



# MEETING AGENDA

## Budget and Implementation Committee

**Time:** 9:30 a.m.

**Date:** August 28, 2023

**Location:** BOARD ROOM  
County of Riverside Administration Center  
4080 Lemon St, First Floor, Riverside, CA 92501

### TELECONFERENCE SITES

COUNCIL CHAMBER CONFERENCE ROOM  
City of Palm Desert  
73510 Fred Waring Drive, Palm Desert, CA 92260

LARGE CONFERENCE ROOM  
French Valley Airport  
37600 Sky Canyon Drive, Murrieta, CA 92563

## COMMITTEE MEMBERS

Jeremy Smith, **Chair** / Jennifer Dain, City of Canyon Lake  
Linda Molina, **Vice Chair** / Wendy Hewitt, City of Calimesa  
Lloyd White / Julio Martinez, City of Beaumont  
Raymond Gregory / Mark Carnevale, City of Cathedral City  
Steven Hernandez / Stephanie Virgen, City of Coachella  
Scott Matas / Russell Betts, City of Desert Hot Springs  
Bob Magee / Natasha Johnson, City of Lake Elsinore  
Ulises Cabrera / Edward Delgado, City of Moreno Valley

Cindy Warren / Ron Holliday, City of Murrieta  
Jan Harnik / Kathleen Kelly, City of Palm Desert  
Lisa Middleton / To Be Appointed, City of Palm Springs  
Alonso Ledezma / Valerie Vandever, City of San Jacinto  
James Stewart / Jessica Alexander, City of Temecula  
Chuck Washington, County of Riverside, District III  
Yxstian Gutierrez, County of Riverside, District V

## STAFF

Anne Mayer, Executive Director  
Aaron Hake, Deputy Executive Director

## AREAS OF RESPONSIBILITY

Annual Budget Development and Oversight  
Competitive Federal and State Grant Programs  
Countywide Communications and Outreach Programs  
Countywide Strategic Plan  
Legislation  
Public Communications and Outreach Programs  
Short Range Transit Plans



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
BUDGET AND IMPLEMENTATION COMMITTEE**

[www.rctc.org](http://www.rctc.org)

**AGENDA\***

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

**9:30 a.m.**

**Monday, August 28, 2023**

**BOARD ROOM**

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

**TELECONFERENCE SITES**

**COUNCIL CHAMBER CONFERENCE ROOM**

**City of Palm Desert**

**73510 Fred Waring Drive, Palm Desert, California**

**LARGE CONFERENCE ROOM**

**French Valley Airport**

**37600 Sky Canyon Drive, Murrieta, California**

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

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

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PLEDGE OF ALLEGIANCE**

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

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

5. **ADDITIONS/REVISIONS** *(The Committee may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Committee subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Committee. If there are less than 2/3 of the Committee members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.)*
6. **CONSENT CALENDAR** - *All matters on the Consent Calendar will be approved in a single motion unless a Commissioner(s) requests separate action on specific item(s). Items pulled from the Consent Calendar will be placed for discussion at the end of the agenda.*

**6A. APPROVAL OF MINUTES – MAY 22, 2023**

*Page 1*

**6B. SINGLE SIGNATURE AUTHORITY REPORT**

*Page 10*

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2023.

**6C. QUARTERLY SALES TAX ANALYSIS**

*Page 12*

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

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

**6D. QUARTERLY FINANCIAL STATEMENTS**

*Page 21*

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Financial Statements for the twelve months ended June 30, 2023.

**6E. MONTHLY INVESTMENT REPORT**

***Page 31***

***Overview***

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Monthly Investment Report for the month ended June 30, 2023.

**6F. MONTHLY INVESTMENT REPORT**

***Page 34***

***Overview***

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2023.

**6G. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, APRIL - JUNE 2023**

***Page 37***

***Overview***

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April - June 2023.

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

***Page 44***

***Overview***

This item is for the Committee to recommend the Commission take the following action(s):

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

**7. 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUNDING DISTRIBUTION AND DRAFT FUND ESTIMATE**

**Page 48**

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve the 2024 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP intracounty Memorandum of Understanding (MOU).

**8. CONTRACT AUTHORITY FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING SERVICES**

**Page 52**

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Amendment No. 1 to the following agreements to provide on-call multimodal transit/rail consulting services for a five-year term to extend the agreements for an additional amount of \$8,000,000 and a total amount not to exceed \$13,000,000:
  - a) Agreement No. 23-25-002-01 to HDR Engineering, Inc.;
  - b) Agreement No. 23-25-016-01 to HNTB Corporation;
  - c) Agreement No. 23-25-017-01 to Jacobs Engineering Group, Inc.;
  - d) Agreement No. 23-25-018-01 to Mott MacDonald Group, Inc.;
  - e) Agreement No. 23-25-019-01 to STV Incorporated;
  - f) Agreement No. 23-25-020-01 to WSP USA Inc.;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.

**9. FISCAL YEAR 2023/24 STATE OF GOOD REPAIR PROGRAM ALLOCATIONS**

**Page 73**

**Overview**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Resolution No. 23-007, *“Resolution of the Riverside County Transportation Commission Approving the FY 2023/24 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,573,788 related to Fiscal Year 2023/24 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;

- 3) Approve an increase of \$30,582 in the FY 2023/24 budget for SGR revenues to reflect updated SCO estimates;
- 4) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 5) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2023/24 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

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

**11. EXECUTIVE DIRECTOR REPORT**

**12. COMMISSIONER COMMENTS**

***Overview***

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

**13. ADJOURNMENT**

The next Budget and Implementation Committee meeting is scheduled to be held at **9:30 a.m., October 23, 2023.**





# **AGENDA ITEM 6A**

## **MINUTES**



# ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

## **BUDGET AND IMPLEMENTATION COMMITTEE**

Monday, May 22, 2023

### **MINUTES**

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

The meeting of the Budget and Implementation Committee was called to order by Chair Jeremy Smith at 9:30 a.m. in the Board Room at the County of Riverside Administrative Center, 4080 Lemon Street, First Floor, Riverside, California 92501 and at the teleconference sites: Council Chamber Conference Room, City of Palm Desert, 73510 Fred Waring Drive, Palm Desert, California 92260, and the Large Conference Room, French Valley Airport, 37600 Sky Canyon Dr., Murrieta, California 92563.

#### **2. ROLL CALL**

##### **Members/Alternates Present**

Russell Betts  
Ulises Cabrera  
Raymond Gregory\*\*\*  
Yxstian Gutierrez  
Bob Magee  
Lisa Middleton\*\*\*\*  
Linda Molina  
Jeremy Smith  
Cindy Warren\*\*  
Chuck Washington\*\*  
Lloyd White

\*Arrived after the meeting was called to order.

\*\*Joined the meeting at French Valley.

\*\*\*Joined the meeting at Palm Desert.

##### **Members Absent**

Jan Harnik  
Steven Hernandez  
Alonso Lezedma  
James Stewart

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

Commissioner Lloyd White led the Budget and Implementation Committee in a flag salute.

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

There were no requests to speak from the public.

**5. ADDITIONS / REVISIONS**

There were no additions or revisions to the agenda.

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

**M/S/C (Smith/White) to approve the following Consent Calendar item(s):**

**Commissioners Cabrera, Ulises, and Warren abstained on Agenda Item 6B.**

**6A. APPROVAL OF MINUTES – APRIL 24, 2023**

**6B. RECURRING CONTRACTS FOR FISCAL YEAR 2023/24**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve the single-year recurring contracts in an amount not to exceed \$18,880,852 for Fiscal Year 2023/24;
- 2) Approve the recurring contracts for specialized services in an amount not to exceed \$84,500 in FY 2023/24 and \$184,000 in FYs 2024/25 – 2027/28; and
- 3) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements on behalf of the Commission.

**6C. APPROPRIATIONS LIMIT FISCAL YEAR 2023/24**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Adopt Resolution No. 23-005 *“Resolution of the Riverside County Transportation Commission Establishing the Annual Appropriations Limit”*, for Fiscal Year 2023/24.

**6D. QUARTERLY FINANCIAL STATEMENTS**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Financial Statements for the nine months ended March 31, 2023.

**6E. QUARTERLY SALES TAX ANALYSIS**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the sales tax analysis for the Quarter 4, 2022 (4Q 2022).

**6F. MONTHLY INVESTMENT REPORT**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Monthly Investment Report for the month ended April 30, 2023.

**6G. FISCAL YEAR 2023/24 ANNUAL LOCAL TRANSPORTATION FUND PLANNING ALLOCATIONS TO WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS AND COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve an allocation of Local Transportation Fund (LTF) funds for planning in the amount of \$1,278,750 for Western Riverside Council of Governments (WRCOG) and \$697,500 for Coachella Valley Association of Governments (CVAG) for efforts identified in each agency's Fiscal Year 2023/24 LTF Program Objectives/Work Plan (Work Plan) that supports transportation planning programs and functions that are consistent with regional and subregional plans, programs, and requirements.

**6H. QUARTERLY PUBLIC ENGAGEMENT METRICS REPORT, JANUARY – MARCH 2023**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Public Engagement Metrics Report for January-March 2023.

**6I. QUARTERLY REPORTING OF CONTRACT CHANGE ORDERS FOR CONSTRUCTION CONTRACTS**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Report of Contract Change Orders for Construction Contracts for the three months ended March 31, 2023.

**6J. FISCAL YEARS 2023/24 – 2027/28 MEASURE A FIVE-YEAR CAPITAL IMPROVEMENT PLANS FOR THE LOCAL STREETS AND ROADS PROGRAM**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve the Fiscal Years 2023/24 – 2027/28 Measure A Five-Year Capital Improvement Plans (CIP) for Local Streets and Roads (LSR) as submitted by the participating agencies.

**6K. FISCAL YEAR 2023/24 SHORT RANGE TRANSIT PLAN UPDATES AND TRANSIT FUNDING ALLOCATIONS**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve the Fiscal Years 2023/24 – FY 2025/26 Draft Short Range Transit Plans (SRTPs) for the cities of Banning, Beaumont, Corona, and Riverside; Palo Verde Valley Transit Agency (PVVTA); Riverside Transit Agency (RTA); SunLine Transit Agency (SunLine); and the Commission's FY 2023/24 – 2027/28 SRTP for the Rail and Vanpool Programs;
- 2) Approve FY 2023/24 Transit Operator Funding Allocations of 2009 Measure A, Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) for Banning, Beaumont, Corona, and Riverside; PVVTA; RTA; SunLine; and the Commission's Rail and Vanpool Programs aggregating \$182,051,156;
- 3) Adopt Resolution No. 23-006, *"Resolution of the Riverside County Transportation Commission to Allocate Local Transportation Funds and State Transit Assistance Funds For the Fiscal Year 2023/24"*;
- 4) Approve the Federal Transit Administration (FTA) Sections 5307, 5311, 5337, and 5339 Program of Projects (POP) for Riverside County as detailed in the respective transit operators' SRTPs aggregating \$101,860,199; and
- 5) Direct staff to submit the federally funded and regionally significant projects to the Southern California Association of Governments (SCAG) for inclusion into the Federal Transportation Improvement Program (FTIP) as needed for the FTA POP.

**7. APPROVAL OF METROLINK OPERATING AND CAPITAL SUBSIDIES FOR FISCAL YEAR 2023/24 AND RELATED ACTION ITEMS**

Sheldon Peterson, Rail Manager, presented the annual Metrolink Budget for Fiscal Year 2023/24, highlighting the following areas:

- RCTC/Metrolink
  - ✓ Metrolink is funded by five-county JPA
  - ✓ Celebrated 30-year anniversary
  - ✓ Three RCTC routes: Riverside Line, Inland Empire-Orange County Line, and 91/Perris Valley Line
  - ✓ Nine stations
- FY 23 highlights
  - ✓ Maintained service at 90 percent of pre-pandemic levels
  - ✓ Free rides for Transit Equity Day and Earth Day
  - ✓ New promotions - \$15 Summer Day Pass
  - ✓ Implemented a low-income fare program
- Actual versus forecasted ridership recovery by month graphic
- FY Budget goals
  - ✓ Expanded marketing/bike week, etc.
  - ✓ Student/youth free fare program
  - ✓ Improve reliability
  - ✓ Continued safety focus
  - ✓ Reduce trespasser incidents
- Financial impact
  - ✓ Operating subsidy requirement with contingency \$29,890,387
    - Revenue Source
      - Local Transportation Fund (LTF) – \$20,865,967
      - FTA Section 5337 – \$7,365,769
      - LTF Contingency – \$1,658,651
  - ✓ Capital funding requirement \$15,691,304
    - FTA 5337 and 5307 Grants (Managed by Metrolink)
  - ✓ Working Capital request \$5,000,000 (New)

In response to Commissioner Russell Betts' clarification about the trespasser impacts, Sheldon Peterson replied unfortunately on the railroads they have a lot of people who cross the tracks illegally and sometimes get struck by trains that causes a tragic incident, and it causes significant delays to the railroad and Metrolink as well. There is an incident reduction task force that includes Metrolink, Union Pacific and BNSF as they need to improve signage and crossings, remove homeless people from encampments along the tracks, and minimize people's access to the trains and keep the trains moving smoothly.

Commissioner Betts stated there is an emphasis on safety focus and asked if the budget for that has gone up and what is being done on safety focus.

Sheldon Peterson replied that it continually does. He stated Metrolink has installed a positive train control through the years, so Metrolink has an automated system to try to prevent any sort of train-on-train collision or reduce speeds on curves, so this system needs to be continually upgraded to make sure there are no train incidents on the railroad. In addition to the trespassers, they try to reduce incidences on board the train as well as issues with safety in the yards.

Anne Mayer stated Metrolink, as with the commuter rail systems across the country, was hit hard by COVID-19 and riders are not returning. Ridership is at 44 percent and there has been a fundamental shift of who uses Metrolink as they are seeing a significant number of vehicles back on the road. People are not getting on the train for a variety of reasons - there are a lot of people who no longer go to work every day and that is what ridership comprised most of Metrolink's customers pre COVID-19. A lot of those people are working from home, or they are only working two days a week and choose to drive. They are having to be creative working with their five county partners on how to bring people back on the train and encouraging new ridership. She stated their continued investment in Metrolink is important and it just needs to be reimaged to try to pull more people in. People are more willing to take a train when it is reliable and know they are going to be on time. Their partners at Metrolink are working hard to bring riders back and their subsidies are going up and it is the Commission's responsibility to keep providing the funding for that, but they are going to have to spend the next couple of years figuring out how to help bring Metrolink back to a ridership that is sustainable and impactful.

**M/S/C (Cabrera/Washington) for the Committee to recommend the Commission take the following action(s):**

- 1) Receive and file a report on highlights from the Southern California Regional Rail Authority's (SCRRA) services;**
- 2) Approve the Fiscal Year 2023/24 SCRRA operating and capital budget, which results in an operating subsidy of \$28,231,736, with an operating contingency of \$1,658,651, for a not-to-exceed total of \$29,890,387, and a capital subsidy of \$15,691,304;**
- 3) Authorize the Executive Director to finalize and execute Memorandum of Understanding (MOU) No. 23-25-079-00 with SCRRA regarding annual funding, including subrecipient matters related to pass-through of federal funding;**
- 4) Authorize the Executive Director, pursuant to legal counsel review, to enter into a working capital loan agreement with SCRRA for up to \$5,000,000, contingent on the development and subsequent approval of an associated policy by the SCRRA Board of Directors and concurrence from all five member agencies;**
- 5) Approve Amendment No. 1 to MOU No. 22-25-090-01 with SCRRA for the Commission's FY 2022/23 funding obligation for an additional \$448,509**



- from Local Transportation Funds (LTF) for additional expenses accrued from FY 2021/22; and**
- 6) Approve changes to the Commission's amended FY 2022/23 Short Range Transit Plan (S RTP) to reflect the \$448,509 increase.**

At this time, Commissioner Lisa Middleton joined the meeting.

## **8. AGREEMENTS FOR ON-CALL GRANT WRITING SERVICES**

Jillian Guizado, Planning and Programming Director, provided a detailed overview of the on-call grant writing services agreements.

Lisa Mobley, Administrative Services Director/Clerk of the Board stated Commissioners Cabrera, Ulises, and Warren may wish to abstain due to a conflict.

Commissioner Gutierrez recused himself.

Haviva Shane, Legal Counsel, noted the Commissioners should leave the room before the Commissioner discussion, if any.

Commissioners Ulises Cabrera and Cindy Warren announced they will recuse themselves from this agenda item.

**M/S/C (Betts/Gregory) for the Committee to recommend the Commission take the following action(s):**

- 1) Award the following agreements to provide on-call grant writing services for a four-year term, and one, two-year option to extend the agreements, in an amount not to exceed an aggregate value of \$1,416,000;**
  - a) Agreement No. 23-31-055-00 to HNTB;**
  - b) Agreement No. 23-31-072-00 to Mark Thomas & Company, Inc.;**
  - c) Agreement No. 23-31-073-00 to Evan Brooks Associates, Inc.;**
  - d) Agreement No. 23-31-074-00 to WSP USA Inc.;**
  - e) Agreement No. 23-31-075-00 to HDR Engineering, Inc.;**
  - f) Agreement No. 23-31-076-00 to KOA Corporation;**
  - g) Agreement No. 23-31-077-00 to Dewberry Engineers Inc.;**
  - h) Agreement No. 23-31-078-00 to Townsend Public Affairs;**
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, including option years, on behalf of the Commission; and**
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.**

**Commissioners Cabrera, Gutierrez, and Warren recused themselves from voting on this item.**

**9. STATE AND FEDERAL LEGISLATIVE UPDATE**

David Knudsen, External Affairs Director, presented an update for the state and federal legislative activities.

Commissioner Cabrera commended the Governor's Office and his Administration for moving in this direction to help expedite hopefully many projects throughout the state including Riverside County to create more local jobs, higher paying jobs, and making sure they are getting these projects done at a lower cost as well. He looks forward to seeing that list of future projects.

**M/S/C for the Committee to recommend the Commission take the following action(s):**

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

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

There were no items pulled from the consent calendar.

**11. EXECUTIVE DIRECTOR REPORT**

There were no reports from the Executive Director.

**12. COMMISSIONER COMMENTS**

- 12A.** Commissioner Linda Molina stated a few months ago there was talk about the ridership issues with all transportation systems and they were going to work together regionally to promote each other's programs and asked Anne Mayer if there is something in the works already.

At this time, Commissioner Gutierrez left the meeting.

Anne Mayer replied there is nothing specific right now and where they see everyone working together is trying to advocate at the state level for more funding for operations. The partnership and the focus right now have been on how they ensure that both bus transit and rail transit can continue to survive with this kind of drop in ridership. Although disappointing as David Knudsen had mentioned there is nothing in the Governor's budget for additional operations so the focus has been on trying to find ways to ensure the systems can survive financially, maintain their service, but also find ways to do things differently and sharing ideas

as well, but nothing specific beyond just trying to make sure they advocate with one voice.

Commissioner Molina asked if they still have where if they are riding in one direction, they can go with the same fare from Metrolink to Metro rail and bus system like in Los Angeles because it works. Anne Mayer replied yes. Commissioner Molina stated that is a wonderful way to promote their system.

- 12B.** Commissioner Betts stated regarding the earlier discussion about ridership and Metrolink the key is going to be passengers need to feel safe on the lines. The times when he rode regularly up to Los Angeles to go to the Southern California Association of Governments (SCAG) there were two incidences two months in a row, and he decided not to ride anymore. He suggested in looking at increasing ridership that would probably be the first and best thing to put the money into.

**13. ADJOURNMENT**

There being no further business for consideration by the Budget and Implementation Committee, the meeting was adjourned at 10:00 a.m.

Respectfully submitted,

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

Lisa Mobley  
Administrative Services  
Director/Clerk of the Board



# **AGENDA ITEM 6B**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Alicia Johnson, Senior Procurement Analyst Jose Mendoza, Procurement Manager
<b>THROUGH:</b>	Matthew Wallace, Deputy Director of Financial Administration
<b>SUBJECT:</b>	Single Signature Authority Report

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Single Signature Authority report for the fourth quarter ended June 30, 2023.

**BACKGROUND INFORMATION:**

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

The attached report details all contracts that have been executed for the fourth quarter ended June 30, 2023, under the single signature authority granted to the Executive Director. The unused capacity of single signature authority for services as of June 30, 2023, is \$904,117.

Attachment: Single Signature Authority Report as of June 30, 2023





**SINGLE SIGNATURE AUTHORITY  
AS OF JUNE 30, 2023**

CONTRACT #	CONSULTANT	DESCRIPTION OF SERVICES	ORIGINAL CONTRACT AMOUNT	PAID AMOUNT	REMAINING CONTRACT AMOUNT
AMOUNT AVAILABLE July 1, 2022			\$2,000,000.00		
22-45-099-00	California Highway Patrol	Call Box Coordinator Services	15,900.00	1,354.00	14,546.00
19-31-030-04	Arcadis	I-15/Railroad Canyon Interchange Project	214,293.00	123,253.00	91,040.00
23-65-045-00	KOA Corporation	2022/2023 SCAG's County Transportation Commission REAP 2.0 Grant Writing Services	70,630.00	41,025.00	29,605.00
22-62-008-02	Center for Transportation and the Environment, Inc	Implementation Plan Services for the Riverside County Zero-Emission Bus Rollout and Implementation Plans	48,946.00	0.00	48,946.00
23-31-054-00	RailPros	SR 71/SR91 Flagging Services	100,000.00	0.00	100,000.00
19-19-003-02	SDI Presence, LLC	Information Technology and Project Management Oversight Services	162,000.00	0.00	162,000.00
23-65-045-01	KOA Corporation	Grant Writing Services for SCAG's 202/2023 REAP 2.0 County Transportation	24,614.00	24,614.00	0.00
18-15-139-03	Metromotion	Travel allowance for Strategic/Crisis Communications and Organizational Assessment Services	3,000.00	0.00	3,000.00
23-31-115-00	Fairbank, Maslin, Maullin, Metz & Associates, Inc. (FM3)	Public Opinion Survey Services	160,000.00	0.00	160,000.00
23-19-114-00	Beacon Economics, LLC	Economic Forecasting & Development	250,000.00	0.00	250,000.00
21-41-123-02	San Bernardino County Transportation Authority	Amendment to regional agreement with LAMTA, OCTA, VCTC, and SBCTA for regional rideshare software and database services	46,500.00	0.00	46,500.00
AMOUNT USED			1,095,883.00		
AMOUNT REMAINING through June 30, 2023			\$904,117.00		
<u>Agreements that fall under Public Utilities Code 130323 (C)</u>					
None	N/A		\$-	\$-	\$-
Alicia Johnson	Matthew Wallace				
Prepared by	Reviewed by				
Note: Shaded area represents new contracts listed in the fourth quarter.					



# **AGENDA ITEM 6C**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	Matt Wallace, Deputy Director of Financial Administration
<b>THROUGH:</b>	Sergio Vidal, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Sales Tax Analysis

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission to take the following action(s):

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

**BACKGROUND INFORMATION:**

At its June 2023 meeting, the Commission awarded an agreement with MuniServices, an Avenu Insights and Analytics Company (MuniServices), for quarterly sales tax reporting services plus additional fees contingent on additional sales tax revenues generated from the transactions and use tax (sales tax) audit services. The services performed under this agreement pertain to only the Measure A sales tax revenues.

Since the commencement of these services, MuniServices submitted audits, which reported findings and submitted to the California Department of Tax and Fee Administration (CDTFA), for review and determination of errors in sales tax reporting related to 1,641 businesses. Through 4Q 2022, the CDTFA approved \$16,545,659 of cumulative sales tax revenues recovered for the Commission. If CDTFA concurs with the error(s) for the remaining claims, the Commission will receive additional revenues; however, the magnitude of the value of the remaining findings was not available. It is important to note that while the recoveries of additional revenues will be tangible, it will not be sufficient to alter the overall trend of sales tax revenues.

MuniServices provided the Commission with the Quarterly Sales Tax Digest Summary report for 1Q 2023. Most of the 1Q 2023 Measure A sales tax revenues were received in the first quarter of calendar year 2023, during March 2023 through May 2023, due to a lag in the sales tax calendar. The summary section of the 1Q 2023 report is attached and includes an overview of California's economic outlook, local results, historical cash collections analysis by quarter, top 25 sales/use tax contributors, historical sales tax amounts, annual sales tax by business category, and five-year economic trend (general retail).

Taxable transactions for the top 25 contributors in Riverside County generated 26.78 percent of taxable sales for the benchmark year ended 1Q 2023, slightly more than the benchmark year

ended 1Q 2022 at 26.58 percent. The top 100 tax contributors generated 40.55 percent for the benchmark year ended 1Q 2023, more than the 39.83 percent for the benchmark year ended 1Q 2022.

In the Economic Category Analysis below, all six categories experienced new highs in the 1Q 2023 benchmark year compared to the prior eight benchmark years.

ECONOMIC CATEGORY ANALYSIS									
% of Total / % Change	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
General Retail	28.4 / 0.4	27.7 / 2.0	26.9 / 6.4	34.1 / 8.0	23.6 / -5.9	27.8 / -0.1	36.2 / -2.5	26.3 / 4.2	26.3 / -15.4
Food Products	16.4 / 6.3	20.6 / 7.6	20.5 / 7.9	17.7 / 4.0	22.1 / 4.5	16.4 / 8.2	14.5 / 3.2	22.5 / 9.0	17.9 / -5.8
Transportation	24.1 / 3.9	24.5 / 5.6	25.3 / 8.5	24.2 / 4.5	20.5 / -5.1	27.4 / 2.5	23.2 / 2.3	25.3 / 7.8	30.0 / -6.9
Construction	11.0 / 8.9	10.0 / 2.1	8.3 / 3.9	12.7 / 6.8	10.8 / -5.5	13.0 / 1.2	10.2 / -1.7	8.8 / 4.1	14.5 / -10.6
Business to Business	16.0 / 14.8	16.3 / 4.9	18.1 / 9.5	10.8 / 12.1	21.8 / -4.7	14.5 / 9.1	15.2 / 5.9	16.0 / 6.6	10.4 / -10.4
Miscellaneous	4.2 / 7.7	1.0 / 3.0	0.9 / 14.6	0.6 / 4.0	1.2 / -3.7	1.0 / -5.1	0.8 / -0.5	1.1 / 5.3	0.9 / 1.3
Total	100.0 / 5.6	100.0 / 4.5	100.0 / 7.7	100.0 / 6.7	100.0 / -3.3	100.0 / 3.3	100.0 / 0.7	100.0 / 6.6	100.0 / -9.9

General Retail: Apparel Stores, Department Stores, Furniture/Appliances, Drug Stores, Recreation Products, Florist/Nursery, and Misc. Retail

Food Products: Restaurants, Food Markets, Liquor Stores, and Food Processing Equipment

Construction: Building Materials Retail and Building Materials Wholesale

Transportation: Auto Parts/Repair, Auto Sales - New, Auto Sales - Used, Service Stations, and Misc. Vehicle Sales

Business to Business: Office Equip., Electronic Equip., Business Services, Energy Sales, Chemical Products, Heavy Industry, Light Industry, Leasing, Biotechnology, I.T. Infrastructure, and Green Energy

Miscellaneous: Health & Government, Miscellaneous Other, and Closed Account Adjustments

An analysis of sales tax performance through 1Q 2023 is attached and illustrates consistent cycles for sales tax performance for most of the economic categories since 1Q 2018, apart from COVID-19 impacts for some categories.

For the top 10 economic segments (miscellaneous retail, auto sales – new, restaurants, department stores, service stations, building materials – wholesale, food markets, heavy industry, building materials – retail, and apparel stores) during the past eight benchmark year quarters, sales tax reached a new high point in 1Q 2023 for eight out of ten categories. The economic segments represent 73.4 percent of the total sales tax receipts. For the remaining 21 economic segments representing 26.6 percent of total sales tax receipts, 10 economic segments representing 16.6 percent of total sales tax receipts reached new high points in the benchmark year 1Q 2023.

In the Economic Segment Analysis below, miscellaneous retail, which includes online retailers, is RCTC's largest economic segment, followed by auto sales – new and restaurants. Since the benchmark year 1Q 2016, each of these segments has realized significant sales tax growth. Miscellaneous retail has increased 169 percent, auto sales – new has increased 65 percent, and the restaurant segment has increased 61 percent when comparing benchmark year 1Q 2016 to benchmark year 1Q 2023. The increase related to online sales is largely a result of the recent legislation to tax online sales along with general consumer spending shifting from brick and mortars to online.

As noted, auto sales-new and restaurants have also experienced increases since 1Q 2016 due to general price increases (inflation) and improved consumer demand.

ECONOMIC SEGMENT ANALYSIS									
	RCTC	State Wide	Orange County	Riverside County	S.F. Bay Area	Sacramento Valley	Central Valley	South Coast	North Coast
Largest Segment	Miscellaneous Retail	Restaurants	Restaurants	Miscellaneous Retail	Restaurants	Auto Sales - New	Miscellaneous Retail	Restaurants	Service Stations
% of Total / % Change	11.6 / 2.4	14.7 / 10.9	15.0 / 11.1	16.8 / 15.6	16.2 / 10.0	11.2 / -0.1	13.4 / -0.2	16.5 / 12.2	11.8 / 4.2
2nd Largest Segment	Auto Sales - New	Auto Sales - New	Auto Sales - New	Restaurants	Auto Sales - New	Restaurants	Department Stores	Auto Sales - New	Restaurants
% of Total / % Change	11.4 / 3.5	11.5 / 3.0	14.3 / 9.4	11.1 / 7.5	9.8 / -9.3	11.1 / 9.2	11.1 / 1.3	12.8 / 6.6	11.2 / -5.9
3rd Largest Segment	Restaurants	Miscellaneous Retail	Miscellaneous Retail	Auto Sales - New	Department Stores	Miscellaneous Retail	Restaurants	Department Stores	Auto Sales - New
% of Total / % Change	10.4 / 7.0	9.2 / 6.4	8.6 / 12.7	10.8 / 2.9	7.7 / 0.2	10.5 / -1.1	9.6 / 3.8	8.1 / 5.6	11.2 / -13.5

Information regarding sales tax comparison by city and change in economic segments (two highest gains and two highest declines) for 1Q 2023 to 1Q 2022 is attached.

Staff will monitor sales tax receipts and other available economic data to determine the need for any adjustments to the revenue projections. Staff will utilize the forecast scenarios with the complete report and receipt trends in assessing such projections.

**FISCAL IMPACT:**

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

**Attachments:**

- 1) Sales Tax Digest Summary 1Q 2023
- 2) Sales Tax Performance Analysis by Quarter 1Q 2023
- 3) Quarterly Sales Tax Comparison by City for 1Q 2023 to 1Q 2022





# Riverside County Transportation Commission

## Sales Tax Digest Summary

Attachment 1

### Collections through May 2023 Sales through March 2023 (2023Q1)

#### CALIFORNIA'S ECONOMIC OUTLOOK

California sales tax receipts decreased by 0.2% over the same quarter from the previous year, with Northern California reporting a 0.9% decrease compared to a 0.3% increase for Southern California. Receipts for the RCTC decreased by 1.1% over the same periods.

Real Gross Domestic Product (GDP) increased at an annual rate of 1.6% in the first quarter of 2023. U.S. inflation decreased to 5.0% in March of 2023 compared to the same month a year ago. California's headline inflation was 5.4% year over year as of February of 2023. (DIR, BEA, BLS, April Finance Bulletin)

The U.S. unemployment rate decreased slightly to 3.5% in March of 2023. California's unemployment rate increased slightly to 4.4% in March of 2023, 0.3 percentage point higher than November of 2022 rate of 4.1%. (BLS, March Finance Bulletin)

U.S. personal income increased by 6.2% for the first quarter of 2023, compared to same quarter previous year. Compensation of employees increased by 6.9% while personal current taxes decreased by 6.5% from the previous period, resulting in a net gain of 8.4% in disposable income. The increase of disposable income generated a 20.6% increase in US personal savings for the first quarter of 2023, compared to same quarter previous year. (BEA)

#### LOCAL RESULTS

##### Net Cash Receipts Analysis

Local Collections	\$69,717,267
Less: Cost of Administration	\$(679,420)
Net 1Q2023 Receipts	\$69,037,847
Net 1Q2022 Receipts	\$69,788,957
Actual Percentage Change	-1.1%

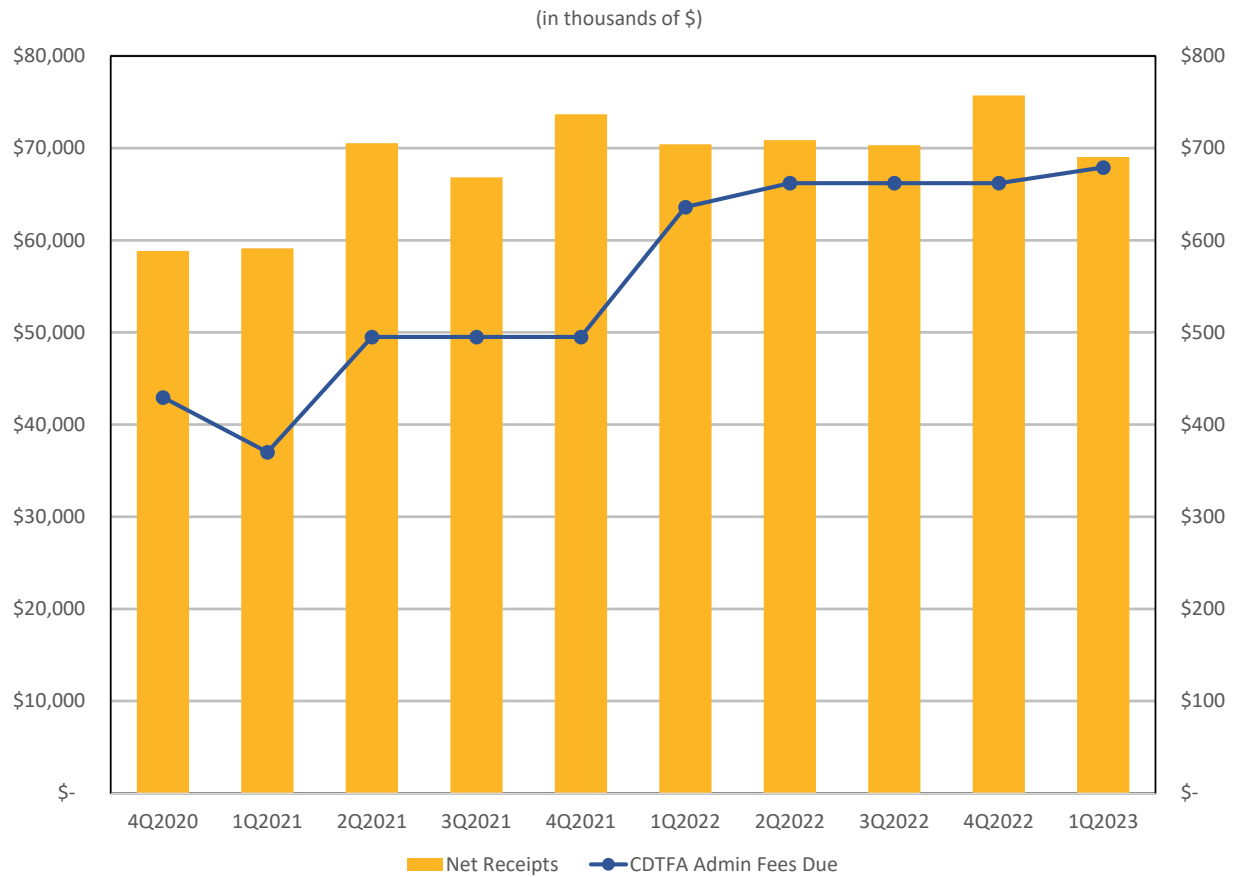
##### Business Activity Performance Analysis

Local Collections – Economic Basis 1Q2023	\$69,157,372
Local Collections – Economic Basis 1Q2022	\$69,375,957
Quarter over Quarter Change	-\$218,585
Quarter over Quarter Percentage Change	-0.3%

##### Avenu Insights & Analytics' On-Going Audit Results

Total Recovered Since Inception	\$16,545,659
---------------------------------	--------------

## HISTORICAL CASH COLLECTIONS ANALYSIS BY QUARTER



## TOP 25 SALES/USE TAX CONTRIBUTORS

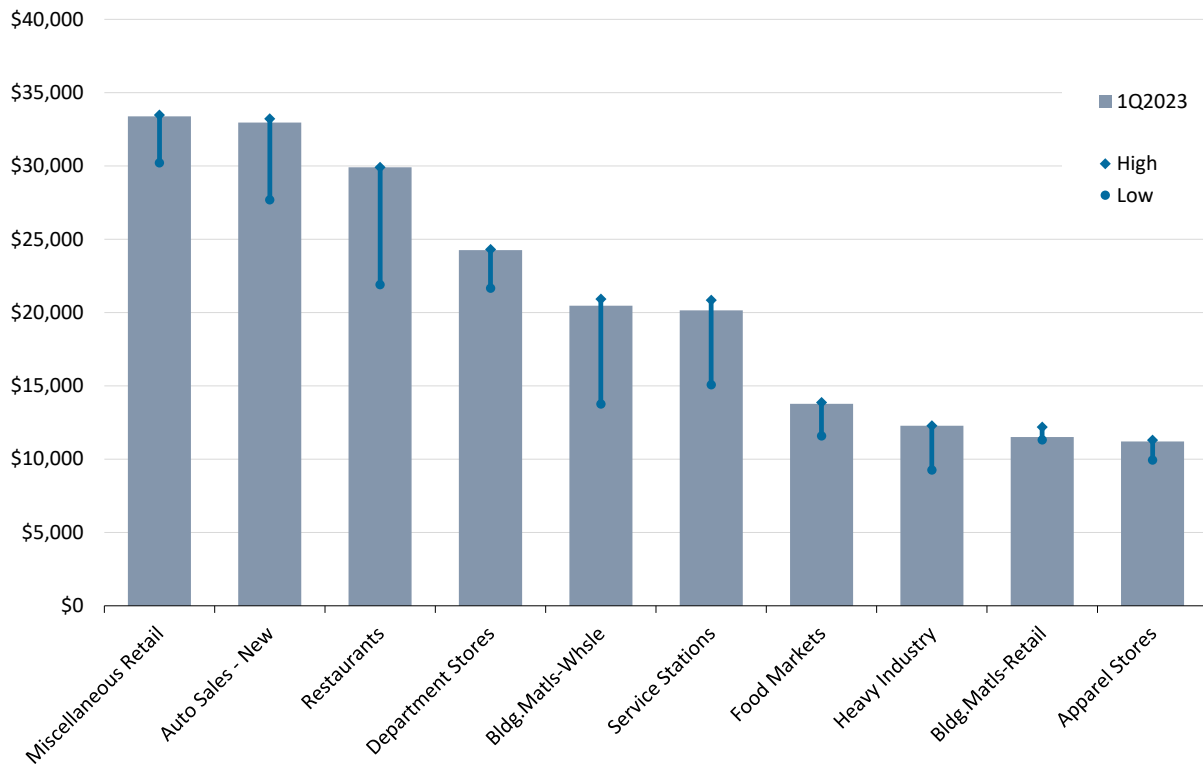
The following list identifies RCTC's Top 25 Sales/Use Tax contributors. The list is in alphabetical order and represents sales from April 2022 to March of 2023. The Top 25 Sales/Use Tax contributors generate 26.8% of RCTC's total sales and use tax revenue.

7-ELEVEN FOOD STORES	LOWE'S HOME CENTERS
AMAZON.COM – EC	MCDONALD'S RESTAURANTS
AMAZON.COM SERVICES – EC	RALPH'S GROCERY COMPANY
ARCO AM/PM MINI MARTS	ROSS STORES
BEST BUY STORES	SAM'S CLUB
CARMAX AUTO SUPERSTORES	SHELL SERVICE STATIONS
CED LIGHTING SOLUTIONS	STATER BROS MARKETS
CHEVRON SERVICE STATIONS	TARGET STORES
CIRCLE K FOOD STORES	TESLA
COSTCO WHOLESALE	UNION 76 SERVICE STATIONS
DEPARTMENT OF MOTOR VEHICLES	VERIZON WIRELESS
FIRST SOLAR	WAL MART STORES
HOME DEPOT	

\* "- EC" added to the end of business names represent electronic commerce.

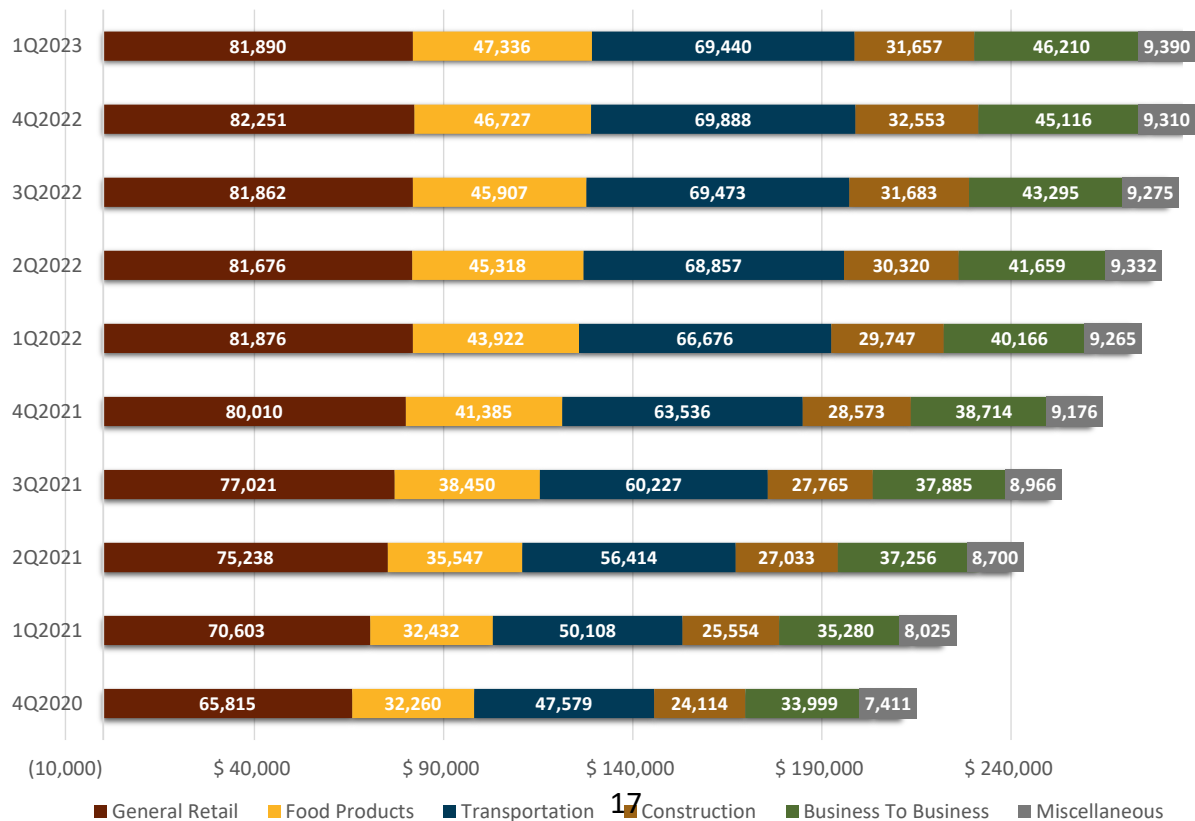
## HISTORICAL SALES TAX AMOUNTS

The following chart shows the sales tax level from annual sales through March of 2023, the highs, and the lows for the top ten segments over the last two years in thousands of \$.

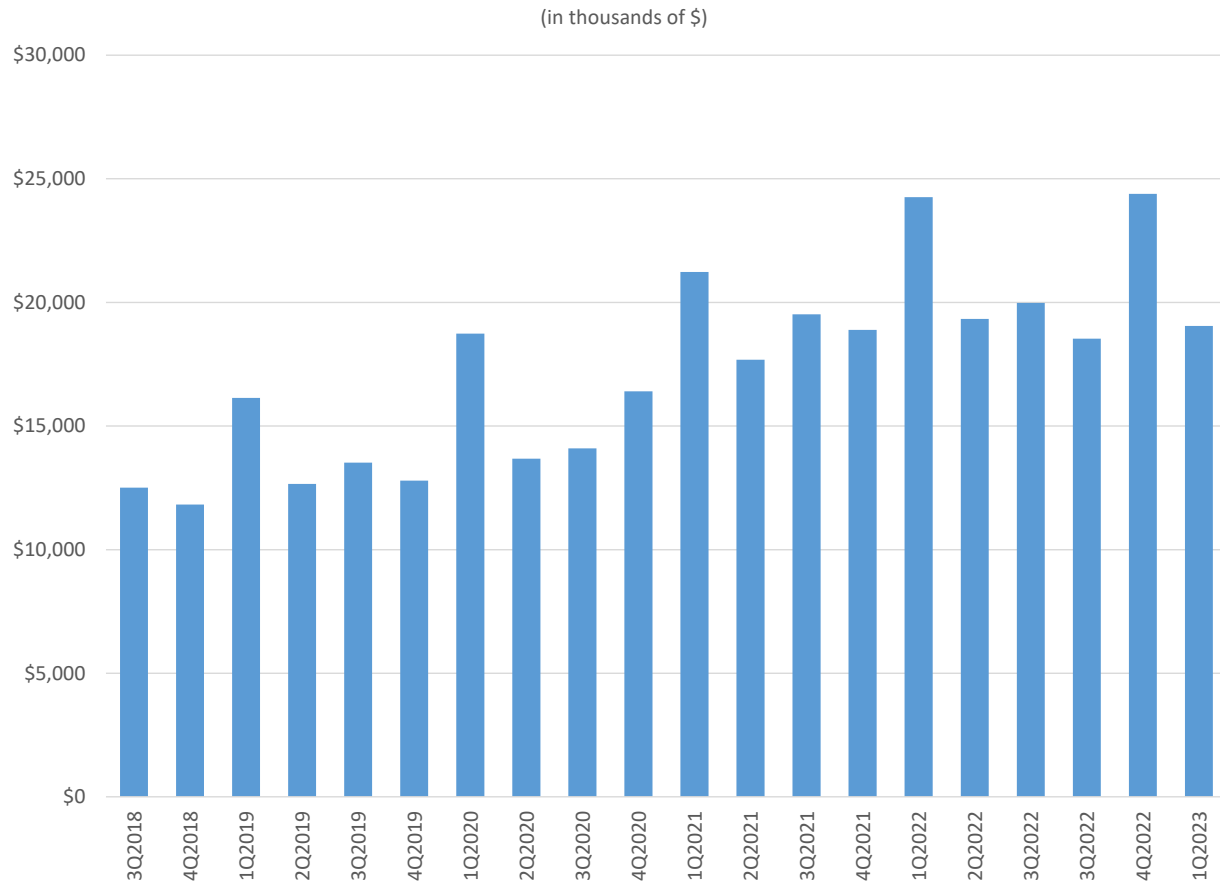


## ANNUAL SALES TAX BY BUSINESS CATEGORY

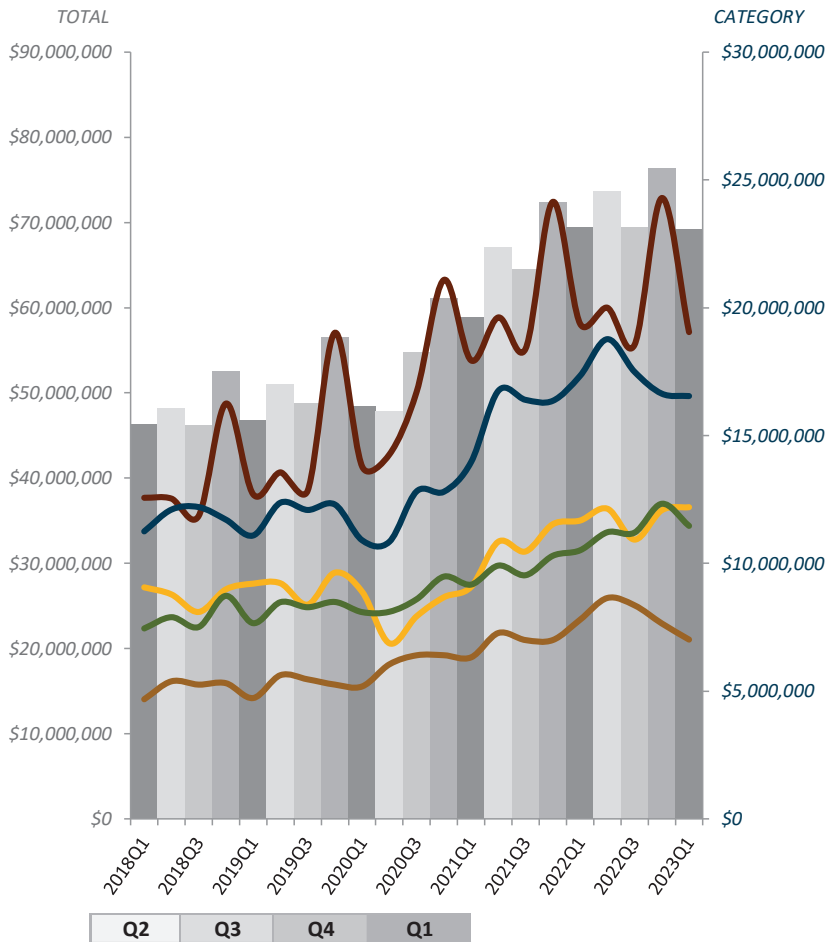
(in thousands of \$)



## FIVE-YEAR ECONOMIC TREND: General Retail



## RCTC: Sales Tax Performance Analysis by Quarter

**TOTAL****Confidential****Economic****TOTAL**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$69,157,372	-0.3%	-\$218,585	5.6%	\$15,211,647

**GENERAL RETAIL**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$19,045,392	-1.7%	-\$327,828	0.4%	\$356,198
% of 2023Q1 Total:		27.5%		

**FOOD PRODUCTS**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$12,195,317	4.5%	\$522,878	6.3%	\$2,825,297
% of Total:		17.6%		

**TRANSPORTATION**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$16,543,400	-4.6%	-\$790,930	3.9%	\$2,604,752
% of Total:		23.9%		

**CONSTRUCTION**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$7,014,282	-10.0%	-\$778,222	8.9%	\$2,599,050
% of Total:		10.1%		

**BUSINESS TO BUSINESS**

2023Q1	QoQ %Δ	QoQ \$Δ	YoY %Δ	YoY \$Δ
\$11,463,453	9.1%	\$955,548	14.8%	\$5,962,528
% of Total:		16.6%		

QoQ = 23Q1 / 22Q1

YoY = YE 23Q1 / YE 22Q1

## RCTC: Quarterly Comparison of 2022Q1 and 2023Q1 (January through March Sales)

	General Retail	Food Products	Transportation	Construction	Business To Bus	Miscellaneous	Jan - Mar 2023 (2023Q1)	Jan - Mar 2022 (2022Q1)	% Chg	Gain	Gain	Decline	Decline
<b>RIVERSIDE COUNTY</b>													
BANNING	-3.6%	12.1%	-12.6%	126.9%	6.3%	-23.5%	745,522	760,992	-2.0%	Bldg.Matls-Whsle	Heavy Industry	Misc. Vehicle Sales	Electronic Equipment
BEAUMONT	-8.6%	4.8%	-9.9%	-11.0%	-11.4%	-0.2%	5,368,075	5,828,960	-7.9%	Food Processing Eqp	Office Equipment	Miscellaneous Retail	Light Industry
BLYTHE	-26.4%	14.8%	2.7%	-14.8%	5.2%	3.6%	426,746	433,493	-1.6%	Restaurants	Auto Sales - New	Miscellaneous Retail	Bldg.Matls-Whsle
CALIMESA	8.3%	11.3%	-5.7%	1.7%	12.8%	-89.0%	337,288	323,871	4.1%	Restaurants	Miscellaneous Retail	Service Stations	Drug Stores
CANYON LAKE	20.1%	-7.4%	-14.1%	-97.4%	-68.9%	28.1%	71,298	81,086	-12.1%	Recreation Products	Business Services	Heavy Industry	Service Stations
CATHEDRAL CITY	-6.6%	1.6%	-6.5%	-6.4%	-2.5%	-8.6%	2,879,757	3,030,140	-5.0%	Auto Parts/Repair	Restaurants	Auto Sales - New	Misc. Vehicle Sales
COACHELLA	1.6%	8.7%	6.3%	-23.9%	6.7%	-23.0%	1,211,292	1,154,777	4.9%	Service Stations	Restaurants	Bldg.Matls-Whsle	Florist/Nursery
CORONA	45.1%	0.2%	-4.7%	-8.5%	-3.4%	-15.7%	11,493,344	11,037,741	4.1%	Miscellaneous Retail	Electronic Equipment	Bldg.Matls-Whsle	Service Stations
COUNTY OF RIVERSIDE	12.6%	-1.5%	-1.9%	-4.8%	23.5%	-23.2%	10,636,134	9,989,367	6.5%	Leasing	Miscellaneous Retail	Light Industry	Food Markets
DESERT HOT SPRINGS	11.2%	9.6%	-4.2%	-1.9%	-27.5%	-5.8%	520,479	506,570	2.7%	Restaurants	Miscellaneous Retail	Service Stations	Bldg.Matls-Retail
EASTVALE	-8.7%	9.0%	4.7%	-8.2%	21.1%	2.8%	8,683,021	9,325,868	-6.9%	Restaurants	Auto Parts/Repair	Miscellaneous Retail	Bldg.Matls-Whsle
HEMET	-0.1%	6.9%	-17.8%	-4.5%	-22.3%	83.6%	3,394,696	3,727,940	-8.9%	Restaurants	Auto Parts/Repair	Auto Sales - New	Light Industry
INDIAN WELLS	-5.0%	31.8%	0.0%	-11.9%	127.6%	303.7%	596,262	506,066	17.8%	Restaurants	Light Industry	Miscellaneous Retail	Apparel Stores
INDIO	0.5%	4.4%	1.8%	-9.4%	36.1%	16.3%	3,772,930	3,659,120	3.1%	Heavy Industry	Restaurants	Bldg.Matls-Whsle	Food Markets
JURUPA VALLEY	-13.8%	-7.3%	-20.3%	-9.1%	4.2%	-11.7%	4,041,606	4,479,097	-9.8%	Light Industry	Heavy Industry	Auto Parts/Repair	Department Stores
LA QUINTA	-0.2%	15.3%	-11.3%	3.3%	24.6%	-17.5%	3,081,841	2,963,407	4.0%	Restaurants	Business Services	Auto Sales - New	Furniture/Appliance
LAKE ELSINORE	-14.9%	3.1%	-9.0%	-12.7%	15.6%	-27.1%	2,977,857	3,201,818	-7.0%	Heavy Industry	Restaurants	Department Stores	Auto Sales - New
MENIFEE	-9.1%	-3.7%	23.1%	-23.2%	2.6%	-6.0%	2,484,256	2,536,662	-2.1%	Misc. Vehicle Sales	Restaurants	Bldg.Matls-Retail	Department Stores
MORENO VALLEY	-2.4%	0.4%	-6.5%	-7.5%	20.5%	64.9%	7,216,143	7,354,243	-1.9%	Restaurants	Heavy Industry	Auto Sales - New	Food Markets
MURRIETA	24.5%	0.4%	-19.0%	-9.5%	0.2%	-3.5%	5,461,123	5,498,871	-0.7%	Department Stores	Electronic Equipment	Auto Sales - Used	Misc. Vehicle Sales
NORCO	-2.5%	-0.8%	-8.9%	56.2%	-11.4%	19.2%	2,230,871	2,254,667	-1.1%	Bldg.Matls-Whsle	Auto Sales - New	Auto Sales - Used	Service Stations
PALM DESERT	-3.1%	11.5%	-9.7%	-7.2%	7.0%	16.8%	6,150,988	6,165,609	-0.2%	Restaurants	Heavy Industry	Auto Sales - Used	Apparel Stores
PALM SPRINGS	1.6%	-1.0%	5.3%	-1.1%	-7.1%	24.9%	4,933,873	4,941,435	-0.2%	Auto Sales - New	Miscellaneous Retail	Leasing	Drug Stores
PERRIS	-11.0%	-9.3%	-4.6%	-3.7%	11.5%	-2.5%	5,544,713	5,856,565	-5.3%	Business Services	Heavy Industry	Miscellaneous Retail	Food Markets
RANCHO MIRAGE	-2.9%	17.9%	10.8%	1.3%	2.8%	33.2%	1,840,969	1,697,584	8.4%	Restaurants	Auto Sales - New	Furniture/Appliance	Business Services
RIVERSIDE	-0.2%	-1.1%	0.9%	-12.5%	-4.2%	25.8%	17,853,717	18,195,879	-1.9%	Auto Sales - New	Restaurants	Bldg.Matls-Whsle	Leasing
SAN JACINTO	-6.0%	-3.0%	-10.7%	2.8%	-16.7%	-55.5%	904,353	968,879	-6.7%	Restaurants	Light Industry	Service Stations	Food Markets
TEMECULA	-5.0%	2.5%	-1.7%	-1.7%	-1.4%	-1.6%	9,836,430	10,009,925	-1.7%	Restaurants	Misc. Vehicle Sales	Auto Sales - New	Department Stores
WILDOMAR	16.2%	-3.9%	-10.6%	6.0%	4.7%	-2.9%	612,012	623,111	-1.8%	Drug Stores	Bldg.Matls-Whsle	Service Stations	Liquor Stores

# **AGENDA ITEM 6D**





<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Michele Cisneros, Deputy Director of Finance
<b>THROUGH:</b>	Sergio Vidal, Chief Financial Officer
<b>SUBJECT:</b>	Quarterly Financial Statements

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Quarterly Financial Statements for the twelve months ended June 30, 2023.

**BACKGROUND INFORMATION:**

During the fiscal year, staff monitored the revenues and expenditures/expenses for the Commission. The attached preliminary unaudited financial statements present the revenues and expenditures/expenses for the Fiscal Year 2022/23. Many accrual adjustments for revenues and expenditures/expenses have been made for the year ended June 30, 2023, and are reflected in these financial statements; however, staff will continue to make year-end accrual adjustments based on materiality through the completion of the audit in October 2023.

The operating statement shows the Measure A, Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) sales tax revenues through the fourth quarter at 98 percent of the budget. The Governmental Accounting Standards Board (GASB) Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*. GASB Statement No. 33 requires sales tax revenues to be accrued for the period in which they collected at the point of destination or sale, as applicable. The California Department of Tax and Fee Administration collects the sales tax funds and remits these funds to the Commission after the reporting period for the businesses. These creates a two-month lag in the receipt of revenues by the Commission. Accordingly, these financial statements reflect the Measure A and LTF revenues related to collections through May 2023 and received by the Commission in July 2023.

On a cash basis, the Measure A and LTF sales tax receipts are 1.64 and 5.19 percent higher, respectively, than the twelve months last fiscal year. State Transit Assistance, including State of Good Repair for the fourth quarter of FY 2022/23, are expected to be received in the first quarter of FY 2023/24. Staff will continue to monitor the trends in the sales taxes and report to the Commission any necessary adjustments in revenue projections.

Federal, state, and local reimbursements are received on a reimbursement basis as project costs are incurred. Significant federal and state reimbursements are related 15/91 Express Lanes Connector project; Interstate 15 Express Lanes project, including the I-15 Express Lanes Southern Extension; 71/91 Connector project; Mid County Parkway projects; State Route 60 Truck Lanes project; Senate Bill 132 funded local jurisdiction projects; Smart Freeways project; Moreno Valley/March Field Rail Upgrade; rail state of good repair projects; and other station improvements. The following is an analysis of federal and state reimbursements reflected in this quarterly report:

	Federal Reimbursements		State Reimbursements	
	Budget	Actual	Budget	Actual
Highways				
15/91 Express Lanes Connector	\$ -	\$ -	\$ 7,747,900	\$ 6,022,378
I-15 Express Lanes/I-15 Southern Extension	7,000,000	4,172,001	-	-
71/91 Connector	5,170,000	7,387,249	43,761,000	23,374,256
91 Corridor Operations Project	1,000,000	447,494	-	-
Mid County Parkway	18,100,000	73,886	6,625,000	10,100,013
SR-60 Truck Lanes	-	-	2,650,000	2,134,201
SB 132 Funded Projects	-	-	76,739,000	93,920,593
Smart Freeways	10,500,000	1,290,025	1,200,000	-
Total	41,770,000	13,370,655	138,722,900	135,551,441
Rail				
Moreno Valley/March Field Rail Upgrade	14,975,000	7,825,316	-	-
Rail State of Good Repair	15,000,000	4,151,431	-	-
Riverside Track & Platform	1,705,000	364,435	-	-
Other Station Improvements	5,717,600	2,954,544	3,695,300	859,656
Total	37,397,600	15,295,726	3,695,300	859,656
Other	3,455,900	2,271,534	6,599,000	8,954,143
Total	\$ 82,623,500	\$ 30,937,915	\$ 149,017,200	\$ 145,365,240

Staff will continue to prepare year-end reimbursement accrual adjustments in connection with the year-end closing and audit process.

During the FY 2022/23 budget process, the Commission estimated Transportation Uniform Mitigation Fee (TUMF) revenues at \$31 million past through from Western Riverside Council of Governments. Through the fourth quarter of FY 2022/23, the Commission received TUMF revenues through April 2023 of \$26.5 million. The Commission expects to receive May through June 2023 TUMF revenues in the first quarter of FY 2023/24.

The RCTC 91 Express Lanes and 15 Express Lanes toll revenues, penalties, and fees are at \$73.3 million and \$39.3 million, respectively, totaling \$112.6 million through the fourth quarter of FY 2022/23. The operating statement shows toll revenues, penalties, and fees at 115 percent of the budget. This reflects periodic toll rate changes made based on traffic volumes according to the approved toll policy on the RCTC 91 Express Lanes. Staff will continue to monitor the toll transactions and/or trips and non-toll revenues.

During the FY 2022/23 budget process, the Commission conservatively estimated investment income at \$1,168,400 due to interest rate volatility in the current market. The operating statement shows investment income, which includes net unrealized investment gains and losses at \$35.3 million.

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

- Salaries and benefits are under budget primarily due to unfilled positions for an Accounting Technician, IT Administrator, Senior Management Analyst, and two Senior Capital Projects Manager;
- Professional services are under budget primarily due to unused budget authority for general legal services; financial advisory services; rail operations and development activities; and highway, commuter assistance, and specialized transportation other professional services;
- Support costs are under budget due to unused budget authority for rail station maintenance, repairs, and utilities; express lanes operations and maintenance; call box maintenance and repairs; and software and computer maintenance and repairs;
- Program operations are under budget due to unused budget authority for rail station security; toll operations; motorist and commuter assistance program operations; and highway and rail program management;
- The status of significant Commission capital projects (engineering, construction, design-build, and right of way/land) with budget amounts exceeding \$5 million is discussed within Attachment 1;
- Operating and capital disbursements are made as claims are submitted to the Commission by transit operators;
- Special studies unused budget authority is related to feasibility studies;
- Local street and roads expenditures are related to Measure A sales tax revenues. These financial statements reflect the turnback payments through May 2023;
- Regional arterial expenditures represent expenditures for the highway and regional arterial program administered by the Coachella Valley Association of Governments (CVAG). CVAG requests reimbursements from the Commission based on available funds and sufficient budget authority;
- Debt service principal payments are made annually on June 1, while debt service interest payments are made semiannually on December 1 and June 1. In accordance with the applicable accounting standards related to the Enterprise funds, both the RCTC 91 and 15 Express Lanes Enterprise funds record accrued and compounded interest on its related debt such as the RCTC 91 Express Lanes 2021 Toll Refunding Bonds and 2013 Toll Revenue Bonds, Series B capital appreciation bonds for the 91 Project as well as the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the 15 Express Lanes project. Therefore, \$7,460,427 million of the \$67,811,727 million interest cost through the fourth quarter will not be paid in the current year for the RCTC

91 and 15 Express Lanes Enterprise funds and therefore, not included in the FY 2022/23 budget;

- Capital outlay expenditures are under budget due to unused budget authority for office and property improvements for station rehabilitation, toll operations equipment, and Commission office, network, hardware, and software improvements;
- Depreciation is recorded as part of the accrual adjustments in the RCTC 91 and 15 Express Lanes Enterprise funds accounting records; however, depreciation is considered a non-cash transaction and not included in the FY 2022/23 budget; and
- Transfers in and out include administrative cost allocation process, Measure A Sales Tax Bonds debt funding, LTF disbursements for planning, programming activities, and 15/91 Express Lanes Connector funding from the 91 Express Lanes surplus toll revenues. The difference between transfers out and transfers in of \$1.6 million is related to the transfer of 15 Express Lanes assets from the government-wide accounting records to the 15 Express Lanes Enterprise Fund.

**FISCAL IMPACT:**

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

Attachments:

- 1) Quarterly Project Status – June 2023
- 2) Quarterly Financial Statements – June 2023

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
QUARTERLY PROJECT STATUS  
4<sup>th</sup> QUARTER  
FOR TWELVE MONTHS ENDED 6/30/2023**

<b>Project Description</b>	<b>FY 2022/23 through 4<sup>th</sup> Quarter Budget</b>	<b>Expenditures through 4<sup>th</sup> Quarter Actuals</b>	<b>Project Status</b>
<b>91 Project (P003028)</b> The project connects with Orange County Transportation Authority's tolled express lanes at the Orange County/Riverside County line and continues approximately eight miles to the Interstate (I)-15/State Route (SR)-91 interchange. The project involves widening pavement on the outside of the existing highway to reposition general purpose lanes and repurposing the existing high occupancy vehicle lanes to accommodate two-tolled express lanes in the median in each direction. The 91 Project also involves constructing one new general-purpose lane in each direction from SR-71 to I-15, ultimately providing two-tolled express lanes and five general purpose lanes in each direction. 91 Project development activities began in September 2007, construction work related to roadway and structures began in July 2014, and the toll lanes opened in March 2017. The total cost of the 91 Project is estimated at \$1.4 billion, including capitalized interest, debt service reserves, contingency, and cost of issuance. <b>The FY 2022/23 budget amount is \$13,391,400.</b>	\$13,391,400	\$13,528,262	The slight over run of the FY 2022/23 budget at the fourth quarter is due to higher than anticipated costs for right of way (ROW) acquisitions (\$1.0 million), offset by under runs in design builder (0.3 million), ROW support services (\$0.3 million), construction (\$0.2 million), and permits (0.1 million).
<b>91 Express Lanes (P009103 &amp; P009104)</b> These projects provide repair and rehabilitation of SR-91 general purpose and express lanes, as well as the implementation of a new back-office system. <b>The FY2022/23 budget amount is \$30,442,100.</b>	30,442,100	27,640,886	The under run of the FY 2022/23 budget at the fourth quarter is due lower than anticipated expended costs for Phase 2 corridor improvements and associated project construction management (\$2.2 million) and Back Office System implementation (\$0.7 million)..
<b>I-15 Express Lanes Southern Extension (P003044)</b> The project will add express lanes between SR-74 and Cajalco Road. The estimated project cost is \$544 million with the Project Approval and Environmental Document (PA/ED) phase of work funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and Measure A. <b>The FY 2022/23 budget amount is \$3,171,300.</b>	3,171,300	2,811,640	The under run of the FY 2022/23 budget at the fourth quarter is due to lower than anticipated expended costs for the preliminary engineering and environmental document contract (0.2 million), offset by in program management, staff labor, legal, and other professional services (\$0.5 million).

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
QUARTERLY PROJECT STATUS  
4<sup>th</sup> QUARTER  
FOR TWELVE MONTHS ENDED 6/30/2023**

<b>Project Description</b>	<b>FY 2022/23 through 4<sup>th</sup> Quarter Budget</b>	<b>Expenditures through 4<sup>th</sup> Quarter Actuals</b>	<b>Project Status</b>
<p><b>15/91 Express Lanes Connector (P003039)</b> The 15/91 Express Lane Connector (ELC) project constructs an express lanes median direct connector from southbound I-15 to westbound SR-91 and from eastbound SR-91 to northbound I-15 in the city of Corona. The project also adds tolled express lanes in each direction of I-15 from the 15/91 ELC to Hidden Valley Parkway; adds a tolled express lane in each direction of SR-91 from east of Lincoln Avenue to the 15/91 ELC; extends the tolled express lane along eastbound SR-91 from I-15 to west of Promenade Avenue; and extends an eastbound auxiliary lane along SR-91 from west of I-15 to west of Promenade Avenue. The project also includes the addition of a toll collection system infrastructure along I-15 and SR-91. The estimated project cost is \$270 million and the project is partially funded by state funds allocated under Senate Bill (SB) 132 legislation. The connector is expected to open to traffic in 2023. <b>The FY 2022/23 budget amount is \$72,788,300.</b></p>	72,788,300	59,508,357	<p>The under run of the FY 2022/23 budget at the fourth quarter is due to delayed invoicing from the design builder (\$5.0 million) and the toll services contractor (\$1.3 million), and lower than anticipated expended costs from the project construction management contract (\$0.9 million), Caltrans (\$1.0 million), toll marketing (\$0.8 million), and unused contingency (\$4.0 million).</p>
<p><b>Mid County Parkway (MCP) (P002302, P002317, P002320, P002324, &amp; P002328)</b> The environmental document for a new corridor from I-215 to SR-79 was approved in April 2015. The first design package is under construction. Construction of this new facility will be completed over many years as funding becomes available; the total project cost is estimated at \$1.3 to \$2.1 billion. <b>The FY 2022/23 budget amount is \$37,541,500.</b></p>	37,541,500	18,648,999	<p>The under run of the FY 2022/23 budget at the fourth quarter is primarily due to the following for each project:</p> <ul style="list-style-type: none"> <li>• MCP: The minimal under run in ROW acquisition and ROW support is due to unused contingency (\$0.2 million).</li> <li>• MCP I-215/Placentia Interchange: The over run for this project was due to ROW acquisitions/support (\$1.7 million) and program management (\$0.3 million), that was slightly offset by the under runs in construction (\$0.3 million) and construction management (\$0.1 million).</li> <li>• MCP Mitigation: The first year of plant establishment was completed at the beginning of the third quarter in FY 2020/21 and the under run in the fourth quarter of FY 2022/23 was due to mitigation property monitoring (\$2.4 million).</li> <li>• MCP2 and MCP3: The Commission approved the shift from MCP2 to MCP3 at the May 2022 Commission meeting. The under run was due to unused ROW acquisition/support services on MCP2 (\$14.9 million) and unused contingency for final design on MCP3 (\$2.2 million).</li> </ul>

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
QUARTERLY PROJECT STATUS  
4<sup>th</sup> QUARTER  
FOR TWELVE MONTHS ENDED 6/30/2023**

Project Description	FY 2022/23 through 4 <sup>th</sup> Quarter Budget	Expenditures through 4 <sup>th</sup> Quarter Actuals	Project Status
<b>71/91 Connector Project (P003021)</b> The project includes ROW acquisition, utility relocation, and environmental revalidation work for improvements to the 71/91 connector. The estimated project cost is \$118 million. <b>The FY 2022/23 budget amount is \$49,720,200.</b>	49,720,200	34,110,209	The under run of the FY 2022/23 budget at the fourth quarter is due to unused contingency of construction (\$12.4 million), construction management services (\$1.8 million), less than anticipated costs for construction support (\$0.5 million), ROW acquisitions (\$0.5 million) and program management (\$0.2 million).
<b>Smart Freeways (P003051)</b> The project includes environmental clearance, design, and commence construction of a pilot project to install a smart freeway system on northbound I-15 in the city of Temecula. <b>The FY 2022/23 budget amount is \$12,533,000.</b>	12,533,000	1,500,129	The under run of the FY 2022/23 budget at the fourth quarter is due to construction that is not scheduled to commence until FY 2023/24 (\$8.5 million) and unused contingency of construction management (\$1.7 million).
<b>Moreno Valley-March Field station upgrade (P004026)</b> The project will remove and replace approximately 2.5 miles of existing rail and wood ties with new rail and concrete ties, remove / replace / regrade track ballast, improve track drainage, install new track signals and Positive Train Control system, connect to existing signals and communication systems, build a new second passenger loading platform, extend the existing passenger loading platform to current Metrolink station standards, and perform other improvements necessary to bring the tracks into compliance with Metrolink standards. <b>The FY 2022/23 budget amount is \$15,040,900.</b>	15,040,900	7,979,090	The under run of the FY 2022/23 budget at the fourth quarter is due to unused contingency of construction (\$5.4 million) as well as construction support (\$1.4 million).

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





**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**QUARTERLY BUDGET TO ACTUAL**  
**4TH QUARTER**  
**FOR TWELVE MONTHS ENDED 6/30/2023**

**ATTACHMENT 2**

	<b>FY 2022/23 BUDGET</b>	<b>4TH QUARTER ACTUAL</b>	<b>REMAINING BALANCE</b>	<b>PERCENT UTILIZATION</b>
Revenues				
Sales tax	\$ 455,964,600	\$ 444,791,291	\$ 11,173,309	98%
Federal reimbursements	82,623,500	30,937,915	51,685,585	37%
State reimbursements	149,017,200	145,365,240	3,651,960	98%
Local reimbursements	15,873,500	29,375,186	(13,501,686)	185%
Transportation Uniform Mitigation Fee	31,000,000	26,484,408	4,515,592	85%
Tolls, penalties, and fees	97,771,800	112,597,769	(14,825,969)	115%
Other revenues	707,000	2,981,017	(2,274,017)	422%
Investment income	1,168,400	35,310,243	(34,141,843)	3022%
Total revenues	834,126,000	827,843,070	6,282,930	99%
Expenditures/Expenses				
Salaries and benefits	17,367,100	14,199,477	3,167,623	82%
Professional and support				
Professional services	18,543,900	11,529,234	7,014,666	62%
Support costs	18,651,400	12,982,589	5,668,811	70%
Total Professional and support costs	37,195,300	24,511,823	12,683,477	66%
Projects and operations				
Program operations	40,776,900	31,714,551	9,062,349	78%
Engineering	25,230,400	12,979,172	12,251,228	51%
Construction	237,861,600	171,438,641	66,422,959	72%
Design Build	75,298,300	63,522,998	11,775,302	84%
Right of way/land	56,037,500	24,291,995	31,745,505	43%
Operating and capital disbursements	210,451,900	167,637,980	42,813,920	80%
Special studies	2,369,400	580,537	1,788,863	25%
Local streets and roads	83,029,900	79,393,214	3,636,686	96%
Regional arterials	31,779,000	15,199,763	16,579,237	48%
Total projects and operations	762,834,900	566,758,851	196,076,049	74%
Debt service				
Principal	31,405,000	31,405,000	-	100%
Interest	60,351,300	67,811,727	(7,460,427)	112%
Total debt service	91,756,300	99,216,727	(7,460,427)	108%
Capital outlay	10,055,300	5,681,180	4,374,120	56%
Depreciation	-	18,875,465	(18,875,465)	N/A
Total Expenditures/Expenses	919,208,900	729,243,523	189,965,377	79%
Excess revenues over (under) expenditures/expenses	(85,082,900)	98,599,547	(183,682,447)	-116%
Other financing sources/(uses)				
Transfer in	247,462,200	202,773,727	44,688,473	82%
Transfer out	(247,462,200)	(201,100,319)	(46,361,881)	81%
Total financing sources/(uses)	-	1,673,408	(1,673,408)	N/A
Net change in fund balances	(85,082,900)	100,272,955	185,355,855	-118%
Fund balance July 1, 2022	1,278,326,000	1,063,776,100	(214,549,900)	83%
Fund balance June 30, 2023	\$ 1,193,243,100	\$ 1,164,049,055	\$ (29,194,045)	98%

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**QUARTERLY BUDGET TO ACTUAL BY FUND**  
**4TH QUARTER**  
**FOR TWLEVE MONTHS ENDED 6/30/2023**

	SPECIAL REVENUE FUNDS												
	MEASURE A SALES TAX					TRANSPORTATION DEVELOPMENT ACT			TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)	COACHELLA VALLEY RAIL	OTHER AGENCY PROJECTS	REGIONAL CONSERVATION	SB132
	GENERAL FUND	FSP/ SAFE	WESTERN COUNTY	COACHELLA VALLEY	PALO VERDE VALLEY	LOCAL TRANSPORTATION FUND	STATE TRANSIT ASSISTANCE	STATE OF GOOD REPAIR					
Revenues													
Sales tax	\$ -	\$ -	\$ 210,730,669	\$ 50,865,173	\$ 1,077,866	\$ 143,064,856	\$ 34,676,103	\$ 4,376,624	\$ -	\$ -	\$ -	\$ -	\$ -
Federal reimbursements	4,389,672	-	23,736,110	-	-	-	-	-	-	-	-	-	-
State reimbursements	529,566	4,931,426	38,964,216	-	-	-	-	312,610	684,452	-	-	-	99,942,971
Local reimbursements	182	78,368	3,476,988	-	-	15,438,482	5,125	-	(0)	-	1,901,477	8,474,565	-
Transportation Uniform Mitigation Fee	-	-	-	-	-	-	-	-	26,484,408	-	-	-	-
Tolls, penalties, and fees	-	-	-	-	-	-	-	-	-	-	-	-	-
Other revenues	1,536	-	1,897,902	-	-	-	-	-	18,300	-	-	-	963,200
Investment income	695,679	298,649	8,282,834	2,330,702	-	7,165,500	3,254,250	305,863	3,345,331	55,029	14,878	28,446	1,079,496
Total revenues	5,616,635	5,308,443	287,088,718	53,195,875	1,077,866	165,668,838	37,935,478	4,995,097	30,532,490	55,029	1,916,355	8,503,011	101,985,667
Expenditures/Expenses													
Salaries and benefits	6,233,554	162,537	2,648,443	978	-	-	-	-	163,179	36,320	100,482	2,887,720	280,244
Professional and support													
Professional services	3,271,424	189,662	2,669,105	8,831	-	-	17,433	312,610	235,229	210,759	2,653	2,938,101	47,949
Support costs	2,633,886	129,370	2,567,285	-	-	-	-	-	35,695	4,799	13	354,641	2,283
Total Professional and support costs	5,905,310	319,032	5,236,390	8,831	-	-	17,433	312,610	270,924	215,557	2,666	3,292,742	50,232
Projects and operations													
Program operations	9,349	3,802,046	11,980,442	-	-	-	-	-	283,361	11,653	208,472	274,404	753,260
Engineering	-	-	9,156,879	-	-	-	-	-	1,085,718	-	1,508,414	-	1,228,161
Construction	310,375	-	53,993,850	-	-	-	-	-	1,875,399	-	-	-	92,876,329
Design Build	-	-	2,642,806	-	-	-	-	-	-	-	-	-	57,105,545
Right of way/land	-	-	20,645,839	-	-	-	-	-	473,338	-	81,761	915,151	2,175,906
Operating and capital disbursements	31,375,384	-	6,790,982	10,900,000	-	89,692,756	25,750,657	3,128,201	-	-	-	-	-
Special studies	502,326	-	78,211	-	-	-	-	-	-	-	-	-	-
Local streets and roads	-	-	60,689,037	17,655,910	1,048,266	-	-	-	-	-	-	-	-
Regional arterials	-	-	15,199,763	-	-	-	-	-	-	-	-	-	-
Total projects and operations	32,197,435	3,802,046	165,978,044	43,755,673	1,048,266	89,692,756	25,750,657	3,128,201	3,717,816	11,653	1,798,647	1,189,555	154,139,202
Debt service													
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Total debt service	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital outlay	912,200	-	4,763,984	-	-	-	-	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenditures/Expenses	45,248,499	4,283,616	178,626,861	43,765,482	1,048,266	89,692,756	25,768,090	3,440,811	4,151,918	263,530	1,901,796	7,370,017	154,469,677
Excess revenues over (under)	(39,631,864)	1,024,827	108,461,857	9,430,393	29,600	75,976,082	12,167,388	1,554,286	26,380,572	(208,501)	14,560	1,132,994	(52,484,010)
Other financing sources/(uses)													
Transfer in	41,442,438	2,800,000	33,120,574	140,418	-	-	-	-	70,362	283,330	-	-	53,949,156
Transfer out	(834,873)	(3,078,900)	(89,667,942)	(483,700)	(43,100)	(27,922,800)	(3,852,884)	(114,300)	(4,300,472)	(19,800)	-	(1,106,400)	-
Total financing sources/(uses)	40,607,565	(278,900)	(56,547,368)	(343,282)	(43,100)	(27,922,800)	(3,852,884)	(114,300)	(4,230,110)	263,530	-	(1,106,400)	53,949,156
Net change in fund balances	975,701	745,927	51,914,489	9,087,111	(13,500)	48,053,282	8,314,504	1,439,986	22,150,463	55,029	14,560	26,594	1,465,146
Fund balance July 1, 2022	35,788,510	12,427,443	379,440,191	84,343,540	-	276,854,895	131,655,414	11,274,447	119,352,193	2,200,344	11,696	(3,933)	(385,823)
Fund balance June 30, 2023	\$ 36,764,211	\$ 13,173,370	\$ 431,354,680	\$ 93,430,651	\$ (13,500)	\$ 324,908,177	\$ 139,969,918	\$ 12,714,433	\$ 141,502,656	\$ 2,255,373	\$ 26,256	\$ 22,661	\$ 1,079,323

**RIVERSIDE COUNTY TRANSPORTATION COMMISSION  
QUARTERLY BUDGET TO ACTUAL BY FUND  
4TH QUARTER  
FOR TWLEVE MONTHS ENDED 6/30/2023**

	<b>ENTERPRISE FUND</b>		<b>CAPITAL PROJECTS FUNDS</b>				
	<b>15 EXPRESS LANES</b>	<b>91 EXPRESS LANES</b>	<b>COMMERCIAL PAPER</b>	<b>SALES TAX BONDS</b>	<b>DEBT SERVICE</b>	<b>COMBINED TOTAL</b>	
Revenues							
Sales tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 444,791,291	
Federal reimbursements	-	-	-	2,812,132	-	30,937,915	
State reimbursements	-	-	-	-	-	145,365,240	
Local reimbursements	-	-	-	-	-	29,375,186	
Transportation Uniform Mitigation Fee	-	-	-	-	-	26,484,408	
Tolls, penalties, and fees	39,261,850	73,335,919	-	-	-	112,597,769	
Other revenues	100,080	-	-	-	-	2,981,017	
Investment income	1,617,339	4,222,001	972,280	980,137	-	35,310,243	
Total revenues	40,979,269	77,557,920	972,280	3,792,269	-	827,843,070	
Expenditures/Expenses							
Salaries and benefits	566,080	1,119,941	-	-	-	14,199,477	
Professional and support							
Professional services	466,263	1,159,217	-	-	-	11,529,234	
Support costs	2,420,198	4,834,418	-	-	-	12,982,589	
Total Professional and support costs	2,886,462	5,993,634	-	-	-	24,511,823	
Projects and operations							
Program operations	7,498,269	6,893,295	-	-	-	31,714,551	
Engineering	-	-	-	-	-	12,979,172	
Construction	-	22,382,688	-	-	-	171,438,641	
Design Build	-	3,774,647	-	-	-	63,522,998	
Right of way/land	-	-	-	-	-	24,291,995	
Operating and capital disbursements	-	-	-	-	-	167,637,980	
Special studies	-	-	-	-	-	580,537	
Local streets and roads	-	-	-	-	-	79,393,214	
Regional arterials	-	-	-	-	-	15,199,763	
Total projects and operations	7,498,269	33,050,630	-	-	-	566,758,851	
Debt service							
Principal	-	-	-	-	31,405,000	31,405,000	
Interest	5,055,596	24,605,843	-	-	38,150,288	67,811,727	
Total debt service	5,055,596	24,605,843	-	-	69,555,288	99,216,727	
Capital outlay	2,498	2,498	-	-	-	5,681,180	
Depreciation	12,652,913	6,222,552	-	-	-	18,875,465	
Total Expenditures/Expenses	28,661,818	70,995,098	-	-	69,555,288	729,243,523	
Excess revenues over (under)	12,317,451	6,562,822	972,280	3,792,269	(69,555,288)	98,599,547	
Other financing sources/(uses)							
Transfer in	1,440,471	43	-	-	69,526,934	202,773,727	
Transfer out	(337,843)	(55,940,283)	(2,622,091)	(7,822,380)	(2,952,551)	(201,100,319)	
Total financing sources/(uses)	1,102,628	(55,940,240)	(2,622,091)	(7,822,380)	66,574,383	1,673,408	
Net change in fund balances	13,420,079	(49,377,418)	(1,649,811)	(4,030,111)	(2,980,905)	100,272,955	
Fund balance July 1, 2022	249,642,077	(290,512,183)	15,043,286	25,576,707	11,067,296	1,063,776,100	
Fund balance June 30, 2023	\$ 263,062,156	\$ (339,889,601)	\$ 13,393,475	\$ 21,546,596	\$ 8,086,391	\$ 1,164,049,055	



# **AGENDA ITEM 6E**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Megan Kavand, Senior Financial Analyst
<b>THROUGH:</b>	Sergio Vidal, Chief Financial Officer
<b>SUBJECT:</b>	Monthly Investment Report

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Monthly Investment Report for the month ended June 30, 2023.

**BACKGROUND INFORMATION:**

The Commission's investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments.

As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013, the I-15 ELP and 91 Project completion financing (2017 Financing) in July 2017 and the 2021 91 Project refinancing (2021 Financing) in October 2021. Consistent with financing expectations, the Commission expended all 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. The Commission continues to expend the 2017 Financing bond proceeds on the I-15 ELP and funded required reserve accounts.

The monthly investment report for June 2023, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, 2021 Financing

and available operating cash. As of June 30, 2023, the Commission's cash and investments were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO	AMOUNTS <sup>1</sup>
Operating	\$ 805,477,852
Trust	308,025,128
Commission-managed	162,728,403
STAMP for 91 CIP	57,705,386
STAMP for 2017 Financing	31,166,342
<b>Total</b>	<b>\$ 1,365,103,111</b>
Note: <sup>1</sup> Unreconciled and unaudited	

As of June 30, 2023, the Commission's cash and investments are in compliance with both the Commission's investment policy adopted on December 14, 2022, and permitted investments described in the indenture for the Commission's sales tax revenue bonds and the master indentures for the Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

**FISCAL IMPACT:**

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

Attachment: Investment Portfolio Report

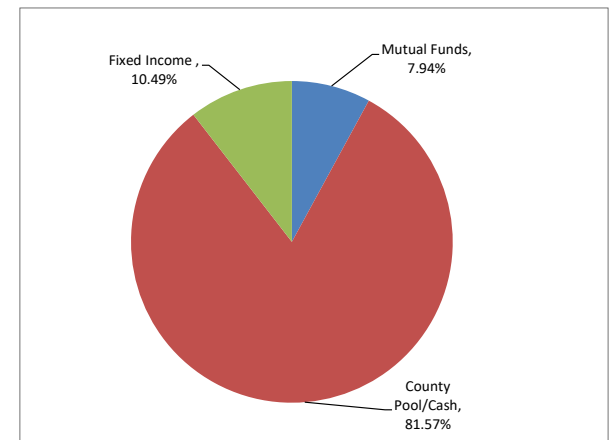
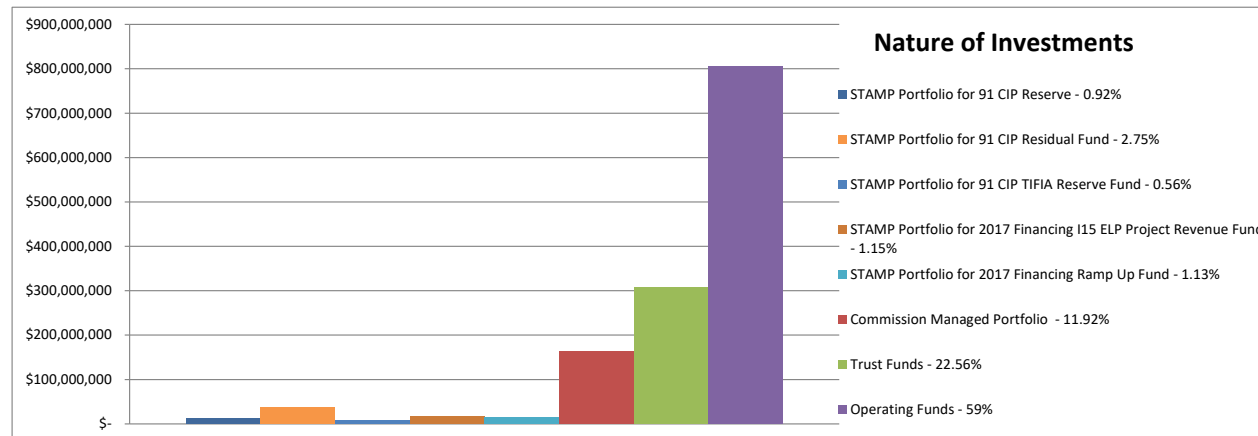


Riverside County Transportation Commission  
Investment Portfolio Report  
Period Ended: June 30, 2023

	STATEMENT BALANCE <sup>1</sup>	FINANCIAL INSTITUTION	STATEMENTS	RATING MOODY'S / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
<b>OPERATING FUNDS</b>												
City National Bank Deposits	10,871,963	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	794,605,889	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Operating Funds</b>	<b>805,477,852</b>											
<b>FUNDS HELD IN TRUST</b>												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	308,025,128	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Funds Held in Trust</b>	<b>308,025,128</b>											
<b>COMMISSION MANAGED PORTFOLIO</b>												
US Bank Payden & Rygel Operating	54,324,979	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	108,403,424	US Bank	Available upon request	N/A	N/A				N/A			
<b>Subtotal Commission Managed Portfolio</b>	<b>162,728,403</b>											
<b>STAMP PORTFOLIO for 91 CIP</b>												
2013 Series A & Series B Reserve Fund	12,586,980	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	37,537,975	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,580,430	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 91 CIP</b>	<b>57,705,386</b>											
<b>STAMP PORTFOLIO for 2017 Financing</b>												
Sales Tax I15 ELP Project Revenue Fund	15,703,149	US Bank	Available upon request					Available upon request				
Ramp Up Fund	15,463,193	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 2017 Financing</b>	<b>31,166,342</b>											
<b>TOTAL All Cash and Investments</b>	<b>\$ 1,365,103,111</b>											

Notes:

<sup>1</sup> Unreconciled and unaudited





# **AGENDA ITEM 6F**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Megan Kavand, Senior Financial Analyst
<b>THROUGH:</b>	Sergio Vidal, Chief Financial Officer
<b>SUBJECT:</b>	Monthly Investment Report

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Receive and file the Monthly Investment Report for the month ended July 31, 2023.

**BACKGROUND INFORMATION:**

The Commission's investment reports have generally reflected investments primarily concentrated in the Riverside County Pooled Investment Fund as well as investments in mutual funds for sales tax revenue bonds debt service payments.

As a result of significant project financings such as the State Route 91 Corridor Improvement Project (91 Project or 91 CIP) and the Interstate 15 Express Lanes Project (I-15 ELP), the Commission engaged MetLife Investment Management, LLC, formerly Logan Circle Partners, L.P. (MetLife), as the investment manager for the bond proceeds and other required funds. Additionally, the Commission engaged Payden & Rygel Investment Management (Payden & Rygel) to make specific investments for Commission operating funds. The Commission approved initial agreements with the investment managers in May 2013 following a competitive procurement and has extended the agreements through the annual recurring contracts process.

MetLife invested the debt proceeds and subsequent other required contributions for the 91 Project and I-15 ELP in separate accounts of the Short-Term Actively Managed Program (STAMP). The Commission completed the 91 Project financing in 2013, the I-15 ELP and 91 Project completion financing (2017 Financing) in July 2017 and the 2021 91 Project refinancing (2021 Financing) in October 2021. Consistent with financing expectations, the Commission expended all 91 Project debt proceeds and equity contributions, except for the toll revenue bonds debt service reserve, and subsequent to commencement of operations, established other required accounts. The Commission continues to expend the 2017 Financing bond proceeds on the I-15 ELP and funded required reserve accounts.

The monthly investment report for July 2023, as required by state law and Commission policy, reflects the investment activities resulting from the 91 Project, 2017 Financing, 2021 Financing

and available operating cash. As of July 31, 2023, the Commission's cash and investments were comprised of the following:

CASH AND INVESTMENTS PORTFOLIO		AMOUNTS <sup>1</sup>
Operating	\$	841,349,135
Trust		287,918,898
Commission-managed		181,305,653
STAMP for 91 CIP		57,899,970
STAMP for 2017 Financing		31,269,309
Total	\$	1,399,742,965
Note: <sup>1</sup> Unreconciled and unaudited		

As of July 31, 2023, the Commission's cash and investments are in compliance with both the Commission's investment policy adopted on December 14, 2022, and permitted investments described in the indenture for the Commission's sales tax revenue bonds and the master indentures for the Commission's toll revenue bonds. Additionally, the Commission has adequate cash flows for the next six months.

**FISCAL IMPACT:**

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

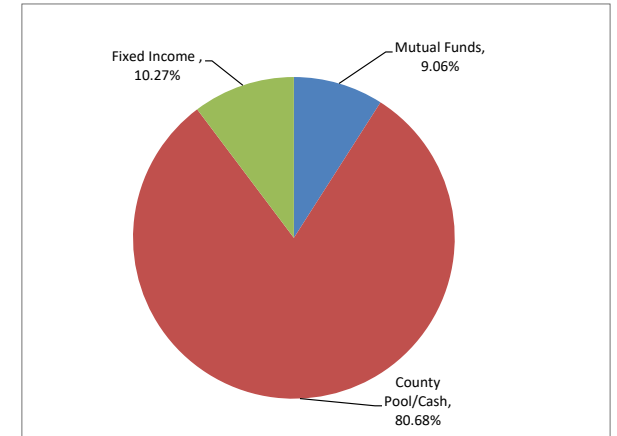
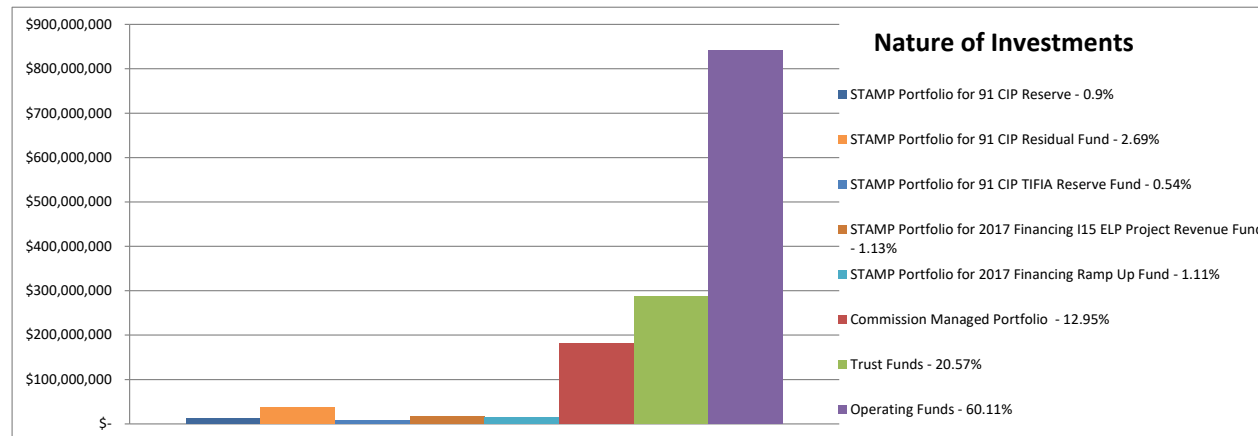
Attachment: Investment Portfolio Report

Riverside County Transportation Commission  
Investment Portfolio Report  
Period Ended: July 31, 2023

	STATEMENT BALANCE <sup>1</sup>	FINANCIAL INSTITUTION	STATEMENTS	RATING MOODY'S / S&P	COUPON RATE	PAR VALUE	PURCHASE DATE	MATURITY DATE	YIELD TO MATURITY	PURCHASE COST	MARKET VALUE	UNREALIZED GAIN (LOSS)
<b>OPERATING FUNDS</b>												
City National Bank Deposits	10,866,941	City National Bank	Available upon request	A3/BBB+	N/A				N/A			
County Treasurer's Pooled Investment Fund	830,482,193	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Operating Funds</b>	<b>841,349,135</b>											
<b>FUNDS HELD IN TRUST</b>												
County Treasurer's Pooled Investment Fund:												
Local Transportation Fund	287,918,898	County Treasurer	Available upon request					Available upon request				
<b>Subtotal Funds Held in Trust</b>	<b>287,918,898</b>											
<b>COMMISSION MANAGED PORTFOLIO</b>												
US Bank Payden & Rygel Operating	54,556,843	US Bank	Available upon request					Available upon request				
First American Government Obligation Fund	126,748,811	US Bank	Available upon request	N/A	N/A				N/A			
<b>Subtotal Commission Managed Portfolio</b>	<b>181,305,653</b>											
<b>STAMP PORTFOLIO for 91 CIP</b>												
2013 Series A & Series B Reserve Fund	12,625,436	US Bank	Available upon request					Available upon request				
2021 Series B Reserve Fund	37,670,673	US Bank	Available upon request					Available upon request				
2021 Series C Reserve Fund	7,603,861	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 91 CIP</b>	<b>57,899,970</b>											
<b>STAMP PORTFOLIO for 2017 Financing</b>												
Sales Tax I15 ELP Project Revenue Fund	15,767,956	US Bank	Available upon request					Available upon request				
Ramp Up Fund	15,501,353	US Bank	Available upon request					Available upon request				
<b>Subtotal STAMP Portfolio - 2017 Financing</b>	<b>31,269,309</b>											
<b>TOTAL All Cash and Investments</b>	<b>\$ 1,399,742,965</b>											

**Notes:**

<sup>1</sup> Unreconciled and unaudited







# **AGENDA ITEM 6G**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Jonathan Marin, Senior Management Analyst
<b>THROUGH:</b>	David Knudsen, External Affairs Director
<b>SUBJECT:</b>	Quarterly Public Engagement Metrics Report, April - June 2023

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission to take the following action(s):

- 1) Receive and file the Quarterly Public Engagement Metrics Report for April - June 2023.

**BACKGROUND INFORMATION:**

The Commission's digital communication channels continue to be the vital source of information for the public. Information about RCTC's wide array of transportation projects, programs, and initiatives affecting the residents and stakeholders of Riverside County is distributed through the website, social media platforms, newsletter, and other media. Through these various channels, the Commission is also able to highlight funding successes, partnerships, and investments made through Measure A.

The Public Affairs staff actively monitors the Commission's communication channels to respond to comments and questions, assessing how audiences engage with the digital information. This Public Engagement Metrics Report covers the second quarter of 2023, from April to June.

The various public engagement activities are summarized in this report and in the attached Public Engagement Metrics. A steady increase in followers was experienced across all social media channels. Meta, which operates both Facebook and Instagram, and Twitter make frequent changes to their algorithms which can produce mixed results in the way reach and engagement are attributed and the placement of targeted ads.

Staff develops digital advertising campaigns based on the need to increase visibility for specific projects, meetings, or events - such as construction closures and public meetings. Targeted digital advertising is also placed for the Commission's advocacy efforts for grants and other programs. It is important to note that the metrics provided are compared to the previous quarter, which can produce varying results based on the level of activity in any one quarter.

This quarter's report includes three sets of data:

- 1) Metrics for RCTC's overall public engagement activities including public sentiment on social media; social media followers, engagement, and reach; email notifications; website use and access; and top pages visited.
- 2) Metrics for RCTC's 15/91 Express Lanes Connector Project including email activity, text messages, website sessions, and social media followers.
- 3) Metrics for RCTC's 71/91 Interchange Project including email activity, website sessions, and social media following.

### **RCTC Overall Public Engagement**

#### **1) Social Media**

- a. Public sentiment was generally positive with posts highlighting Construction Safety Week, a \$15.5 million award for the Metrolink Double Track Project, and FSP's 30 Years of Service acting as key drivers.
- b. **Facebook:** Followers continue to increase steadily. This quarter, followers grew by 1%, from 13,343 to 13,481. The page had 59,959 forms of engagement, such as likes, comments, and video viewing and shares, a 65% decrease from last quarter's 172,043 forms of engagement. The page reached 335,824 unique users for the quarter (followers and non-followers), a decrease of 74% from last quarter's 1,294,638.
- c. **Twitter:** Followers increased more than 1%, from 1,696 to 1,723. Engagement decreased 55%, from 2,531 to 1,120 while impressions decreased by 76%, from 67,067 to 15,652.
- d. **Instagram:** Followers increased by more than 6%, from 3,444 to 3,682. Engagement decreased 25%, from 22,493 to 16,839. This quarter, the RCTC Instagram account reached 79,761 unique users, a 7% increase from last quarter's 73,934.
- e. The drop in overall engagement and impressions for the quarter was due in large part to the volume of high-profile activity that occurred in the previous quarter, such as ground breakings and other project milestones.

- 2) **The Point E-Newsletter:** RCTC continues to produce quality content for its blog, **The Point**, and distributes the blog posts as monthly email newsletter. Subscribers decreased by 1%, from 6,275 to 6,211. Approximately 45% of the e-newsletter subscribers opened **The Point**, and 5% clicked on links to learn more. The open rate is significantly higher than the industry (government) average of 34%.

#### **3) Website**

- a. There were 85,042 website visits this quarter, representing an 11% increase from last quarter's 76,507 visits. There also were 81,777 unique users, an increase of 41% compared to the previous quarter's 57,863 unique users.
- b. Most users reached the website through a search engine (35%) or by keying in rctc.org (24%). 16% of visitors accessed the website through social media. RCTC purchased paid search ads through Google Ads to drive traffic to the weekend

closures webpage for the 71/91 Interchange Project. Paid search ads accounted for 11% of website visits. Visitors also reached the website via email links and other referrals (14%).

- c. Website access by device remained unchanged. 31% of website visits were made by desktop, while mobile (phones and tablets) accounted for 69%, representing no change from last quarter.
- d. The webpage for the weekend closures of the 71/91 Interchange Project was the most visited page, followed by the home page and then the 71/91 Interchange Project page.

### **15/91 Express Lanes Connector Public Engagement**

- 1) **Emails:** Email sign-ups during the last quarter totaled 3,098, a decrease of 13%. The project team received 32 email inquiries to date. The email subscriber decrease was due to a contact database review that filtered out bounce backs, unsubscribes, and other undeliverable emails.
- 2) **Texts:** A total of 509 people registered to receive text message updates, representing a 16% increase from the previous quarter.
- 3) **Webpage:** There were 4,177 visits to the project page, totaling 38,104 visits to date.
- 4) **Social Media:** Facebook page followers increased to 3,351 compared to 3,312 last quarter, a 1% increase. Twitter grew by 6% from 405 to 431 followers. Instagram followers increased 2% from 905 to 925 followers.

### **71/91 Interchange Project Public Engagement**

- 1) **Emails:** Email sign-ups during the last quarter totaled 2,169, a significant increase of 228%. The project team received 8 inquiries. An email sign-up campaign through Facebook was implemented to foster new subscribers.
- 2) **Texts:** A total of 509 people registered to receive text message updates, representing a 26% increase from the previous quarter. A text message sign-up campaign through Facebook was launched toward the end of the quarter.
- 3) **Webpage:** Visits to the project, construction update, and closures webpages totaled 30,409.
- 4) **Social Media:** Facebook page followers increased to 1,690 compared to 798 last quarter, a 111% increase. Twitter grew by 157% from 42 to 108 followers. Instagram followers increased 26% from 1,254 to 1,592 followers.

### **FISCAL IMPACT:**

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

Attachments:

- 1) RCTC Overall Public Engagement Metrics
- 2) 15/91 Express Lanes Connector Construction Public Engagement Metrics

3) 71/91 Interchange Construction Public Engagement Metrics

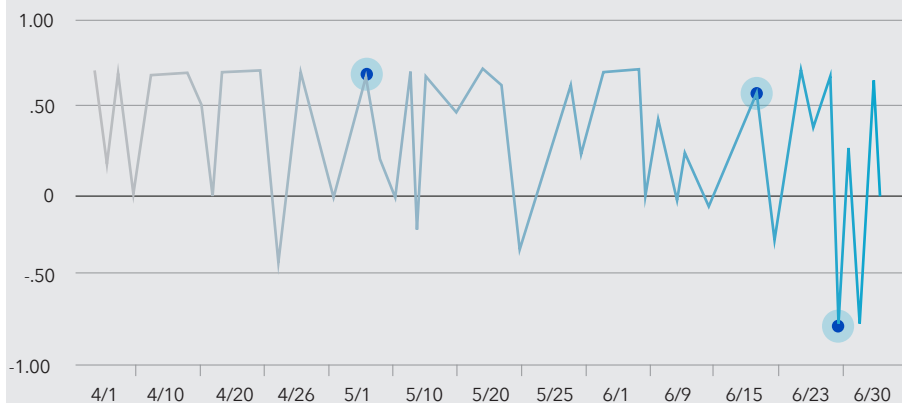


# Public Engagement Metrics: Q2

ATTACHMENT 1

April - June 2023

## Overall Social Media Sentiment



## Eblasts



Subscribers  
6,211

Average  
Open  
45%

Average  
Click  
5%

## Web

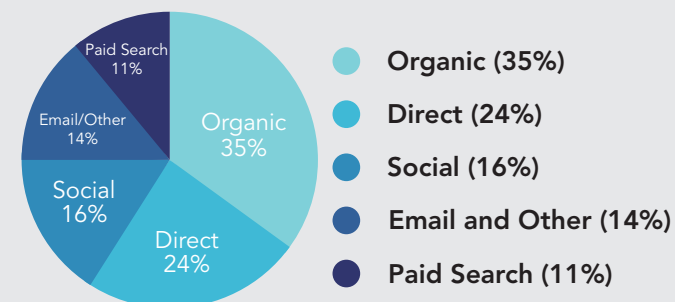
85,042  
Number of  
Sessions

+11%

81,777  
Number of  
Unique Users

+41%

## Top Channels



## Differences

Organic search overtook direct visits for the top channel, generating more than 1/3 of total website visits for this quarter.

## Social Media



Followers  
13,481  
+1%

Engagement  
59,959  
-65%

Reach  
335,824  
-74%



Followers  
1,723  
+1%

Engagement  
1,120  
-55%

Impressions  
15,652  
-76%



Followers  
3,682  
+7%

Engagement  
16,389  
-25%

Reach  
79,761  
8%

## Top Pages Visited

- 71/91 Interchange Project Closures Page
- Home Page
- 71/91 Interchange Project Page

## Desktop vs Mobile Users



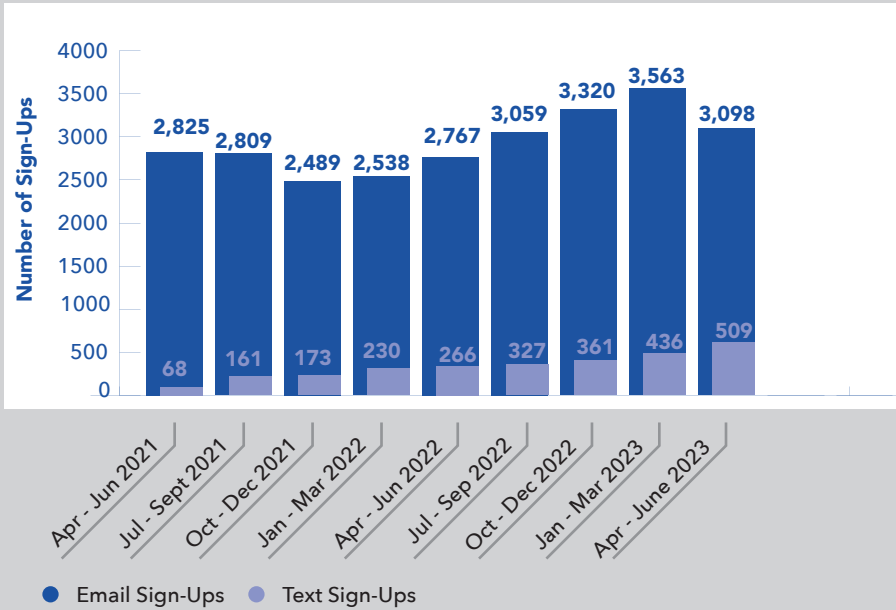




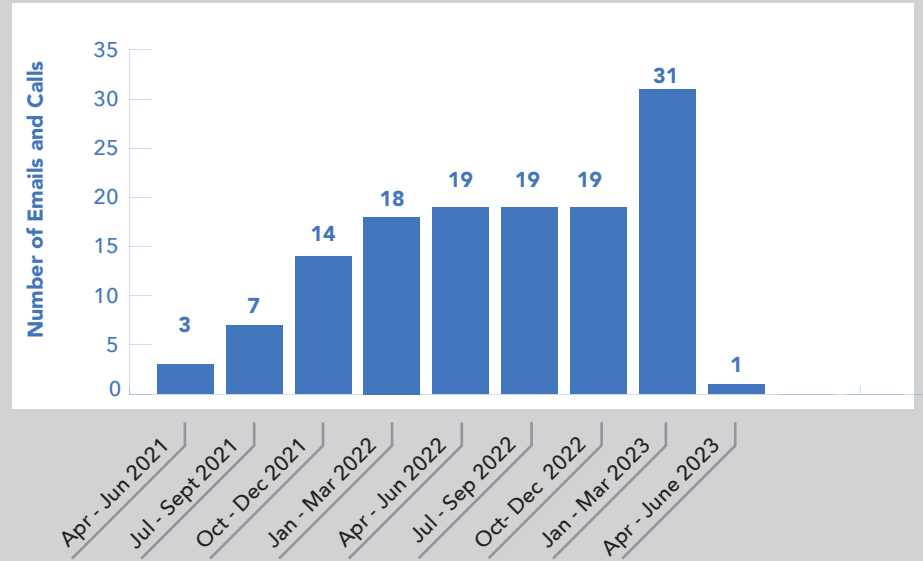
# 15/91 Express Lanes Connector Project Quarterly "At-a-Glance" Metrics Report

April - June 2023

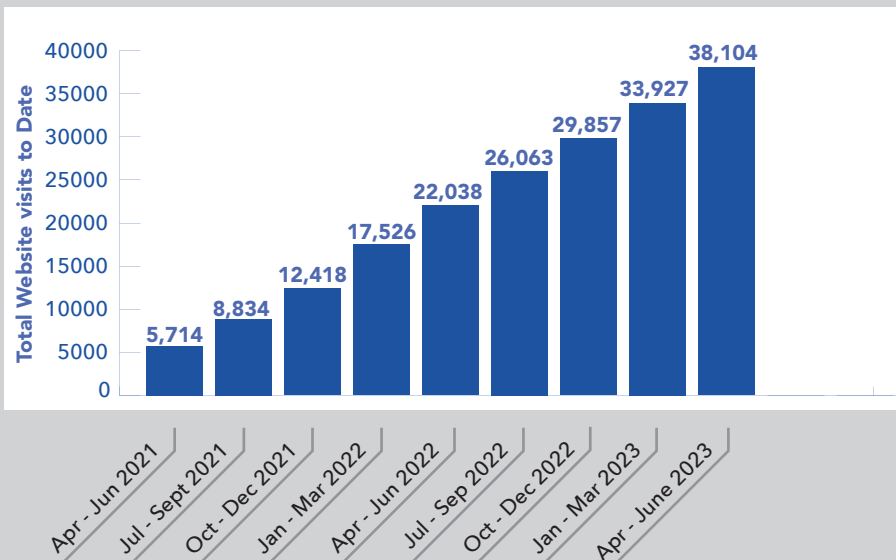
## Email & Text Alert Sign-Ups



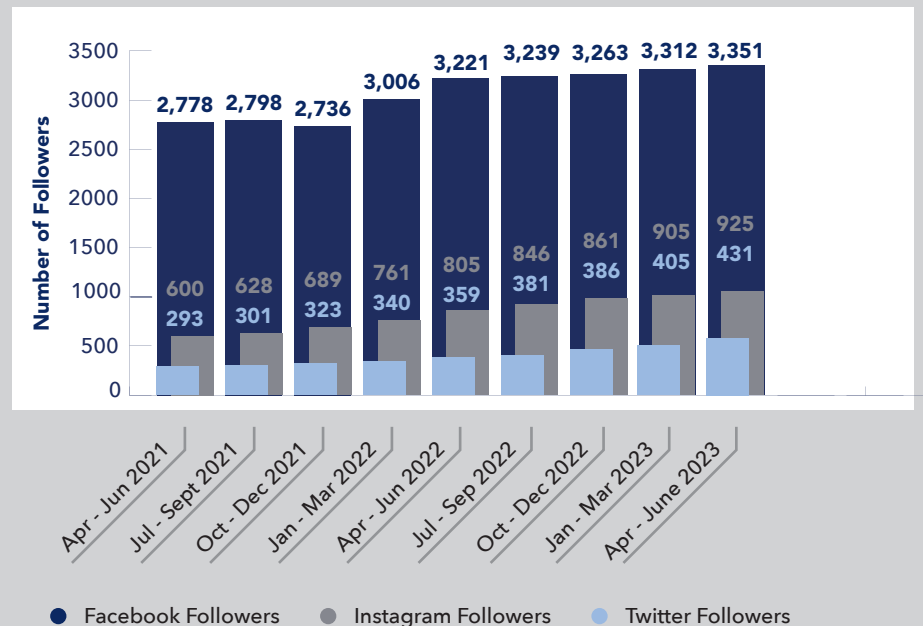
## Emails to Project Team



## Website Sessions

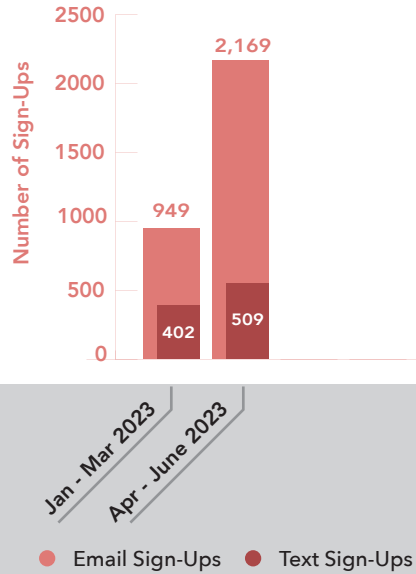


## Social Media Followers

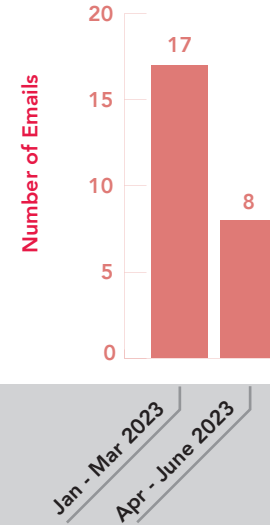




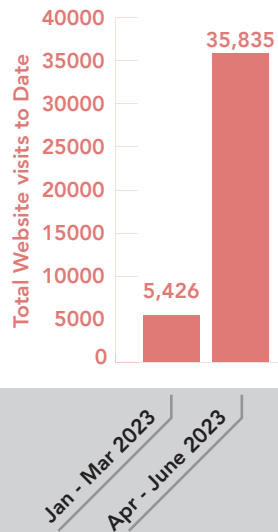
## Email & Text Alert Sign-Ups



## Emails to Project Team

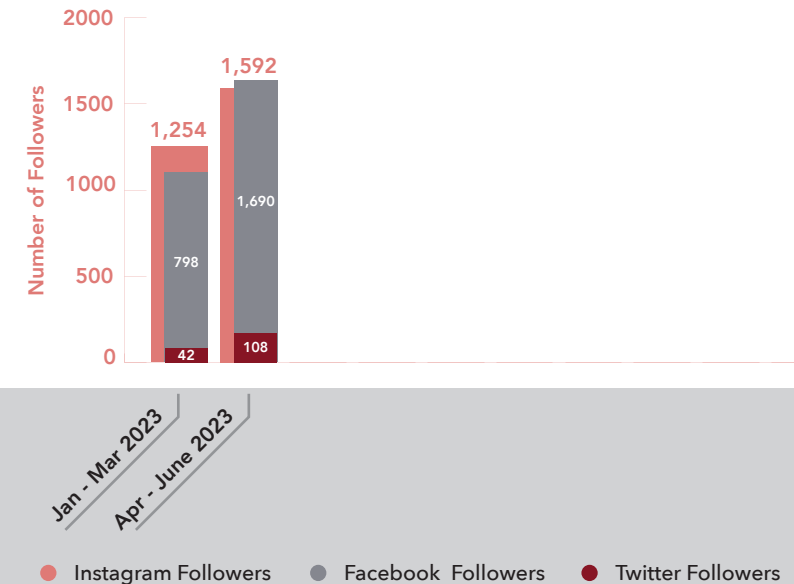


## Website Sessions



Includes project, construction update, and closures pages

## Social Media Followers





# **AGENDA ITEM 6H**



<b>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	David Knudsen, External Affairs Director
<b>THROUGH:</b>	Aaron Hake, Deputy Executive Director
<b>SUBJECT:</b>	State and Federal Legislative Update

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission to take the following action(s):

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

**State Update**

**California State Legislature 2023-24 Session**

The California Legislature reconvened from summer recess on August 14 and will continue to hold hearings and votes on legislation until adjournment for the year on September 14. In total, more than 600 bills are pending consideration in Senate and Assembly Appropriations Committees, underscoring the significant volume of legislation under review over the coming weeks. Following adjournment, the deadline for Governor Gavin Newsom to sign or veto legislation is October 14.

***Assembly Bill 1385 (Garcia)***

On July 5, the Senate Governance and Finance Committee held a hearing on Assembly Bill 1385 (AB 1385), which passed by a vote of 6-2. RCTC Executive Director Anne Mayer attended the hearing to provide primary testimony in support of the bill. If approved by the Legislature and signed by the Governor, AB 1385 will increase RCTC's sales tax authority to 1.5 cents. AB 1385 is now on the Senate Floor and awaits consideration by the full chamber.

***State Budget***

As previously reported, the Fiscal Year 2023-24 State Budget maintained \$2 billion for the Transit and Intercity Rail Capital Program (TIRCP) that was recommended for reduction in the Governor's January budget release. As a result, \$2 billion will be available via TIRCP in FY 2023-24 and another \$2 billion is planned for FY 2024-25. Additionally, the final budget also provides \$1.1 billion over three years for the Zero Emission Transit Capital Program (ZETCP). Together, these programs are intended to provide flexibility for transit capital and operations

expenses across the state. The short window of time in which the legislation was negotiated and drafted by the Governor, Senate, and Assembly has lent to concerns regarding ambiguous language and potential errors in need of cleanup.

Specifically, Commission staff are seeking clarity on the requirements regional transportation planning agencies (RTPA), including RCTC, must meet in order to receive future TIRCP or ZETCP funding. This includes a requirement to submit to the state for approval short- and long-term financial plans and regularly updated transit operator data, in addition to other accountability measures. Concerns have been raised regarding the precedent-setting nature of these requirements, particularly for the ambiguity of how the California State Transportation Agency (CalSTA) could influence regional policies as a result. While CalSTA anticipates releasing draft guidelines in August, followed by final guidelines at the end of September, efforts are underway for potential cleanup legislation, likely in the form of a budget bill junior to amend the Budget Act. RCTC is closely monitoring the guideline drafting process and the exploration of cleanup legislation. Staff will keep the Commission apprised and will engage as appropriate.

## **Federal Update**

### **Federal Community Project Funding (Earmarks)**

In July, the House of Representatives released a list of Community Project Funding (CPF) requests in the FY 2024 Transportation, Housing and Urban Development Appropriations bill. This bill includes the following RCTC-led CPF requests:

- \$5 million for the Coachella Valley Rail Project, requested by Representative Ken Calvert;
- \$4 million for the State Route 91 Eastbound Corridor Operations Project, requested by Representative Young Kim; and
- \$500,000 for the Metrolink Double Track Project: Moreno Valley to Perris, requested by Representative Mark Takano.

For the past two federal fiscal years the House and Senate had previous agreement regarding topline earmark spending resulting in House CPF requests passing without change in the Senate and likewise Senate Congressional Directed Spending (CDS) requests passing without change in the House. However, no such agreement has been reached between the House and the Senate, raising questions as to whether CPF and CDS requests could be altered or removed when the House and Senate go to conference for a final FY 2024 Appropriations bill. RCTC staff will monitor and continue to communicate its support for this funding as the legislation is considered by Congress over the coming weeks—and months, should negotiations continue past the September 30 deadline as they have in past years.

### **FISCAL IMPACT:**

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

Attachment: Legislative Matrix – August 2023



**RIVERSIDE COUNTY TRANSPORTATION COMMISSION - POSITIONS ON STATE AND FEDERAL LEGISLATION – AUGUST 2023**

<b>Legislation/ Author</b>	<b>Description</b>	<b>Bill Status</b>	<b>Position</b>	<b>Date of Board Adoption</b>
<b>AB 6 (Friedman)</b>	This bill provides significant new oversight to the California Air Resources Board in the approval process of a metropolitan planning organization's Sustainable Communities Strategy and the methodology used to estimate greenhouse gas emissions. These new burdensome requirements will likely result in significant delays to transportation projects.	Passed the Assembly, referred to the Senate Transportation and Environmental Quality Committees (Author agreed to not proceed with the bill in 2023).  June 14, 2023	<i>Oppose Based on Platform</i>	5/24/2023
<b>AB 7 (Friedman)</b>	This bill requires the California State Transportation Agency, California Department of Transportation, and California Transportation Commission to consider specific principles as part of their processes for project development, selection, and implementation. AB 7 may impact the allocation of billions of dollars in state transportation funding, infringing on RCTC's ability to deliver critically needed transportation infrastructure in Riverside County.	Passed out of the Senate Transportation Committee on July 11, 2023. Re-referred to the Senate Appropriations Committee.  July 12, 2023	<i>Oppose Based on Platform</i>	5/25/2023
<b>AB 558 (Arambula)</b>	This bill restructures the Fresno County Transportation Authority (FCTA) by increasing its board membership from nine to thirteen members. This restructuring is done without the consensus and support from regional stakeholders and sets a concerning precedent for RCTC and other regional transportation agencies that rely upon a collaborative process to be effective.  Additionally, the bill was amended on April 18 to subject a county transportation expenditure plan prepared by the Fresno County Transportation Authority (FCTA) to the requirements of the California Environmental Quality Act.	Failed deadline, can be acted upon in January 2024.  April 28, 2023	<i>Oppose Based on platform</i>	4/10/2023

Legislation/ Author	Description	Bill Status	Position	Date of Board Adoption
<b>AB 1385 (Garcia)</b>	This bill would raise RCTC's maximum tax rate authority from 1% to 1.5%.	Passed out of the Senate Governance and Finance Committee on July 5, 2023.  Read second time on the Senate Floor. Ordered to third reading.  July 10, 2023	<i>Support</i>	3/8/2023
<b>AB 1525 (Bonta)</b>	This bill significantly narrows the location and types of projects eligible to receive state transportation funding by requiring 60% of funds to be allocated to priority populations.	In committee: Held under submission.  May 18, 2023	<i>Oppose Based on platform</i>	4/11/2023
<b>SB 617 (Newman)</b>	This bill, until January 1, 2029, would authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5 million for each project. The bill would specify that the authority to use the progressive design-build process.	Passed out of the Assembly Local Government Committee on June 21, 2023. Re-referred to the Assembly Appropriations Committee.  June 28, 2023	<i>Support Based on platform</i>	4/5/2023

# **AGENDA ITEM 7**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Jillian Guizado, Planning and Programming Director
<b>THROUGH:</b>	Aaron Hake, Deputy Executive Director
<b>SUBJECT:</b>	2024 State Transportation Improvement Program Funding Distribution and Draft Fund Estimate

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve the 2024 State Transportation Improvement Program (STIP) funding distribution among the three geographic areas in Riverside County per the adopted STIP intracounty Memorandum of Understanding (MOU).

**BACKGROUND INFORMATION:**

The STIP is a five-year program of projects administered by the California Transportation Commission (CTC). It is updated every two years outlining the commitment and programming of transportation funds for the State's multimodal transportation system, including: highways, rail, transit, local roads, and bike and pedestrian facilities. In June of every odd year, Caltrans is required to prepare a draft STIP Fund Estimate (FE) that estimates how much funding will be available for programming for the next five-year period. The CTC released the draft 2024 STIP FE at its June 28, 2023, meeting and, at the time this agenda item was prepared, was due to adopt the final 2024 STIP FE at its August 16, 2023, meeting.

The 2024 STIP will cover Fiscal Years 2024/25 through 2028/29. Each STIP cycle adds on two years with most of the programming capacity available in the last two years. STIP funds are allocated into two broad programs – the Regional Improvement Program (RIP) receives 75 percent of the total STIP funds, and the remaining 25 percent is directed to Caltrans for its Interregional Transportation Improvement Program. The 75 percent RIP funding is further subdivided by formula into county shares. County shares are available solely for projects nominated by regional agencies. The 2024 STIP FE also establishes funding levels for the State Highway Operation and Protection Program, which Caltrans prepares in consultation with the regions.

**STIP Intracounty Formula Distribution**

Per the Commission's STIP intracounty formula distribution approved in 1998 through an MOU between the Commission, Coachella Valley Association of Governments, and Western Riverside

Council of Governments, STIP funds are allocated to Western County, Coachella Valley, and Palo Verde Valley based on the most recent fiscal year taxable sales by geographic area used for Measure A allocations. As seen in Table 1, the geographic area percentages of taxable sales applied to the 2016 through 2024 STIPs demonstrates a growing trend in Western County compared to Coachella and Palo Verde Valleys:

**Table 1. Taxable Sales Share by Riverside County Geographic Area**

Geographic Area	2016 STIP	2018 STIP	2020 STIP	2022 STIP	2024 STIP
Western County	75.76%	77.30%	78.12%	78.14%	<b>79.91%</b>
Coachella Valley	23.54%	22.11%	21.45%	21.42%	<b>19.70%</b>
Palo Verde Valley	0.70%	0.59%	0.43%	0.44%	<b>0.39%</b>

Per the STIP intracounty distribution formula, each geographic area will receive funding based on the above percentages. In addition, state law allows up to five percent of RIP funding for planning, programming, and monitoring (PPM) activities. The Commission's typical practice has been to set aside two percent for PPM activities to fund Project Study Reports, planning, and staff costs associated with STIP funding, programming, and project administration. PPM funding is available for Coachella Valley Association of Governments (CVAG) and Commission activities.

#### **DISCUSSION:**

#### **2024 STIP FE**

On August 16, 2023, the CTC adopted the final 2024 STIP FE, which identifies county share targets for each region in the state. Statewide, \$2.5 billion of new STIP capacity is available in the 2024 STIP; of this amount, \$59,788,000 is identified for Riverside County. The majority of new STIP capacity is available in the last two years of the 2024 STIP cycle, FYs 2027/28 and 2028/29.

Table 2 reflects how the Riverside County STIP funds should be distributed according to the STIP intracounty MOU. Staff is proposing to increase the PPM off the top allocation from two percent to three percent with the one percent increase intended to cover staff time spent advancing the Coachella Valley-San Geronio Pass Rail Corridor Service (CV Rail) project into the Tier 2 environmental phase. The remaining two percent of PPM will be shared between the Commission and CVAG as detailed in MOU No. 23-66-052-00.

**Table 2. 2024 STIP FE – Riverside County Share Target**

Total Riverside County Share		\$ 59,788,000
Less: 3 percent PPM		1,793,640
Less: PVV delta from 2022 Target/Max		68,895
Total New Project Programming		<u>57,925,465</u>
Western County	79.91 percent	46,288,239
Coachella Valley	19.70 percent	*11,411,316
Palo Verde Valley	0.39 percent	225,909

\*Actual Coachella Valley amount available is \$6,778,587

In the 2022 STIP, the Commission programmed the delta of its STIP Maximum and Target shares (\$15,658,000) on CV Rail. In doing so, Palo Verde Valley did not receive its formula share of the delta. That amounts are reflected in Table 2 as “PVV delta from 2022 Target/Max.”

### **2024 STIP Project Selection Process**

The Commission is the entity that prepares, approves, and submits the STIP proposal for the entirety of Riverside County. Each of the three geographics areas of the county have a different process for selecting projects for inclusion in the STIP.

#### ***Western Riverside County***

Western Riverside County projects are nominated by Commission staff. Recommendations for current and new projects for STIP funds will be considered and based on the 2019-29 Measure A Highway Delivery Plan and other high priority projects approved by the Commission.

#### ***Coachella Valley***

CVAG nominates its projects and notifies Commission staff for final concurrence and submittal to the CTC. Staff will review the programming process and timeline with CVAG staff and present CVAG’s recommended projects to the Commission for inclusion in the 2024 STIP submittal. As previously noted, in the 2022 STIP, the Commission programmed up to the Maximum STIP share by programming \$15,658,000 for the CV Rail project without considering a proportional cost share between Riverside County geographic areas. With 64 percent of the Riverside County CV Rail track mileage share located in the Coachella Valley, the Coachella Valley’s STIP formula share contribution to CV Rail is \$10,021,120. Utilizing its taxable sales share of the \$15,658,000 2022 STIP amount programmed on CV Rail, the Coachella Valley was only contributing \$3,388,391; combining this with \$6,632,729 of 2024 STIP Coachella Valley share will achieve the Coachella Valley’s \$10,021,120 track mileage share STIP contribution to the CV Rail Tier 2 environmental phase. This leaves \$4,778,587 of 2024 STIP funding for CVAG to nominate on a project. Additionally, as staff reported to the Commission at its May 2022 meeting, in the 2022 STIP, CVAG requested the \$2 million previously programmed in the 2020 STIP for the Interstate 10/Avenue 50 interchange be de-programmed. This request was based on action the CVAG Executive Committee took at its September 30, 2019 Executive Committee meeting. The \$2 million deprogrammed needs to be added back into the Coachella Valley share during the 2024 STIP cycle, bringing the total Coachella Valley amount of 2024 STIP funding available for programming to \$6,778,587.

#### ***Palo Verde Valley***

Palo Verde Valley projects are nominated by the city of Blythe (Blythe); however, given the minor amount of funding typically available and the complexity in processing these funds, the Commission and Blythe have executed MOUs in past STIP cycles trading Palo Verde Valley STIP funds with Measure A Western Riverside County Highway funds. Blythe is required to include the STIP traded funds in its Measure A Local Streets and Roads Capital Improvement Plan. Upon CTC’s adoption of the 2024 STIP in March 2024, staff will move forward with preparing the 2024 STIP MOU with Blythe.

### Status of Current 2022 STIP Programming

Table 3 illustrates the current 2022 STIP projects programmed in Riverside County.

**Table 3. 2022 STIP – Riverside County** (Approved by CTC in March 2022)

Agency	Project	Phase	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total STIP
RCTC	AB 3090 – 71/91 IC	C	\$19,913,000	\$33,189,000	\$13,275,000			<b>\$66,377,000</b>
RCTC	I-10/Highland Springs IC	C					14,698,000	<b>14,698,000</b>
County	Temescal Canyon Road	C					13,000,000	<b>13,000,000</b>
CVAG	I-10/Monroe IC	C				7,550,000		<b>7,550,000</b>
RCTC/ CVAG	CV Rail	E				15,658,000		<b>15,658,000</b>
RCTC/ CVAG	PPM	C	696,000	600,000	315,000	200,000	519,000	<b>2,330,000</b>
		<b>Totals</b>	<b>\$696,000</b>	<b>\$600,000</b>	<b>\$315,000</b>	<b>\$23,408,000</b>	<b>\$28,217,000</b>	<b>\$53,236,000</b>
			C = Construction IC = Interchange E = Environmental PPM = Planning, Programming, and Monitoring					

Because of the large amount of STIP funding programmed on the State Route 71/91 Interchange project, STIP funds are being made available over the three-year life of the project as identified in the table. Projects programmed in FYs 2025/26 and 2026/27 will be reviewed for carryover into the 2024 STIP.

The 2024 STIP submittal is due to the CTC by December 15, 2023. CTC adoption of the 2024 STIP is scheduled for March 2024.

#### **FISCAL IMPACT:**

There is no fiscal impact to the Commission related to the adoption of the 2024 STIP funding distribution.



# **AGENDA ITEM 8**



<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>THROUGH:</b>	Aaron Hake, Deputy Executive Director
<b>SUBJECT:</b>	Contract Authority for On-Call Multimodal Transit/Rail Consulting Services

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Amendment No. 1 to the following agreements to provide on-call multimodal transit/rail consulting services for a five-year term to extend the agreements for an additional amount of \$8,000,000 and a total amount not to exceed \$13,000,000:
  - a) Agreement No. 23-25-002-01 to HDR Engineering, Inc.;
  - b) Agreement No. 23-25-016-01 to HNTB Corporation;
  - c) Agreement No. 23-25-017-01 to Jacobs Engineering Group, Inc.;
  - d) Agreement No. 23-25-018-01 to Mott MacDonald Group, Inc.;
  - e) Agreement No. 23-25-019-01 to STV Incorporated;
  - f) Agreement No. 23-25-020-01 to WSP USA Inc.;
- 2) Authorize the Chair or Executive Director, pursuant to legal counsel review, to execute the agreements, on behalf of the Commission; and
- 3) Authorize the Executive Director, or designee, to execute task orders awarded to the consultants under the terms of the agreements.

**BACKGROUND INFORMATION:**

At the September 2022 Commission meeting, an on-call bench of consultants for multimodal transit/rail consulting services was approved for a total aggregate contract value of \$5,000,000. The purpose of the on-call bench is to provide consultant services for multimodal operations, planning, and development support services over a five-year term. An on-call bench is not a guarantee that a consultant will receive work. Utilizing an on-call bench allows staff to issue a task order request and execute a purchase order from qualified consultants to streamline the procurement process. Having the on-call bench has proven to be efficient and effective for various grants, feasibility studies, and other planning efforts with short or aggressive timeframes.

This is an exciting time for multimodal projects with a greater emphasis and more funding available for transit and rail projects. The multimodal transit/rail on-call bench focuses on planning, feasibility studies and analyses looking for ways to provide the best transportation options for county residents.

Below is a list of sample projects that could be developed or updated over the next few years:

1. Next Generation Rail Study
2. Rail Stations First/Last Mile Active Transportation Plan
3. Express Bus Study
4. Grade Separation Funding Priority Strategy
5. Warehousing and Logistics Truck Fee Study
6. Ridership Forecasting and Service Planning Models
7. Future Growth Market Assessments and Operational Analyses
8. Transit Oriented Development Plans
9. Future Rail Station Parking Needs Assessment
10. Rail Crossing Safety Improvements/Quiet Zone Plans
11. Zero Emission Bus Transition and Implementation Plan
12. Emerging Technology Feasibility Studies
13. Financial and Revenue Analyses
14. Sustainability and Climate Resiliency Studies

These consultant services are important to support the Commission's ability to plan and develop capital and service improvements that allow for the efficient and effective use of the limited transportation funding.


At the time of approval of the current on-call bench, staff did not foresee the award of \$5,000,000 in planning grants from the Southern California Association of Governments' Regional Early Action Planning 2.0 Program. The Commission was successful in applying for two grants: \$3,000,000 to conduct a Core Capacity Innovative Transit Study which will help develop a 30-year vision of a fully integrated, multimodal public transportation network using advanced technology and infrastructure design, and \$2,000,000 to conduct a Station Feasibility and Transit Oriented Development Plan on behalf of the city of Coachella to identify the future terminus and layover facility of the Coachella Valley Rail Project. These awards in addition to another pending grant in the amount of \$3,000,000 that the Commission is partnering on with Amtrak and the city of Palm Springs would exceed the current contract authority of the on-call bench; therefore, staff recommends amending the agreements with the selected firms (Attachments 1 through 6) to increase the aggregate contract value from \$5,000,000 to \$13,000,000 to account for these projects.

**FISCAL IMPACT:**

There is no fiscal impact at this time as the projects anticipated to begin in Fiscal Year 2023/24 have been included in the approved annual budget.

The on-call, indefinite delivery/indefinite quantity task order type contracts do not guarantee work to any of the awardees; therefore, no funds are guaranteed to any consultant. Pre-qualified consultants will be selected for specific tasks based on qualification information contained in their proposals and/or competitive fee proposals for the specific tasks. Services will be provided

through the Commission's issuance of contract task orders to the consultants on an as-needed basis. The projects/task orders issued will either be funded with federal or state grants or local funds and will be accounted for in the respective budget year.

Financial Information					
In Fiscal Year Budget:	Yes	Year:	FY 2023/24 FY 2024/25+	Amount:	\$5,000,000 \$3,000,000
Source of Funds:	Local Transportation Funds Regional Early Action Planning Grants			Budget Adjustment:	No
GL/Project Accounting No.:	004201 81501 00000 0000 103 25 81501 \$3,000,000 103 65 81501 \$5,000,000				
Fiscal Procedures Approved:				Date:	08/14/2023

Attachments:

- 1) Draft Agreement No. 23-25-002-01 with HDR Engineering, Inc.
- 2) Draft Agreement No. 23-25-016-01 with HNTB Corporation
- 3) Draft Agreement No. 23-25-017-01 with Jacobs Engineering Group, Inc.
- 4) Draft Agreement No. 23-25-018-01 with Mott MacDonald Group, Inc.
- 5) Draft Agreement No. 23-25-019-01 with STV Incorporated
- 6) Draft Agreement No. 23-25-020-01 with WSP USA Inc.



**Agreement No. 23-25-002-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH HDR ENGINEERING, INC.**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and HDR ENGINEERING, INC. ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-002-00 dated December 2, 2022 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**



**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**HDR ENGINEERING, INC.**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

APPROVED AS TO FORM

ATTEST:

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



**Agreement No. 23-25-016-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH HNTB CORPORATION**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and HNTB CORPORATION ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-016-00 dated March 6, 2023 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**HNTB CORPORATION**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

APPROVED AS TO FORM

ATTEST:

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



**Agreement No. 23-25-017-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH JACOBS ENGINEERING GROUP, INC.**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and JACOBS ENGINEERING GROUP, INC. ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-017-00 dated January 11, 2023 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**



**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**JACOBS ENGINEERING  
GROUP INC.**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

APPROVED AS TO FORM

ATTEST:

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



**Agreement No. 23-25-018-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH MOTT MACDONALD GROUP, INC.**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and MOTT MACDONALD GROUP, INC. ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-018-00 dated December 15, 2022 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**MOTT MACDONALD GROUP  
INC.**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

APPROVED AS TO FORM

ATTEST:

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



**Agreement No. 23-25-019-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH STV INCORPORATED**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and STV INCORPORATED ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-019-00 dated November 21, 2022 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**



**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**STV INCORPORATED**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

APPROVED AS TO FORM

ATTEST:

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



**Agreement No. 23-25-020-01**

**AMENDMENT NO. 1  
AGREEMENT FOR ON-CALL MULTIMODAL TRANSIT/RAIL CONSULTING  
SERVICES  
WITH WSP USA INC.**

**1. PARTIES AND DATE**

This Amendment No. 1 to the Agreement for on-call multimodal transit/rail consulting services entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by and between the RIVERSIDE COUNTY TRANSPORTATION COMMISSION ("Commission") and WSP USA INC. ("Consultant").

**2. RECITALS**

- 2.1 The Commission and the Consultant have entered into Agreement No. 23-25-020-00 dated December 13, 2022 for the purpose of providing on-call multimodal transit/rail consulting services (the "Master Agreement").
- 2.2 The Commission and the Consultant now desire to further amend the Master Agreement in order to add additional compensation for continued on-call multimodal transit-rail consulting services.

**3. TERMS**

- 3.1 The maximum compensation for Services performed pursuant to this Amendment No. 1 shall be an aggregate of Eight Million Dollars (\$8,000,000).
- 3.2 The total not-to-exceed aggregate amount of the Master Agreement, as amended by this Amendment No. 1, shall be Thirteen Million Dollars (\$13,000,000).
- 3.3 Except as amended by this Amendment No. 1, all provisions of the Master Agreement, including without limitation the indemnity and insurance provisions, shall remain in full force and effect and shall govern the actions of the parties under this Amendment.
- 3.4 This Amendment No. 1 shall be governed by the laws of the State of California. Venue shall be in Riverside County.

- 3.5 A manually signed copy of this Amendment No. 1 which is transmitted by facsimile, email or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Amendment No. 1 for all purposes. This Amendment No. 1 may be signed using an electronic signature.
- 3.6 This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.

**[SIGNATURES ON FOLLOWING PAGE]**

**SIGNATURE PAGE  
TO  
AGREEMENT NO. 23-25-002-01**

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment as of the date first herein above written.

**RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION**

**WSP USA INC.**

By: \_\_\_\_\_  
Anne Mayer, Executive Director

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

**APPROVED AS TO FORM**

**ATTEST:**

By: \_\_\_\_\_  
Best Best & Krieger  
General Counsel

By: \_\_\_\_\_

Its: \_\_\_\_\_

\* A corporation requires the signatures of two corporate officers.

One signature shall be that of the chairman of board, the president or any vice president and the second signature (on the attest line) shall be that of the secretary, any assistant secretary, the chief financial officer or any assistant treasurer of such corporation.

If the above persons are not the intended signators, evidence of signature authority shall be provided to RCTC.



# **AGENDA ITEM 9**





<b><i>RIVERSIDE COUNTY TRANSPORTATION COMMISSION</i></b>	
<b>DATE:</b>	August 28, 2023
<b>TO:</b>	Budget and Implementation Committee
<b>FROM:</b>	Eric DeHate, Transit Manager
<b>THROUGH:</b>	Lorelle Moe-Luna, Multimodal Services Director
<b>SUBJECT:</b>	Fiscal Year 2023/24 State of Good Repair Program Allocations

**STAFF RECOMMENDATION:**

This item is for the Committee to recommend the Commission take the following action(s):

- 1) Approve Resolution No. 23-007, *“Resolution of the Riverside County Transportation Commission Approving the FY 2023/24 Project List for the California State of Good Repair Program”*;
- 2) Approve an allocation of \$4,573,788 related to Fiscal Year 2023/24 State of Good Repair (SGR) program funds to eligible Riverside County transit operators;
- 3) Approve an increase of \$30,582 in the FY 2023/24 budget for SGR revenues to reflect updated SCO estimates;
- 4) Authorize the Executive Director, or designee, to review, approve and submit projects to Caltrans which are consistent with SGR program guidelines and to execute and submit required documents for the SGR program, including the Authorized Agent Form; and
- 5) Authorize the Executive Director, or designee, to approve administrative amendments to the FY 2023/24 Short Range Transit Plans (SRTPs) for incorporation of the SGR funds, as necessary.

**BACKGROUND INFORMATION:**

The SGR program was established through Senate Bill (SB) 1 in April 2017 and is funded from a portion of the new Transportation Improvement Fee on vehicle registrations. SGR provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. Funds are apportioned similar to the State Transit Assistance program formula, utilizing two categories for funding: population and transit operator revenues. Apportionments by population are discretionary and fall under Public Utilities Code (PUC) 99313, and apportionments based on transit operator revenues are non-discretionary and fall under PUC 99314. Apportionments for both PUC 99313 and 99314 are determined by the State Controller’s Office (SCO).

The total estimated amount of SGR funds available to Riverside County for FY 2023/24 is \$4,573,788. Of this amount, \$3,934,416 is apportioned by population under PUC 99313, and will

be sub-allocated by the Commission. PUC 99314 provides \$639,372 directly to the transit operators as determined by the SCO.

As the Regional Transportation Planning Agency for Riverside County, the Commission has the following responsibilities:

- Receive and allocate SGR funds to transit operators based on local needs (PUC 99313) and based on formula amounts published by the SCO (PUC 99314);
- Via board resolution, approve the annual list of SGR projects submitted by the public transit operators and ensure funds are expended on SGR-eligible activities;
- Complete an updated authorized agent form; and
- Comply with all relevant federal and state laws, regulations, and policies for funding.

In order to receive funding for FY 2023/24, by September 1, the Commission is required to submit to Caltrans a resolution, which confirms the Commission is an eligible project sponsor and may receive, distribute, concur and approve the list of projects, which are to be funded under the SGR program. Revised SGR funding amounts were released on August 1, 2023. Due to the board meeting schedule, Caltrans approved the Commission's request to submit an approved resolution and project list by September 30.

Staff recommends approval of Resolution No. 23-007, which is included as Attachment 1 to the report. Sub-allocations for PUC 99313 are apportioned by the Commission based on need and the amounts allocated to each operator is presented in Attachment 2. Staff expects that transit operators will program these funds in their FY 2024/25 SRTP, but they may request an amendment to the current SRTP if needed.


It is important to note that the funding allocation is an estimate provided by the SCO. Actual funds received are based on the Transportation Improvement Fee collected on vehicle registrations. Most funding sources the Commission oversees have a fund balance, which provides stability in changes to economic conditions and allows projects and programs to move forward even during economic uncertainty. Caltrans requires all SGR funds to be programmed and operators are encouraged to use these funds as expeditiously as possible. While Caltrans prefers this type of programming, it can leave little to no fund balance, which can affect project estimates.

Staff included the February 2023 SCO estimates for SGR funding allocations concurrently with the annual SRTP allocation process approved by the Commission in June. Staff did not include the resolution during that process anticipating a revised estimate in August from the SCO and subsequent board authorization. The August 2023 estimate provided by the SCO, shows an increase of 0.78 percent or \$30,582 above the February 2023 estimate that was included in the FY 2023/24 budget. As such, staff recommends a budget increase to include these revenues. Any decreases in funding allocations will be within the approved amount the Commission authorizes and can be amended administratively. Any increases in funding allocations to the transit

operators beyond this amount will be brought back to the Commission for approval during the mid-year staff report.

**FISCAL IMPACT:**

Funds are distributed to the Commission quarterly from the SCO with the final payment expected in September 2024. \$4,543,206 of SGR funds were already included in the Commission's FY 2023/24 budget. The additional funds from the revised August estimate are not included in the FY 2023/24 budget.

Financial Information					
In Fiscal Year Budget:	No	Year:	FY 2023/24	Amount:	\$30,582
Source of Funds:	SB1 State of Good Repair			Budget Adjustment:	Yes
GL/Project Accounting No.:	00222X 401 4230X 0000 242 62 4230X (SGR revenues by various geographic area/project numbers)				
Fiscal Procedures Approved:				Date:	08/14/2023

Attachments:

- 1) Resolution No. 23-007
- 2) SGR FY 2023/24 Allocations by Operator



**RESOLUTION NO. 23-007**  
**RESOLUTION OF THE**  
**RIVERSIDE COUNTY TRANSPORTATION COMMISSION**  
**APPROVING THE FY 2023/24 PROJECT LIST**  
**FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, the Riverside County Transportation Commission is an eligible project sponsor and may receive and distribute State Transit Assistance – SGR funds to eligible project sponsors (local agencies) for eligible transit capital projects;

**WHEREAS**, the Riverside County Transportation Commission distributes SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

**WHEREAS**, the Riverside County Transportation Commission concurs with and approves the attached project list for the SGR Program funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Riverside County Transportation Commission hereby approves the SB 1 SGR Project List for FY 2023/24; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Riverside County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

**NOW, THEREFORE, BE IT RESOLVED**, that the Executive Director or designee is hereby authorized to submit a request for Scheduled Allocation of the SB 1 SGR funds and to execute the related grant applications, forms and agreements, including the Authorized Agent Form.

APPROVED AND ADOPTED this 13<sup>th</sup> day of September, 2023.

\_\_\_\_\_  
Robert E. Magee, Chair  
Riverside County Transportation Commission

ATTEST:

\_\_\_\_\_  
Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission



## FY 2023/24 State of Good Repair (SGR) Funding Allocation

State Controller's Office

Transmittal Letter of August 1, 2023 (Revised Estimate)


**RCTC**

	Western Riverside		Coachella Valley		Palo Verde Valley	Total
	Bus	Rail	Bus	Rail		
PUC 99313 Discretionary	2,195,732	707,489	973,133		58,062	<b>3,934,416</b>
City of Banning	57,703					
City of Beaumont	56,488					
City of Corona	75,297					
City of Riverside	44,557					
Riverside Transit Agency	1,961,687					
PUC 99314 Non-Discretionary	218,056	292,511	126,867	0	1,938	<b>639,372</b>
City of Banning	2,297					
City of Beaumont	3,512					
City of Corona	4,703					
City of Riverside	5,443					
Riverside Transit Agency	202,101					
Total FY 23/24 SGR Funding	2,413,788	1,000,000	1,100,000	0	60,000	<b>4,573,788</b>

Rev. 8/8/2023

FY 23/24 SGR PROPOSED PROJECT LISTING					
Agency	PUC 99313	PUC 99314	Total SGR Allocation	Project Number	Proposed Project Description
City of Banning	57,703	2,297	<b>\$60,000</b>	25-TBD	Capitalized Preventative Maintenance
City of Beaumont	56,488	3,512	<b>\$60,000</b>	25-TBD	Project: Vehicle Lifts
City of Corona	75,297	4,703	<b>\$80,000</b>	25-TBD	Replacement of Video Surveillance Equipment
City of Riverside	44,557	5,443	<b>\$50,000</b>	25-TBD	Capitalized Preventative Maintenance
Palo Verde Valley Transit Agency	58,062	1,938	<b>\$60,000</b>	25-TBD	Maintenance Climatization Project
RCTC	707,489	292,511	<b>\$1,000,000</b>	25-TBD	Rail Stations - Capital Rehabilitation
Riverside Transit Agency	1,961,687	202,101	<b>\$2,163,788</b>	25-TBD	Facility, Maintenance, Safety and Revenue/Support Vehicle Replacements, Enhancements and Upgrades
SunLine Transit Agency	973,133	126,867	<b>\$1,100,000</b>	25-TBD	Fuel Cell Electric Bus (1)
Grand Totals	<b>3,934,416</b>	<b>639,372</b>	<b>\$4,573,788</b>		