ (2,868,799)	\$ 1,127,083	\$ (1,488,917)
Bicycle and pedestrian projects	1,756,152	2,578,177	1,587,819	3,388,814	1,367,800
CETAP	1,990,395	1,046,199	5,181,055	5,723,685	1,441,976
Commuter assistance	3,661,856	4,187,763	3,229,524	3,110,681	3,673,416
Commuter rail	53,509,321	58,899,642	34,291,250	37,367,041	50,573,511
Highways	161,285,466	177,171,636	159,525,490	122,407,790	134,815,656
Local streets and roads	85,454,316	87,229,315	85,183,610	74,082,952	59,474,660
Motorist assistance	4,947,814	4,606,991	4,322,295	4,498,883	4,818,036
Planning and programming	12,580,506	8,099,856	4,774,012	3,730,032	7,798,197
Regional arterials	17,106,887	8,157,544	24,258,688	30,985,584	11,918,666
Regional conservation	9,271,220	10,243,763	1,492,799	1,832,340	-
Transit and specialized transportation	134,904,281	134,722,572	85,415,249	50,535,684	99,413,296
Interest expense	29,538,470	29,443,644	30,512,904	35,080,824	34,633,146
Total governmental activities expenses	<u>518,207,940</u>	<u>529,768,103</u>	<u>436,905,896</u>	<u>373,871,393</u>	<u>408,439,443</u>
Business-type activities:					
RCTC 91 Express Lanes	54,006,416	73,232,775	69,463,323	56,311,332	59,962,158
15 Express Lanes	28,887,989	29,329,925	27,233,103	5,540,819	-
Total primary government expenses	<u>\$ 601,102,345</u>	<u>\$ 632,330,803</u>	<u>\$ 533,602,322</u>	<u>\$ 435,723,544</u>	<u>\$ 468,401,601</u>
Program Revenues					
Governmental activities:					
Charges for services					
CETAP	\$ -	\$ -	\$ 5,313	\$ -	\$ -
Commuter rail	339,405	314,628	250,000	249,825	251,084
Highways	-	-	137,555	81,503	95,002
Other	15	15	-	8	133
Operating grants and contributions	86,823,807	81,558,262	179,656,964	154,817,759	125,725,762
Capital grants and contributions	112,927,101	158,239,283	71,849,461	71,536,414	44,793,683
Total governmental activities program revenues	<u>200,090,328</u>	<u>240,112,188</u>	<u>251,899,293</u>	<u>226,685,509</u>	<u>170,865,664</u>
Business-type activities:					
Charges for services					
RCTC 91 Express Lanes	92,717,269	73,335,918	65,119,434	46,302,018	56,440,369
15 Express Lanes	43,996,293	39,371,149	37,259,442	5,544,148	-
Operating grants and contributions	-	-	-	-	-
Total business-type activities program revenues	<u>136,713,562</u>	<u>112,707,067</u>	<u>102,378,876</u>	<u>51,846,166</u>	<u>56,440,369</u>
Total primary government revenues	<u>336,803,890</u>	<u>352,819,255</u>	<u>354,278,169</u>	<u>278,531,675</u>	<u>227,306,033</u>
Net Revenues (Expenses)					
Governmental activities	(318,117,612)	(289,655,915)	(185,006,603)	(147,185,884)	(237,573,779)
Business-type activities	53,819,157	10,144,367	5,682,450	(10,005,985)	(3,521,789)
Total primary government net expense	<u>\$ (264,298,455)</u>	<u>\$ (279,511,548)</u>	<u>\$ (179,324,153)</u>	<u>\$ (157,191,869)</u>	<u>\$ (241,095,568)</u>
General Revenues and Other Changes in Net Position					
Governmental activities:					
Measure A sales taxes	\$ 281,794,698	\$ 287,428,762	\$ 280,170,582	\$ 242,943,840	\$ 195,036,321
Transportation Development Act sales taxes	194,054,971	197,891,127	180,682,280	146,615,629	128,080,154
Unrestricted investment earnings (loss)	61,540,294	25,402,156	(14,295,090)	2,326,345	14,537,908
Other miscellaneous revenue	781,870	2,477,425	2,574,199	5,765,473	574,705
Gain on sale of capital assets	-	-	-	-	-
Transfers	(225,151,188)	45,694,519	(11,165,147)	(230,548,696)	2,010,675
Total governmental activities	<u>313,020,645</u>	<u>558,893,989</u>	<u>437,966,824</u>	<u>167,102,591</u>	<u>340,239,763</u>
Business-type activities:					
Unrestricted investment earnings (loss)	13,181,977	5,985,986	(3,452,703)	324,156	3,896,708
Gain on sale of capital assets	-	-	-	1,100,189	-
Transfers	225,151,188	(45,694,519)	11,165,147	230,548,696	(2,010,675)
Total business-type activities	<u>238,333,165</u>	<u>(39,708,533)</u>	<u>7,712,444</u>	<u>231,973,041</u>	<u>1,886,033</u>
Total primary government	<u>\$ 551,353,810</u>	<u>\$ 519,185,456</u>	<u>\$ 445,679,268</u>	<u>\$ 399,075,632</u>	<u>\$ 342,125,796</u>
Changes in Net Position					
Governmental activities	\$ (5,096,967)	\$ 269,238,074	\$ 252,960,221	\$ 19,916,707	\$ 102,665,984
Business-type activities	292,152,322	(29,564,166)	13,394,894	221,967,056	(1,635,756)
Total primary government	<u>\$ 287,055,355</u>	<u>\$ 239,673,908</u>	<u>\$ 266,355,115</u>	<u>\$ 241,883,763</u>	<u>\$ 101,030,228</u>

Source: Finance Department

¹ In FY 2022 the Commission implemented GASB Statement No. 87, *Leases*. Prior year amounts in this presentation have not been revised to reflect this change.

² In FY 2021 the Commission reached substantial completion on the 15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists. Additionally, the Commission became the managing agency for the Western Riverside County Regional Conservation Authority.

Riverside County Transportation Commission
Changes in Primary Government Net Position, Continued
Last Ten Fiscal Years
(Accrual Basis)

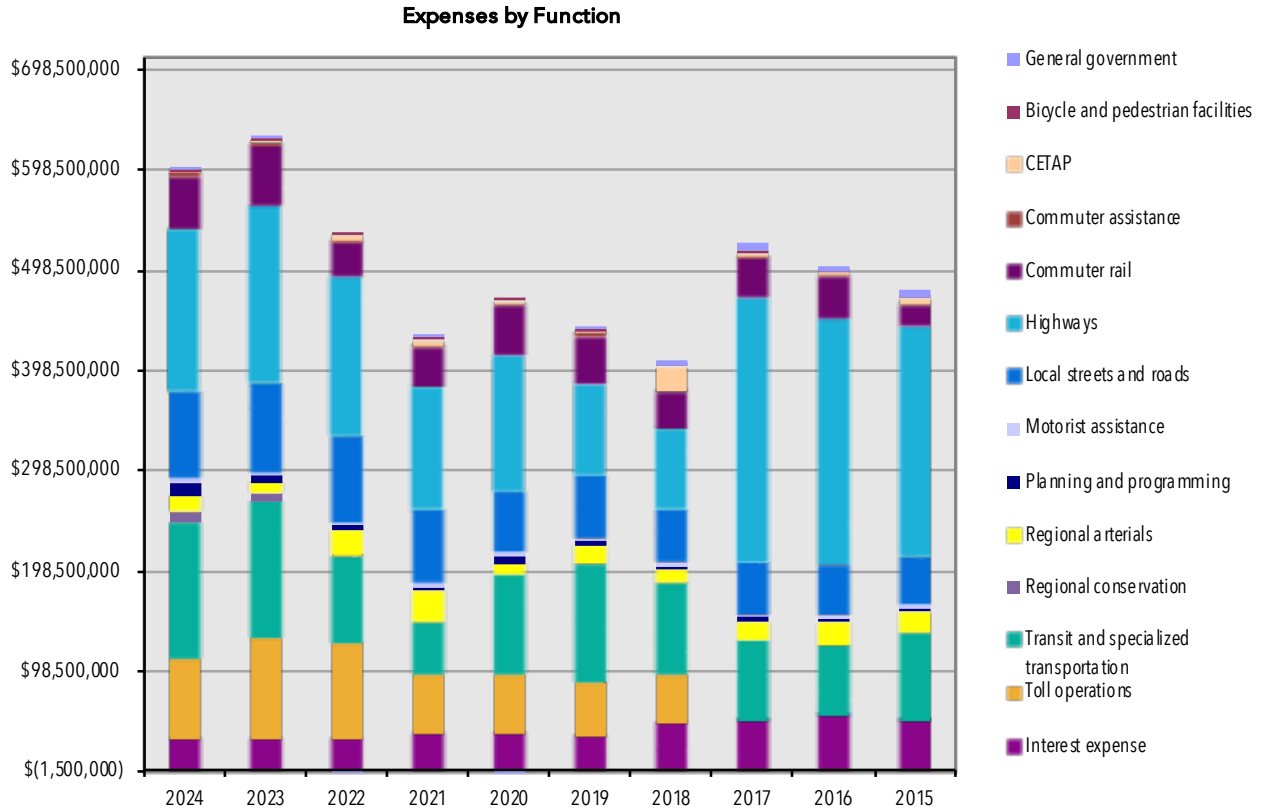
	Fiscal Year Ended June 30				
	2019	2018	2017	2016	2015
Expenses					
Governmental activities:					
General government	\$ 1,295,384	\$ 3,654,628	\$ 7,258,051	\$ 6,614,285	\$ 7,402,725
Bicycle and pedestrian projects	2,319,895	1,142,306	1,314,932	212,547	1,747,090
CETAP	1,398,238	22,285,913	2,489,440	1,871,426	4,130,374
Commuter assistance	3,612,855	3,668,307	2,658,782	2,615,610	2,914,990
Commuter rail	48,553,459	36,578,920	38,964,217	41,449,269	20,455,178
Highways	91,086,623	79,234,802	264,283,974	245,668,543	228,857,938
Local streets and roads	61,470,359	53,639,698	51,864,011	49,826,564	48,615,708
Motorist assistance	4,403,671	3,835,612	4,164,892	4,149,320	4,314,601
Planning and programming	4,340,660	4,758,503	3,141,759	3,965,071	3,064,115
Regional arterials	17,048,413	12,897,557	19,040,012	23,095,562	21,010,980
Regional conservation	-	-	-	-	-
Transit and specialized transportation	117,766,548	90,185,227	80,724,591	70,611,967	86,712,958
Interest expense	33,663,673	46,421,211	49,214,579	53,558,472	50,037,270
Total governmental activities expenses	<u>386,959,778</u>	<u>358,302,684</u>	<u>525,119,240</u>	<u>503,638,636</u>	<u>479,263,927</u>
Business-type activities:					
RCTC 91 Express Lanes	55,039,168	49,452,297	13,260,254	-	-
15 Express Lanes	-	-	-	-	-
Total primary government expenses	<u>\$ 441,998,946</u>	<u>\$ 407,754,981</u>	<u>\$ 538,379,494</u>	<u>\$ 503,638,636</u>	<u>\$ 479,263,927</u>
Program Revenues					
Governmental activities:					
Charges for services					
CETAP	\$ -	\$ -	\$ -	\$ -	\$ -
Commuter rail	155,587	254,627	250,416	255,847	786,869
Highways	132,681	51,629	-	-	90,655
Motorist assistance	35,980	4,149	635,373	1,076,751	21,307
Other	326	479	447	421	450
Operating grants and contributions	93,084,805	45,363,624	35,611,287	42,568,860	57,784,238
Capital grants and contributions	74,558,439	66,910,285	16,451,903	54,062,314	70,133,121
Total governmental activities program revenues	<u>167,967,818</u>	<u>112,584,793</u>	<u>52,949,426</u>	<u>97,964,193</u>	<u>128,816,640</u>
Business-type activities:					
Charges for services					
RCTC 91 Express Lanes	58,423,461	50,446,824	10,123,572	-	-
15 Express Lanes	-	-	-	-	-
Operating grants and contributions	-	-	1,723	-	-
Total business-type activities program revenues	<u>58,423,461</u>	<u>50,446,824</u>	<u>10,125,295</u>	<u>-</u>	<u>-</u>
Total primary government revenues	<u>226,391,279</u>	<u>163,031,617</u>	<u>63,074,721</u>	<u>97,964,193</u>	<u>128,816,640</u>
Net Revenues (Expenses)					
Governmental activities	(218,991,960)	(245,717,891)	(472,169,814)	(405,674,443)	(350,447,287)
Business-type activities	3,384,293	994,527	(3,134,959)	-	-
Total primary government net expense	<u>\$ (215,607,667)</u>	<u>\$ (244,723,364)</u>	<u>\$ (475,304,773)</u>	<u>\$ (405,674,443)</u>	<u>\$ (350,447,287)</u>
General Revenues and Other Changes in Net Position					
Governmental activities:					
Measure A sales taxes	\$ 201,204,995	\$ 176,301,656	\$ 175,320,207	\$ 167,630,239	\$ 163,092,776
Transportation Development Act sales taxes	131,021,230	110,878,557	94,639,514	97,134,594	94,816,814
Unrestricted investment earnings	21,130,957	8,916,321	4,262,323	8,383,732	6,060,400
Other miscellaneous revenue	3,261,873	2,497,942	5,859,819	4,950,964	1,643,078
Gain on sale of capital assets	443,461	-	-	738,335	-
Transfers	2,977,396	(14,949,641)	290,547,316	-	-
Total governmental activities	<u>360,039,912</u>	<u>283,644,835</u>	<u>570,629,179</u>	<u>278,837,864</u>	<u>265,613,068</u>
Business-type activities:					
Unrestricted investment earnings	2,764,137	(32,662)	3,435	-	-
Transfers	(2,977,396)	14,949,641	(290,547,316)	-	-
Total business-type activities	<u>(213,259)</u>	<u>14,916,979</u>	<u>(290,543,881)</u>	<u>-</u>	<u>-</u>
Total primary government	<u>\$ 359,826,653</u>	<u>\$ 298,561,814</u>	<u>\$ 280,085,298</u>	<u>\$ 278,837,864</u>	<u>\$ 265,613,068</u>
Changes in Net Position					
Governmental activities	\$ 141,047,952	\$ 37,926,944	\$ 98,459,365	\$ (126,836,579)	\$ (84,834,219)
Business-type activities	3,171,034	15,911,506	(293,678,840)	-	-
Total primary government	<u>\$ 144,218,986</u>	<u>\$ 53,838,450</u>	<u>\$ (195,219,475)</u>	<u>\$ (126,836,579)</u>	<u>\$ (84,834,219)</u>

Source: Finance Department

³ In FY 2017 the Commission reached substantial completion on the 91 Project and in March 2017 the RCTC 91 Express Lanes opened to motorists. Additionally, the Commission early implemented GASB Statement No. 75, *Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions*, and GASB Statement No. 85, *Omnibus 2017*.

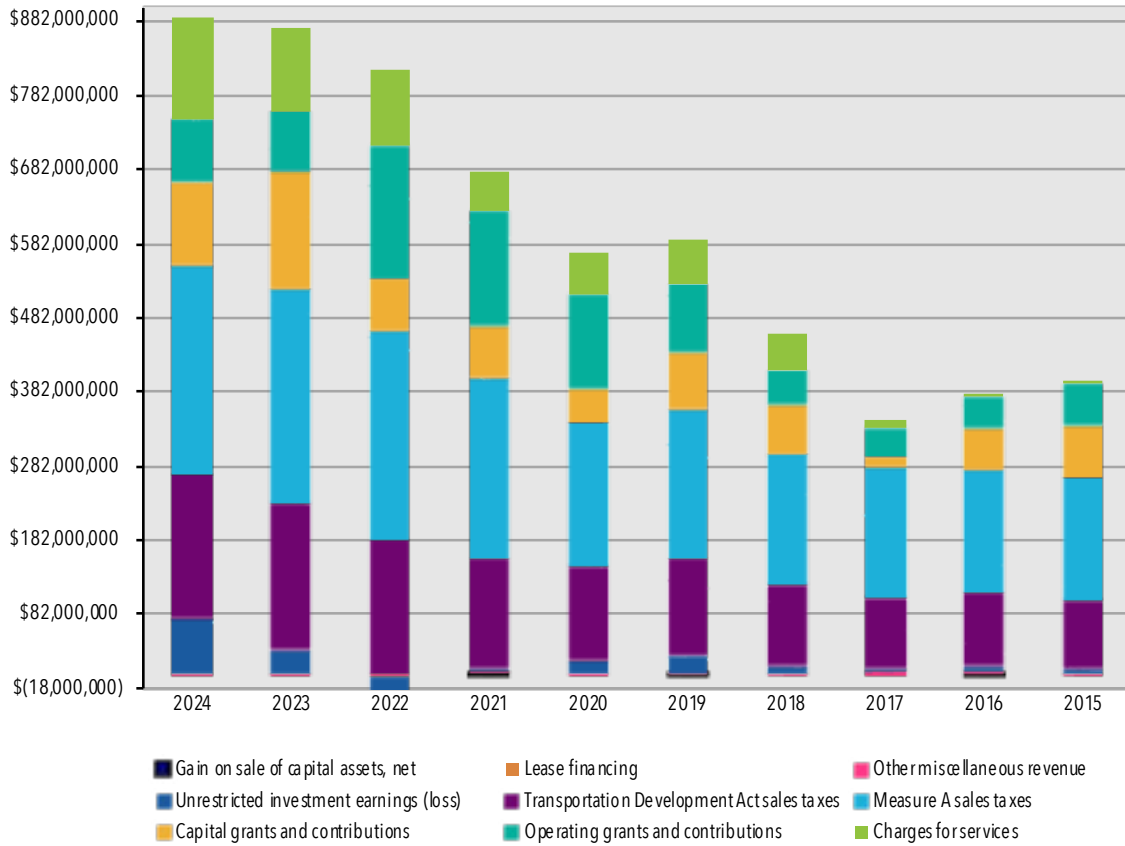
⁴ In FY 2015 the Commission implemented GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - An Amendment of GASB Statement No. 68*. Prior year amounts in this presentation have not been revised to reflect this change.

Riverside County Transportation Commission
Changes in Primary Government Net Position (Continued)
Last Ten Fiscal Years
(Accrual Basis)



Riverside County Transportation Commission
Changes in Primary Government Net Position (Continued)
Last Ten Fiscal Years
(Accrual Basis)

Revenues by Source



Riverside County Transportation Commission
Fund Balances of Governmental Funds
Last Ten Fiscal Years
(Modified Accrual Basis)

	Fiscal Year				
	2024	2023	2022	2021	2020
<u>GENERAL FUND</u>					
General fund:					
Nonspendable	\$ 436,073	\$ 541,973	\$ 479,416	\$ 164,621	\$ 136,038
Restricted	38,937,289	33,989,895	32,259,329	34,147,160	22,458,450
Unassigned	2,264,865	2,568,283	3,049,765	3,606,250	3,267,803
Total general fund	<u>\$ 41,638,227</u>	<u>\$ 37,100,151</u>	<u>\$ 35,788,510</u>	<u>\$ 37,918,031</u>	<u>\$ 25,862,291</u>
<u>ALL OTHER GOVERNMENTAL FUNDS</u>					
All other governmental funds:					
Nonspendable	\$ 519,394	\$ 1,335,606	\$ 3,168,147	\$ 3,393,790	\$ 3,033,953
Restricted	1,392,168,747	1,232,729,866	1,066,079,305	927,622,993	781,460,503
Unassigned	-	(3,392)	(389,756)	(143,114)	(30,566)
Total all other governmental funds	<u>\$ 1,392,688,141</u>	<u>\$ 1,234,062,080</u>	<u>\$ 1,068,857,696</u>	<u>\$ 930,873,669</u>	<u>\$ 784,463,890</u>

Source: Finance Department

Riverside County Transportation Commission
Fund Balances of Governmental Funds, Continued
Last Ten Fiscal Years
(Modified Accrual Basis)

	Fiscal Year				
	2019	2018	2017	2016	2015
GENERAL FUND					
General fund:					
Nonspendable	\$ 345,881	\$ 232,793	\$ 232,759	\$ 192,235	\$ 255,446
Restricted	25,551,922	22,470,358	16,321,159	7,143,844	5,680,411
Assigned	3,226,466	3,337,343	2,572,182	3,456,111	4,246,940
Total general fund	<u>\$ 29,124,269</u>	<u>\$ 26,040,494</u>	<u>\$ 19,126,100</u>	<u>\$ 10,792,190</u>	<u>\$ 10,182,797</u>
ALL OTHER GOVERNMENTAL FUNDS					
All other governmental funds:					
Nonspendable	\$ 3,675,091	\$ 4,627,240	\$ 9,162,068	\$ 10,848,614	\$ 21,510,571
Restricted	758,687,069	745,638,560	678,147,954	718,780,598	772,109,076
Unassigned	(1,272,356)	(268,754)	(23,054)	-	-
Total all other governmental funds	<u>\$ 761,089,804</u>	<u>\$ 749,997,046</u>	<u>\$ 687,286,968</u>	<u>\$ 729,629,212</u>	<u>\$ 793,619,647</u>

Source: Finance Department

Riverside County Transportation Commission
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years
(Modified Accrual Basis)

	Fiscal Year				
	2024	2023	2022	2021	2020
Revenues					
Sales taxes	\$ 475,849,669	\$ 485,319,889	\$ 460,852,862	\$ 389,559,469	\$ 323,116,475
Transportation Uniform Mitigation Fee	40,959,784	34,416,894	35,509,031	28,301,547	23,257,905
Intergovernmental	161,229,608	201,023,563	213,808,004	203,029,590	145,904,252
Investment income	61,612,402	25,470,256	(14,230,774)	2,387,089	14,594,910
Other	3,297,846	4,523,510	3,274,412	5,863,647	2,283,994
Total revenues	<u>742,949,309</u>	<u>750,754,112</u>	<u>699,213,535</u>	<u>629,141,342</u>	<u>509,157,536</u>
Expenditures					
Current:					
General Government	389,203	348,045	341,937	410,552	546,338
Programs:					
Bicycle and pedestrian facilities	1,756,152	2,578,177	1,587,819	3,388,814	1,367,800
CETAP	6,576,188	1,011,752	5,279,295	2,016,814	11,104,808
Commuter assistance	3,614,528	4,030,094	3,434,404	3,071,831	3,938,474
Commuter rail	59,127,918	50,332,347	21,219,827	29,379,805	41,069,694
Highways	200,832,453	254,845,996	247,656,937	197,817,830	285,955,203
Local streets and roads	85,454,316	87,229,315	85,183,610	74,082,952	59,475,694
Motorist assistance	4,933,764	4,507,515	4,474,970	4,486,182	4,934,056
Planning and programming	12,081,681	7,288,820	5,702,031	3,640,958	8,828,203
Regional arterials	17,089,385	8,092,122	24,379,344	30,972,795	12,059,400
Regional conservation	8,863,323	8,476,417	3,974,222	1,721,498	-
Transit and specialized transportation	134,947,957	134,422,630	85,924,817	50,489,119	99,777,205
Debt service:					
Principal	33,535,635	32,215,097	30,573,211	28,505,099	27,253,683
Interest	36,603,078	38,199,381	39,649,974	41,255,647	42,511,371
Cost of Issuance	-	-	-	-	-
Payment to escrow agent	-	-	-	-	-
Capital outlay	6,007,996	4,865,026	5,950,413	4,750,342	3,536,042
Total expenditures	<u>611,813,577</u>	<u>638,442,734</u>	<u>565,332,811</u>	<u>475,990,238</u>	<u>602,357,971</u>
Excess (deficiency) of revenues over (under) expenditures					
	<u>131,135,732</u>	<u>112,311,378</u>	<u>133,880,724</u>	<u>153,151,104</u>	<u>(93,200,435)</u>
Other financing sources (uses):					
Refunding debt issuance	-	-	-	-	-
Debt issuance	-	-	-	15,660,996	111,301,868
Premium on debt issuance	-	-	-	-	-
Lease liabilities issued	319,719	-	-	-	-
Payment to refunded bond escrow agent	-	-	-	-	-
Transfers in	163,950,369	173,799,523	115,432,568	116,427,274	119,642,321
Transfers out	(132,241,683)	(119,594,876)	(113,458,786)	(126,773,855)	(117,631,646)
Total other financing sources (uses)	<u>32,028,405</u>	<u>54,204,647</u>	<u>1,973,782</u>	<u>5,314,415</u>	<u>113,312,543</u>
Net change in fund balances					
	<u>\$ 163,164,137</u>	<u>\$ 166,516,025</u>	<u>\$ 135,854,506</u>	<u>\$ 158,465,519</u>	<u>\$ 20,112,108</u>
Debt service as a percentage of noncapital expenditures					
	<u>12.9%</u>	<u>12.8%</u>	<u>14.8%</u>	<u>17.7%</u>	<u>15.8%</u>

Source: Finance Department

¹ Debt service as a percentage of noncapital expenditures in 2018 increased significantly as a result of the retirement of commercial paper and a current refunding of debt, which included a swap termination payment.

Riverside County Transportation Commission
Changes in Fund Balances of Governmental Funds, Continued
Last Ten Fiscal Years
(Modified Accrual Basis)

	Fiscal Year				
	2019	2018	2017	2016	2015
Revenues					
Sales taxes	\$ 332,226,225	\$ 287,180,213	\$ 269,959,721	\$ 264,764,833	\$ 257,909,590
Transportation Uniform Mitigation Fee	29,968,449	23,699,764	19,594,829	19,831,327	17,400,782
Intergovernmental	138,541,133	88,207,011	32,467,616	76,821,362	110,515,661
Investment income	21,311,968	9,149,672	4,483,174	8,592,753	6,258,226
Other	6,418,190	3,199,483	6,746,055	7,295,648	2,542,359
Total revenues	<u>528,465,965</u>	<u>411,436,143</u>	<u>333,251,395</u>	<u>377,305,923</u>	<u>394,626,618</u>
Expenditures					
Current:					
General Government	1,044,403	977,898	6,558,752	6,514,255	7,302,325
Programs:					
Bicycle and pedestrian facilities	2,319,895	1,142,306	1,314,932	233,815	1,747,090
CETAP	1,394,120	22,275,429	4,028,104	5,249,516	4,135,996
Commuter assistance	3,603,353	3,647,662	2,686,073	2,648,632	2,891,431
Commuter rail	40,805,316	37,700,157	32,820,139	95,717,909	112,424,851
Highways	203,662,390	187,087,621	250,383,800	372,657,029	325,128,109
Local streets and roads	61,470,359	53,639,698	51,864,011	49,826,564	48,615,815
Motorist assistance	4,398,842	3,825,722	4,177,349	4,159,520	4,317,961
Planning and programming	4,307,859	4,677,940	3,248,031	4,090,731	3,099,358
Regional arterials	17,042,375	12,888,439	19,056,339	23,111,109	21,016,097
Regional conservation	-	-	-	-	-
Transit and specialized transportation	117,748,091	90,153,923	80,764,125	70,652,804	86,725,394
Debt service:					
Principal	25,977,461	62,140,974	27,317,242	7,814,176	7,411,654
Interest	43,595,769	50,606,912	44,684,153	45,620,922	45,913,275
Cost of Issuance	-	2,256,061	654,007	-	-
Payment to escrow agent	-	70,800,000	63,900,000	-	-
Capital outlay	5,663,109	2,606,851	5,670,356	1,182,208	475,334
Total expenditures	<u>533,033,342</u>	<u>606,427,593</u>	<u>599,127,413</u>	<u>689,479,190</u>	<u>671,204,690</u>
Excess (deficiency) of revenues					
over (under) expenditures	<u>(4,567,377)</u>	<u>(194,991,450)</u>	<u>(265,876,018)</u>	<u>(312,173,267)</u>	<u>(276,578,072)</u>
Other financing sources (uses):					
Refunding debt issuance	-	457,015,000	-	-	-
Debt issuance	14,946,136	158,760,000	249,498,089	248,792,225	48,904,095
Premium on debt issuance	-	119,713,807	8,414,007	-	-
Lease liabilities issued	-	-	-	-	-
Payment to refunded bond escrow agent	55,000	(471,089,840)	-	-	-
Transfers in	116,363,248	300,623,670	182,713,859	162,708,720	232,626,156
Transfers out	(112,620,474)	(300,406,715)	(208,758,271)	(162,708,720)	(232,626,156)
Total other financing sources (uses)	<u>18,743,910</u>	<u>264,615,922</u>	<u>231,867,684</u>	<u>248,792,225</u>	<u>48,904,095</u>
Net change in fund balances	<u>\$ 14,176,533</u>	<u>\$ 69,624,472</u>	<u>\$ (34,008,334)</u>	<u>\$ (63,381,042)</u>	<u>\$ (227,673,977)</u>
Debt service as a percentage of					
noncapital expenditures	<u>16.7%</u>	<u>23.7%¹</u>	<u>12.2%</u>	<u>10.6%</u>	<u>11.0%</u>

Source: Finance Department

Riverside County Transportation Commission
Sources of County of Riverside Taxable Sales by Business Type
Last Ten Calendar Years (In Thousands)

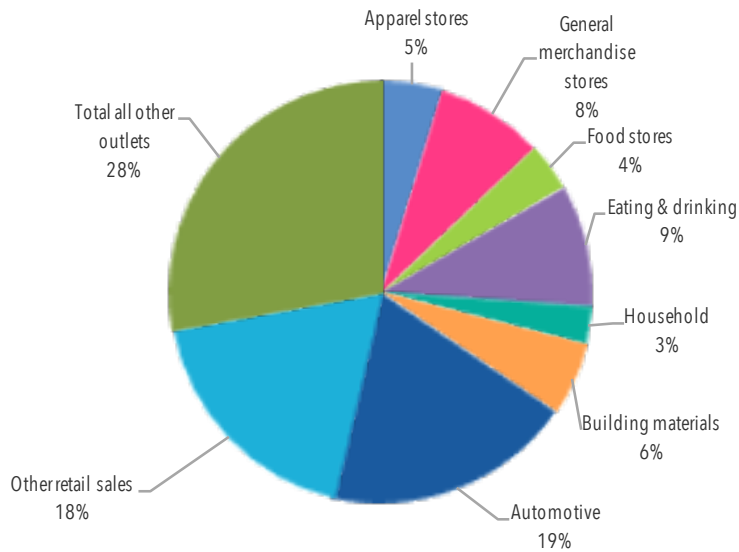
	<u>2023¹</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>
Apparel stores	\$ 2,889,254	\$ 2,960,410	\$ 2,787,245	\$ 1,834,633	\$ 2,361,700
General merchandise stores	5,089,133	5,099,730	4,756,624	4,123,079	3,967,112
Food stores	2,228,186	2,258,142	2,121,729	1,953,653	1,822,075
Eating & drinking	5,747,978	5,523,671	4,936,088	3,615,577	4,282,201
Household	1,752,713	1,913,811	1,999,156	2,106,383	2,104,126
Building materials	3,426,895	3,739,593	3,598,728	3,103,094	2,500,049
Automotive	11,637,689	12,734,351	11,430,453	8,509,066	8,938,497
Other retail sales	11,291,973	11,239,330	9,700,524	5,076,176	3,087,294
Total all other outlets	17,030,772	16,648,116	14,204,649	11,991,812	11,563,944
	<u>\$ 61,094,593</u>	<u>\$ 62,117,154</u>	<u>\$ 55,535,196</u>	<u>\$ 42,313,473</u>	<u>\$ 40,626,998</u>

Measure A direct sales tax rate (Ordinance 88-1 through 2009 and 02-001 thereafter)	0.50%	0.50%	0.50%	0.50%	0.50%
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Source: California Department of Tax and Fee Administration, as successor to California State Board of Equalization

¹ Year represents most recent data available.

Sources of County of Riverside Taxable Sales by Business Type for 2023



Riverside County Transportation Commission
Sources of County of Riverside Taxable Sales by Business Type, Continued
Last Ten Calendar Years (In Thousands)

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Apparel stores	\$ 2,315,433	\$ 2,199,511	\$ 2,190,228	\$ 2,136,728	\$ 1,989,623
General merchandise stores	3,560,755	3,101,256	3,052,409	3,040,244	3,289,057
Food stores	1,790,507	1,666,910	1,574,030	1,727,518	1,509,404
Eating & drinking	4,004,657	3,852,674	3,648,980	3,384,494	3,093,861
Household	1,962,650	1,730,702	1,386,985	1,135,235	1,030,455
Building materials	2,346,508	2,161,593	1,965,101	1,826,294	1,706,184
Automotive	8,788,907	8,282,532	7,751,812	7,693,173	7,844,773
Other retail sales	3,273,276	2,586,770	2,452,591	2,338,039	2,182,987
Total all other outlets	10,876,806	10,550,866	10,209,008	9,629,185	9,389,345
	<u>\$ 38,919,499</u>	<u>\$ 36,132,814</u>	<u>\$ 34,231,144</u>	<u>\$ 32,910,910</u>	<u>\$ 32,035,689</u>
Measure A direct sales tax rate (Ordinance 88-1 through 2009 and 02-001 thereafter)	0.50%	0.50%	0.50%	0.50%	0.50%

Source: California Department of Tax and Fee Administration, as successor to California State Board of Equalization

Riverside County Transportation Commission
Direct and Overlapping Sales Tax Rates
Last Ten Fiscal Years

Fiscal Year	Measure A Direct Rate ¹	County of Riverside
2024	0.50%	7.75%
2023	0.50%	7.75%
2022	0.50%	7.75%
2021	0.50%	7.75%
2020	0.50%	7.75%
2019	0.50%	7.75%
2018	0.50%	7.75%
2017	0.50%	7.75%
2016	0.50%	8.00%
2015	0.50%	8.00%

Source: Commission Finance Department and California Department of Tax and Fee Administration, as successor to California State Board of Equalization.

¹ The Measure A sales tax rate may be changed only with the approval of 2/3 of the voters.

Riverside County Transportation Commission

Principal Taxable Sales Generation by City

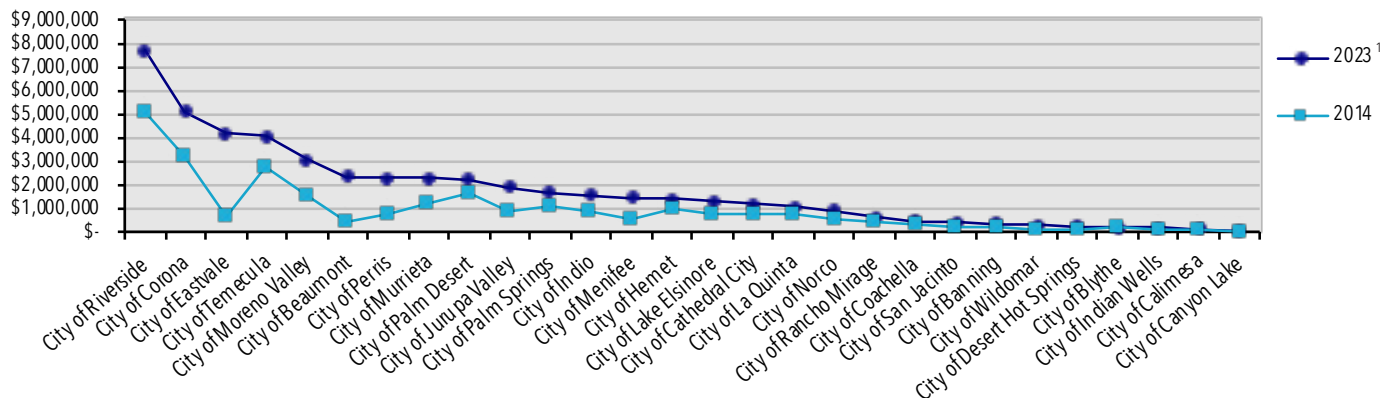
Current Year and Nine Years Ago

	2023 ¹			2014		
	Taxable Sales (in thousands)	Rank	Total	Taxable Sales (in thousands)	Rank	Total
City of Riverside	\$ 7,707,973	2	7.0%	\$ 5,072,694	2	8.8%
City of Corona	5,117,985	3	4.7%	3,231,208	3	5.6%
City of Eastvale	4,151,493	4	3.8%	590,318	16	1.0%
City of Temecula	4,065,264	5	3.7%	2,771,629	4	4.8%
City of Moreno Valley	3,049,977	6	2.8%	1,475,946	6	2.5%
City of Beaumont	2,321,599	7	2.1%	370,748	20	0.6%
City of Perris	2,282,238	8	2.1%	791,955	12	1.4%
City of Murrieta	2,273,854	9	2.1%	1,243,186	7	2.2%
City of Palm Desert	2,201,381	10	2.0%	1,594,753	5	2.8%
City of Jurupa Valley	1,889,951	11	1.7%	824,516	11	1.4%
City of Palm Springs	1,665,434	12	1.5%	1,036,541	8	1.8%
City of Indio	1,530,785	13	1.4%	882,079	10	1.5%
City of Menifee	1,455,766	14	1.3%	516,679	17	0.9%
City of Hemet	1,404,098	15	1.2%	988,533	9	1.7%
City of Lake Elsinore	1,274,565	16	1.2%	744,038	14	1.3%
City of Cathedral City	1,152,138	17	1.1%	753,153	13	1.3%
City of La Quinta	1,081,800	18	1.0%	728,088	15	1.3%
City of Norco	911,889	19	0.8%	510,210	18	0.9%
City of Rancho Mirage	618,635	20	0.6%	423,095	19	0.7%
City of Coachella	467,367	21	0.4%	330,324	21	0.6%
City of San Jacinto	404,944	22	0.4%	215,922	22	0.4%
City of Banning	319,147	23	0.3%	181,922	23	0.3%
City of Wildomar	263,560	24	0.2%	140,280	25	0.2%
City of Desert Hot Springs	204,583	25	0.2%	133,906	26	0.2%
City of Blythe	163,630	26	0.1%	160,504	24	0.3%
City of Indian Wells	145,102	27	0.1%	98,669	27	0.2%
City of Calimesa	142,068	28	0.1%	64,525	28	0.1%
City of Canyon Lake	34,245	29	0.0%	15,084	29	0.0%
Incorporated	48,301,471		44.1%	25,890,505		44.7%
Unincorporated	61,331,274	1	55.9%	32,035,687	1	55.3%
Countywide	\$ 109,632,745		100.0%	\$ 57,926,192		100.0%
California	\$ 935,894,939			\$ 615,821,874		

Source: California Department of Tax and Fee Administration, as successor to California State Board of Equalization, for the calendar year indicated.

¹ Year represents most recent data available.

Taxable Sales by City

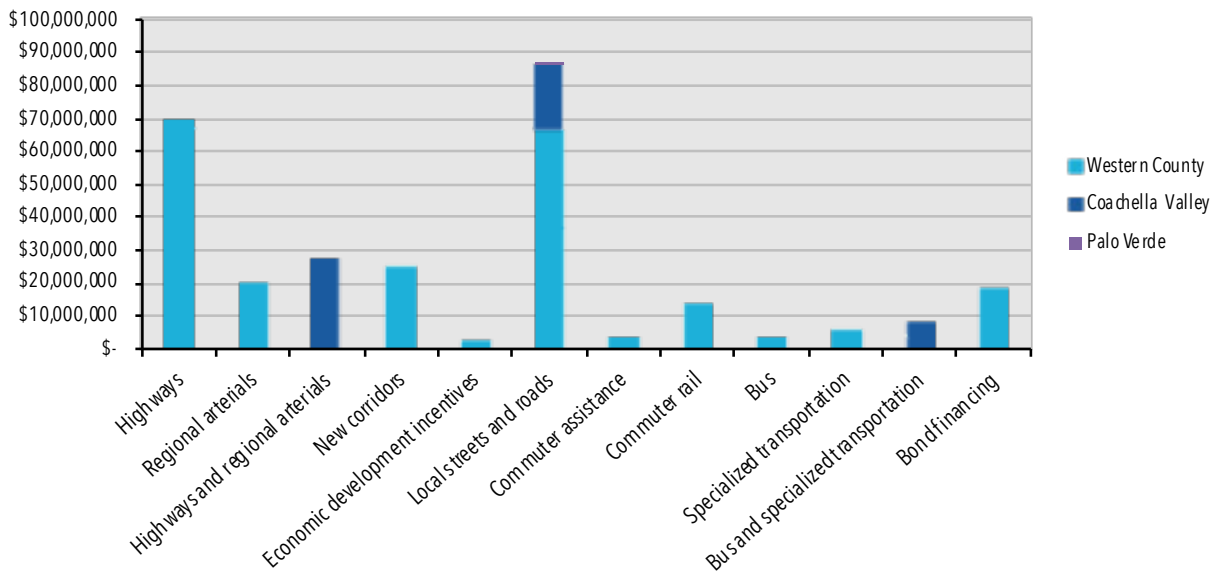


Riverside County Transportation Commission
Measure A Sales Tax Revenues by Program and Geographic Area
Year Ended June 30, 2024

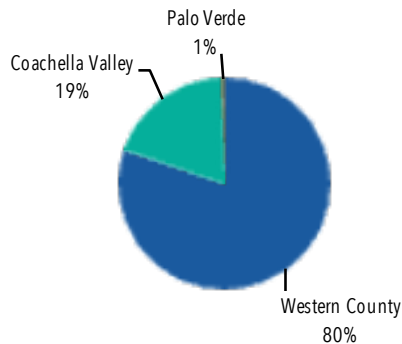
	Special Revenue Funds			Total
	Western County	Coachella Valley	Palo Verde	
Highways	\$ 70,000,680	\$ -	\$ -	\$ 70,000,680
Regional arterials	20,588,435	-	-	20,588,435
Highways and regional arterials	-	27,829,419	-	27,829,419
New corridors	25,392,404	-	-	25,392,404
Economic development incentives	2,745,125	-	-	2,745,125
Local streets and roads	66,569,274	19,480,594	1,179,447	87,229,315
Public transit:				
Commuter assistance	3,431,406	-	-	3,431,406
Commuter rail	14,000,136	-	-	14,000,136
Bus	3,500,034	-	-	3,500,034
Specialized transportation	5,833,390	-	-	5,833,390
Bus and specialized transportation	-	8,348,826	-	8,348,826
Bond financing	18,529,592	-	-	18,529,592
	\$ 230,590,476	\$ 55,658,839	\$ 1,179,447	\$ 287,428,762

Source: Finance Department

Sales Tax Revenues by Program and Geographic Area



Geographic Distribution by Area



Riverside County Transportation Commission
Measure A Sales Tax by Economic Category
Last Ten Calendar Years

Economic Category	% of Total									
	2023¹	2022	2021	2020	2019	2018	2017	2016	2015	2014
General retail	28.5	28.5	30.9	31.6	28.1	28.9	28.3	28.9	28.8	28.4
Transportation	23.0	24.3	24.0	22.4	24.2	24.6	25.3	25.1	25.9	26.6
Food products	16.7	16.2	15.8	15.2	17.7	17.8	17.6	17.7	17.3	16.6
Business to business	16.3	15.7	14.8	15.8	16.7	16.3	15.6	15.3	15.0	14.4
Construction	10.9	11.3	10.9	11.5	10.7	10.8	10.8	10.8	10.8	12.0
Miscellaneous	4.6	4.0	3.6	3.5	2.6	1.6	2.4	2.2	2.2	2.0
Total	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

Source: MuniServices LLC., an Avenu Company

¹ Year represents most recent data available.

Riverside County Transportation Commission
Measure A Revenues and Pledged Revenue Coverage ¹
Last Ten Fiscal Years

Sales Tax Revenue Bonds				
Fiscal Year	Net Measure A Sales Tax Revenues²	Measure A Sales Tax Revenue Growth (Decline) Rate	Total Debt Service	Total Debt Service Coverage Ratio
2024	\$ 281,794,698	-1.96% ⁴	\$ 69,215,038	4.07
2023	287,428,762	2.59%	69,555,288	4.13
2022	280,170,582	15.32%	69,594,288	4.03
2021	242,943,840	24.56%	69,519,038	3.49
2020	195,036,321	-3.07% ³	69,537,488	2.80
2019	201,204,995	14.13%	69,555,738	2.89
2018	176,301,656	0.56%	75,159,543	2.35
2017	175,320,207	4.59%	51,889,982	3.38
2016	167,630,239	2.78%	53,400,019	3.14
2015	163,092,776	4.31%	53,300,072	3.06
2014	156,355,894	4.64%	50,499,417	3.10

Source: Finance Department

- ¹ This schedule meets the requirements for Continuing Disclosure of historical Measure A sales tax revenues.
- ² Sales tax revenue bonds are backed by the sales tax revenues, net of California Department of Tax and Fee Administration, as successor to Board of Equalization, administrative fees.
- ³ Sales tax revenues decreased in FY2020 due to COVID-19 impacts.
- ⁴ Sales tax revenues decreased in FY2024 due to inflation and economic impacts.



Riverside County Transportation Commission
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years

Governmental Activities

Year	Sales Tax Revenue Bonds, net of premium and discount	Commercial Paper	MSHCP Funding Liability	Lease and Subscription IT Liabilities ²	Capital Leases	TIFIA Loan
2024	\$ 747,482,057	\$ -	\$ -	\$ 3,015,770	\$ -	\$ -
2023	788,875,246	-	-	3,713,036	-	-
2022	830,738,739	-	-	3,398,016	-	-
2021	871,561,216	-	-	-	31,722	-
2020	911,246,727	-	-	-	41,821	128,092,018
2019	950,003,406	-	3,000,000	-	50,504	15,121,739
2018	987,810,267	-	6,000,000	-	7,965	-
2017	792,916,124	30,000,000	9,000,000	-	28,939	-
2016	782,532,106	20,000,000	12,000,000	-	46,181	-
2015	792,297,152	-	15,000,000	-	60,357	-

Sources: Finance Department for outstanding debt for the fiscal year ended June 30 and California State Department of Finance for population as of January 1.

¹ See the Schedule of Demographic and Economic Statistics for personal income and population data.

² In FY2022, the Commission implemented GASB Statement No. 87, *Leases*. In FY2023, the Commission implemented GASB No. 96, *Subscriptions*. Prior year amounts in this presentation have not been revised to reflect this change.

Riverside County Transportation Commission
Ratios of Outstanding Debt by Type, Continued
Last Ten Fiscal Years

Business-Type Activities					
Year	Toll Revenue Bonds, net of discount, premium, and accretion	TIFIA Loan	Total Primary Government	Percentage of Personal Income ¹	Debt per Capita ¹
2024	\$ 737,054,073	\$ 171,814,287	\$ 1,659,366,187	N/A	\$ 680.28
2023	734,891,709	167,030,354	1,694,510,345	N/A	694.69
2022	733,034,464	162,385,853	1,729,557,072	1.36%	710.14
2021	210,216,120	656,943,710	1,738,752,768	1.37%	708.41
2020	204,647,796	486,339,336	1,730,367,698	1.38%	708.50
2019	199,423,911	469,870,660	1,637,470,220	1.44%	671.06
2018	194,522,170	453,980,866	1,642,321,268	1.57%	689.29
2017	189,923,251	438,628,419	1,460,496,733	1.47%	612.42
2016	185,607,330	277,696,320	1,277,881,937	1.34%	551.30
2015	181,557,045	48,904,095	1,037,818,649	1.18%	436.30

Sources: Finance Department for outstanding debt for the fiscal year ended June 30 and California State Department of Finance for population as of January 1.

**Riverside County Transportation Commission
Computation of Legal Debt Margin ¹**

Last Ten Fiscal Years

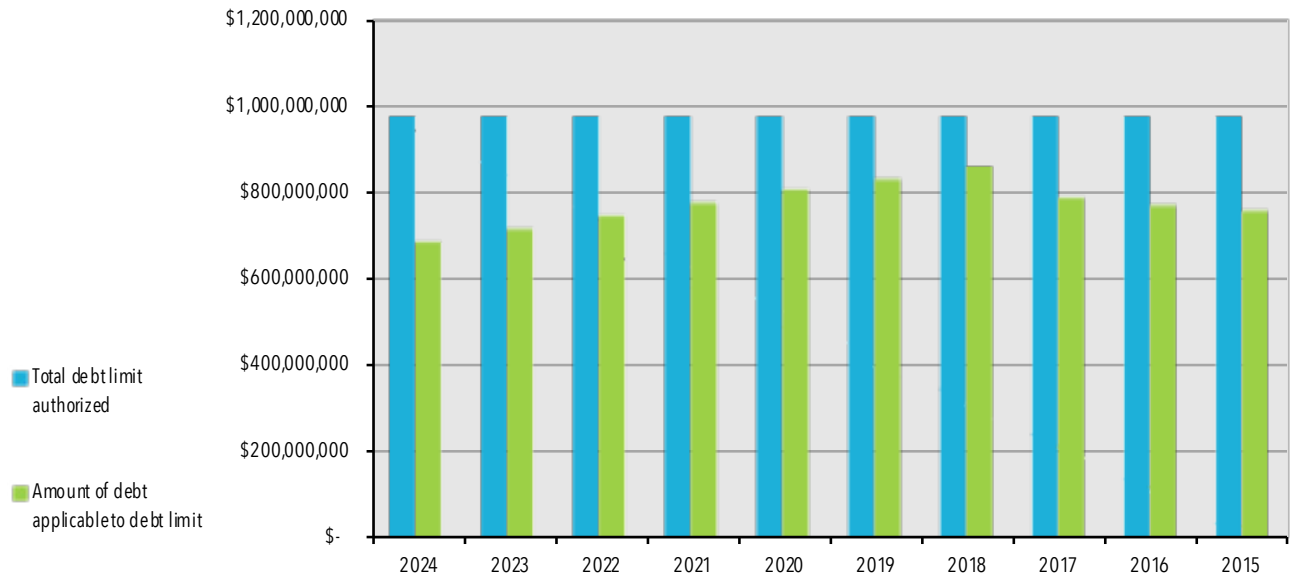
	Fiscal Year				
	2024	2023	2022	2021	2020
Measure A Ordinance No. 02-001, as amended by Ordinance No. 10-002²					
Total debt limit authorized	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000
Amount of debt applicable to debt limit	683,280,000	715,915,000	747,320,000	777,315,000	805,810,000
Legal debt margin	<u>\$ 291,720,000</u>	<u>\$ 259,085,000</u>	<u>\$ 227,680,000</u>	<u>\$ 197,685,000</u>	<u>\$ 169,190,000</u>
% of debt to legal debt limit	<u>70.1%</u>	<u>73.4%</u>	<u>76.6%</u>	<u>79.7%</u>	<u>82.6%</u>

Source: Finance Department

¹ The Commission's debt limit was approved by the voters of Riverside County as part of the sales tax ordinance and is specific to the Commission; accordingly, there are no overlapping debt considerations.

² Ordinance No. 02-001 was approved by a 2/3 majority of the voters in November 2002. In November 2010, a majority of the voters approved Ordinance No. 10-002 to increase the debt limit from \$500 million to \$975 million.

Measure A Ordinance No. 02-001, as amended by Ordinance No. 10-002



**Riverside County Transportation Commission
Computation of Legal Debt Margin, Continued ¹**

Last Ten Fiscal Years

	Fiscal Year				
	2019	2018	2017	2016	2015
Measure A Ordinance No. 02-001, as amended by Ordinance No. 10-002²					
Total debt limit authorized	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000	\$ 975,000,000
Amount of debt applicable to debt limit	833,055,000	859,020,000	786,240,000	771,300,000	759,100,000
Legal debt margin	<u>\$ 141,945,000</u>	<u>\$ 115,980,000</u>	<u>\$ 188,760,000</u>	<u>\$ 203,700,000</u>	<u>\$ 215,900,000</u>
% of debt to legal debt limit	<u>85.4%</u>	<u>88.1%</u>	<u>80.6%</u>	<u>79.1%</u>	<u>77.9%</u>

Source: Finance Department

Riverside County Transportation Commission
Demographic and Economic Statistics for the County of Riverside
Last Ten Calendar Years

Calendar Year	Population¹	Personal Income (thousands)²	Per Capita Personal Income²	Unemployment Rate³
2024	2,442,378	N/A	N/A	N/A
2023	2,430,976	N/A	N/A	4.8%
2022	2,435,525	\$ 127,195,983	\$ 51,415	4.2%
2021	2,454,453	125,820,553	51,180	7.3%
2020	2,442,304	114,090,413	45,834	10.2% ⁴
2019	2,440,124	104,794,676	42,418	4.2%
2018	2,415,955	99,591,680	40,637	4.4%
2017	2,382,640	95,140,992	39,261	5.2%
2016	2,347,828	87,827,068	36,782	6.1%
2015	2,317,924	84,025,987	35,589	6.7%

Sources:

¹ California State Department of Finance as of January 1.

² U.S. Department of Commerce Bureau of Economic Analysis. Represents most recent data available.

³ California State Employment Development Department. Represents most recent data available.

⁴ 2020 reflects the impacts from COVID-19 pandemic

Riverside County Transportation Commission
Employment Statistics by Industry for the County of Riverside
Calendar Year 2023 and Nine Years Prior

Industry Type	2023 ¹	% of Total Employment	2014	% of Total Employment
Agricultural services, forestry, fishing and other	10,900	1.3%	11,900	1.9%
Mining	400	0.0%	300	0.0%
Construction	74,100	8.9%	47,500	7.6%
Manufacturing	45,200	5.4%	40,100	6.4%
Transportation, warehousing, and public utilities	74,500	9.0%	27,800	4.4%
Wholesale trade	27,700	3.3%	23,100	3.7%
Retail trade	94,400	11.3%	85,500	13.6%
Professional & business services	76,300	9.2%	60,900	9.7%
Education & health services	143,900	17.3%	89,500	14.2%
Leisure & hospitality	104,200	12.5%	80,500	12.8%
Finance, insurance, and real estate	21,100	2.5%	20,500	3.2%
Information	5,600	0.7%	6,300	1.0%
Other services	25,500	3.2%	21,600	3.5%
Federal government	7,600	0.9%	6,800	1.2%
State government	15,500	1.9%	15,900	2.5%
Local government	105,000	12.6%	89,900	14.3%
Total employment	<u>831,900</u>	<u>100.0%</u>	<u>628,100</u>	<u>100.0%</u>

Source: State of California Economic Development Department

¹ Year represents most recent data available.

Riverside County Transportation Commission
Full-time Equivalent Employees by Function/Program
Last Ten Fiscal Years

Function/Program	As of June 30									
	2024	2023	2022	2021¹	2020	2019	2018	2017	2016	2015
Management services and administration	25.4	24.0	21.1	18.5	18.7	18.0	19.2	17.1	14.7	16.2
Planning and programming	5.8	4.6	4.0	5.3	5.5	3.5	4.2	4.9	6.2	6.1
Rail operations and maintenance	3.9	3.1	3.8	4.4	3.5	3.4	4.1	4.3	4.5	4.0
Specialized transit/transportation	2.7	2.6	2.7	2.6	2.4	2.9	2.4	2.7	2.3	2.3
Commuter assistance	1.4	1.2	0.9	1.8	1.4	1.4	1.7	1.4	1.8	3.0
Motorist assistance	0.8	1.2	0.5	1.0	0.9	0.8	0.9	0.8	0.7	0.7
Capital project development and delivery and toll operations	20.1	19.3	20.7	16.6	17.6	16.0	15.5	15.8	15.8	13.7
Regional conservation	16.9	17.0	13.3	12.8	-	-	-	-	-	-
Total full-time equivalents	77.0	73.0	67.0	63.0	50.0	46.0	48.0	47.0	46.0	46.0

Source: Finance Department

¹ Effective January 1, 2021, RCTC became the managing agency for the Western Riverside County Regional Conservation Authority.



Riverside County Transportation Commission
Operating Indicators
Last Ten Fiscal Years

	As of June 30				
	2024	2023	2022	2021	2020
Toll operations:					
RCTC 91 Express Lanes					
Gross trips	18,996,039	16,689,809	16,778,526	13,025,785	13,119,123
Gross potential revenue	\$ 90,335,545	\$ 67,843,178	\$ 63,190,923	\$ 43,734,242	\$ 56,058,450
Average gross potential revenue per trip	\$ 4.76	\$ 4.06	\$ 3.77	\$ 3.36	\$ 4.12
15 Express Lanes¹					
Gross transactions	29,718,912	25,577,441	23,465,946	4,172,026	-
Gross potential revenue	\$ 35,564,690	\$ 30,348,550	\$ 29,850,618	\$ 5,361,524	-
Average gross potential revenue per transaction	\$ 1.20	\$ 1.19	\$ 1.27	\$ 1.29	-
Commuter rail operations:²					
Growth of average daily ridership on commuter lines:					
Riverside line	1,177	996	742	469	3,961
IEOC line	2,151	1,814	1,636	1,028	4,784
91 line	1,839	1,577	1,206	685	3,731
Farebox recovery ratio:					
Riverside line	14.0%	12.0%	21.2%	6.6%	19.8%
IEOC line	11.9%	9.8%	15.8%	5.4%	21.1%
91 line	14.1%	12.1%	14.8%	5.7%	16.4%
Specialized transit/transportation:					
Specialized transit grants awarded	15	15	15	18	18
Commuter assistance:⁴					
Rideshare Incentive members	1,298	1,613	203	97	519
Rideshare Plus Rewards members	N/A	N/A	88	107	630
Monthly spotlight participants	2,554	4,344	N/A	N/A	N/A
Rideshare pledges	2,202	1,261	391	N/A	8,349
Ride guides produced	4,491	4,293	3,320	2,748	5,901
Van Club vanpools	35	37	33	29	32
Commuter Exchange events	N/A	N/A	N/A	N/A	N/A
Motorist assistance:					
Call boxes	158	158	158	158	158
Calls made from call boxes	645	782	935	936	979
Contracted Freeway Service Patrol vehicles	20	22	26	26	26
Assists by Freeway Service Patrol	58,801	51,583	54,217	59,711	49,051
IE511 web visits	446,983	901,233	160,930	204,259	296,339
IE511 call volumes	55,184	72,689	77,868	65,046	95,164
Transportation Uniform Mitigation Fee program:					
Approved regional arterial projects	8	8	25	23	23
Measure A program:					
Highways	\$ 168,912,995	\$ 100,376,319	\$ 129,198,965	\$ 123,154,255	\$ 209,530,745
Commuter rail	34,143,569	19,310,998	12,079,835	16,871,212	16,744,864
Regional arterials	14,324,752	4,626,056	3,207,422	1,249,823	4,939,979
Local streets and roads	85,454,316	87,229,315	85,183,610	74,082,952	59,475,694
Specialized transit and commuter assistance	17,318,323	22,212,832	17,397,325	11,629,836	16,568,400
Total program expenditures	\$ 320,153,955	\$ 233,755,520	\$ 247,067,157	\$ 226,988,078	\$ 307,259,682

Source: Commission Departments

¹ In FY2021, the Commission reached substantial completion on the 15 Express Lanes project and in April 2021 the 15 Express Lanes opened to motorists.

² In FY2021, the decrease in commuter rail operations and commuter assistance is a result of the impacts of COVID-19 and stay at home orders.

³ In FY2023, the increase in Motorist Assistance IE511 website visits is a result of a new regional platform shared with LA Metro, SBCTA, OCTA, VCTC, and RCTC.

⁴ In FY2023, the decrease represents the remaining approved regional arterial projects to be funded.

Riverside County Transportation Commission
Operating Indicators, Continued
Last Ten Fiscal Years

	As of June 30				
	2019	2018	2017	2016	2015
Toll operations:					
RCTC 91 Express Lanes					
Gross trips	15,143,222	14,518,302	4,049,067	-	-
Gross potential revenue	\$ 57,172,266	\$ 47,941,733	\$ 9,618,429	-	-
Average gross potential revenue per trip	\$ 3.78	\$ 3.30	\$ 2.38	-	-
15 Express Lanes					
Gross transactions	-	-	-	-	-
Gross potential revenue	-	-	-	-	-
Average gross potential revenue per transaction	-	-	-	-	-
Commuter rail operations:					
Growth of average daily ridership on commuter lines:					
Riverside line	3,868	3,863	4,050	4,404	4,651
IEOC line	4,656	4,874	4,900	4,438	4,613
91 line	3,293	3,109	3,258	2,610	2,419
Farebox recovery ratio:					
Riverside line	43.0%	45.4%	47.2%	45.7%	49.6%
IEOC line	27.5%	29.2%	31.8%	33.4%	32.6%
91 line	24.1%	26.5%	26.5%	27.7%	38.6%
Specialized transit/transportation:					
Specialized transit grants awarded	18	16	17	17	20
Commuter assistance:					
Rideshare Incentive members	526	573	505	597	736
Rideshare Plus Rewards members	917	1,114	792	1,142	3,723
Monthly spotlight participants	N/A	N/A	N/A	N/A	N/A
Rideshare pledges	7,836	5,959	4,886	4,249	11,180
Ride guides produced	6,246	4,606	5,219	8,607	6,527
VanClub vanpools	67	31	N/A	N/A	N/A
Commuter Exchange events	N/A	N/A	N/A	N/A	48
Motorist assistance:					
Call boxes	231	241	240	545	549
Calls made from call boxes	1,384	1,598	2,161	3,053	3,882
Contracted Freeway Service Patrol vehicles	26	20	20	21	21
Assists by Freeway Service Patrol	44,607	41,417	40,180	36,711	42,471
IE511 web visits	213,689	408,021	618,130	473,462	452,713
IE511 call volumes	114,045	142,287	201,099	233,895	263,757
Transportation Uniform Mitigation Fee program:					
Approved regional arterial projects	23	20	20	24	24
Measure A program:					
Highways	\$ 148,387,823	\$ 180,565,301	\$ 250,360,723	\$ 372,657,029	\$ 325,128,109
Commuter rail	13,218,370	14,118,997	8,528,984	75,831,961	98,302,229
Regional arterials	12,533,037	6,158,736	14,739,703	17,090,247	5,012,254
Local streets and roads	61,470,359	53,639,698	51,864,011	49,826,564	48,615,815
Specialized transit and commuter assistance	16,708,843	15,197,859	13,826,624	14,499,642	14,063,310
Total program expenditures	<u>\$ 252,318,432</u>	<u>\$ 269,680,591</u>	<u>\$ 339,320,045</u>	<u>\$ 529,905,443</u>	<u>\$ 491,121,717</u>

Source: Commission Departments



Riverside County Transportation Commission
Capital Asset Statistics by Program
Last Ten Fiscal Years

	As of June 30									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Commuter rail:										
Transit centers owned and managed	1	1	1	1	1	1	1	1	1	1
Commuter rail stations owned and managed	9	9	9	9	9	9	9	9	9	5
Miles of commuter rail easements	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6	104.6
Toll operations:										
RCTC 91 Express Lanes										
Storage and maintenance building	-	-	-	-	1	1	1	1	-	-
Customer service center	1	1	1	1	1	1	-	-	-	-
Toll utility buildings	2	2	2	2	3	3	3	3	-	-
Miles of express lanes	36	36	36	36	36	36	36	36	-	-
Toll collection system gantries	8	4	4	4	4	4	4	4	-	-
On-road closed circuit TV cameras	43	36	36	36	36	36	36	36	-	-
Traffic operations centers system	1	1	1	1	1	1	1	1	-	-
Communications network	1	1	1	1	1	1	1	1	-	-
Changeable message signs	5	5	5	5	6	6	6	6	-	-
Traffic detection monitoring devices	19	-	-	-	-	-	-	-	-	-
Variable toll message signs	1	-	-	-	-	-	-	-	-	-
15 Express Lanes										
Storage and maintenance building	1	1	1	1	-	-	-	-	-	-
Customer service center	1	1	1	1	-	-	-	-	-	-
Regional operations center buildings	1	1	1	1	-	-	-	-	-	-
Miles of express lanes	56	56	56	56	-	-	-	-	-	-
Toll collection system gantries	8	8	8	8	-	-	-	-	-	-
On-road closed circuit TV cameras	27	27	27	27	-	-	-	-	-	-
Traffic detection monitoring devices	38	37	37	37	-	-	-	-	-	-
Traffic operations centers system	1	1	1	1	-	-	-	-	-	-
Communications network	1	1	1	1	-	-	-	-	-	-
Changeable message signs	3	3	3	3	-	-	-	-	-	-
Variable toll message signs	12	12	12	12	-	-	-	-	-	-

Source: Commission Departments





**Riverside County
Transportation Commission**

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